



Northeast Plant City Area Master Plan Map Update Technical Working Group Meeting #2

Tuesday, September 26, 2023, 6:30 PM – 8:30 PM
Plant City City Commission Hearing Chambers
302 W. Reynolds St. Plant City, Florida 33563

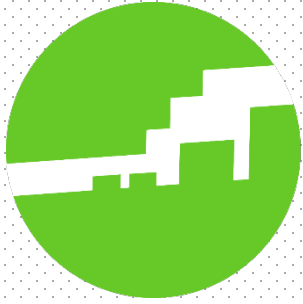
Northeast Master Plan Preferred Land Use Scenario Map Update

1. Welcome and Opening Remarks
 - Revisit the Objective of the Project
2. Recap of the Kickoff Meeting (<https://rb.gy/m2ljg>)
 - Mapping Exercise - Review of General Focus Areas (<https://shorturl.at/dwy08>)
 - Results – Overview of topics and issues discussed:
 - Accommodating the increased demand for Industrial Uses along the I-4 Corridor
 - Addressing the Future Potential North Alexander Street Corridor
 - Need for flexibility in regulation development along I-4/County Line Road Area and other Transportation Corridors
 - Recognizing Hometown Charm and emerging identities in other area of the City
 - Addressing Transportation concerns related to maintenance, connectivity and capacity
 - Opportunity to submit comments post meeting
 - Please forward worksheets to Kellyk@plancom.org no later than Oct. 15th
3. Objective of this Meeting
 - Economic Profile and Projections for the Northeast Master Plan Area
 - North Alexander Street Corridor Market Study (2018) and Recommended Land Use Scenario Map Overview
 - Consensus on the main issues, and options to address the Issues
 - Presentations
 - Yassert Gonzales – Planning Commission Research Demographics & Economics
 - Jay Collins – Planning Commission Special Area Studies
4. Mapping Exercise – Looking at suitability and compatibility of Industrial Mixed Use and High Density Development in the Northeast Master Plan Area.
 - Members Report Back
5. **Next Steps** -
 - Meeting Scheduled for October 24th
 - Review of Proposed Updates and Alternative Approaches to the Plant City Preferred Land Use Scenario Map.

6. Adjournment

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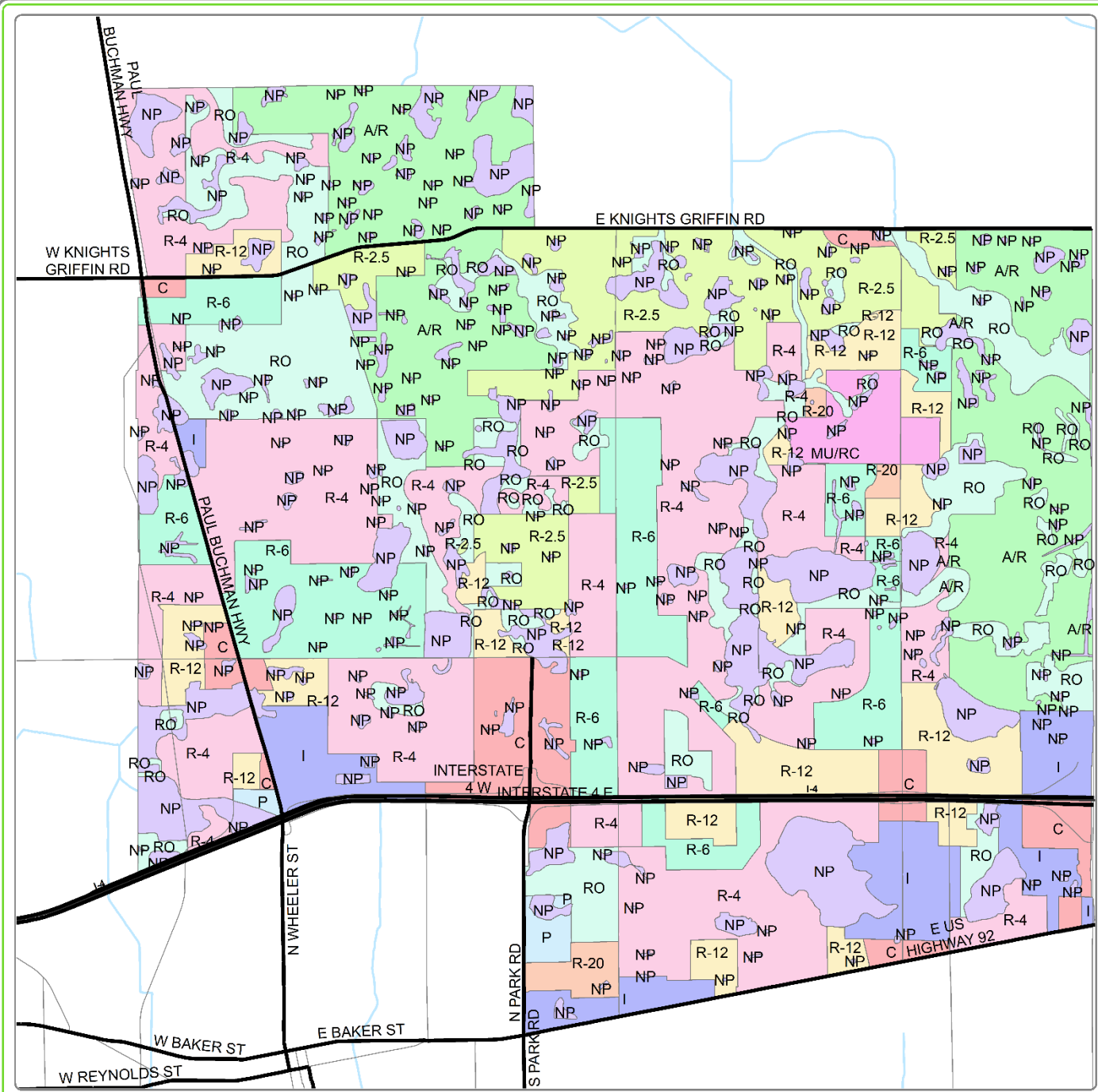
Hillsborough County
City-County
Planning Commission

Northeast Plant City Master Plan Area

Land Use and Demographic Analysis

Last updated: 20SEP2023





Northeast Plant City Master Plan Area 2050 Planning Projections Arterial Roads Developable and Redevelopable Parcels by Future Land Use

LEGEND

<ul style="list-style-type: none"> ■ Arterial Roads NEPCMP Future Land Uses ■ A/R ■ C ■ I ■ MU/RC ■ NP ■ P 	<ul style="list-style-type: none"> ■ R-12 ■ R-2.5 ■ R-20 ■ R-4 ■ R-6 ■ RO
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REFERENCE INFORMATION

Future Land Use	Area (Acres)	Percentage of Total Area	Population (2050)	Percentage of Total Population
Arterial Roads	1,175.00	15.54%	8,243	24.87%
Developable	1,268.00	16.62%	25,311	75.13%
Redevelopable	151.96	1.97%	381.13	1.12%
Total	7,613.00	100.00%	33,834	100.00%

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DISCLAIMER: DEVELOPABLE PARCELS - Containment area based on parcels registered to the date of 2020. Redevelopable parcels are based on parcels registered to the date of 2020.

