FREIGHT LOGISTICS ZONE

May 12, 2016
AGENDA

1. Summary of Summit 2
2. Revised FLZ and Logistics Cluster Boundaries
3. Revised Data Components Summary
4. Strategic Plan
5. Freight and Land Use Compatibility
6. Schedule and Next Steps
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• Distinguish development ready sites
• Economic importance of logistics clusters
• Definition of proximity, as it relates to FLZ geography and infrastructure
• Data additions/presentation
  ✓ Train counts
  ✓ Truck counts and workforce presented in % terms
  ✓ Highlight airports/seaport, SIS
  ✓ Polk competitive sites?
SUMMARY OF SUMMIT 2

- Freight network designation
  - SR 17A Scenic Highway
  - Florida Avenue near downtown Lakeland
  - Highlight SIS network

- Infrastructure needs
  - Strategize important investment needs in relation to FLZ

- Missing Longleaf business park in Lake Wales
  - Expanded Winter Haven ILC cluster

- Tighten zone/cluster boundaries
  - Contracted zone and clusters
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SUMMIT 2 – SUGGESTED BOUNDARY REVISIONS

- FLZ Boundary
  - Shifted south boundary of FLZ from CSX line to SR 60
  - Shifted east boundary of FLZ from SR 17 to US 27
  - Shifted west boundary to airport/seaport cluster boundaries
SUMMIT 2 – SUGGESTED BOUNDARY REVISIONS

• Logistics Clusters

✓ Shifted southern boundary of Cluster #2 to SR 60

✓ Modified boundary of Cluster #6 to tighten up

✓ Modified boundary of Cluster #1 to include Longleaf
Logistics Clusters

1. Winter Haven ILC
2. Bartow/Mulberry
3. Eaton Park
4. Auburndale
5. Lake Hamilton
6. Frostproof
7. West Lakeland-Plant City
8. Saddle Creek
9. Lake Alfred
10. Davenport
11. US 27 North
12. Durant
13. Tampa/Port
14. Tampa/Airport
## AGENDA

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CSX Rail Average Daily Rail Volumes

- Limited to primary corridors

Legend:
- Logistics Cluster
- Freight Logistics Zone
- Average Daily Trains
  - Blue: 1 to 5
  - Orange: 6 to 10
  - Green: 11 to 15
  - Purple: 16 to 20

Source: CSX
% Freight related workforce within 5 miles of logistics clusters

89% of freight related workforce in the 2-county area

Source: US Census American Community Survey
• Unemployed workforce within 5 miles of logistics clusters
• 90% of unemployed workforce in the 2-county area

Source: US Census American Community Survey
WORKFORCE TRAINING PROGRAMS

- Ind. machinery repair
- Truck repair
- Aircraft maintenance
- Forklift operation
- Truck driving
- Supply chain and logistics education

- All programs within FLZ
- Half of all clusters contain at least one program
- 9 of the 12 programs are within a cluster

Legend:
- Workforce Training Center
- Logistics Cluster
- Freight Logistics Zone
## AGENDA

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FLZ STRATEGIC PLAN

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

What it is NOT..
- Infrastructure needs assessment
- Land use plan
- Re-invention of existing freight plans
  A brand new plan…
LOCAL PRIORITIES IMPROVEMENTS

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

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

- Focus is on showcasing our region and its freight characteristics
- Full plan document being drafted now
- Comments on summary and/or full document welcome
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CONSISTENCY WITH LOCAL COMPREHENSIVE PLANS

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

Livable Future Land Uses
COMMUNITY ORIENTED AREA ASSESSMENT

- Station Areas
- Livable Future Land Uses
- Community Redevelopment Areas
- Primary Activity Centers
- Secondary Activity Centers
### Livability Indicators Score

