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INDUSTRIAL DEVELOPMENT ASSESSMENT

A Multi-Jurisdictional Analysis



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HILLSBOROUGH COUNTY CITY-COUNTY PLANNING COMMISSION

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INTRODUCTION

This paper provides a multi-jurisdictional policy review relating to industrial lands within Tampa, Temple Terrace, Plant City, and Unincorporated Hillsborough County. The intent is to identify policy language within these jurisdiction’s comprehensive plans regarding the identification, retention, and conversion of industrial land uses. This category will include general industrial, both light and heavy, in addition to any industrial land uses classified due to their role as essential seaport-related property.

HISTORICAL CONTEXT

Due to an influx of requests that proposed to either remove or create industrial land within the Cities of Tampa, Temple Terrace and Plant City (“the Cities”) and unincorporated Hillsborough County (“the County”), the Planning Commission directed staff to provide an in-depth analysis of industrial land. To provide a holistic summary, lands with an Industrial Future Land Use designation, as well as corresponding plan amendment information, were analyzed. The data was presented to the Planning Commissions at their November 19, 2018 Regular Meeting. Additional data and analysis were presented to the Planning Commissioners at their May 13, 2019 Regular Meeting.

The data revealed that a majority of the Industrial Future Land Use designated areas are located within the Unincorporated County, accounting for 64% of overall industrial land in 2018. The Plan Amendment data suggests that the City of Tampa is losing industrial land at an increasing rate, with industrial uses and available land shifting to the County and Plant City. Since 2008, the City of Tampa received zero Plan Amendments proposing to change a property to an Industrial Future Land Use designation, but a total of eighteen requests to change land to a designation other than industrial. By contrast, Plant City and the County received a total of thirteen and ten Plan Amendment requests, respectively, to change a parcel to an industrial designation. Temple Terrace created an Industrial Future Land Use designation in 2013 and received four requests to date.

The data presented to the Planning Commission prompted a review of the policy language related to industrial lands.

LAND USE ANALYSIS AND ADOPTED COMPREHENSIVE PLAN POLICY

UNINCORPORATED HILLSBOROUGH COUNTY

Unincorporated Hillsborough County includes the most industrial acreage within the four jurisdictions at nearly 15,000 acres. Industrial lands within the County are primarily concentrated in designated industrial zones as stated within its comprehensive plan. These are strategically placed within areas that contain appropriate ancillary land uses compatible with the operation of industrial facilities. With large portions of the County containing residential and conservation land uses that are typically incompatible with industrial properties, the topic of how to manage industrial lands has become more poignant as these non-industrial uses continue to grow.

With the County's remaining heavy industrial land uses concentrated in port-related uses and in designated industrial zones, the amount of acreage with primarily industrial use has declined throughout the jurisdiction. Since 2000 the County has lost about 9,000 acres of industrial land through plan amendment conversions to a variety of mixed-use categories and land conservation. This contrasts the 4,250.85 industrial-use acres that have been added during that time frame, resulting from 15 plan amendments. One reason for the decline in applications for industrial uses is the popularity of mixed-use developments. For developers, there are more options within mixed-use categories. Moreover, additional population means increased demand for residential and commercial space. Currently, there is potential for 318.69 acres of industrial use to change zoning in the next 20 years. This estimate is based on data provided by the Department of Revenue outlining acres of land that contain land uses diverting from their current classifications. These uses include mixed-use warehousing facilities and lands leased to the port for water-dependent and water-related uses.

The following is policy language relating to industrial lands within the Unincorporated County, per the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County, Florida*. Bolded text highlights policy language pertinent to the intent of this report.

FUTURE LAND USE ELEMENT

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 ^{xix}.*

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.*

Objective 58: *Hillsborough County shall provide for an Energy Industrial Park (EIP) Future Land Use Category (which includes alternative energy, resource recovery, industrial, processing, manufacturing, warehousing, distribution, educational/institutional, research, ancillary Retail/Commercial and Office uses, and utility uses) that is located within an area that promotes sustainable development and that is within close proximity to areas that will support the agricultural product needs of renewable energy production facilities within the development.*

Policy: 58.1 *The Energy Industrial Park will be located in an area meeting the following criteria:*

- *Within the Energy Industrial Park Urban Service Area (EIP-USA), which is adjacent to an existing Urban Service Area (refer to Policy 59.12); or within the existing Urban Service Area as it exists on August 5, 2010.*
- *Furthers sustainability goals by avoiding development of inappropriate sites, channels development to areas with existing infrastructure, and provides for redevelopment of damaged sites (such as formerly mined areas)*
- *Adjacent to and with direct access to a major arterial road*
- *Within one mile of electrical transmission grid lines.*
- *Within an area in which public utilities including potable water, sewer, and reclaimed water can be made available for connection to service the needs of the site*

Policy 58.2: *Placement of future Energy Industrial Parks shall be encouraged in areas adjacent to rail to serve the types of uses found in such a facility.*

COASTAL MANAGEMENT ELEMENT

POLICY 6.3: *NEW DEVELOPMENT AND SUBSTANTIAL EXPANSIONS OF EXISTING USES WITHIN THE COASTAL HIGH HAZARD AREA, OTHER THAN GOVERNMENT-OWNED OR LEASED FACILITIES, SHALL BE APPROVED THROUGH A PLANNED UNIT DEVELOPMENT REZONING PROCESS FOR THE FOLLOWING:*

1. *COMMERCIAL OR INDUSTRIAL DEVELOPMENT ON MORE THAN FIVE ACRES OF LAND; AND*
2. *RESIDENTIAL SUBDIVISION DEVELOPMENT REQUIRING PLATTING.*

FOR THOSE DEVELOPMENTS WITHIN BOTH THE COASTAL HIGH HAZARD AREA AND THE I-75 CORRIDOR, THE MORE RESTRICTIVE REQUIREMENTS SHALL APPLY.

POLICY 7.1: THE COUNTY SHALL GIVE PRIORITY TO LOCATING WATER-DEPENDENT AND WATER-RELATED USES WITHIN THE COASTAL PLANNING AREAS DESIGNED FOR INDUSTRIAL DEVELOPMENT ON THE FUTURE LAND USE MAP. WATER-DEPENDENT AND WATER-RELATED USES THAT ARE NOT INDUSTRIAL IN NATURE MAY ALSO BE CONSIDERED IN OTHER AREAS OF THE COASTAL PLANNING AREA.

POLICY 7.6: NO NEW SITES SHALL BE PERMITTED FOR HEAVY INDUSTRIAL USES ALONG THE SHORELINE OF THE COASTAL AREA UNLESS SUCH USES ARE WATER-DEPENDENT OR WATER-RELATED, OR UNLESS AN OVERRIDING PUBLIC INTEREST IS DEMONSTRATED.

POLICY 10.4: ALL NEW BUILDINGS, STRUCTURES, USES AND SUBSTANTIAL EXPANSIONS OF EXISTING USES, FOR COMMERCIAL OR INDUSTRIAL DEVELOPMENT ON MORE THAN FIVE ACRES OF LAND OR RESIDENTIAL SUBDIVISIONS EXCEEDING TEN LOTS, WITHIN THE COASTAL HIGH HAZARD AREA (CHHA), OTHER THAN GOVERNMENT OWNED OR LEASED FACILITIES, SHALL BE APPROVED THROUGH A PLANNED UNIT DEVELOPMENT PROCESS.

CITY OF TAMPA

The City of Tampa is the largest city residing in one of the fastest growing metropolitan statistical area (MSA) in the state of Florida¹. As the main economic hub of Hillsborough County, Tampa has become an increasingly desirable destination for both job-seekers and those wishing to establish residence. The City of Tampa's population increased 16% between 2010 to 2019. The projections over the next 20 years forecast the City increasing by 50%. Consequently, the topic of land use allocation is one that should be strongly considered moving forward.

Industrial land within the City of Tampa is concentrated within the Port of Tampa. Unlike jurisdictions that classify port-related areas with their own unique land use category, Tampa's *Imagine 2040: Tampa Comprehensive Plan* classifies it under its general industrial categories. Nonetheless, policymakers make special note of the port's significance to the area's economic base and coordinate with the port staff if and where applicable. Hence, the City's Comprehensive Plan contains language that emphasizes the preservation of any and all industrial land within the jurisdiction. Specifically, these policies aim to retain and develop industrial lands near compatible surrounding land types. This primarily involves areas in proximity to water that can enhance the function of the port area. The City emphasizes the importance of protecting the remaining industrial portion of its economic base in response to increased demand for residential and commercial/office land use types.

Aside from areas related to port-related functions, the City of Tampa has seen its industrial land acreage significantly decrease over the course of the past decades. What was once a priority of its economic base has given way to an economy largely concentrated in the downtown business district. This paired with the increasing demand for housing within the City resulted in a shifting of priorities when it comes to land use designations. Since 2004 there have been 60 plan amendment changes involving industrial land uses, totaling 790.18 acres of land. Only two plan amendment applications to add industrial acreage were drafted during that time. These two converted heavy industrial to light industrial. The development pattern of Tampa played a part in this lack of additional development, as only 307.23 acres of developable land remain available for development, much of it incompatible with industrial use. An additional 120 acres contained uses akin to industrial without having the corresponding designation, most falling under the mixed-use category. This

¹ Data taken from [statista.com](https://www.statista.com). The Tampa MSA currently resides behind only Orlando, Bradenton. And Jacksonville's MSA in terms of population growth percentage from 2010-2018. Orlando's MSA grew by 20.55%, Bradenton's by 16.99%, Jacksonville's by 14.05%, and Tampa's by 12.91%

suggests that the current trend will likely continue. Recent trends have shown that the City is transitioning away from non-port-related industrial land uses towards a greater emphasis on residential and various mixed-use categories.

The following is policy language regarding industrial land within Tampa’s jurisdictional boundaries, per the *Imagine 2040: Tampa Comprehensive Plan*. Bolded text highlights policy language pertinent to the intent of this report.

FUTURE LAND USE ELEMENT

LU Policy 8.1.3: *Plan amendment requests within the Port Activity Center will be reviewed and assessed based on the importance of their role in fulfilling the Port’s overall mission, as well as their potential economic benefit to the City and region. Review of these areas shall be based on the following prioritization criteria.*

- **Tier 1 - Locations considered critical to Port operations and the City’s economic welfare. Main characteristics consist of: having deep water access and are either part of, or have direct access to the Strategic Intermodal System.**
- **Tier 2 - Locations Identified as part of the Strategic Intermodal System that have either a Light or Heavy Industrial future land use category.**
- **Tier 3 - Locations that have either a Heavy or Light industrial future land use designation.**

LU Policy 8.1.4: *Proposed land use amendments for residential and mixed-use development within the Port Activity Center **must demonstrate compatibility of the proposed use as it relates to adjacent properties already designated for industrial uses.***

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 Policy 8.9.3: *Maintain industrial areas that provide for the manufacturing of goods, flex space, and research and development that are **attractive, compatible with adjoining non-industrial uses, and well-maintained.***

LU Policy 8.9.5: *Continue to assist the conversion of existing industrial, warehousing, and distribution facilities to flex space and business incubators (light industrial and research and development uses) that provide new jobs and comparable employment opportunities without the environmental impacts of traditional industrial uses.*

LU Policy 8.10.1: *Strict performance standards shall be required for any industrial use located within 200 feet of any water body. **Future industrial development along the Hillsborough River is prohibited.***

LU Policy 8.10.5: *Heavy industrial uses shall have priority over other uses on undeveloped property appropriately designated as heavy industrial.*

Rattlesnake Point

LU Objective 8.11: Encourage the **transition of the Rattlesnake Point Waterfront Area from its current mix of heavy and light industrial uses to a mix of residential/commercial retail uses** in a waterfront community in a manner that protects public health, safety and welfare. The Rattlesnake Point Waterfront Area is that area located west of Westshore Boulevard on Tyson Avenue.