LEGEND: Arterial Roads - Red lines on map. Future Land Use - Color-coded areas. Redevelopable - Yellow shaded areas. Developable - Green shaded areas.

SCALE: 0 0.1 0.2 0.4 0.6 0.8 Miles

PlanHillsborough.org

Northeast Plant City Master Plan Area

2050 Planning Projections



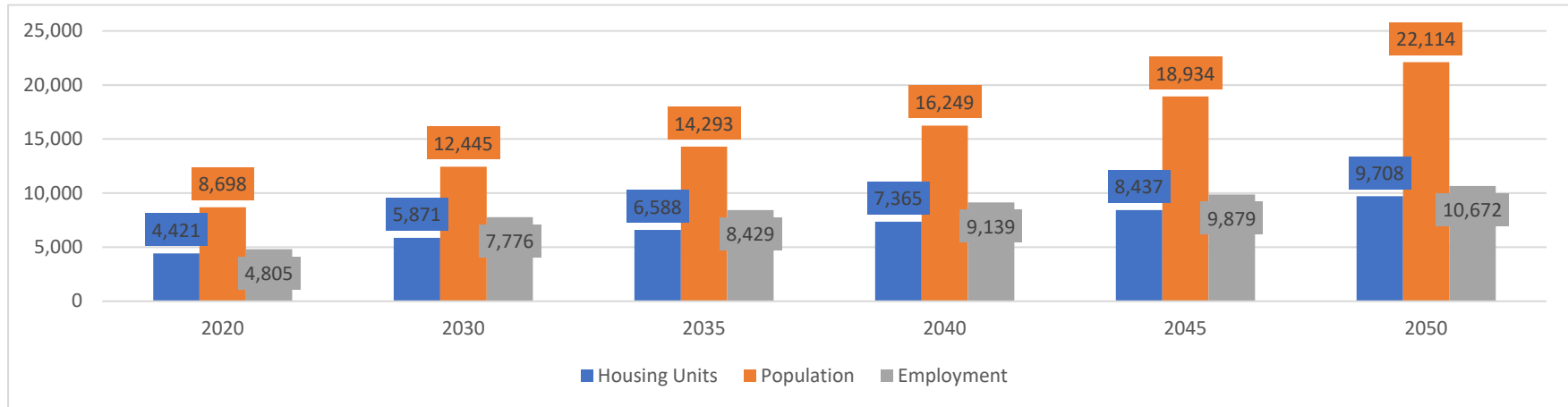
Last Updated: Final

Final Planning 2050 Projection Summary

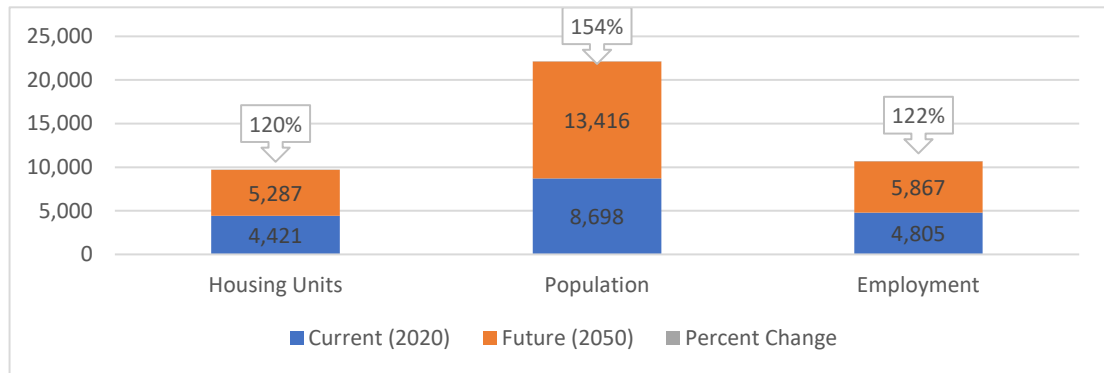


Area: Northeast Plant City Master Plan Area

	2020	2030	2035	2040	2045	2050	2020-2050 Change	2020-2050 Percent Change	Share of Plant City's Growth Through 2050
Housing Units	4,421	5,871	6,588	7,365	8,437	9,708	5,287	120%	39%
Population	8,698	12,445	14,293	16,249	18,934	22,114	13,416	154%	36%
Employment	4,805	7,776	8,429	9,139	9,879	10,672	5,867	122%	16%



	Current (2020)	Future (2050)	Percent Change
Housing Units	4,421	5,287	120%
Population	8,698	13,416	154%
Employment	4,805	5,867	122%



Last Updated: Final

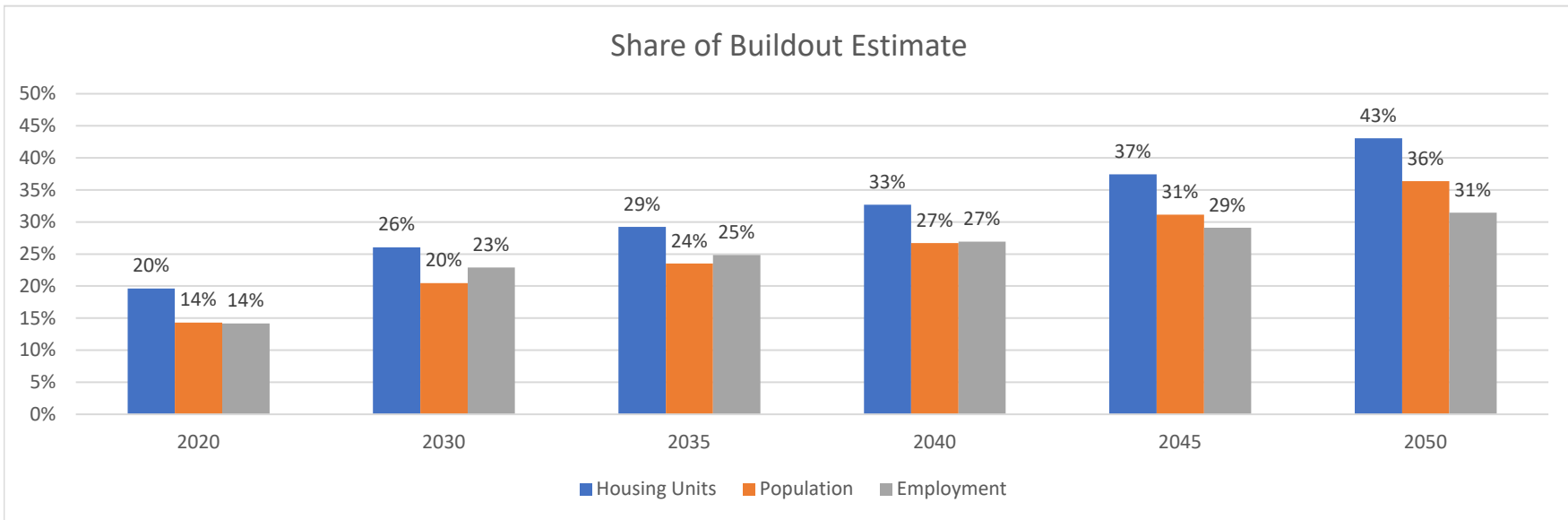
Final Planning 2050 Projection Summary



Area: **Northeast Plant City Master Plan Area**

Share of Buildout Estimate

	2020	2030	2035	2040	2045	2050	2020-2050 Change	Average Annual Change	
Housing Units	20%	26%	29%	33%	37%	43%	23%	1%	
Population	14%	20%	24%	27%	31%	36%	22%	1%	
Employment	14%	23%	25%	27%	29%	31%	17%	1%	



