



# Hillsborough County City-County Planning Commission

## Executive Summary

Meeting Date: September 12, 2016  
Agenda Item: Hillsborough+Polk Freight Logistics Zone Strategic Plan  
Consistency Finding  
Presenter: Lisa Silva ext. 329  
Action Necessary: Yes

## Summary:

The Hillsborough Metropolitan Planning Organization (MPO) developed a [Freight Logistics Zone Strategic Plan \(Plan\) Exhibit 'A'](#) in compliance with requirements outlined in [Chapter 2015-106, Section 311.103, Florida Statutes](#) in partnership with Polk Transportation Planning Organization (TPO). The legislation encourages counties to designate Freight Logistics Zones (FLZ) to position them to compete for funding for freight projects. The Plan was developed as part of a collaborative process. The Plan identifies the proposed FLZ to include freight facilities, infrastructure and logistics clusters within Hillsborough and Polk counties. The FLZ consists of an interconnected network of logistics-related businesses with ties to the Winter Haven Intermodal Logistics Center (ILC), Port Tampa Bay, and the CSX Intermodal facility in east Tampa.

The MPO team collected relevant freight related data, convened a working group, developed the boundary of a Freight Logistics Zone (FLZ) and prepared a strategic plan document consistent with the legislative requirements for a FLZ. The working group members included representatives of the FLZ. The working group members included representatives of the Hillsborough MPO, Polk TPO, FDOT Districts Seven and One, Tampa International Airport, Port Tampa Bay, CSX, the Planning Commission, staff of both counties and the cities of Winter Haven, Tampa, Lakeland and Plant City.

## Recommendation:

It is recommended that the Planning Commission find the Hillsborough+Polk Freight Logistics Zone Strategic Plan **CONSISTENT** with the *Future of Hillsborough: A Comprehensive Plan for Unincorporated Hillsborough County*, the *Imagine 2040: Plant City Comprehensive Plan*, and the *Imagine 2040: Tampa Comprehensive Plan*; and recommend adoption of the Freight Logistics Zone by Hillsborough and Polk Counties, and forward this recommendation to the Hillsborough County Board of County Commissioners.

## Attachments:

Resolution, Hillsborough County Consistency Finding, City of Tampa Consistency Finding, City of Plant City Consistency Finding, [Hillsborough+Polk Freight Logistics Zone Strategic Plan Executive Summary](#), [Hillsborough+Polk Freight Logistics Zone Strategic Plan](#)



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**Hillsborough County  
City-County  
Planning Commission**

**Resolution**

Item 10: Hillsborough+Polk Freight Logistics Zone Strategic Plan

	AYE	NAY	ABSENT	DATE: September 12, 2016
Mitch Thrower, Chair				Mitch Thrower Chair
Bowen A Arnold, Vice-Chair				
Gary Pike, Member-at-Large				
Stephanie A Agliano				
Stephen L Benson, AICP				
Matthew D Buzza				
Derek L Doughty, PE				
Theodore Trent Green, RA				
Nigel M Joseph				
Jacqueline S Wilds				
Melissa E Zornitta, AICP Executive Director				Melissa E. Zornitta, AICP Executive Director
On motion of _____ Seconded by _____				
The following resolution was adopted:				



WHEREAS, [Section 311.103 \(1\), Florida Statutes](#), defines a Freight Logistics Zone as “a grouping of activities and infrastructure associated with freight transportation and related services within a defined area around an intermodal logistics center”; and

WHEREAS, Hillsborough County Metropolitan Planning Organization (MPO) and Polk Transportation Planning Organization (TPO) have collaborated to prepare a Strategic Plan for a proposed “Hillsborough + Polk Freight Logistics Zone Strategic Plan”, hereinafter referred to as the Freight Logistics Zone, that serves both Hillsborough and Polk counties; and