LU Policy 8.11.2: Notwithstanding Policy 8.11.6 of this section, **no new heavy industrial uses or expansions of currently existing heavy industrial uses (other than those uses permitted in the office and commercial zoning districts of the City Code) shall be permitted on property designated CMU - 35** within the Rattlesnake Point Waterfront Area unless allowed as part of a Planned Development zoning pursuant to Policy 8.11.1. This policy shall not apply to existing lawful uses on property within the Rattlesnake Point Waterfront Area which has an Industrial General (IG) or Industrial Heavy (IH) land use.

LU Policy 8.11.3: For property within the Rattlesnake Point Waterfront Area which is designated CMU-35, allow uses permitted in the Industrial General (IG) zoning district on property that is currently industrial zoned **until such time as the parcel is rezoned for uses allowed within the CMU-35 land use through the PD zoning process.**

LU Policy 8.11.4: The City, when reviewing/ approving requests for rezonings pursuant to Policy 8.11.1 that propose collocation of existing and new uses in the same Planned Development site plan in the Rattlesnake Point Waterfront Area shall review the timing of the development's mitigation of transportation impacts and consideration of reasonable public access to the waterfront. **Co-location of industrial uses shall be allowed during the transition of Rattlesnake Point pursuant to site plan rezonings.**

LU Policy 8.11.5: Rezoning applications on property designated CMU-35 within the Rattlesnake Point Waterfront Area may be approved pursuant to Policy 8.11.1 and PD zoning conditions addressing (a) the mitigation of related impacts consistent with applicable law; and (b) the consideration of reasonable public access to the waterfront; (c) where proposed PD rezoning **abut existing heavy industrial uses that are hazardous to public health and safety**, demonstration through design and accepted practices that the occupants of the new use shall not be unduly at risk from such hazards; and (d) **where the PD includes existing light industrial uses**, indication of any planned phased transition of such uses within the PD as development progresses.

LU Policy 8.11.8: Notwithstanding the foregoing Policies within the CMU-35 land use category, **if any Industrial use existing on the date of adoption of this Comprehensive Plan Amendment is destroyed to the extent of 75% or more of its current assessed value, such use may be reconstructed without a PD zoning** provided the use is permitted under the zoning designation for the parcel and the use is not intensified nor enlarged or expanded beyond the building footprint as it existed on the date of adoption of this Comprehensive Plan Amendment.

LU Policy 9.3.4: Through the rezoning process, discourage residential development in close proximity to industrial zoned areas with unacceptable levels of noise and/or odor as defined in the zoning code and rules of the Hillsborough County Environmental Protection Commission.

COASTAL MANAGEMENT ELEMENT

CM Policy 1.6.1: Give priority to locating active Water Dependent and Water Related Uses within the Coastal Planning Area which are designated Light or Heavy Industrial on the Future Land Use map. Water dependent and water related uses which are not industrial in nature may also be considered in other parts of the Coastal Planning Area in accordance with the Coastal Management strategies.

CM Policy 1.6.6: Existing ports and marinas shall be targeted for concentrations of water-related (marine service) land uses. In areas subject to the Tampa Port Authority Master Plan, development and redevelopment of land uses which are consistent with the Tampa Port Authority Master Plan shall be encouraged. Existing public and private marina sites shall be encouraged to expand prior to siting new marina facilities. The exception to this Policy is a redevelopment proposal which includes a marina as an accessory use, integral to the redevelopment plan so that without said marina, the redevelopment proposal would not be viable.

PLANT CITY

Plant City has and will likely continue to maintain and grow its amount of industrial land for the foreseeable future. Unlike the City of Tampa, whose development patterns make retaining existing industrial lands a priority, the *Imagine 2040: Plant City Comprehensive Plan* outlines a desire to increase the industrial acreage within the city. This increased industrial presence is part of a transition for the City as eastern Hillsborough County relies less on its traditionally agricultural economic base². Through numerous annexations over the course of the past few decades, Plant City greatly increased its ability to establish an industrial sector within its economy. This sector, much like the unincorporated county, will be located primarily in several designated industrial zones located in proximity to interchanges and other transportation corridors that together comprise the I-4 Tech Corridor overlay.

As previously mentioned, the recent annexations of land from the County into Plant City afforded Plant City increased acreage to develop industrial lands while also increasing alternate land uses such as commercial or residential to accommodate population growth. This is evident in plan amendment history within the City; since 1990, the City processed 19 plan amendments converting industrial lands to alternate uses, totaling 3,239.63 acres. It should be noted that many of the lands associated with the amendments did not lose industrial capabilities as they entered into mixed use categories or later were placed under the I-4 Tech Corridor Overlay. During this same period of time 21 amendments expanding industrial land use by 3,871.92 were processed. This expansion occurred mostly through annexation. With 1,388.4 acres available for development, Plant City contains the second most vacant developable land within the four jurisdictions. Based on this trend of a net-positive increase in industrial land and policy language provided in the *Imagine 2040: Plant City Comprehensive Plan*, it can be expected that Plant City will continue to be a significant industrial hub within Hillsborough County.

The following excerpt relates to industrial lands within the jurisdiction of Plant City, per the *Imagine 2040: Plant City Comprehensive Plan*. Bolded text highlights policy language pertinent to the intent of this report.

GROWTH PATTERN ANALYSIS

² Outlined within the Future Land Use section of the *Imagine 2040: Plant City Comprehensive Plan*

Plant City was incorporated in 1885 and encompassed only one square mile in land area, while today (2014), the municipality encompasses almost twenty-eight square miles. Over 10 percent of the acreage has been annexed during the last ten years alone, mostly to the northeast of Plant City. From 2000 to 2010 over 1,700 acres have voluntarily annexed into the city of Plant City.

This pattern is somewhat different from 1973 and 1974, when the municipality annexed approximately six square miles in the west and southwest areas of Plant City. Later, during 1987 and 1988, the municipality annexed an additional four-square mile in the east and southeast areas of Plant City. The municipality's growth pattern was influenced by the railroad in its early days, while the agricultural economy and interstate roadway system played a vital role in the recent past through today. Recently, development activities have indicated a future with a more diversified industrial base supplanting a strictly agricultural economy in eastern Hillsborough county.

*To promote this, the city has offered its excess capacity in the provision of water and wastewater facilities to foster the diversification. However, the diversification in the economy has brought about a redirection of growth. The city is growing to the south, generating commercial development along James I. Redman Parkway. **Industrial growth has all but filled the developable lands in the Industrial Park on the west side of town, and there is a shift to the east side of Plant City, linking the municipality with the city of Lakeland/Polk County.***

Each new development proposal is measured against the city's abilities to serve it. Major approved developments have been evaluated and it has been determined that there is sufficient potable water and wastewater capacity to serve them. Developments of regional impact such as the consolidated minerals incorporated (a.k.a. Gregg's Business Center or Lakeside Station Logistics Park) and the Walden Woods Industrial Park have both been determined to be within the capacities to be served by the city of Plant City. Overall, roadways level-of-service have been somewhat reduced, but funding to mitigate these impacts is being collected by local government or the private sector, through such mechanisms as mobility fees set by the Plant City City Commission.

INDUSTRIAL GROWTH

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. There is adequate potable water and wastewater capacity to serve the projected industrial growth within the municipality and maintain the current adopted levels of service of Plant City.

INDUSTRIAL (I) FUTRE LAND USE CATEGORY

***Description:** This category is for the provision of areas suitable for industrial activities, and other compatible uses through site plan review that create a minimal degree of impact to the surrounding environment, particularly in terms of nonobjectionable levels of noise, vibration, dust and/or odor. New residential development is not allowed to occur within the Industrial Land Use Plan Category.*

However, as long as it is in effect, new homes are permitted and existing homes may be maintained and improved within the Robinson Road Neighborhood Protection Overlay District. Uses allowed

within the Industrial Land Use Plan Category, subject to meeting the standards established within the Land Development Regulations, would include:

- *Light Industrial Businesses: Manufacturing, warehouse/distribution, processing, or product assembly facilities where the use does not create any nuisance, including unreasonable dust, odors, noise, vibration, or glare.*
- *Business Park Facilities: Large-site facilities where a campus-type site layout is desirable. Included as typical uses under this subcategory would be scientific laboratories, research-and-development enterprises, warehouse showrooms with associated sales, corporate headquarters, and technical and medical services establishments and related educational facilities.*
- *Site Intensive Commercial Businesses: Commercial uses which have a propensity to need outside storage for materials and/or products, such as heavy-equipment sales or parking of large-vehicles (including Motor Coach Parks).*
- *Service Oriented Non-On-Site Customer Businesses: Businesses whose main activity is to provide a service at a site other than where the business is located, and which do not have any, or very few, customers or clients coming to the business site. Such businesses include construction and product-servicing businesses, and product-delivery services.*
- *Support Commercial Uses: Limited amounts of convenience commercial uses and business-service commercial uses can be incorporated into these areas when they are developed as an integrated, internalized and accessory portion of a large-scale project.*
- *Indoor Recreation Uses requiring Industrial Scale Buildings: Indoor recreation uses that are able to demonstrate a special or unique building need [such as, but not limited to, higher than standard ceiling heights, large unobstructed floor areas, etc.] through a Planned Development Zoning District. These uses shall not be located in areas that would be expected to cause conflicts with local truck traffic or in other ways impede the industrial activities of adjacent or nearby businesses.*
- *Agricultural Uses: Existing agricultural uses are supported in accordance with the Goals, Objectives, and Policies of the Comprehensive Plan and applicable Land Development Regulations.*
- *Industrially Related Support Uses: Educational facilities, union halls, and other industrial support-businesses and facilities that provide support and services to industrial businesses.*

Relationship to Other Areas of Use and the Street System:

- *Industrial areas should be located in proximity to residential areas to provide close proximity to workforce and to provide employment opportunities.*
- *Perimeters should be buffered from residential and commercial areas by open space, streets, visual screening, or other effective techniques.*
- *Located on or have direct access to arterials or collector roadways. Access to industrial areas shall not be through existing or planned residential areas.*
- *Maximum FAR of .5 for industrial uses; convenience commercial uses are limited to a maximum 10% of planned development square footage in accordance with locational criteria and development standards of the Comprehensive Plan and applicable Land Development Regulations.*

Relationship to Facilities and Services:

- *Public water and wastewater service must be available or programmed for the area.*
- *Must be in Fire, EMS and Police Service Areas.*
- *Separated from schools and recreation areas [this does not include indoor recreation facilities approved via a Planned Development Zoning District] by other uses or an extensive open space buffer.*

Relationship to Natural Resources and Features:

- *Well drained areas where soils are suitable for structures, streets and parking.*
- *Runoff must be adequately handled by development.*
- *Tree cover and scenic views must be considered and maximum retention of these features must be considered*

LU GOAL 2: TO SUSTAIN THE VIABILITY OF EXISTING AND EMERGING COMMERCIAL AND INDUSTRIAL AREAS TO ACHIEVE AN INTEGRATED LAND USE FABRIC WHICH WILL OFFER A FULL RANGE OF EMPLOYMENT, SHOPPING, AND LEISURE OPPORTUNITIES TO SUPPORT THE RESIDENTIAL AREAS OF PLANT CITY.