Heavy and Industrial FLUs

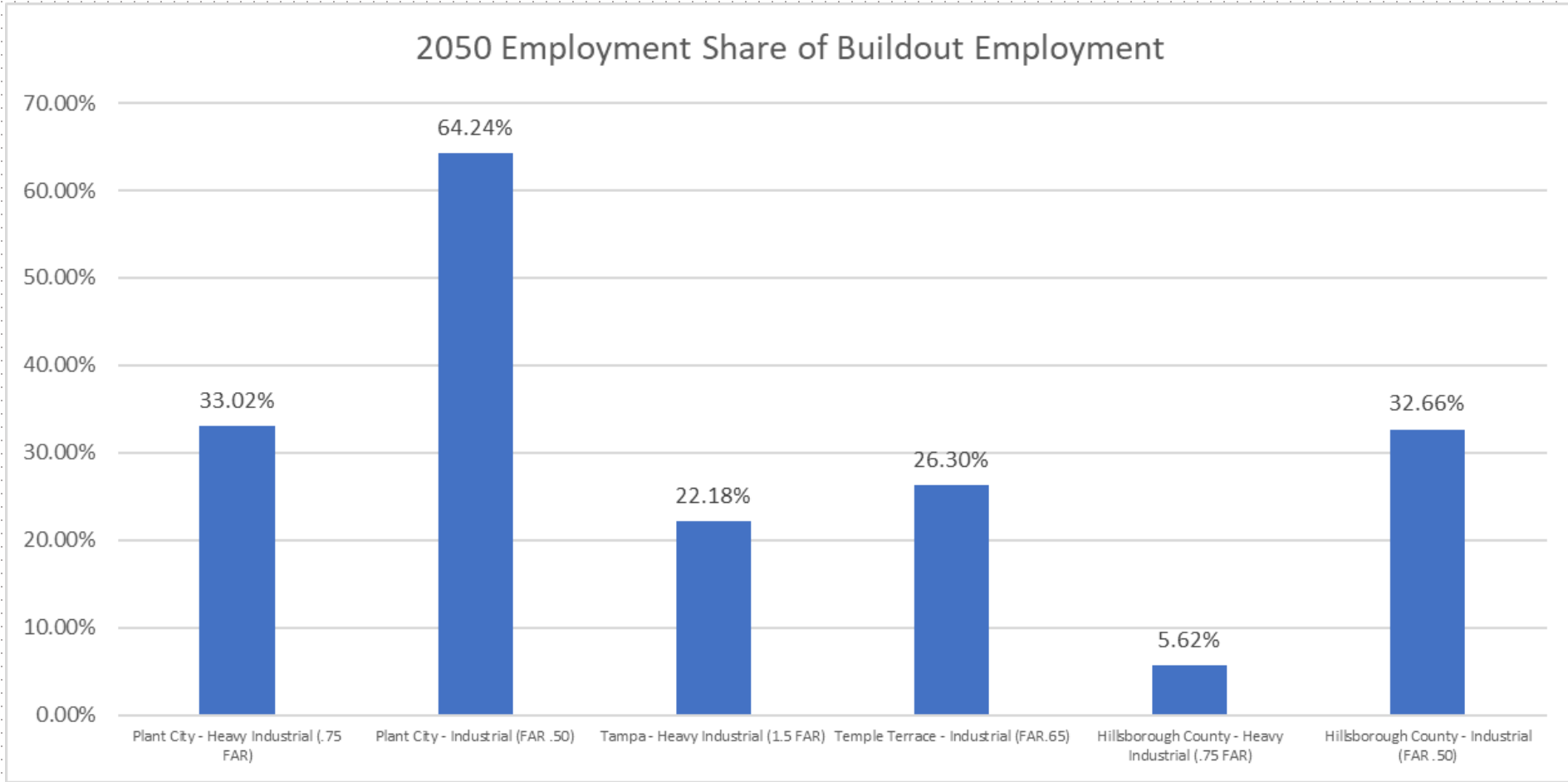
2050 Employment vs. Buildout



Heavy Industrial/Industrial FLU by Jurisdiction 2050 vs. Buildout Employment

Jurisdiction	Future Land Use	Acreage	Percent	2050 Employment	Buildout Employment	2050 Employment Share of Buildout Employment
PLANT CITY	HEAVY INDUSTRIAL (.75 FAR)	2.43	0.03%	59	177	33.02%
PLANT CITY	INDUSTRIAL (FAR .50)	1,521.61	19.79%	13,379	20,826	64.24%
TAMPA	HEAVY INDUSTRIAL (1.5 FAR)	1,202.61	15.64%	26,616	119,991	22.18%
TEMPLE TERRACE	INDUSTRIAL (FAR.65)	9.06	0.12%	55	210	26.30%
HILLSBOROUGH COUNTY	HEAVY INDUSTRIAL (.75 FAR)	4,819.67	62.68%	19,836	352,805	5.62%
HILLSBOROUGH COUNTY	INDUSTRIAL (FAR .50)	134.31	1.75%	866	2,652	32.66%
Total		7,689.68	100.00%	60,811	496,661	12.24%