WHEREAS, the proposed Freight Logistics Zone as depicted in [Exhibit ‘A’](#) is located within a hub of freight activity that features the Central Florida Intermodal Logistics Center, Port Tampa Bay – the largest seaport in the State in terms of cargo tonnage and area, Tampa International Airport and a Foreign Trade Zone; and

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WHEREAS, the proposed Freight Logistics Zone includes 12 freight activity centers, or logistics clusters, with a variety of manufacturing, warehousing, intermodal operations and distribution centers; and

WHEREAS, these logistics clusters are connected and served by over 300 miles of Strategic Intermodal System highways which are complemented by an additional 270 miles of regionally designated freight highways and 240 miles of railroads; and

WHEREAS, the designation of the proposed Freight Logistics Zone can serve to:

- document the location of freight activity centers and secondary or ancillary uses such as fueling stations and workforce training;
- identify the key transportation facilities serving these centers;
- identify areas with significant truck and freight rail traffic and the need to mitigate potential conflicts between freight traffic and automobiles, bicyclists and pedestrians;
- provide a focal point for freight planning to help identify the need for transportation-related improvements and supportive land uses; and
- help prioritize funding requests for candidate projects that support freight and logistic industries; and

WHEREAS, the proposed Freight Logistics Zone does not serve a regulatory function and does not represent a land use overlay or future land use designation within a local comprehensive plan; and

WHEREAS, the proposed Freight Logistics Zone serves a strategic interest in the region and the State and will facilitate the cost-effective and efficient movement of goods and contribute to economic activity and job creation; and

WHEREAS The Freight Logistics Zone is consistent with the following *Imagine 2040: City of Tampa Comprehensive Plan Objectives and Policies*;

**GOV Policy 4.2.2:** *Through coordination with the Hillsborough MPO and FDOT, evaluate and prioritize highway projects needed to serve major terminal facilities as identified through the coordination of master plans for port, rail and airport facilities.*

**GOV Objective 4.2:** *Provide a highway system that assists in integrating other transportation systems.*

**GOV Policy 4.3.3:** *The City of Tampa will coordinate with the Hillsborough MPO to update the inventory, including map(s), of the major commercial truck and railroad terminals within the City of Tampa, as practicable.*

**LU Objective 8.1:** *Support and strengthen the role of the Port of Tampa as a major economic engine for the future well-being of Tampa.*

**LU Policy 8.1.1:** *Continue to encourage development and redevelopment of the Port of Tampa, and supporting infrastructure to serve the Port, in accordance with the*

*Imagine 2040 City of Tampa Comprehensive Plan, the Port Master Plan and other applicable laws and regulations, in order to promote the orderly growth and development of the Port of Tampa by identifying those areas best suited for Port and maritime related facilities and activities. This will accommodate the growth needs of the Port and the maritime industry, and allow the Port to take advantage of economic development opportunities unique to the City of Tampa and to the Port of Tampa.*

**LU Objective 8.9:** *Recognize industrial lands for their support to key economic engines within the City in order to strengthen Tampa's role as a regional employment center.*

**LU Policy 8.9.1:** *Accommodate a range of employment activity to ensure employment opportunities are available for the City's diverse residential population, including maintaining healthy manufacturing and industrial areas.*

**LU Policy 8.9.2:** *Encourage the continued intensification and existence of industrial, warehousing, and distribution facilities and provide opportunities for new warehousing/distribution activities in select locations, to provide a range of employment opportunities to Tampa's residents.*

**LU Objective 8.10:** *Preserve light and heavy industrial areas which are appropriately located in terms of traffic accessibility, minimizing their environmental effects on surrounding areas, and ensuring compatibility with surrounding land uses.*

**LU Policy 8.10.4:** *Ensure an adequate transportation network for industrial development. People living in residential neighborhoods abutting industrial uses shall have safe connections through industrial areas if needed (e.g. Port Tampa City to Picnic Island Park).*

**ENV Policy 1.1.6:** *Locate new industrial point sources of air pollution appropriately to prevent deterioration of ambient air quality*

**ENV Policy 1.1.11:** *Give priority to the location of clean, non-smokestack industries in new industrial developments.*