Plant City Airport Industrial Area

The Plant City Airport Industrial Area is bounded by SR 574 to the north, the CSX railroad line to the south, and Turkey Creek Road to the west and Woodrow Wilson Street to the east. Plant City Airport and Plant City Industrial Park are located within this area.

Land Use: *Existing land use is a mixture of light industrial uses. External expansion of this area is constrained by surrounding residential and agricultural uses. Adjacent industrial operations generate a significant amount of freight related truck activity, most of which is directed to the I-4 corridor.*

Access: *The primary roadway corridors serving the area include Sydney Road/Woodrow Wilson Street, Martin Luther King Boulevard (SR 574), Sammonds Road, and Turkey Creek Road. The Plant City Airport Industrial Park is served by CSX, which have several rail sidings to businesses located in the area. I-4 is accessed via US 92 and Forbes Road.*

East Plant City Industrial Area

The East Plant City Industrial Area is located along the Park Road corridor and extends eastward along US 92 to County Line Road.

Land Use: *This area has significant industrial growth potential. Also, several large recreational facilities are located within the area, including Plant City Stadium.*

Access: *Collectively, the industrial activities within this center generate significant heavy truck traffic. A significant portion of this traffic uses Park and County Line Roads to access I-4, while other traffic uses SR 39 and County Line Road to move goods to SR 60.*

TEMPLE TERRACE

As stated in the *Imagine 2040: Temple Terrace Comprehensive Plan*, Temple Terrace envisions its future as a 'City of Neighborhoods.' This entails a prioritization of residential and supporting commercial development within its jurisdiction, as only 85.54 of 4744.32 acres are set aside for its industrial land use category, the category having only been established in 2016. The limited industrial development is primarily located within

Tampa Telecom Park. Though only containing a single ‘industrial’ land use category, it is important to note that the *Imagine 2040: Temple Terrace Comprehensive Plan* prohibits heavy industrial land uses, only allowing light industrial land use within its jurisdiction.

Despite its intent of becoming a primarily residential-oriented city, the *Imagine 2040: Temple Terrace Comprehensive Plan* envisions expanded industrial development, primarily in research and development parks and highway interchanges. This has become viable due to a number of annexations to Temple Terrace’s boundaries, providing additional available acreage for the purpose of industrial development. This serves Temple Terrace well, as its Plan contains strong policy language that limits residential contact with industrial land. Despite these annexations the City’s outlined vision within its Comprehensive Plan and availability of lands to annex and convert will take precedent, making it unlikely that significant new industrial acreage outside of the I-75/US 301 interchange will be established. This is evident in the three plan amendments involving the designation of new industrial land within Temple Terrace, totaling only 101.66 acres since 2016. Seeing that all of Temple Terrace’s industrial uses must comprise of light uses, it is plausible that the trend will be the City establishing more mixed-use areas. This would facilitate industrial uses to better coexist with existing commercial and residential uses.

The following is policy language relating to industrial land use within the jurisdiction of Temple Terrace, per the *Imagine 2040: Temple Terrace Comprehensive Plan*. Bolded text highlights policy language pertinent to the intent of this report.

Industrial areas – *Most of the time we think of industrial neighborhoods as places for steel mills, smokestacks, heavy trucks, outdoor storage, big warehouses, and noisy smelly activities. Such neighborhoods do exist, but not in Temple Terrace, nor are any planned or expected as part of the city’s future. However, “light” clean industrial areas very definitely have a role to play in the city’s future. The city’s proximity to the University of South Florida and Tampa Executive Airport offer strategic opportunities to capitalize on these locations and activities there.*

Industrial (I) Future Land Use Category

Description: *These areas provide an opportunity for processing, manufacturing, and assembly of materials which do not create a nuisance, including unreasonable dust, odor, noise, vibration, or glare. Products include but are not limited to food items, furniture, clothing, consumer electronics and home appliances. Typical uses in industrial areas include wholesale, distribution, packaging plants warehouse/showrooms, indoor and outdoor storage of products, trucking terminals and intensive commercial uses such as heavy vehicle sales and repairs, indoor recreational uses, flex-space and workshops of various types of products. Residential development is not permitted except for limited accessory residential uses such as an on-site security guard.*

Industrial areas are comprised of predominantly industrial uses but compatible uses and services such as public and quasi-public uses and facilities, restaurants, personal services, convenience retail, recreational facilities, office and business parks agricultural uses and other related uses that support the industrial area and its employees may be considered. In addition, industrial uses may incorporate accessory office and limited retail uses that support and compliment the industrial use.

Light industrial facilities typically have less environmental impact than those associated with heavy industry. Heavy industrial uses, defined as any facility which emits at least one of the following: 1) 600 pounds or more per year of lead or lead compounds, or; 2) 100 tons or more per year of any other air pollutant subject to regulation under Chapter 403 F.S. or; 3) 10 tons or more per year of any one hazardous air pollutant as defined by the Hillsborough County Environmental Protection Commission, or 4) 25 tons or more per year of

any combination of hazardous air pollutant as defined by the Hillsborough County Environmental Protection Commission, are not permitted.

Relationship to Other Areas of Use and the Street System:

- Perimeters should be buffered from residential and commercial areas by open space, streets, and/or visual screening.
- Areas should be adjacent to arterial streets or collector roadways and accessed primarily from them.
- Access to industrial area shall not be through existing or planned residential areas.

Relationship to Facilities and Services:

- Located at or near public water and sewer trunk lines.
- New development or substantial redevelopment shall connect to public water and sewer.
- Within five-minute fire and EMS response time and on regular police patrol routes.
- Maximum FAR of 0.65 for industrial uses; convenience commercial uses are limited to a maximum 10% of planned development square footage.

Relationship to Natural Resources and Features:

- Well-drained areas where soils are suitable for structures, streets, and parking.
- Tree cover and scenic views are lower priority considerations in these areas than in residential categories, but site plan controls should ensure the maximum retention of these features within the constraints of project design.

LU Policy 1.1.6: Recognize that its City Form is shaped by the fact that it is a City of Neighborhoods; and that among these are, now or in the future:

- its downtown urban residential and non-residential mixed use neighborhood exhibiting new urbanism design principles at 56th Street and Busch Boulevard;
- its future major urban and suburban activity centers of residential and non-residential mixed-use neighborhoods exhibiting new urbanism design principles at 56th Street and Fowler Avenue, at 56th Street and Fletcher Avenue; and at US 301 and Harney Road and Temple Terrace Highway;
- its residential neighborhoods, very generally defined as including
 - o its heritage neighborhoods on the north and south sides of Bullard Parkway, and bordered on the north by Fowler Avenue, on the east and south by the Hillsborough River, and on the west by 56th Street;
 - o its urban neighborhoods south of Temple Terrace Highway and east of the Hillsborough River and north of Harney Road; and west of 56th Street between Fowler Avenue and the Hillsborough River;
 - o its suburban neighborhoods northwest of 56th Street and Fowler; and north of Temple Terrace Highway and east and south of the Hillsborough River and bounded on the east by the TECO power line right-of-way; and

o its residentially mixed-use neighborhood of different residential densities north of Fowler Avenue comprised of the complexes of Raintree Village;

o its emerging neighborhoods on the east and west side of Davis Road between Fowler Avenue and Temple Terrace Highway; and potentially among possible annexation areas within the City's extrajurisdictional utility service area mainly on the east toward the bypass canals, as well as in potential joint planning areas with the County to the southeast and possibly as far as Tampa Executive Airport to the Interstates 4-75 Interchange (these potential annexation utility service areas and joint planning areas are more fully described in the Intergovernmental Coordination Section elsewhere in this comprehensive plan;

- *its potential mixed-use neighborhoods of both residential and non-residential uses in the commercial corridor of the west side of 56th Street between the downtown area and the major activity center at 56th Street and Fowler Avenue; and, on a small neighborhood scale, potentially on the immediate south side of Temple Terrace Highway and on the immediate east and west sides of Temple Park Drive;*

- *its commercial areas on the west side of 56th Street between the future major activity centers at 56th Street and Fowler Avenue and at 56th Street and Fletcher Avenue; and on the north side of Fowler Avenue between the Hillsborough River on the east and Raintree on the west; and its "industrial" areas, mainly comprised at present by Tampa Telecom Park south of Fletcher Avenue and east of the Hillsborough River, but in the future could include such areas southeast of the City along either side of US 301 and as far southeast as Tampa Executive Airport and the Interstates 4-75 Interchange, all of which are potential future economic development areas of research and development parks and high-end manufacturing facilities associated with the University of South Florida.*

POLICY FROM OUTSIDE JURISDICTIONS

The primary purpose of this report is to provide an evaluation of policy relating to industrial lands found in the Comprehensive Plans of Tampa, Temple Terrace, Plant City, and unincorporated Hillsborough County. Despite differing goals for the future of their industrial development, each jurisdiction contains similar policy and language throughout, particularly relating to restrictions placed on industrial development. To further enrich this report, it was deemed beneficial to look outside of the four jurisdictions to other municipalities across the state of Florida. The following Comprehensive Plans were analyzed and evaluated for their industrial land use language and policy and compared and contrasted with the four jurisdictions. To ensure a diverse assortment of policies, a variety of jurisdictions' industrial land management was analyzed through the comprehensive plans. The scale of these jurisdictions ranged from massive metropolises found in Miami-Dade County to quiet suburbs such as in Lake County. The vast array of policies found provided valuable insight in the differing approaches to industrial land management that could then be transferred and implemented into the Comprehensive Plans of the Cities and the County.