Northeast Plant City Master Plan Area

Demographic and Economic Profile



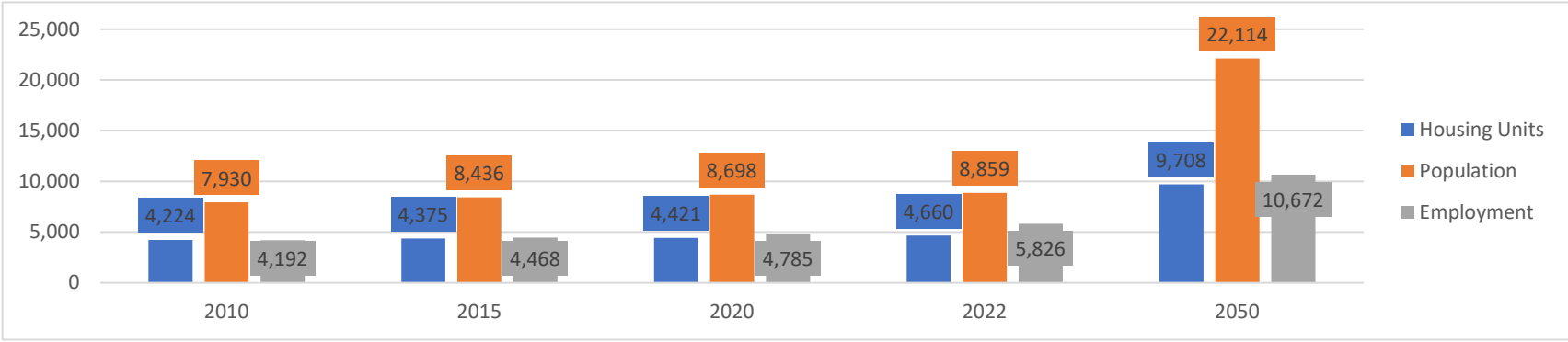
Last Updated: July 12, 2023

Demographic and Economic Profile



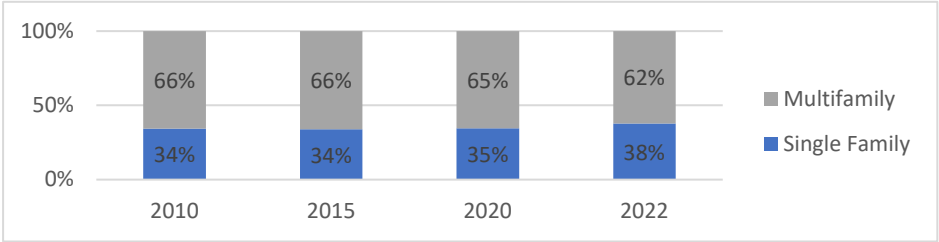
Area: **Northeast Plant City Master Plan Area**

	2010	2015	2020	2022	2050	2022-2050 Change	2022-2050 Percent Change	2015-2022 Percent Change
Housing Units	4,224	4,375	4,421	4,660	9,708	5,048	108%	7%
Population	7,930	8,436	8,698	8,859	22,114	13,255	150%	5%
Employment	4,192	4,468	4,785	5,826	10,672	4,847	83%	30%



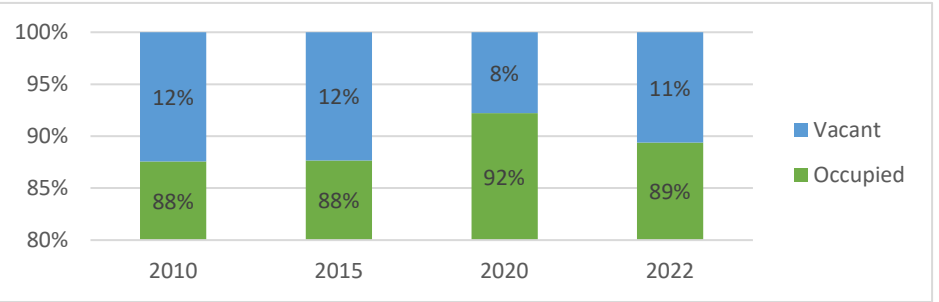
Residential Units by Type

	2010	2015	2020	2022
Single Family	34%	34%	35%	38%
Multifamily	66%	66%	65%	62%



Occupied and Vacant Housing Units

	2010	2015	2020	2022
Occupied	88%	88%	92%	89%
Vacant	12%	12%	8%	11%



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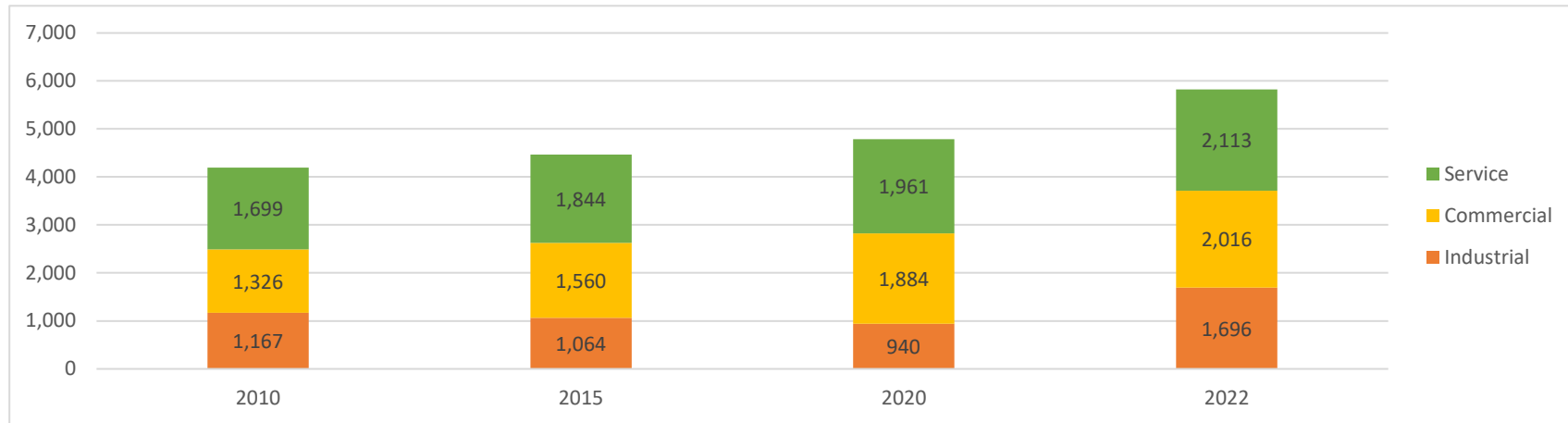
Demographic and Economic Profile



Area: **Northeast Plant City Master Plan Area**

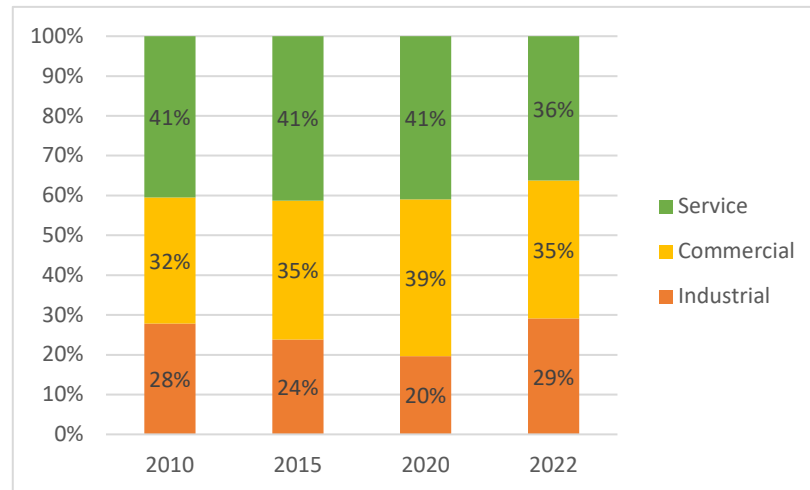
Employment by Type

	2010	2015	2020	2022
Industrial	1,167	1,064	940	1,696
Commercial	1,326	1,560	1,884	2,016
Service	1,699	1,844	1,961	2,113
Total	4,192	4,468	4,785	5,826