WHEREAS The Freight Logistics Zone is consistent with the following *Imagine 2040: City of Plant City Comprehensive Plan Objectives and Policies;*

**LU Objective 2.5:** *Support the downtown, midtown, stadium, community college, hospital, airport and the industrial areas as the major employment and regional attractors of Plant City.*

**LU Policy 7.4.9:** *Actively pursue clean, non-polluting, non-offensive industrial development in order to diversify the economic base and provide for expanded employment opportunities in Plant City.*

**LU Objective 8.3:** *Increase the supply of land available for light industrial, research, and office development with the aim of increasing the total number of jobs in the following target industries in Plant City:*

- *Professional, Scientific & Technical Services;*
- *Medical, Bioscience and Research Facilities;*
- *Manufacturing and Distribution Facilities;*
- *Finance & Insurance Services;*
- *Management Services; and,*
- *Administrative & Support Services.*

**LU Policy 8.3.1: Target Development:** *Encourage private investment that results in the creation and establishment of “target development” in Plant City. Target developments include one or more of the above listed industries in Objective 8.3.*

**LU Policy 8.3.6: Transportation Planning Coordination:** *Coordinate with the Metropolitan Planning Organization (MPO), Hillsborough County and the Florida Department of Transportation (FDOT) in planning for and providing adequate transportation capacity to serve economic growth along I-4 and the adjacent roadway network within Plant City and Hillsborough County.*

**MBY GOAL 1:** *A safe, efficient, environmentally sensitive, and integrated multi-modal transportation system for the movement of people and goods in the City.*

**MBY Policy 1.1.6:** *Monitor and evaluate the operating level of service on surface transportation facilities in the City, which provide direct access to airport, rail and trucking facilities.*

**MBY Objective 1.3:** *Improve the performance of the transportation system and mobility of its residents by constructing the projects identified in the Capital Improvements Element for the transportation facilities under the City’s jurisdiction.*

**MBY Policy 1.3.1:** *Provide transportation infrastructure to accommodate the impacts of growth consistent with the policies and standards of this Element and the Capital Improvements Element.*

WHEREAS The Freight Logistics Zone is consistent with the following *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County* Objective and Policies;

**Future Land Use Element**

*Economic Development: Industrial and Heavy Commercial Uses, Research Corporate Parks and Tourist/Leisure Industries*

*A healthy, stable economy contributes to the economic well-being of all Hillsborough County residents and makes possible a sound tax base sufficient to achieve the County’s Comprehensive Plan. Desirable economic growth will contribute to, and be characterized by: full, productive, stable employment; high economic returns (wages and benefits) on individual labor effort; a minimal rate of poverty; and cost containment of basic living expenses for all residents.*

*Strategies that generally enhance desirable economic growth include:*

- *encouraging the retention, expansion or attraction of export-base businesses—firms that provide goods or services to markets beyond the Tampa Bay metropolitan area. These traditionally include many manufacturers, but may also include services, such as, financial service firms, universities, certain health services and tourism. Universities represent an ideal export-based firm—they not only sell four-year degrees to students from outside the metropolitan area, but they require their customers to purchase four years of food, lodging and other living expenses. This strategy may extend to key members of a significant industry cluster.*
- *stimulating the development of import-substitution businesses—often smaller, sometimes home-based, firms that may fill an important “missing link” in the local economy, or may help lower costs by providing a less expensive, or more accessible, neighborhood supplier.*
- *providing better educational and work-force training to optimize the opportunities and productivity of the local work force.*
- *offering more affordable options for transportation, day care, medical, housing and energy to low income communities, thereby improving their economic well-being, while creating a more reliable workforce and a greater consumer base.*

*To maximize Hillsborough County’s economic potential while minimizing land use conflicts, it is advisable to identify specific, strategic geographic areas best suited to accommodate businesses chosen for their contribution to desirable economic growth and then provide incentives to encourage such businesses in these “economic development areas”.*