As demonstrated below, the City of St. Petersburg and Lake County's adopted policies afford valuable insight into alternative methods for managing industrial land. In the City of St. Petersburg, a history of industrial development along railroad tracks resulted in a highly unattractive corridor of industrial properties, both utilized and abandoned. The City faces pressure due to the need to maintain an industrial sector within their economy that contrasts with incompatible adjoining residential uses. This conflict resulted in the *City of St.*

Petersburg Comprehensive Plan focusing on redeveloping these abandoned industrial corridors with a greater focus on live-work development by allowing residential in certain industrial areas. Additionally, the focus shifted to the development of industrial parks within the City, through the utilization of the remaining vacant land within the jurisdiction. This is coupled with the need to accommodate the expanding of residential land use acreage as the City's population continues to increase. This unique situation is perhaps the one most closely resembling the industrial issues faced by the City of Tampa, whose built out environment and expanding residential areas afford little remaining areas with which to develop industrial land.

While the *City of St. Petersburg Comprehensive Plan* mentions the desire to increase industrial land acreage in accordance with market demand, there is very little policy outlining the methodology with which the City would accomplish this goal. While strong policy language can provide solid precedent for how to manage industrial acreage, a more robust and definitive system could provide entities with a clearer picture of the real land use needs of their jurisdictions. An example of this is found in the Comprehensive Plan of Lake County, Florida, a central Florida county whose entire population is comparable to that of the City of Tampa's. Containing a relatively small industrial sector, Lake County nonetheless made it a viable asset to its economic base by implementing a quantitative method for determining industrial land use needs. By doing this, the county can accurately evaluate projects that arise involving the increase or decrease in industrial acreage without jeopardizing future industrial land use needs.

While a quantitative method of land use analysis can prove extremely useful to a jurisdiction, it is important to acknowledge the differing situations faced by Lake County compared to Hillsborough County. To illustrate the point, the more comparable jurisdiction of St. Petersburg will be outlined in the following section.

ST. PETERSBURG

The following is policy related to industrial land use, per the *City of St. Petersburg Comprehensive Plan*. Bolded text highlights policy language pertinent to the intent of this report.

Industrial Corridors:

*Many of St. Petersburg's older industrial areas **were developed along the two railroad lines** which brought goods and services into the City. **These industrial lands created a string of industrial property that run throughout the City instead of being concentrated within a defined industrial park.** As these industrial uses have expanded it has **created a tension between abutting residences and limited the ability for industrial redevelopment.** These industrial corridors are **highly unattractive, feature aged and in some cases obsolete buildings and lack proper buffering and transition between abutting neighborhoods.***

Industrial Corridor Recommendations:

- **Create buffers and transitional zones** between industrial corridors and abutting neighborhoods.
- **Increased standards and incentives for design including site planning architecture, signage and lighting.**
- **Strengthen guidelines regarding shielding of storage areas walls and fences to provide for a better visual environment.**
- **Increased flexibility for quality economic development.**
- **Allow residential in industrial areas providing for live work spaces for artists.**

LU3.1 The Future Land Use Element contains the following categories:

B. Commercial and Mixed Use Categories

3. Central Business District (CBD) - Allowing a mixture of higher intensity retail, office, **industrial**, service, public school and residential uses up to a floor area ratio of 4.0 and a net residential density not to exceed the maximum allowable in the land development regulations (LDRs). In accordance with the LDRs, increased floor area ratios may be permitted as a bonus or as an exemption for developments that provide additional amenities or other improvements that achieve CBD design and development objectives. When taken together, the base FAR, bonuses and exemptions may exceed 4.0 FAR. Application of this category is limited to the Intown Sector. This category shall not be applied without development of, and CPA approval of, a special area plan.

C. Industrial Category

1. Industrial Limited (IL) - Allowing a mixture of light industrial, industrial park, office park uses with a floor area ratio up to 0.65. Transient Accommodation Uses shall not exceed 40 units per acre. **A buffer shall be provided between land designated Industrial Limited and adjoining residential classifications.** Retail and Personal/Office Service Support uses alone or when added to existing contiguous like uses which exceed or will exceed three (3) acres shall require a land use plan amendment, which shall include such use and all contiguous like uses. Public/ Semi-Public (except public educational facilities which are not subject to this threshold), Ancillary Non-Residential, Commercial Recreation, Commercial/Business Service or Transient Accommodation uses, alone or when added to existing contiguous like uses which exceed or will exceed five (5) acres shall require a land use plan amendment, which shall include such use and all contiguous like uses. The three and five acre thresholds shall not apply for planned industrial/mixed use projects which comprise not less than 100 acres. **Planned industrial mixed/use projects may include Public/Semi-Public, Ancillary NonResidential, Retail, Personal/Office Service, Transient Accommodation, Residential and Commercial Recreation uses subject to the following:**

a. For projects, 100 acres or more in size, the Public/Semi-Public, Ancillary NonResidential, Retail, Personal/Office Service, Transient Accommodation and Commercial Recreation uses shall not exceed ten (10) acres;

b. A planned industrial/mixed use project that does not include residential uses shall be subject to a master site plan which provides for unified control of the entire project;

c. The Public/Semi-Public, Ancillary Non-Residential, Retail, Personal/Office Service, Transient Accommodation and Commercial Recreation uses shall be integral to, oriented within and function as part of the mixed use project as distinct from free-standing, unrelated out-parcel type uses or strip commercial development.

2. Industrial General (IG) - Allowing a mixture of light or heavy industrial and industrial park uses with a floor area ratio up to 0.75. **A buffer shall be provided between land designated Industrial General and adjoining plan classification other than Industrial or Transportation/Utility.** Public/Semi-Public or Ancillary Non-Residential Uses, alone or when added to existing contiguous like uses which exceed or will exceed five (5) acres shall require a land use plan amendment which shall include such use and all contiguous like uses. Office,

Retail Uses, Commercial Recreation, Commercial/Business Service and Personal/Office Service, shall be allowed as accessory uses within the structure to which it is accessory and shall not exceed 25% of the floor area of the principal use to which it is accessory. An outdoor performing arts venue shall be a Commercial Recreation use with no acreage limitation and shall not be required to be accessory to any other use.

D. Public/Semi-Public Categories: Any uses defined within the following categories may have other land use designations subject to the thresholds defined within the land use plan categories described above.

*3. **Transportation/Utility (TU)** - Public transportation and utility facilities including wastewater disposal facilities, recycling facilities, public works garage, electric power substations, and facilities licensed under the Power Plant Siting and Transmission Line Siting Act, and natural gas pump stations. Floor area ratio shall not exceed 0.6. **A buffer shall be provided between land designated Transportation/Utility and any adjoining plan classification other than Industrial.** Where a utility transmission line otherwise included within this category is located in an easement as distinct from a road right-of-way, the transmission line shall be deemed not inconsistent with the underlying plan category.*

E. Special Designations

*5. **Community Redevelopment District (CRD)** - It is the purpose of this category to provide for the unique and specific needs of those community and neighborhood areas that are planned for redevelopment and revitalization. Application of this district shall require that a Special Area Plan be adopted by City Council and approved by the Countywide Planning Authority (CPA). A brief description of the purpose and intent of the area plan, that includes the intended mix of land uses and densities or intensities of uses, and any consideration or protection of historical/archeological resources shall be referenced in the Future Land Use Element at the time the CRD designation is applied to the redevelopment area.*

The following are the adopted CRD areas in St. Petersburg and are hereby referenced as follows:

*a. The **Bayboro Harbor Redevelopment Area**. In accordance with the adopted Bayboro Harbor Redevelopment Plan, the City's **vision for this area is a compatible mix of industrial, medical, cultural, educational, marine, commercial and residential uses.** The Bayboro Harbor Redevelopment area is intended to **remain predominately nonresidential and oriented toward marine and research related uses.***

Maximum residential density: 24 units per acre

Maximum nonresidential intensity: 0.55 F.A.R.

*b. The Port of St. Petersburg. In accordance with the adopted Port of St. Petersburg Master Plan, the City's vision for this area is a compatible mix of marine and nonmarine-related **industrial, commercial, and research and education uses.** Maximum intensity: 0.55 F.A.R.*

LU3.21 The City shall continue to expand the acreage available for industrial development in appropriate locations provided such expansion is supported by current and likely longterm market conditions.

*LU3.22 Industrial uses shall be **concentrated in suitable locations taking advantage of existing infrastructure and natural site characteristics.***

*LU3.23 Existing areas **contiguous to Industrial on the Future Land Use Map shall be recommended for approval by the City Staff for rezoning to industrial if adequate lot consolidation to prevent piecemeal encroachment into adjacent neighborhoods is available and surrounding uses are predominantly industrial.** Industrial plan amendment requests that are inadequate in terms of lot consolidation and will cause piecemeal encroachment into adjacent neighborhoods are disfavored.*

*LU3.25 Proceeds from the sale of City-owned industrial land should be **primarily reinvested in programs or projects to further industrial development (e.g., utility extensions or land acquisition).***

*LU3.26.a Plan amendment applications that propose changing underperforming industrially designated areas (Industrial General or Industrial Limited) **to a non-industrial designation may be favorably considered if one or more of the following characteristics exist over an extended period of time:** 1) vacant or underutilized land; 2) vacant or underutilized buildings; 3) poor quality job creation in terms of pay, employee density and spin-off or multiplier effects; and 4) chronic competitive disadvantages in terms of location, transportation infrastructure/accessibility and other market considerations.*

OBJECTIVE LU4:

The following future land use needs are identified by this Future Land Use Element:

- 1. Residential – the City shall provide opportunities for additional residential development where appropriate.*
- 2. Commercial – the City shall provide opportunities for additional commercial development where appropriate.*
- 3. Industrial - the City shall provide opportunities for additional industrial and employment related development where appropriate.***
- 4. Mixed-use - developments are encouraged in appropriate locations to foster a land use pattern that results in fewer and shorter automobile trips and vibrant walkable communities.*
- 5. Public/Semi-Public - land for fire stations schools, hospitals, government office buildings and other public or semi-public uses shall be designated Institutional, Transportation/Utility, or other applicable Future Land Use category, as defined in the Future Land Use Element, subject to the acreage thresholds established for that Future Land Use category.*
- 6. Recreation and Open Space - per the Recreation and Open Space Element no additional lands are required to meet the City's future recreation and open space needs.*
- 7. Preservation - additional acreage of environmental Preservation area shall be designated as warranted by field inspections of existing sites and sites within areas to be annexed by the City. Reduction of preservation acreage shall only occur as may be allowed by the Land Development Regulations.*
- 8. Dredge and Spoil Disposal Sites - dredge and spoil disposal sites under the jurisdiction and responsibility of the City shall be permitted and operated consistent with all applicable local, state and federal regulations.*

ISSUE: The Gateway

The Gateway, which includes the Gateway Regional Activity Center, is located at the center of the Tampa Bay regional market and contains the remaining large tracts of vacant land in the City. For these reasons the area is feeling intense development pressure. The City has planned for intense development in the Gateway.