<table>
<thead>
<tr>
<th>Livability Indicators</th>
<th>Score</th>
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<tbody>
<tr>
<td>Station areas (1/2 mi buffer)</td>
<td>3</td>
</tr>
<tr>
<td>Livable FLUs</td>
<td>2</td>
</tr>
<tr>
<td>Industrial FLUs</td>
<td>-1</td>
</tr>
<tr>
<td>CRAs</td>
<td>1</td>
</tr>
<tr>
<td>Activity Centers</td>
<td></td>
</tr>
<tr>
<td>Hillsborough</td>
<td></td>
</tr>
<tr>
<td>Primary</td>
<td>2</td>
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<tr>
<td>Secondary</td>
<td>1</td>
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<tr>
<td>Tampa</td>
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<tr>
<td>Business Centers</td>
<td>2</td>
</tr>
<tr>
<td>Urban Villages</td>
<td>1</td>
</tr>
<tr>
<td>Plant City</td>
<td></td>
</tr>
<tr>
<td>Midtown</td>
<td>1</td>
</tr>
<tr>
<td>CCC Regional Anchors</td>
<td></td>
</tr>
<tr>
<td>Tier</td>
<td></td>
</tr>
<tr>
<td>Low</td>
<td>1</td>
</tr>
<tr>
<td>High</td>
<td>2</td>
</tr>
<tr>
<td>Freight Activity Centers</td>
<td>-1</td>
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**Hi** 3 or more  
**Med** 1 to 2  
**Low** -1
FREIGHT INTENSITY ASSESSMENT

- High Intensity FACs
- Medium Intensity FACs
- Low Intensity FACs
FREIGHT INTENSITY ASSESSMENT

High Intensity FACs
Medium Intensity FACs
Low Intensity FACs
Industrial/Commercial Future Land Uses
FREIGHT INTENSITY ASSESSMENT

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

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<tr>
<td>Freight Activity Centers</td>
<td>Intensity</td>
</tr>
<tr>
<td>Low</td>
<td>2</td>
</tr>
<tr>
<td>Medium</td>
<td>2</td>
</tr>
<tr>
<td>High</td>
<td>3</td>
</tr>
<tr>
<td>Industrial FLUs</td>
<td>1</td>
</tr>
<tr>
<td>Percent Truck Traffic</td>
<td></td>
</tr>
<tr>
<td>&lt; 3%</td>
<td>0</td>
</tr>
<tr>
<td>3-5%</td>
<td>1</td>
</tr>
<tr>
<td>5-10%</td>
<td>2</td>
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<tr>
<td>&gt; 10%</td>
<td>3</td>
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4 or more
Med    2 to 3
Low    1
High Livability Areas
Medium Livability Areas
High Freight Areas
Medium Freight Areas
Low Freight Areas
High Livability Areas
Medium Livability Areas
LIVABILITY AND FREIGHT OVERLAY

Livability

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Freight Activity

RENAISSANCE PLANNING

FREIGHT AND LAND USE
LIVABILITY AND FREIGHT OVERLAY
LIVABILITY AND FREIGHT OVERLAY

Livability

H M L

Freight Activity

RENAISSANCE PLANNING
- Median nose treatments
- Right turn treatments

**DIVERSE ACTIVITY**
WHAT: Middle-range curb return radius, no channelization  
WHY: Providing pedestrian safety, access, mobility, convenience, and comfort is a high priority. Large vehicles will be using the intersection frequently, requiring a larger turning radius.

**COMMUNITY ORIENTED**
WHAT: Smaller radius, no channelization  
WHY: Providing pedestrian safety, access, mobility, convenience, and comfort is the highest priority. Land use context favors smaller scale infrastructure. Design vehicles are smaller in community oriented areas. Regular encroachments into bicycle lanes and multiple receiving lanes on destination leg, and occasional encroachment from multiple sending lanes from departure leg and one opposing traffic when lanes are clear is appropriate.

**FREIGHT ORIENTED**
WHAT: Large curb return radius, with channelization  
WHY: Large trucks require large curb return radii. Pedestrian activity is low but occasional.
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SCHEDULE AND NEXT STEPS

- Prepare and distribute DRAFT Strategic Plan  End of May
- Submit plan to planning agencies for review
- Present plan to MPO/TPO committees  Summer/Fall
- Present plan to MPO/TPO boards  June
- Draft resolution and for approval by county boards  Fall/Winter
CONTACT US

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