**Objective 26:** *The County shall identify specific target industry clusters, target industries, and target businesses; shall establish corresponding “economic development areas” and shall provide incentives for the location of desirable economic growth in these areas.*

**Policy 26.1:** *Economic development areas shall be any area with a land use designation, including mixed use categories, consistent with the targeted business or industry associated with desirable economic growth.*

**Policy 26.5:** *Non-industrial land uses shall be restricted or prohibited in the industrial land use categories.*

**Policy 26.6:** *In industrial land use categories, up to twenty percent (20%) of the project land area, when part of larger industrial developments (those industrial and/or office parks greater than 300,000 square feet total), may be considered for certain retail, service and tourist-related uses; generally, the amount of commercial uses permitted in this type of development will not exceed the maximum square footage shown in the chart with locational criteria. Retail activities may also be considered in*

*industrial areas as freestanding uses if it is demonstrated to serve the greater industrial area, pursuant to the provisions of the suburban-scale Locational Criteria.*

**Policy 26.7:** *A site plan controlled zoning district shall be required for all new and expanded industrial uses, other than government owned or leased facilities, located on major water bodies as identified on the Future Land Use Map.*

### **Transportation Element**

#### **GOAL 6: Maximize connections between transportation modes.**

##### **a) Provide Intermodal Links**

**OBJECTIVE 6.1:** *The County shall analyze the need to provide or improve intermodal links, especially highway and public transit links to airports, seaports, and rail and trucking facilities.*

**Policy 6.1.2:** *During the first quarter of each calendar year, the County shall provide traffic count and Level of Service data to the MPO for use in the prioritization of intermodal transportation facilities to ensure that adequate funding consideration for the planning and programming of these facilities is being given as part of the MPO's Transportation Improvement Program.*

**Policy 6.1.3:** *The County shall work with the Tampa Port Authority, Hillsborough County Aviation Authority, HART and other transportation agencies in the pursuit of efficient passenger connections between TIA and the cruise ship terminals on the Garrison Channel and regional transit.*

**Policy 6.1.5:** *The County shall continue to monitor the Truck Route Plan to assess the need and suitability of various roadways in unincorporated Hillsborough County to provide for truck borne goods movement to and from intermodal facilities.*

##### **b) Integrate Other Transportation Systems with Highways**

**OBJECTIVE 6.2:** *Provide a highway system that assists in integrating other transportation systems including transit, rail, air and water.*

**Policy 6.2.1:**<sup>i</sup> *Actively pursue development of adequate highway systems to support airport, rail, and port terminals.*

**Policy 6.2.2:** *Through coordination with the Metropolitan Planning Organization and the Florida Department of Transportation, evaluate and prioritize highway projects needed to serve major terminal facilities as identified through the coordination of master plans for port, rail and airport facilities.*

##### **c) Efficient Surface Transportation System**

**OBJECTIVE 6.3:** *Hillsborough County in coordination with the City of Tampa, the Planning Commission, the Florida Department of Transportation, HART and the*

*Metropolitan Planning Organization shall cooperate with the Port and Airport Authorities in their efforts to plan, build and maintain efficient surface transportation systems to move cargo and passengers on all modes by:*

**Policy 6.3.1:** *Ensure that port, airport and related facilities needs identified in their Master Plans and 5-year work programs are considered when prioritizing roadway and transit service improvements in:*

- a. *the County's Capital Improvements or Transportation Improvement Program;*
- b. *the County's Capital Improvements Element*

**Policy 6.3.2:** *The County shall ensure that public port and airport Master Plan activity levels are coordinated with key transportation and capital improvement planning years.*

**Policy 6.3.3:** *The County shall consider the Master Plans for port, rail and airport facilities, the cost feasible component of the Long Range Transportation Plan, the FDOT Strategic Intermodal System Plan, and the TBARTA Regional Master Plan in its capital improvements and right-of-way preservation planning.*