Employment by Type

	2010	2015	2020	2022
Industrial	28%	24%	20%	29%
Commercial	32%	35%	39%	35%
Service	41%	41%	41%	36%



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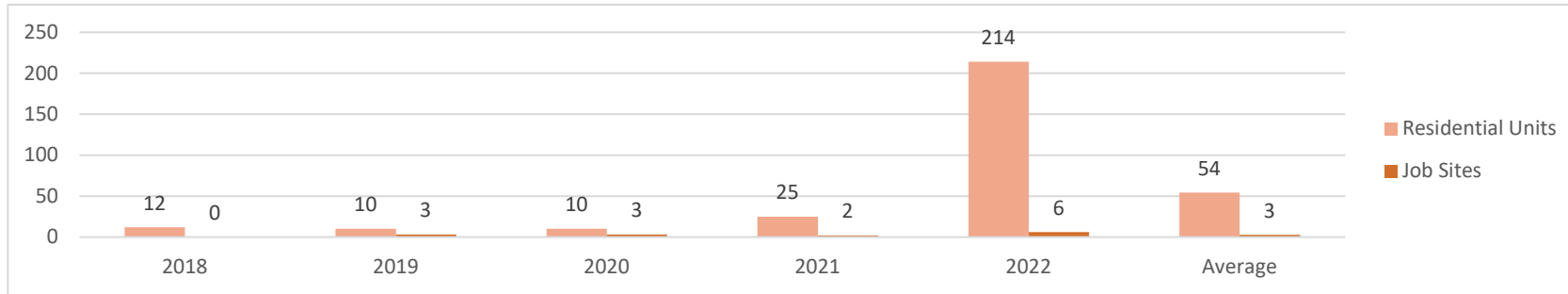
Demographic and Economic Profile



Area: Northeast Plant City Master Plan Area

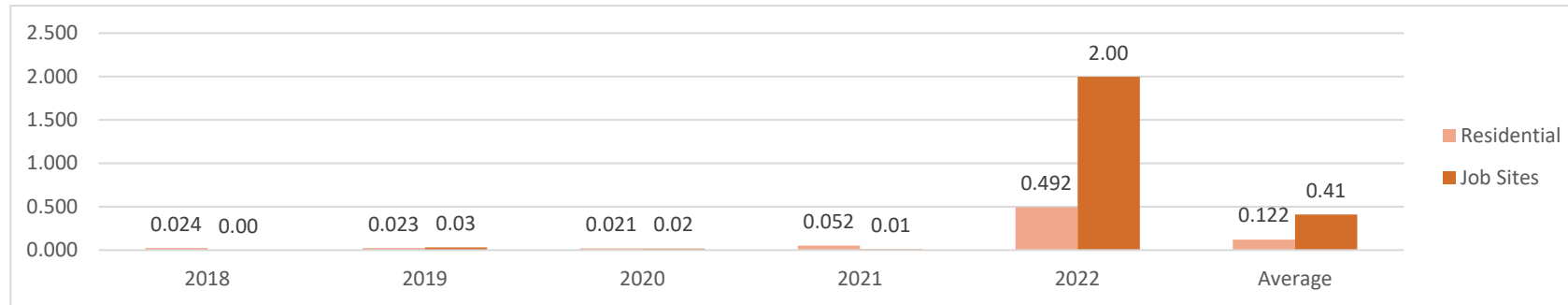
Newly Built or Rebuilt Parcels

	2018	2019	2020	2021	2022	Average
Residential Units	12	10	10	25	214	54
Job Sites	0	3	3	2	6	3



Heated Square Feet (millions) in Newly Built or Rebuilt Parcels

	2018	2019	2020	2021	2022	Average
Residential	0.024	0.023	0.021	0.052	0.492	0.122
Job Sites	0.00	0.03	0.02	0.01	2.00	0.41



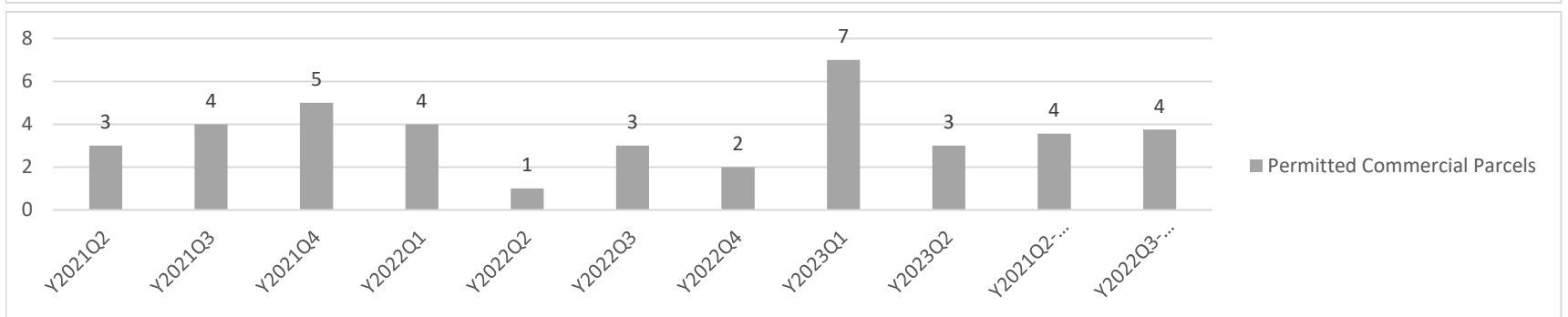
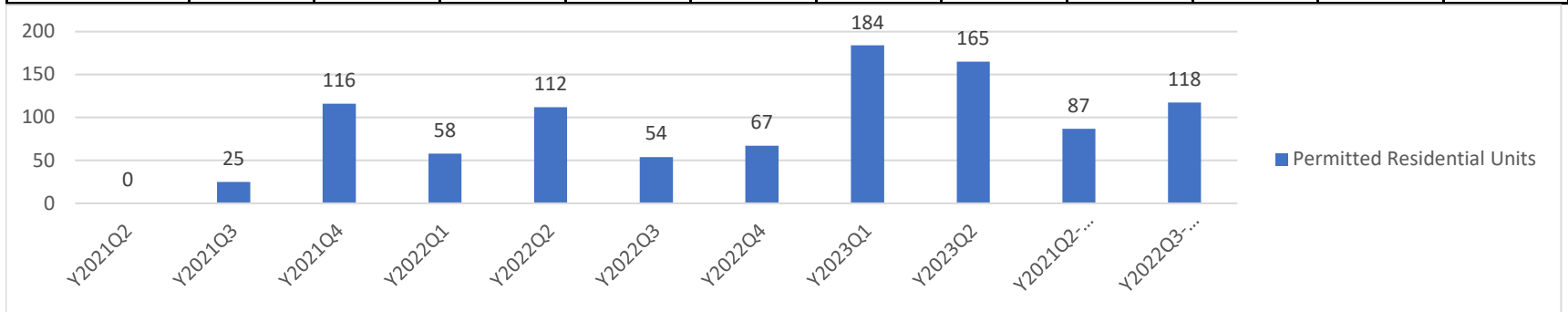
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Demographic and Economic Profile