OBJECTIVE LU16:

To assure proper consideration of growth management issues in the "Gateway", the City shall initiate and implement the following activities:

- 1. Continue to coordinate transportation improvements with the FDOT and the Pinellas County MPO;*
- 2. Continue to coordinate with the Florida Department of Environmental Protection (DEP) during the identification and preservation of all jurisdictional wetlands;*
- 3. Provide a full range of land use opportunities in support of the activity center concept.*

LU16.1 Development planning for the Gateway shall include consideration of the following issues:

- 1. promotion of industrial and office park development to diversify the City's economic base and generate employment;**
2. preservation of significant historic, environmental and archaeological areas;
3. integration of land uses with existing and future transportation facilities recognizing the special transportation conditions within a regional activity center;
4. creation of an aesthetically pleasing development that provides a positive visual image at the City's "Gateway;"
5. assuring the proper coordination, programming and timing of City services concurrent with the needs of new development;
6. providing housing opportunities in close proximity to the Gateway employment center;
7. allowance of multi-family residential uses to provide housing opportunities within close proximity to employers.

ISSUE: Water Dependent Shoreline Uses

*The siting of marine development should use the full potential of a shoreline location to support water access. Existing and future marine related uses, such as marinas, commercial fishing and public access, are well planned for under current zoning. **Marinas and docks may be a permitted or special exception use in a variety of commercial and industrial zoning districts.** Marine service uses of an industrial intensity may also be permitted uses or permitted by special exception within industrial and various "Center" zoning districts. Non-commercial docks and boathouses are permitted accessory structures within residential districts.*

LAKE COUNTY

The following is policy relating to industrial land use, per the *Lake County Comprehensive Plan 2030*. Bolded text highlights policy language pertinent to the intent of this report.

Existing Land Use

Industrial Development

Lake County has 3,410 acres of existing Industrial Development. The primary location for industrial development is the **Christopher C. Ford Commerce Park**, which is strategically located on U.S. Highway 27 at the **crossroads of State Road 19 and the Florida Turnpike**. The County purchased the land for the industrial park in the 1980s following catastrophic freezes that virtually wiped out the citrus crops. The intent of the County land purchase was to develop an industrial park which would enable Lake County to diversify the economy and create quality jobs. More than 700 acres have been sold in the park. Companies such as Carroll Fulmer Trucking, Domino's Pizza, Maritec Industries, and Metals, USA have realized the benefits of the strategic location of the Park. There are approximately 26 acres still for sale in the industrial park. The **Rogers Industrial Park located in Okahumpka along CR 470 west of US HWY 27 is also a significant industrial area.**

Urban Land Use Series

Regional Office: This category shall consist of a variety of office and limited commercial and **industrial** uses. It allows limited multi-family uses in conjunction with the office uses. Light manufacturing is also allowed. This land use is generally located along collector and arterial roadways to minimize traffic on local streets and to provide convenient access to transit facilities. This land use can serve as an effective transitional use between higher intensity, mixed use, and urban residential uses. Design standards shall be provided in the LDRs and shall include, but not be limited to, building style, design and scale; exterior building materials; roof design and construction; building size and placement; site furnishings; fences and entrance features; and the size and location of service areas Services and Facilities in the Regional Office FLUC: This land use requires a full range of services and facilities.

Section 9J-5.006(2)(c), F.A.C., requires that Lake **County project the amount of land necessary to accommodate the needs of the people projected to reside in the County. The analysis requires a report by gross acreage and density/intensity of usage.** The demand for future land uses will concentrate on the major land uses of residential, commercial and **industrial**. These are assessed according to their existing availability, projected future needs, the environmental constraints, and the provision of infrastructure.

COMMERCIAL AND INDUSTRIAL LAND USE NEEDS

Both vacant and improved parcels in the Lake County Property Appraiser's database (as of 2006) were classified as commercial, and **industrial**, governmental. Based on this analysis, there were 10,854 acres of schools, colleges, and government; and 15,891 acres of commercial and industrial uses. The commercial uses accounted for approximately 76% of the acreage, or 12,122 acres; while the **industrial was 24%** or 3,769 acres. Schools have been allowed in almost all land use categories alleviating the need to set aside specific lands for their use (the PS Future Land Use Category includes the existing properties for schools.

Future needs for Commercial and Industrial lands resulted from the following methodologies as can be seen in Table 16.

Method 1 consisted of **using acreage assignments by increases in the workforce as detailed in our workforce analysis.** Commercial and industrial had an average 0.174 acres per worker; and, schools, colleges, and government had an average 0.872 acres per worker.

Method 2 consisted of **using acreage assignments by increases in the total population.** Commercial and industrial had 60.387 acres per 1000 residents.

Method 3 consisted of **using acreage assignments by increases in the sales tax collected**. Commercial and industrial had tax revenue collections of \$1,000 per 1.355 acres.

Method 4 consisted of **using current square footage by employee and projected increases in workforce**. Square footage per employee was 359.

BEST PRACTICE EXAMPLE- MIAMI-DADE COUNTY

As is the pattern within almost any jurisdiction being assessed, projections of land use demands are expected to continually increase proportionally with population. This demand will not be limited to industrial, especially in areas where increased demand for residential will place a burden on industrial development due to lack of compatibility. A quantitative analysis such as the one implemented by Miami-Dade County allows jurisdictions to more accurately and sustainably assess policy decisions affecting quantities of industrial acreage. This is due to the suggested method providing insight as to how individual projects could affect the future viability of an industrial market within a given boundary. This then provides decision makers pertinent information that could be valuable in determining whether or not to increase or decrease industrial acreage.

The template for this quantitative land use methodology is based on the following language from Miami-Dade County's Comprehensive Master Development Plan's Future Land Use Element:

If the land is the subject of an application for rezoning, zoning approval or a plan amendment and is located in an MSA with less than a 15-year supply of industrial land, in order to receive approval for a non-industrial use, the applicant must demonstrate that such use will not have a significant adverse impact on future industrial development.

For context purposes, **Minor Statistical Areas (MSA's) are defined as groups of census tracts established to facilitate small-area analysis and to standardize areas for the development of statistical data and projections. There are 32 MSA's in the Miami-Dade jurisdiction, seen in Figure 6 in the Appendix.*

The intended purpose of the method outlined in this report, which was borrowed from the above policy language, is to calculate remaining industrial land utilizing the past mean annual loss of industrial acreage, known as the absorption rate. This absorption rate is then contrasted with current industrial acreage in order to determine the remaining 'years left' of industrial land within a given boundary. The simplified equation is given below:

$$\frac{D}{T} = A \rightarrow \frac{I_x}{A} = Y$$

D = Difference in acreage between two datasets

T = Elapsed time between two datasets

A = Calculated Absorption Rate

I_x = Industrial acreage for a given year

Y = Calculated years remaining of industrial acreage

INDUSTRIAL DEVELOPMENT ASSESSMENT: A COMPREHENSIVE POLICY ANALYSIS

A hypothetical example of this methodology’s implementation is given below:

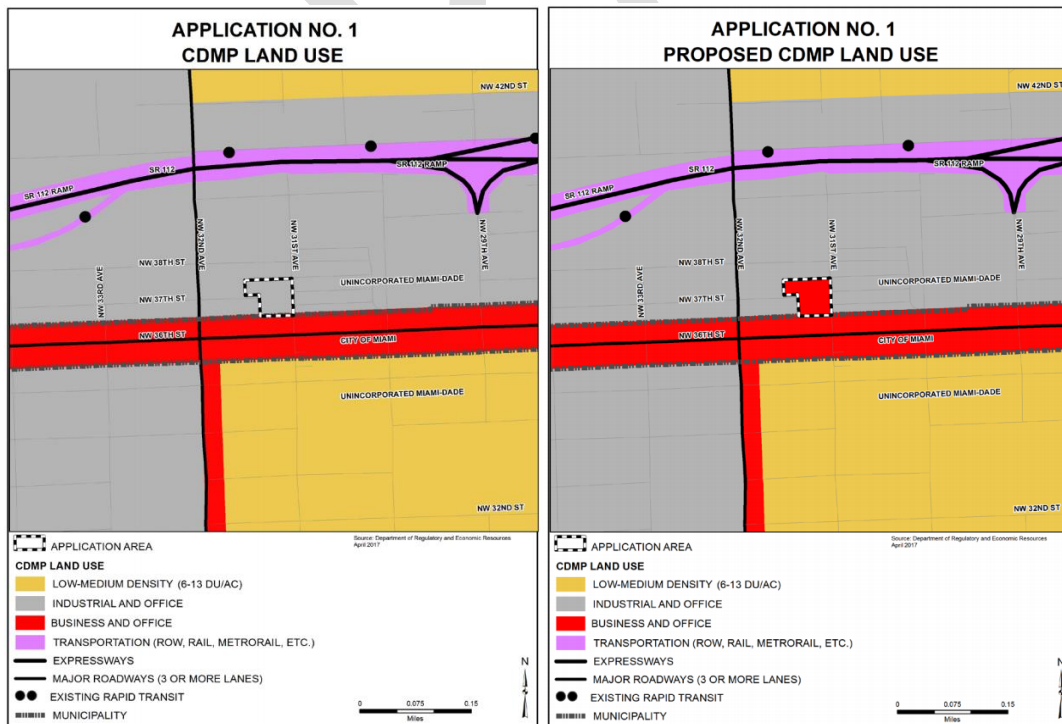
A developer based in Ybor files a plan amendment with the county planning commission seeking to convert 10 acres of industrial land use into high-density residential with the intent of establishing a condominium community. The applicant argues, since the parcel in question is adjacent on three sides to general mixed-use warehousing and light industrial on the fourth, that the parcel of interest is unlikely to ever be developed into an industrial use. However, upon calculating the remaining years of industrial land based on the area’s absorption rate, it was determined that converting the parcel’s land use would be a detriment to the area’s future industrial viability due to it resulting in less than the 15-year threshold. Therefore, the commission recommended the plan amendment be denied. The equation utilized for this decision is provided below:

Change In Acreage Between 2012-2019	Absorption Rate	Currently Available Acreage	Years of Land Remaining
100	100 acres/ 10 yrs= 10 acres a year	80 acres	80 acres/10 acre abs= 8 yrs remaining

For the purpose of intent, it is important to note that this calculation should not serve as a replacement to adopted policy language within Comprehensive Plans. Rather, it should be implemented as a variable for consideration when decisions are to be made regarding the addition or removal of industrial acreage within jurisdictions. As demonstrated in the case study below, the method should not be viewed in a solitary state; instead it should be viewed alongside numerous factors such as adjacent land uses and development patterns. The following case study demonstrates the flexibility of implementing this method during processes such as plan amendment changes.

CASE STUDY

The following report was sourced from the Miami-Dade Department of Regulatory and Economic Resources. It is the published report of the first application to amend the *Miami-Dade County Comprehensive Development Master Plan* during the May 2017 cycle.



Purpose of application: Amend the area of interest's land use from industrial/office to business/office, the intention being to develop a multi-family residential unit.

Resolution: Approve the proposed amendment change.