**Policy 6.3.4:** *The County shall provide the Port and Aviation Authorities the opportunity to review and comment on Developments of Regional Impacts that affect the transportation or terminal access to the port and airports, and/or significantly impact land uses in their environs.*

**Policy 6.3.6:** *The County shall work with the Tampa Port Authority and CSXT in improving access, safety, and the level of service on the surface transportation (including rail) network, which serves the Port.*

**Policy 6.3.7:** *The County shall assist the Tampa Port Authority in pursuing needed surface transportation improvements recommended in the Port of Tampa Surface Transportation Plan.*

**Policy 6.3.8:** *The County and the Metropolitan Planning Organization shall update the inventory (including map(s)) of the major commercial truck and railroad terminals within Hillsborough County, as needed.*

WHEREAS, the Planning Commission was provided a staff report outlining the consistency of the Freight Logistics Zone with the Comprehensive Plans, adopted by the City of Tampa, the City of Plant City and Hillsborough County;

NOW, THEREFORE, BE IT RESOLVED, the Hillsborough County City-County Planning Commission finds the Hillsborough+Polk Freight Logistics Zone Strategic Plan **CONSISTENT** with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*, the *Imagine 2040: Plant City Comprehensive Plan*, and the *Imagine 2040: Tampa Comprehensive Plan*; and forwards this recommendation to the Board of County Commissioners and recommends adoption of the Freight Logistics Zone by Hillsborough and Polk Counties.

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# Hillsborough County City-County Planning Commission

## Memorandum

July 12, 2016

To: Lisa Silva, AICP, PLA, Principal Planner

From: Krista Kelly, AICP, Executive Planner

Re: **Freight Logistics Zone Strategic Plan**

Staff has reviewed the Freight Logistics Zone Strategic Plan for consistency with the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*. The Strategic Plan addresses and furthers many policies in the County's Comprehensive Plan as it relates to economic development, the preservation of industrial land uses, and the support and integration of intermodal systems to enhance the freight system. The Strategic Plan is consistent with following Comprehensive Plan Objective and Policies

### **Future Land Use Element**

Economic Development: Industrial and Heavy Commercial Uses, Research Corporate Parks and Tourist/Leisure Industries

A healthy, stable economy contributes to the economic well-being of all Hillsborough County residents and makes possible a sound tax base sufficient to achieve the County's Comprehensive Plan. Desirable economic growth will contribute to, and be characterized by: full, productive, stable employment; high economic returns (wages and benefits) on individual labor effort; a minimal rate of poverty; and cost containment of basic living expenses for all residents.

Strategies that generally enhance desirable economic growth include:

- encouraging the retention, expansion or attraction of export-base businesses—firms that provide goods or services to markets beyond the Tampa Bay metropolitan area. These traditionally include many manufacturers, but may also include services, such as, financial service firms, universities, certain health services and tourism. Universities represent an ideal export-based firm—they not only sell four-year degrees to students from outside the metropolitan area, but they require their customers to purchase four years of food, lodging and other living expenses. This strategy may extend to key members of a significant industry cluster.
- stimulating the development of import-substitution businesses—often smaller, sometimes home-based, firms that may fill an important “missing link” in the local



economy, or may help lower costs by providing a less expensive, or more accessible, neighborhood supplier.

- providing better educational and work-force training to optimize the opportunities and productivity of the local work force.
- offering more affordable options for transportation, day care, medical, housing and energy to low income communities, thereby improving their economic well-being, while creating a more reliable workforce and a greater consumer base.

To maximize Hillsborough County's economic potential while minimizing land use conflicts, it is advisable to identify specific, strategic geographic areas best suited to accommodate businesses chosen for their contribution to desirable economic growth and then provide incentives to encourage such businesses in these "economic development areas".

**Objective 26:** The County shall identify specific target industry clusters, target industries, and target businesses; shall establish corresponding "economic development areas" and shall provide incentives for the location of desirable economic growth in these areas.

**Policy 26.1:**

Economic development areas shall be any area with a land use designation, including mixed use categories, consistent with the targeted business or industry associated with desirable economic growth.