Area: **Northeast Plant City Master Plan Area**

Building Permit Type	Y2021Q2	Y2021Q3	Y2021Q4	Y2022Q1	Y2022Q2	Y2022Q3	Y2022Q4	Y2023Q1	Y2023Q2	Y2021Q2- Y2023Q2 Quarterly Average	Y2022Q3- Y2023Q2 Quarterly Average
Permitted Residential Units	0	25	116	58	112	54	67	184	165	87	118
Permitted Commercial Parcels	3	4	5	4	1	3	2	7	3	4	4
Total Building Permits	3	29	121	62	113	57	69	191	168	90	121



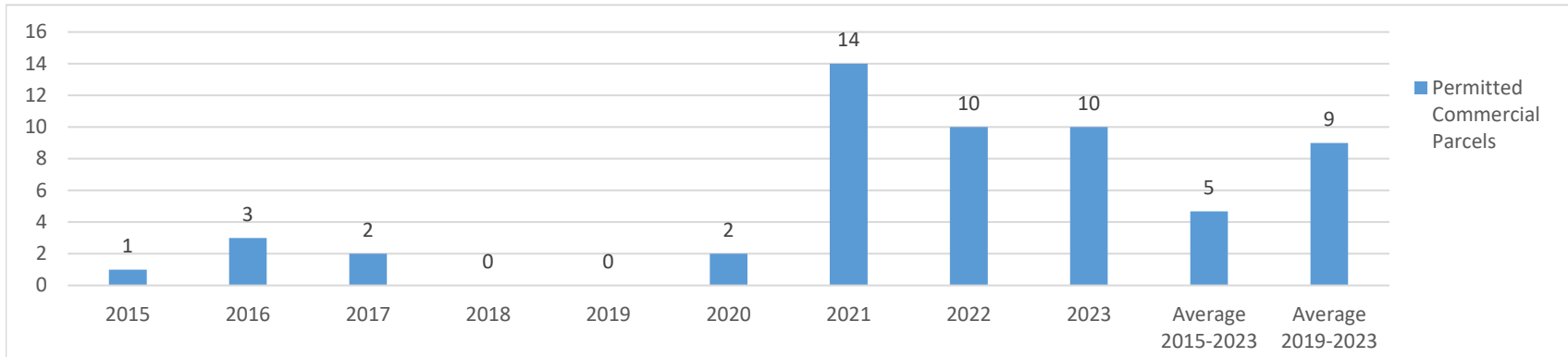
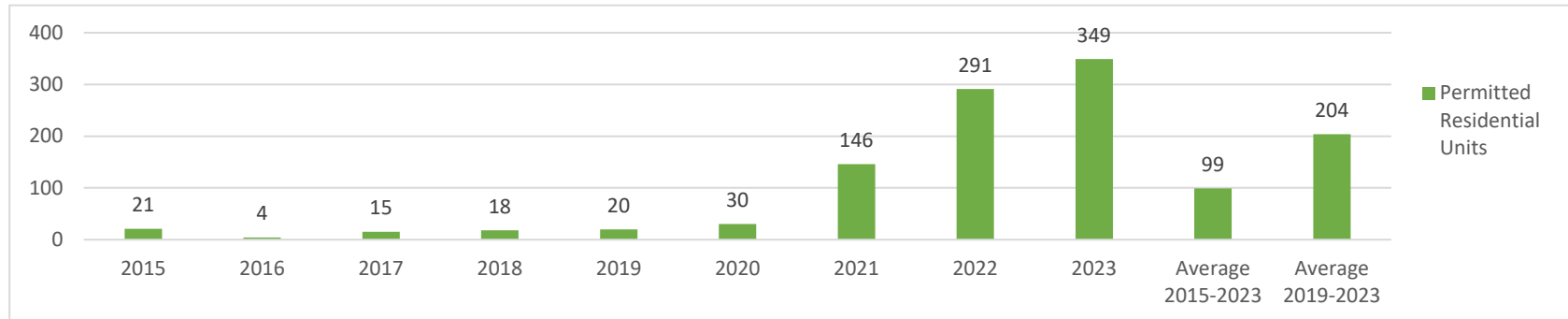
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Demographic and Economic Profile



Area: Northeast Plant City Master Plan Area

Building Permit Type	2015	2016	2017	2018	2019	2020	2021	2022	2023	Average 2015-2023	Average 2019-2023
Permitted Residential Units	21	4	15	18	20	30	146	291	349	99	204
Permitted Commercial Parcels	1	3	2	0	0	2	14	10	10	5	9
Total Building Permits	22	7	17	18	20	32	160	301	359	104	213



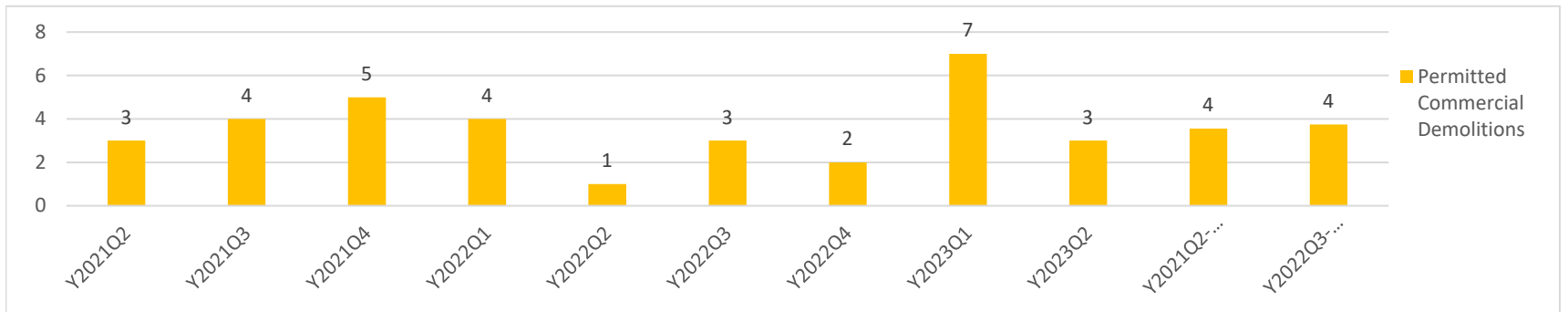
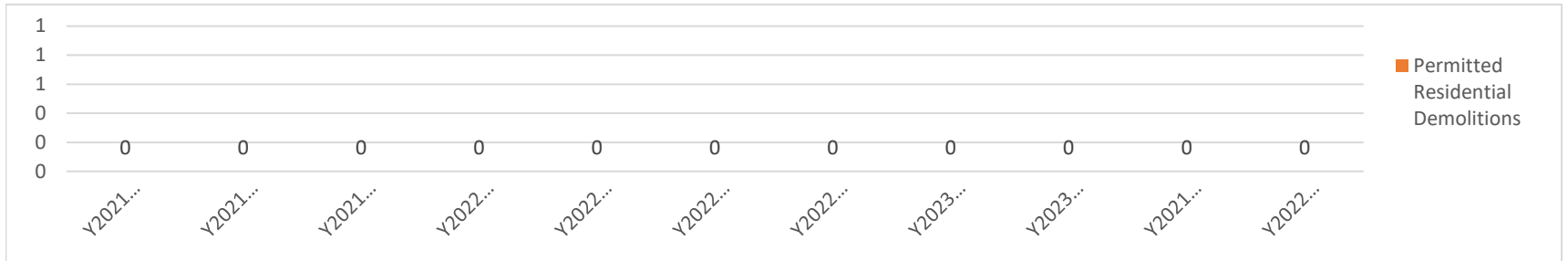
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Demographic and Economic Profile