Principal Reasons for Recommendation:

1. *The application seeks to change the "Industrial and Office" Land Use Plan map designation on the ±1.5-gross acre site to facilitate multi-family residential development that is generally consistent with CDMP Intergovernmental Coordination Element Policy ICE-1F. The policy requires the County to consider compatibility with adopted land use plans of adjacent municipalities as a factor in reviewing proposed changes to the Land Use Plan map. The southern boundary of the application site abut properties within a linear extension of the City of Miami boundaries extending from NW 27 Avenue westward along both sides NW 36 Street to NW 38 Avenue designated by the City as 'General Commercial' that allows multi-family residential, commercial uses, warehouses, and light manufacturing, among other uses. The abutting properties within the City are zoned T6-8-0 which allows residential development at densities up to 150 units per acre and a range of other uses, including commercial uses, civic uses, among others, that may be permitted by right without a public hearing. The abutting and adjacent properties within the City may be developed with residential development at significant densities that would be generally incompatible with industrial development on application site and surrounding properties within the unincorporated area. The application, if approved, would provide for greater compatibility of uses between the application site and the abutting properties within the City of Miami consistent with CDMP Intergovernmental Coordination Element Policy ICE-1F.*

2. *The CDMP Land Use Element text on CDMP page I-39 provides that when "Industrial and Office" designated land in a Minor Statistical Area with less than a 15-year supply of industrial land is subject to a plan amendment application, in order to receive approval of a nonindustrial use, it must be demonstrated that such use will not have a significant adverse impact on future industrial development. The application site is located within Minor Statistical Area 4.6, which has an estimated 10-year supply of industrial land remaining. However, industrial land adjacent to the application site is within an industrially designated area and is abutted to the north by single family and duplex residential units and to the west by commercial uses (car sale and service) and light industrial uses. The properties to the west are developed with a car sales and service facility and light manufacturing uses. The properties abutting to the north are single family and duplex residential units and further north beyond NW 38 Street are light industrial uses including warehouses two duplex residential units. To the east across NW 31 Avenue is the 276-unit Royal Duke Mobile Home Park. Abutting to the south of the application site is a parking lot property owned by the Applicant and a car sale facility both within the City of Miami along the north side of NW 36 Street. While the application site and adjacent properties in the unincorporated area are designated "Industrial and Office", there are no vacant industrial parcels in the immediate vicinity of the site, and the application would provide for greater compatibility of uses between the site and the abutting non-industrial properties in the City of Miami. Therefore, approval of the application would not have a significant adverse impact on future industrial development in the area.*

3. *The application proposes redevelopment of the site consistent with the CDMP provisions for redevelopment. Objective LU-1, Policy LU-1C and Policy LU-10A of the CDMP Land Use Element require the County to give priority to infill development and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where urban services and facilities have the capacities to accommodate additional demand. Under the current "Industrial and Office"*

designation, the site may be redeveloped with 32,473 square feet of warehouses or industrial uses. Under the requested “Business and Office” designation, if the application were approved, the site could be developed with 25,979 square feet of retail or 32 multifamily residential units, or 129 multifamily residential units under the hypothetical scenario where abutting lands within the City of Miami are assumed to be residentially developed and thereby form the basis for the increased density on the application site (see “Background” on page 1-11). As discussed in Principal Reason No. 4(ii) below, approval of the application would not cause a violation of the adopted level of service standards for public services and facilities.

4. Approval of the application would be generally consistent with the criteria for evaluating Land Use Plan map amendment applications pursuant to Policy LU-8E of the CDMP Land Use Element. Policy LU-8E requires Land Use Plan (LUP) map amendment applications to be evaluated according to factors such as (i) the ability of the proposed amendment to satisfy a deficiency in the LUP map to accommodate projected population or economic growth of the County, (ii) impacts to County facilities and services, (iii) compatibility with abutting and nearby land uses, (iv) impacts to environmental and historical resources, and (v) the extent to which the proposed land use would promote transit ridership and pedestrianism pursuant to Objective LU-7 and associated policies. Each factor is discussed below.

i. Need to Accommodate Economic or Population Growth: The requested redesignation to “Business and Office” would not satisfy a deficiency in the Land Use Plan map to accommodate projected economic or population growth but if developed with residences as stated in the application could add provide additional residential units and be of benefit to the area. The analysis area for the application, Minor Statistical Area 4.6 (MSA 4.6) contained 26.60 acres of vacant land zoned or designated for industrial uses in 2017. At the current absorption rate of 2.58 acres per year, the study area will deplete its supply of industrially zoned land in the year 2027. Approval of the application would reduce the industrial land supply by 1.5 acres or approximately 7 months of supply. MSA 4.6 contained 23.20 acres of vacant commercially designated or zoned land in 2017. At the current absorption rate of 1.15 acres of commercial land per year, commercial land within the MSA would be depleted beyond the year 2030 and approval of the application would add approximately 1½ years of supply to the commercial land in the area. Notwithstanding the requested “Business and Office” designation of the application site the Applicant has expressed the intent to develop the application site with multifamily apartments. Development of the site as intended by the Applicant, if the application were approved, would add 32 units to the residential land supply or up to 129 multifamily units (under the hypothetical scenario discussed in Principal Reason No. 3 above) or approximately 1½ months or 6 months of supply, respectively. MSA 4.6 is estimated to have capacity for about 4,450 dwelling units, which is projected to be depleted beyond the year 2030 based on the MSA’s annual average residential demand of 195 units per year in the 2017-2020 period and demand of 247 units in the 2025-2030 period. (See “Supply and Demand Analysis” section on page 1-12.)

ii. Public Facilities and Services: Approval of the application would be consistent with the CDMP Capital Improvements Element Objective CIE-3 that requires CDMP land use May 2017 Cycle 1-4 Application No. 1 decisions not cause a violation in adopted level of standards for public facilities and services. The impacts that would be generated from the maximum allowed development on the application site, if the application is approved, would not cause a violation in the adopted level of service standards for public facilities and services. Furthermore, impacts generated under the hypothetical development scenario of 129 multifamily units also would not cause a violation in the adopted level of service standards for public facilities and services.

iii. Compatibility: The requested “Business and Office” land use designation and the maximum commercial or residential development that could be developed on the site, if the application were approved, would

generally be compatible with the existing land uses in the area but may not be compatible with the potential future industrial uses in the area. Abutting to the west are a car sales and service facility and light manufacturing uses. Abutting to the north are single family and duplex residential units and further north beyond NW 38 Street are light industrial uses including warehouses two duplex residential units. To the east across NW 31 Avenue is the 276-unit Royal Duke Mobile Home Park on ±5.08 acres. Abutting to the south of the application site is a parking lot property owned by the Applicant and a car sale facility both within the City of Miami along the north side of NW 36 Street. The properties to the west, north, and east of the application site are designated "Industrial and Office" on the LUP map and properties to the south within the City of Miami are designated by the City as "General Commercial" in the "Miami Comprehensive Neighborhood Plan" and may be developed with commercial uses, residential development, and other uses. Approval of the application would allow uses on the application site including residential development that would be generally compatible with the uses allow on the abutting land within the City of Miami.

iv. Environmental and Historic Resources: The subject application, if approved, would not impact historic or archaeological resources, but could impact environmental resources. The application site contains specimen-sized trees (trunk diameter 18 inches or greater) that are to be preserved pursuant to Section 24-49.2(II) of the Code of Miami-Dade County.

v. Transit Ridership and Pedestrianism: The application if approved, and the site developed with retail or residential uses could support transit ridership and pedestrianism. Policy LU8E(v) states that if the proposed land use is located in a planned Urban Center, or within ¼ mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism. The application site is served by Metrobus 36 and Metrobus 110 which provide local service with connection to Metrorail. The closest stop to the application site is along NW 36 Street approximately 0.1 mile west of the site. Both Routes 36 and 110 provide service at 20-minute headways during the AM and PM peak hour in the day, 30-minute headway during off-peak hours (middays), 15-minute headway (Route 36) and 30-minute headway (Route 110) in the evenings and 30-minute headways on weekends.

The above report highlights the extensive flexibility afforded by the implementation of the '15-year method' of Miami-Dade County. A methodology such as this incorporated into decision-making process within the four jurisdictions highlighted in this report could prove beneficial upon implementation. A key reason for this is its ability to be utilized regardless of a jurisdictions pattern of industrial land use. Despite Temple Terrace's conservative industrial land policy, a calculation to determine whether a plan amendment negatively effects their future industrial land development is just as useful as one carried out by Tampa aiming to protect large swaths of port-industrial property.

It is important to reiterate that this quantitative system of measuring the industrial land market is merely a tool, not a replacement for adopted policy within comprehensive plans. Differences in policy between Miami-Dade and the greater Tampa area ensure that the implementation's transfer would not be a seamless one. Examples of this include distribution of industrial use throughout each jurisdiction and that certain land uses that would be classified 'light industrial' in Tampa are classified as 'Business and Office' in Miami. Additionally, Miami-Dade's MSA system would need to be replicated after an extensive study determining appropriate zone boundaries for the methodology's implementation. This would have to factor in such variables as population, zoning restrictions, and land use coverage proportions. If implemented effectively, however, it could be an excellent tool for assessing industrial land use needs for a jurisdiction.

CONCLUSION

This report provided analysis regarding industrial land use within the State of Florida, particularly within the Cities (Tampa, Temple Terrace, and Plant City) and Unincorporated Hillsborough County. A policy language review of Comprehensive Plans was carried out in order to identify patterns of industrial land use throughout the State of Florida. Through this review it was determined that the jurisdictions of interest for the purpose of this study, the Cities and the County, contain vague policy language that utilize qualitative methods of industrial land management. Conversely, policy language found in the Comprehensive Plans of Miami-Dade and Lake County provide a market-based method of managing industrial acreage by placing a quantitative metric on its future value. This affords decision-makers with the ability to provide more robust opinions on projects that could potentially harm their industrial markets. This methodology is not proposed to replace current policy language within Comprehensive Plans; rather it is intended to serve as a reference, one that can be utilized in appropriate instances relating to industrial land uses.

It is therefore this report’s recommendation to begin the implementation of a quantitative method of industrial land use analysis within the jurisdictions of Tampa, Temple Terrace, Plant City, and unincorporated Hillsborough County. The purpose of this recommendation is to provide the areas of interest with a consistent methodology for managing the remaining industrial land available, including potentially developable areas made available by way of annexation. With many previously designated industrial land uses seeing conversion to a variety of mixed-use, commercial, and transitional land use categories, it is imperative that more stringent measures are taken to protect the future of industrial development. This is particularly apparent in the cities of Tampa and Plant City, both of which include policy within their respective comprehensive plans that state the desire to protect and expand their industrial sectors.