**Policy 26.5:**

Non-industrial land uses shall be restricted or prohibited in the industrial land use categories, and economic development areas will be preserved for employment centers, except as provided in Policy 26.6.

**Policy 26.6:**

In industrial land use categories, up to twenty percent (20%) of the project land area, when part of larger industrial developments (those industrial and/or office parks greater than 300,000 square feet total) may be considered for certain retail, service and tourist-related uses; generally, the amount of commercial uses permitted in this type of development will not exceed the maximum square footage shown in the chart with locational criteria. Retail activities may also be considered in industrial areas as freestanding uses if it is demonstrated to serve the greater industrial area, pursuant to the provisions of the suburban-scale Locational Criteria<sup>ii</sup>.

**Policy 26.7:**

A site plan controlled zoning district shall be required for all new and expanded industrial uses, other than government owned or leased facilities, located on major water bodies as identified on the Future Land Use Map.

**Transportation Element**

**GOAL 6: Maximize connections between transportation modes.**

**a) Provide Intermodal Links**

**OBJECTIVE 6.1:** The County shall analyze the need to provide or improve intermodal links, especially highway and public transit links to airports, seaports, and rail and trucking facilities.

**Policy 6.1.2:**

During the first quarter of each calendar year, the County shall provide traffic count and Level of Service data to the MPO for use in the prioritization of intermodal transportation facilities to ensure that adequate funding consideration for the planning and programming of these facilities is being given as part of the MPO's Transportation Improvement Program.

**Policy 6.1.3:**

The County shall work with the Tampa Port Authority, Hillsborough County Aviation Authority, HART and other transportation agencies in the pursuit of efficient passenger connections between TIA and the cruise ship terminals on the Garrison Channel and regional transit.

**Policy 6.1.5:**

The County shall continue to monitor the Truck Route Plan to assess the need and suitability of various roadways in unincorporated Hillsborough County to provide for truck borne goods movement to and from intermodal facilities.

**b) Integrate Other Transportation Systems with Highways**

**OBJECTIVE 6.2:** Provide a highway system that assists in integrating other transportation systems including transit, rail, air and water.

**Policy 6.2.1:**<sup>iii</sup>

Actively pursue development of adequate highway systems to support airport, rail, and port terminals.

**Policy 6.2.2:**

Through coordination with the Metropolitan Planning Organization and the Florida Department of Transportation, evaluate and prioritize highway projects needed to serve major terminal facilities as identified through the coordination of master plans for port, rail and airport facilities.

**c) Efficient Surface Transportation System**

**OBJECTIVE 6.3:** Hillsborough County in coordination with the City of Tampa, the Planning Commission, the Florida Department of Transportation, HART and the Metropolitan Planning Organization shall cooperate with the Port and Airport Authorities in their efforts to plan, build and maintain efficient surface transportation systems to move cargo and passengers on all modes by:

**Policy 6.3.1:**

Ensure that port, airport and related facilities needs identified in their Master Plans and 5-year work programs are considered when prioritizing roadway and transit service improvements in:

- a. the County's Capital Improvements or Transportation Improvement Program;
- b. the County's Capital Improvements Element

**Policy 6.3.2:**

The County shall ensure that public port and airport Master Plan activity levels are coordinated with key transportation and capital improvement planning years.

**Policy 6.3.3:**

The County shall consider the Master Plans for port, rail and airport facilities, the cost feasible component of the Long Range Transportation Plan, the FDOT Strategic Intermodal System Plan, and the TBARTA Regional Master Plan in its capital improvements and right-of-way preservation planning<sup>iv</sup>.

**Policy 6.3.4:**

The County shall provide the Port and Aviation Authorities the opportunity to review and comment on Developments of Regional Impacts that affect the transportation or terminal access to the port and airports, and/or significantly impact land uses in their environs.