Area: Northeast Plant City Master Plan Area

Demolition Permits	Y2021Q2	Y2021Q3	Y2021Q4	Y2022Q1	Y2022Q2	Y2022Q3	Y2022Q4	Y2023Q1	Y2023Q2	Y2021Q2- Y2023Q2 Quarterly Average	Y2022Q3- Y2023Q2 Quarterly Average
Permitted Residential Demolitions	0	0	0	0	0	0	0	0	0	0	0
Permitted Commercial Demolitions	3	4	5	4	1	3	2	7	3	4	4
Total Permitted Demolitions	3	4	5	4	1	3	2	7	3	4	4



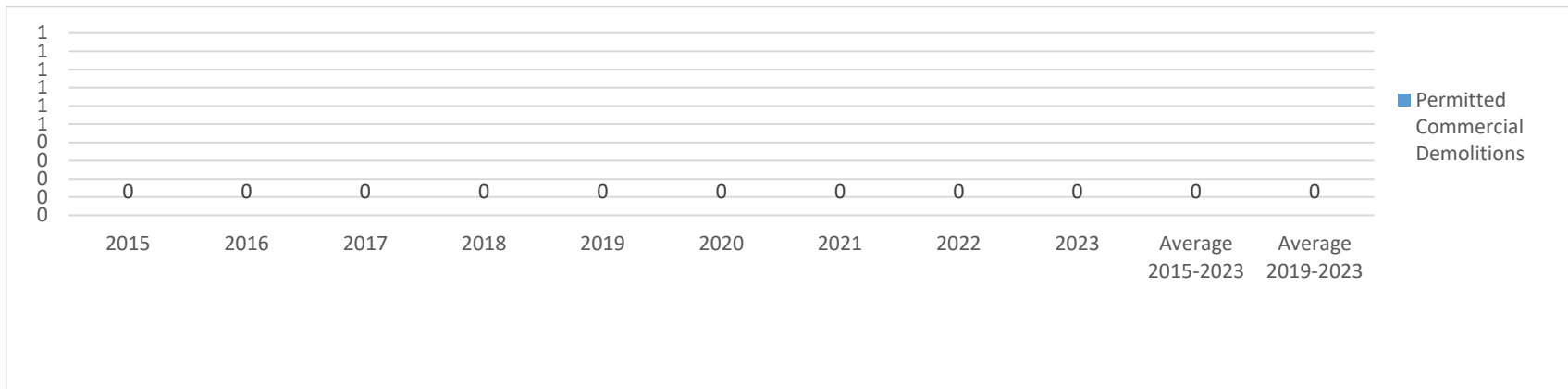
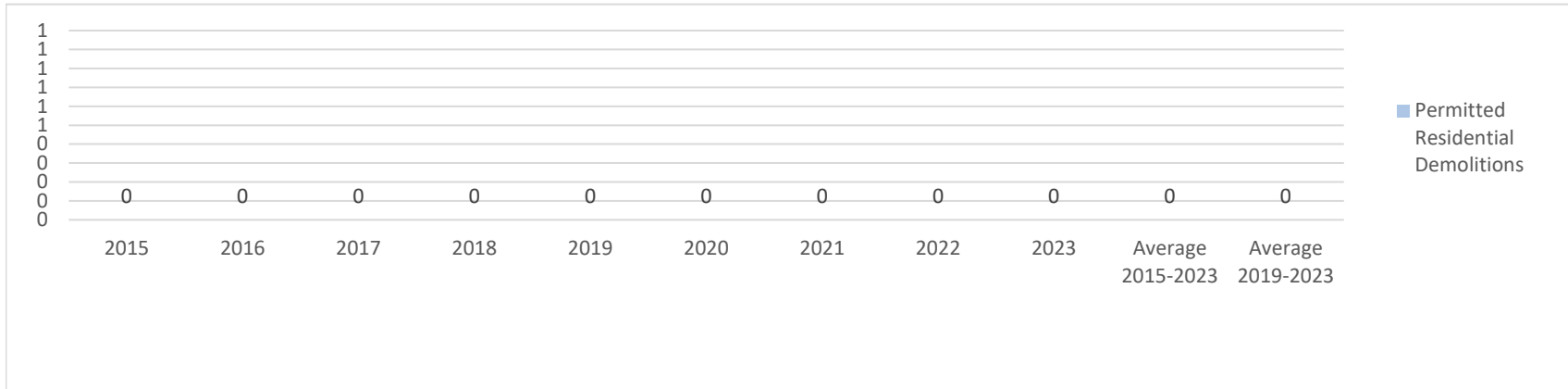
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Demographic and Economic Profile



Area: Northeast Plant City Master Plan Area

	2015	2016	2017	2018	2019	2020	2021	2022	2023	Average 2015-2023	Average 2019-2023
Demolition Permitted											
Residential	0	0	0	0	0	0	0	0	0	0	0
Commercial	0	0	0	0	0	0	0	0	0	0	0
Total Permitted	0	0	0	0	0	0	0	0	0	0	0



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Demographic and Economic Profile



Sources:

Housing Unit Estimate	Parcel-level housing unit estimates from Parcel Data from Hillsborough County Property Appraiser
Housing Unit Projection	Small area projections from 2030-2050 Long Range Growth Forecasts (Socioeconomic Data). https://planhillsborough.org/2050-long-range-growth-forecasts/
Population Estimates	2010-2022 Population Estimates from Table 1. Estimates of Population by County and City in Florida. https://www.bebr.ufl.edu/population . Jurisdiction-level estimates distributed to residential parcels. Parcel Data from Hillsborough County Property Appraiser.Parcel-level population estimate = Appropriate Census persons per household
Population Projection	Small area projections from 2030-2050 Long Range Growth Forecasts (Socioeconomic Data). https://planhillsborough.org/2050-long-range-growth-forecasts/
Employment Estimate	Quarterly Census of Employment and Wages. Excel Files.QCEW NAICS-Based Data Files (1975 - most recent). Bureau of Labor Statistics https://www.bls.gov/cew/downloadable-data-files.htm . Employment by sector for the years 2010, 2015, and 2020, 2021, and 2022. 2010-2022 countywide employment distributed to commercial parcels using share of heated area.
Employment Projection	Small area projections from 2030-2050 Long Range Growth Forecasts (Socioeconomic Data). https://planhillsborough.org/2050-long-range-growth-forecasts/
New Parcels	Parcel Data from Hillsborough County Property Appraiser
Building Permits	New construction excluding demolitions, remodeling, additions and any alterations to existing buildings. Raw quarterly building permit data from all four jurisdictions: Plant City, Tampa, Temple Terrace, and Unincorporated Hillsborough County. Raw data was processed by Plan Hillsborough.
Demolition Permits	Permitted demolitions of existing buildings. Raw quarterly buildingpermit data from all four jurisdictions: Plant City, Tampa, Temple Terrace, and Unincorporated Hillsborough County. Raw data was processed by Plan Hillsborough.