APPENDIX

Amendment Year	Amendment Number	Total Acres	Future LU Change From	Future LU Change To
2015	HC/CPA-15-13	3.44	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'HC:REGIONAL MIXED USE-35 (2.0 FAR)'
2012	HC/CPA-12-26	34.77	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'HC:COMMUNITY MIXED USE-12 (.50 FAR)'
2012	HC/CPA-12-13	2,150.13	'HC:LIGHT INDUSTRIAL (.50 FAR)'' 'HC:RESEARCH CORPORATE PARK (1.0 FAR)'' 'HC:SUBURBAN MIXED USE-6 (.35 FAR)'' 'HC:COMMUNITY MIXED USE-12 (.50 FAR)'' 'HC:NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)'' 'HC:RESIDENTIAL-20 (.35 FAR)'' 'HC:RESIDENTIAL-12 (.35 FAR)'' 'HC:RESIDENTIAL-9 (.35 FAR)'' 'HC:RESIDENTIAL-6 (.25 FAR)'' 'HC:RESIDENTIAL-4 (.25 FAR)'' 'HC:RESIDENTIAL PLANNED-2 (.35 FAR)'' 'HC:RESIDENTIAL-2 (.25 FAR)'' 'HC:RESIDENTIAL-1 (.25 FAR)'' 'HC:AGRICULTURAL/RURAL-1/5 (.25 FAR)'	'HC:PUBLIC/QUASI-PUBLIC'
2010	HC/CPA-10-08	15.37	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'HC:OFFICE COMMERCIAL-20 (.75 FAR)'
2008	HC/CPA-08-16	27.78	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'HC:SUBURBAN MIXED USE-6 (.35 FAR)'
2007	HC/CPA-07-28	79.83	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'HC:SUBURBAN MIXED USE-6 (.35 FAR)'
2006	HC/CPA-06-25	6,010.00	'HC:RESIDENTIAL-6 (.25 FAR)'' 'HC:RESIDENTIAL-4 (.25 FAR)'' 'HC:RESIDENTIAL-2 (.25 FAR)'' 'HC:RESIDENTIAL-1 (.25 FAR)'' 'HC:PUBLIC/QUASI-PUBLIC'' 'HC:HEAVY INDUSTRIAL (.50 FAR)'' 'HC:AGRICULTURAL ESTATE-1/2.5 (.25 FAR)'' 'HC:AGRICULTURAL/RURAL-1/5 (.25 FAR)'' 'HC:AGRICULTURAL/MINING-1/20 (.25 FAR)'' 'HC:AGRICULTURAL-1/10 (.25 FAR)'	'HC:NATURAL PRESERVATION'
2005	HC/CPA-05-14	1.47	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'HC:RESEARCH CORPORATE PARK (1.0 FAR)'
2005	HC/CPA-05-05	108	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'HC:SUBURBAN MIXED USE-6 (.35 FAR)'
2000	HC/CPA-00-14	571	'HC:HEAVY INDUSTRIAL (.50 FAR)'' 'HC:LIGHT INDUSTRIAL (.50 FAR)'' 'HC:RESIDENTIAL-6 (.25 FAR)'	'HC:NATURAL PRESERVATION'

1: Table of plan amendments converting FROM industrial acreage- Unincorporated Hillsborough County

INDUSTRIAL DEVELOPMENT ASSESSMENT: A COMPREHENSIVE POLICY ANALYSIS

Amendment Year	Amendment Number	Total Acres	Future LU Change From	Future LU Change To
2020	HC/CPA-20-06	1.46	'HC:COMMUNITY MIXED USE-12 (.50 FAR)'	'HC:LIGHT INDUSTRIAL PLANNED (.50 FAR) 'HC:HEAVY INDUSTRIAL (.50 FAR) 'HC:OFFICE COMMERCIAL-20 (.75 FAR)'
2020	HC/CPA-20-05	18.65	'HC:SUBURBAN MIXED USE-6 (.35 FAR)'	'HC:HEAVY INDUSTRIAL (.50 FAR)'
2020	HC/CPA-20-02	7.00	'HC:RESIDENTIAL-1 (.25 FAR)'	'HC:LIGHT INDUSTRIAL (.50 FAR)'
2020	HC/CPA-20-01	7.00	'HC:AGRICULTURAL/RURAL-1/5 (.25 FAR)'	'HC:LIGHT INDUSTRIAL (.50 FAR)'
2018	HC/CPA-18-16	9.15	'HC:RESEARCH CORPORATE PARK (1.0 FAR)'	'HC:LIGHT INDUSTRIAL PLANNED (.50 FAR)'
2018	HC/CPA-18-01	19.20	'HC:RESIDENTIAL-4 (.25 FAR)'	'HC:LIGHT INDUSTRIAL (.50 FAR)'
2017	HC/CPA-17-13	2.27	'HC:RESIDENTIAL-4 (.25 FAR)'	'HC:LIGHT INDUSTRIAL PLANNED (.50 FAR)'
2016	HC/CPA-16-01	8.01	'HC:AGRICULTURAL-1/10 (.25 FAR)'	'HC:LIGHT INDUSTRIAL (.50 FAR)'
2014	HC/CPA-14-10-8-M	111.60	'HC:SUBURBAN MIXED USE-6 (.35 FAR)'	'HC:HEAVY INDUSTRIAL (.50 FAR)'
2014	HC/CPA-14-10-6-M	124.00	'HC:OFFICE COMMERCIAL-20 (.75 FAR)'	'HC:LIGHT INDUSTRIAL (.50 FAR)'
2013	HC/CPA-13-09	8.38	'HC:OFFICE COMMERCIAL-20 (.75 FAR)'	'HC:LIGHT INDUSTRIAL PLANNED (.50 FAR)'
2010	HC/CPA-10-07	393.00	'HC:AGRICULTURAL/RURAL-1/5 (.25 FAR)'	'HC:NATURAL PRESERVATION 'HC:LIGHT INDUSTRIAL PLANNED (.50 FAR)'
2010	HC/CPA-10-05	3,081.71	'HC:RESIDENTIAL-1 (.25 FAR) 'HC:AGRICULTURAL/RURAL-1/5 (.25 FAR)'	'HC:ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)'
2009	HC/CPA-09-13	393.80	'HC:AGRICULTURAL/RURAL-1/5 (.25 FAR)'	'HC:NATURAL PRESERVATION 'HC:LIGHT INDUSTRIAL PLANNED (.50 FAR)'
2008	HC/CPA-08-15	58.51	'HC:RESIDENTIAL-1 (.25 FAR)'	'HC:LIGHT INDUSTRIAL PLANNED (.50 FAR)'
2007	HC/CPA-07-32	8.57	'HC:RESIDENTIAL-1 (.25 FAR)'	'HC:LIGHT INDUSTRIAL PLANNED (.50 FAR)'

2: Table of plan amendments converting TO industrial acreage- Unincorporated Hillsborough County

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INDUSTRIAL DEVELOPMENT ASSESSMENT: A COMPREHENSIVE POLICY ANALYSIS

Amendment Year	Amendment Number	Total Acres	Future LU Change From	Future LU Change To
2019	TA/CPA-19-18F	57.05	'TA:RESIDENTIAL-35 (.60 FAR)' 'TA:MAJOR ENVIRONMENTALLY SENSITIVE AREAS' 'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:RECREATIONAL/OPEN SPACE'
2019	TA/CPA-19-18E	47.61	'TA:RESIDENTIAL-20 (.50 FAR)' 'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:RECREATIONAL/OPEN SPACE'
2019	TA/CPA-19-09	0.81	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:RESIDENTIAL-10 (.35 FAR)'
2019	TA/CPA-19-07B	2.41	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:RECREATIONAL/OPEN SPACE'
2018	TA/CPA-18-11	16.85	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY COMMERCIAL-35 (2.0 FAR)'
2018	TA/CPA-18-04	0.23	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:RESIDENTIAL-10 (.35 FAR)'
2017	TA/CPA-17-15	0.51	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY COMMERCIAL-35 (2.0 FAR)'
2017	TA/CPA-17-14	0.97	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2017	TA/CPA-17-13	0.24	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2017	TA/CPA-17-09	2.79	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:URBAN MIXED USE-60 (3.25 FAR)'
2017	TA/CPA-17-06	11.93	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:URBAN MIXED USE-60 (3.25 FAR)'
2017	TA/CPA-17-02	0.34	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:RESIDENTIAL-10 (.35 FAR)'
2016	TA/CPA-16-14	16.85	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2015	TA/CPA-15-06	9.78	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2015	TA/CPA-15-04	45.00	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:PUBLIC/SEMI-PUBLIC'
2015	TA/CPA-15-01	7.31	'TA:LIGHT INDUSTRIAL (1.5 FAR)' 'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:REGIONAL MIXED USE-100 (3.5 FAR)'
2014	TA/CPA-14-05	9.78	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2013	TA/CPA-13-01	5.11	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:RESIDENTIAL-35 (.60 FAR)'
2012	TA/CPA-12-03	0.11	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:RESIDENTIAL-10 (.35 FAR)'
2010	TA/CPA-10-02	12.77	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:REGIONAL MIXED USE-100 (3.5 FAR)'
2008	TA/CPA-08-07	9.77	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2008	TA/CPA-08-01	7.40	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:HEAVY INDUSTRIAL (1.5 FAR)'
2007	TA/CPA-07-21	33.00	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:PUBLIC/SEMI-PUBLIC'
2007	TA/CPA-07-17	6.40	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2007	TA/CPA-07-16	9.90	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2007	TA/CPA-07-10	3.70	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:URBAN MIXED USE-60 (3.25 FAR)'
2007	TA/CPA-07-08	25.51	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2007	TA/CPA-07-03	3.08	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:URBAN MIXED USE-60 (3.25 FAR)'
2007	TA/CPA-07-02	26.07	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2006	TA/CPA-06-28	9.85	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:REGIONAL MIXED USE-100 (3.5 FAR)'
2006	TA/CPA-06-27	8.39	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:REGIONAL MIXED USE-100 (3.5 FAR)'
2006	TA/CPA-06-26	13.04	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:URBAN MIXED USE-60 (3.25 FAR)'
2006	TA/CPA-06-23	0.63	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2006	TA/CPA-06-20	11.93	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2006	TA/CPA-06-12	2.03	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2006	TA/CPA-06-09	25.84	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2006	TA/CPA-06-07	2.60	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2006	TA/CPA-06-05	30.87	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2005	TA/CPA-05-22	29.68	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:URBAN MIXED USE-60 (3.25 FAR)'
2005	TA/CPA-05-21	8.67	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:URBAN MIXED USE-60 (3.25 FAR)'
2005	TA/CPA-05-19	43.81	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2005	TA/CPA-05-14	1.60	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:REGIONAL MIXED USE-100 (3.5 FAR)'
2005	TA/CPA-05-10	7.37	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:PUBLIC/SEMI-PUBLIC'
2005	TA/CPA-05-08	27.93	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2005	TA/CPA-05-05	3.03	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:URBAN MIXED USE-60 (3.25 FAR)'
2005	TA/CPA-05-04	0.56	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:RESIDENTIAL-10 (.35 FAR)'
2005	TA/CPA-05-03	1.00	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2005	TA/CPA-05-02	7.12	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:RESIDENTIAL-50 (1.0 FAR)'
2004	TA/CPA-04-10	1.11	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2004	TA/CPA-04-09	1.26	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2004	TA/CPA-04-07	54.10	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2004	TA/CPA-04-06	1.73	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'
2004	TA/CPA-04-05	20.00	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:HEAVY INDUSTRIAL (1.5 FAR)'
2004	TA/CPA-04-04	11.43	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:RESIDENTIAL-10 (.35 FAR)'
2004	TA/CPA-04-03	3.67	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:RESIDENTIAL-10 (.35 FAR)'
2004	TA/CPA-04-02	11.80	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:RESIDENTIAL-10 (.35 FAR)'
2004	TA/CPA-04-01	9.33	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:RESIDENTIAL-10 (.35 FAR)'
2003	TA/CPA-03-05	7.20	'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:REGIONAL MIXED USE-100 (3.5 FAR)'
2003	TA/CPA-03-03	53.47	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:URBAN MIXED USE-60 (3.25 FAR)'
2003	TA/CPA-03-01	5.85	'TA:LIGHT INDUSTRIAL (1.5 FAR)' 'TA:HEAVY INDUSTRIAL (1.5 FAR)'	'TA:COMMUNITY MIXED USE-35 (2.0 FAR)'