**Policy 6.3.6:**

The County shall work with the Tampa Port Authority and CSXT in improving access, safety, and the level of service on the surface transportation (including rail) network, which serves the Port.

**Policy 6.3.7:**

The County shall assist the Tampa Port Authority in pursuing needed surface transportation improvements recommended in the Port of Tampa Surface Transportation Plan.

**Policy 6.3.8:**

The County and the Metropolitan Planning Organization shall update the inventory (including map(s)) of the major commercial truck and railroad terminals within Hillsborough County, as needed.

Thank you for the opportunity to review the Freight Logistic Zone Strategic Plan. If you have any questions or need further assistance, please contact me at (813) 273-3774.

MEZ/kek

cc: Chair and board members of the Planning Commission  
Melissa Zornitta, Planning Commission Executive Director



# Hillsborough County City-County Planning Commission

## Memorandum

Date: August 1, 2016  
To: Lisa Silva, AICP, PLA, Principal Planner  
From: Jennifer Malone, Community Planner II  
Re: **Freight Logistics Zone Strategic Plan**

Industrial lands and development are vital to Tampa's long term economic stability, providing employment and services to the City and regional residents. Most of Tampa's industrial lands are located around the Port, Tampa International Airport and the University of South Florida. The City's Comprehensive Plan encourages industrial uses that will not have a negative impact on the air and water quality of Tampa. Further, the Comprehensive Plan encourages coordinating with the Hillsborough MPOP and FDOT to prioritize transportation projects to serve the major economic and industrial engines of Tampa.

Staff has reviewed the Freight Logistics Zone Strategic Plan for consistency with the *Imagine 2040: City of Tampa Comprehensive Plan*. The Strategic Plan addresses and furthers many objectives and policies in the City's Comprehensive Plan as it relates to economic development, the preservation of industrial land uses, and the support and integration of intermodal systems to enhance the freight system. The Strategic Plan is consistent with following Comprehensive Plan Objectives and Policies:

### **GOV Policy 4.2.2:**

Through coordination with the Hillsborough MPO and FDOT, evaluate and prioritize highway projects needed to serve major terminal facilities as identified through the coordination of master plans for port, rail and airport facilities.

**GOV Objective 4.2:** Provide a highway system that assists in integrating other transportation systems.

### **GOV Policy 4.3.3:**

The City of Tampa will coordinate with the Hillsborough MPO to update the inventory, including map(s), of the major commercial truck and railroad terminals within the City of Tampa, as practicable.

**LU Objective 8.1:** Support and strengthen the role of the Port of Tampa as a major economic engine for the future well-being of Tampa.

### **LU Policy 8.1.1:**

Continue to encourage development and redevelopment of the Port of



Tampa, and supporting infrastructure to serve the Port, in accordance with the Imagine 2040 City of Tampa Comprehensive Plan, the Port Master Plan and other applicable laws and regulations, in order to promote the orderly growth and development of the Port of Tampa by identifying those areas best suited for Port and maritime related facilities and activities. This will accommodate the growth needs of the Port and the maritime industry, and allow the Port to take advantage of economic development opportunities unique to the City of Tampa and to the Port of Tampa.

**LU Objective 8.9:** Recognize industrial lands for their support to key economic engines within the City in order to strengthen Tampa's role as a regional employment center.

**LU Policy 8.9.1:**

Accommodate a range of employment activity to ensure employment opportunities are available for the City's diverse residential population, including maintaining healthy manufacturing and industrial areas.

**LU Policy 8.9.2:**

Encourage the continued intensification and existence of industrial, warehousing, and distribution facilities and provide opportunities for new warehousing/distribution activities in select locations, to provide a range of employment opportunities to Tampa's residents.

**LU Objective 8.10:** Preserve light and heavy industrial areas which are appropriately located in terms of traffic accessibility, minimizing their environmental effects on surrounding areas, and ensuring compatibility with surrounding land uses.

**LU Policy 8.10.4:**

Ensure an adequate transportation network for industrial development. People living in residential neighborhoods abutting industrial uses shall have safe connections through industrial areas if needed (e.g. Port Tampa City to Picnic Island Park).