3: Table of plan amendments converting FROM industrial acreage- Tampa

Amendment Year	Amendment Number	Total Acres	Future LU Change From	Future LU Change To
2008	TA/CPA-08-01	7.40	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:HEAVY INDUSTRIAL (1.5 FAR)'
2004	TA/CPA-04-05	20.00	'TA:LIGHT INDUSTRIAL (1.5 FAR)'	'TA:HEAVY INDUSTRIAL (1.5 FAR)'

4: Table of plan amendments converting TO industrial acreage- Tampa

INDUSTRIAL DEVELOPMENT ASSESSMENT: A COMPREHENSIVE POLICY ANALYSIS

Amendment Year	Amendment Number	Total Acres	Future LU Change From	Future LU Change To
2019	PC/CPA-19-02	0.59	'PC:INDUSTRIAL (FAR.50)'	'PC:RESIDENTIAL-6 (6 DU/ACRE, FAR.25)'
2018	PC/CPA-18-02	0.37	'PC:INDUSTRIAL (FAR.50)'	'PC:RESIDENTIAL - 12 (12 DU/ACRE, FAR.35)'
2018	PC/CPA-18-01	7.49	'PC:RESIDENTIAL-4 (4 DU/ACRE)''PC:INDUSTRIAL (FAR.50)'	'PC:COMMERCIAL (16 DU/ACRE, FAR.35)'
2016	PC/CPA-16-03	6.50	'PC:INDUSTRIAL (FAR.50)''HC:RESIDENTIAL-1 (.25 FAR)'	'PC:COMMERCIAL (16 DU/ACRE, FAR.35)'
2010	PC/CPA-10-01	7.08	'PC:INDUSTRIAL (FAR.50)'	'PC:COMMERCIAL (16 DU/ACRE, FAR.35)'
2009	PC/CPA-09-A-M3	1.10	'PC:INDUSTRIAL (FAR.50)'	'PC:RESIDENTIAL - 12 (12 DU/ACRE, FAR.35)'
2009	PC/CPA-09-A-M17	2.00	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'PC:COMMERCIAL (16 DU/ACRE, FAR.35)'
2006	PC/CPA-06-B-M4	17.50	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'PC:NATURAL PRESERVATION''PC:INDUSTRIAL (FAR.50)'
2005	PC/CPA-05-SS04	6.80	'PC:INDUSTRIAL (FAR.50)'	'PC:INDUSTRIAL (FAR.50)''PC:NATURAL PRESERVATION''PC:RESIDENTIAL-6 (6 DU/ACRE, FAR.25)'
2005	PC/CPA-05-B-M20	159.80	'PC:INDUSTRIAL (FAR.50)''PC:COMMERCIAL (16 DU/ACRE, FAR.35)'	'PC:RESIDENTIAL-6 (6 DU/ACRE, FAR.25)''PC:RESIDENTIAL - 12 (12 DU/ACRE, FAR.35)''PC:NATURAL PRESERVATION'
2005	PC/CPA-05-B-M16	39.00	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'PC:NATURAL PRESERVATION''PC:INDUSTRIAL (FAR.50)'
2005	PC/CPA-05-A-M10	7.00	'PC:RESIDENTIAL - 12 (12 DU/ACRE, FAR.35)''PC:INDUSTRIAL (FAR.50)'	'PC:NATURAL PRESERVATION''PC:COMMERCIAL (16 DU/ACRE, FAR.35)'
2004	PC/CPA-04-B-M1	65.00	'PC:RESIDENTIAL-6 (6 DU/ACRE, FAR.25)''PC:INDUSTRIAL (FAR.50)'	'PC:PARKS, RECREATION AND OPEN SPACE'
2004	PC/CPA-03-02-M10	10.00	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'PC:INDUSTRIAL (FAR.50)'
2002	PC/CPA-02-CMI	1,386.00	'PC:INDUSTRIAL (FAR.50)'	'PC:MIXED USE - RESIDENTIAL/COMMERCIAL/INDUSTRIAL (1000 ACRE MINIMUM)'
2002	PC/CPA-02-01	1,386.00	'PC:INDUSTRIAL (FAR.50)'	'PC:MIXED USE - RESIDENTIAL/COMMERCIAL/INDUSTRIAL (1000 ACRE MINIMUM)'
2001	PC/CPA-01-03	124.10	'PC:INDUSTRIAL (FAR.50)'	'PC:COMMERCIAL (16 DU/ACRE, FAR.35)'
1999	PC/CPA-99-02(SS)	3.40	'PC:INDUSTRIAL (FAR.50)'	'PC:RESIDENTIAL - 12 (12 DU/ACRE, FAR.35)'
1999	PC/CPA-99-01(SS)	9.90	'PC:INDUSTRIAL (FAR.50)'	'PC:COMMERCIAL (16 DU/ACRE, FAR.35)'

5: Table of plan amendments converting FROM industrial acreage- Plant City

Amendment Year	Amendment Number	Total Acres	Future LU Change From	Future LU Change To
2019	PC/CPA-19-04	26.09	'HC:RESIDENTIAL-1 (.25 FAR)'	'PC:INDUSTRIAL (FAR.50)'
2018	PC/CPA-18-06	67.03	'HC:RESIDENTIAL-1 (.25 FAR)'	'PC:INDUSTRIAL (FAR.50)'
2015	PC/CPA-15-02	12.00	'HC:RESIDENTIAL-1 (.25 FAR)'	'PC:INDUSTRIAL (FAR.50)'
2014	PC/CPA-14-03	10.30	'HC:RESIDENTIAL-1 (.25 FAR)'	'PC:INDUSTRIAL (FAR.50)'
2010	PC/CPA-09-M20(SS)	4.50	'PC:RESIDENTIAL-6 (6 DU/ACRE, FAR.25)'	'PC:INDUSTRIAL (FAR.50)'
2009	PC/CPA-09-A-M8	16.20	'PC:RESIDENTIAL-4 (4 DU/ACRE)'	'PC:INDUSTRIAL (FAR.50)'
2009	PC/CPA-09-A-M4	0.90	'PC:RESIDENTIAL - 12 (12 DU/ACRE, FAR.35)'	'PC:INDUSTRIAL (FAR.50)'
2009	PC/CPA-09-A-M18	47.70	'PC:RESIDENTIAL - 12 (12 DU/ACRE, FAR.35)'	'PC:INDUSTRIAL (FAR.50)'
2008	PC/CPA-08-B-M2	177.30	'PC:COMMERCIAL (16 DU/ACRE, FAR.35)''PC:RESIDENTIAL-4 (4 DU/ACRE)'	'PC:INDUSTRIAL (FAR.50)'
2008	PC/CPA-08-B-M11	188.20	'PC:NATURAL PRESERVATION''PC:MIXED USE - RESIDENTIAL/COMMERCIAL (20 ACRE MINIMUM)'	'PC:NATURAL PRESERVATION''PC:INDUSTRIAL (FAR.50)'
2008	PC/CPA-08-B-M10	54.00	'PC:MIXED USE - RESIDENTIAL/COMMERCIAL (20 ACRE MINIMUM)'	'PC:INDUSTRIAL (FAR.50)'
2007	PC/CPA-07-A-M3	62.00	'HC:RESIDENTIAL-1 (.25 FAR)'	'PC:INDUSTRIAL (FAR.50)''PC:MIXED USE - RESIDENTIAL/COMMERCIAL (20 ACRE MINIMUM)'
2006	PC/CPA-06-B-M4	17.50	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'PC:NATURAL PRESERVATION''PC:INDUSTRIAL (FAR.50)'
2005	PC/CPA-05-SS05	1.40	'PC:RESIDENTIAL-6 (6 DU/ACRE, FAR.25)'	'PC:INDUSTRIAL (FAR.50)'
2005	PC/CPA-05-SS04	6.80	'PC:INDUSTRIAL (FAR.50)'	'PC:INDUSTRIAL (FAR.50)''PC:NATURAL PRESERVATION''PC:RESIDENTIAL-6 (6 DU/ACRE, FAR.25)'
2005	PC/CPA-05-B-M16	39.00	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'PC:NATURAL PRESERVATION''PC:INDUSTRIAL (FAR.50)'
2004	PC/CPA-03-02-M11	161.00	'PC:RESIDENTIAL-4 (4 DU/ACRE)'	'PC:RESIDENTIAL - 12 (12 DU/ACRE, FAR.35)''PC:INDUSTRIAL (FAR.50)''PC:COMMERCIAL (16 DU/ACRE, FAR.35)'
2004	PC/CPA-03-02-M10	10.00	'HC:LIGHT INDUSTRIAL (.50 FAR)'	'PC:INDUSTRIAL (FAR.50)'
2002	PC/CPA-02-CMI	1,386.00	'PC:INDUSTRIAL (FAR.50)'	'PC:MIXED USE - RESIDENTIAL/COMMERCIAL/INDUSTRIAL (1000 ACRE MINIMUM)'
2002	PC/CPA-02-01	1,386.00	'PC:INDUSTRIAL (FAR.50)'	'PC:MIXED USE - RESIDENTIAL/COMMERCIAL/INDUSTRIAL (1000 ACRE MINIMUM)'
1997	PC/CPA-97-02/M-1	198.00	'PC:RESIDENTIAL-4 (4 DU/ACRE)'	'PC:INDUSTRIAL (FAR.50)'

6: Table of plan amendments converting TO industrial acreage- Plant City

Amendment Year	Amendment Number	Total Acres	Future LU Change From	Future LU Change To
2018	TT/CPA-18-07	2.21	'TT:COMMUNITY MIXED USE-12 (12 DU/ACRE) (.35 FAR)'	'TT:INDUSTRIAL (FAR.65)'
2018	TT/CPA-18-04	4.13	'HC:COMMUNITY MIXED USE-12 (.50 FAR)'	'TT:INDUSTRIAL (FAR.65)'
2017	TT/CPA-17-01	10.11	'HC:COMMUNITY MIXED USE-12 (.50 FAR)'	'TT:INDUSTRIAL (FAR.65)'
2016	TT/CPA-16-01	34.38	'HC:COMMUNITY MIXED USE-12 (.50 FAR)'	'TT:INDUSTRIAL (FAR.65)'

7: Table of plan amendments converting TO industrial acreage- Temple Terrace