**ENV Objective 1.1:** Take the appropriate actions toward compliance with all national and state ambient air quality standards and local pollution control efforts.

**ENV Policy 1.1.6:**

Locate new industrial point sources of air pollution appropriately to prevent deterioration of ambient air quality

**ENV Policy 1.1.11:**

Give priority to the location of clean, non-smokestack industries in new industrial developments.

Thank you for the opportunity to review the Freight Logistic Zone Strategic Plan. If you have any questions or need further assistance, please contact me at (813) 273-3774.

MEZ/jm

cc: Chair and board members of the Planning Commission  
Melissa Zornitta, Planning Commission Executive Director



# Hillsborough County City-County Planning Commission

## Memorandum

Date: July 13, 2016

To: Lisa Silva, AICP, PLA, Principal Planner

From: Jay Collins, AICP, Senior Planner

Re: **Freight Logistics Zone Strategic Plan**

Plant City has experienced steady industrial growth over the past years with almost total utilization of its industrial park around Plant City Airport. Vacant and developable lands in the eastern side of the municipality will allow for the development of additional industrial uses in Gregg's Business Center (a.k.a. Lakeside Station Logistics Park) and along County Line Road, south of Interstate-4. The municipality encourages industrial uses, which are smokeless, odorless, non-toxic, and generally not a health hazard or a nuisance to adjacent properties in Plant City, Hillsborough County, Lakeland or Polk County.

Staff has reviewed the Freight Logistics Zone Strategic Plan for consistency with the *Imagine 2040: Plant City Comprehensive Plan*. The Strategic Plan addresses and furthers many objectives and policies in the City's Comprehensive Plan as it relates to economic development, the preservation of industrial land uses, and the support and integration of intermodal systems to enhance the freight system. The Strategic Plan is consistent with following Comprehensive Plan Objectives and Policies:

**LU Objective 2.5:** *Support the downtown, midtown, stadium, community college, hospital, airport and the industrial areas as the major employment and regional attractors of Plant City.*

**LU Policy 7.4.9:** *Actively pursue clean non-polluting, non-offensive industrial development in order to diversify the economic base and provide for expanded employment opportunities in Plant City.*

**LU Objective 8.3:** *Increase the supply of land available for light industrial, research, and office development with the aim of increasing the total number of jobs in the following target industries in Plant City:*

- *Professional, Scientific & Technical Services;*
- *Medical, Bioscience and Research Facilities;*
- *Manufacturing and Distribution Facilities;*
- *Finance & Insurance Services;*
- *Management Services, and;*
- *Administrative & Support Services.*



Lisa Silva  
Re: Freight Logistics Zone Strategic Plan  
July 13, 2016  
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**LU Policy 8.3.1: Target Development:** *Encourage private investment that results in the creation and establishment of “target development” in Plant City. Target developments include one or more of the above listed industries in Objective 8.3.*

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**MBY GOAL 1:** *A SAFE, EFFICIENT, ENVIRONMENTALLY SENSITIVE, AND INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM FOR THE MOVEMENT OF PEOPLE AND GOODS IN THE CITY.*

**MBY Policy 1.1.6:** *Monitor and evaluate the operating level of service on surface transportation facilities in the City, which provide direct access to airport, rail and trucking facilities.*

**MBY Objective 1.3:** *Improve the performance of the transportation system and mobility of its residents by constructing the projects identified in the Capital Improvements Element for the transportation facilities under the City’s jurisdiction.*

**MBY Policy 1.3.1:** *Provide transportation infrastructure to accommodate the impacts of growth consistent with the policies and standards of this Element and the Capital Improvements Element.*

Thank you for the opportunity to review the Freight Logistic Zone Strategic Plan. If you have any questions or need further assistance, please contact me at (813) 273-3774.

cc: Chair and board members of the Planning Commission  
Melissa Zornitta, Planning Commission Executive Director