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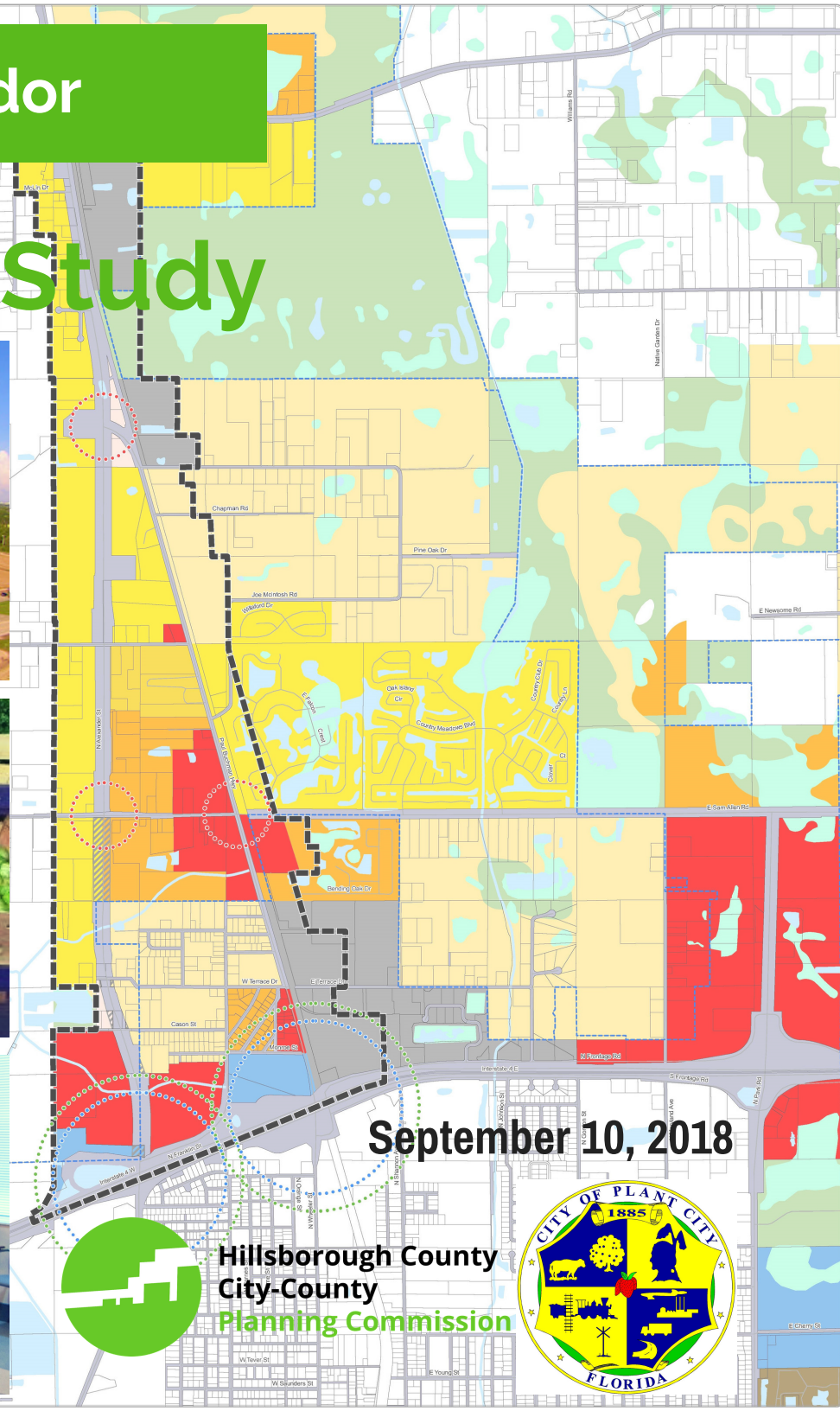
Demographic and Economic Profile



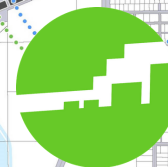
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North Alexander Street Corridor

Land Use & Market Study



September 10, 2018



Hillsborough County
City-County
Planning Commission



North Alexander Street Corridor – Land Use & Market Study

Executive Summary

The City of Plant City desires to foster a high-quality environment for community growth and investment. To accomplish this, the municipality employs a variety of planning techniques and principles to discourage urban sprawl, promote an efficient land use pattern, encourage a mixture of uses, provide for sustainable development, all while preserving and protecting the natural amenities of Plant City.

In this regard, properties along a new two-mile stretch of North Alexander Street were studied in relation, in part, to the *Northeast Plant City Area Master Plan* and the *Imagine 2040: Plant City Comprehensive Plan*. The analysis contained in this study ascertained if the assumptions in these plans are still valid and the best use of the adjacent land in relation to this new roadway facility and the population projections for Plant City. The study area is generally bounded to the west by Alexander Street, south by Interstate-4 and to the east and north by Paul Buchman Highway.

The construction of North Alexander Street has greatly improved the local transportation network within the study area and eastern Hillsborough County. One of the major benefits of this facility is to improve the flow of truck traffic by providing another north/south corridor that bypasses the historic downtown of Plant City. As a byproduct, this new roadway provides additional opportunities for compact mixed-use growth, particularly as it relates to retail, distribution and residential development along North Alexander Street.

It is not expected this corridor will achieve the same level of growth that is anticipated in some other parts of Plant City. For example, a greater magnitude of mixed-use development is expected along the southern limits of James L. Redman Parkway, more homes are projected in North Park Isles and Varrea, and the study area will not contain a logistics and distribution hub to the scale of what is occurring on County Line Road. However, as noted in this report, the corridor contains many assets, which overtime will attract businesses and residents to this area that has convenient access to Interstate-4.

At times this growth will appear unorganized and haphazard, as the boundaries and total land area of the municipality is anticipated to only expand through voluntary annexations. Therefore, it is critical to have an overarching “vision” in advance of this growth that is desired and supported by the residents along and around North Alexander Street. One such way to implement this “vision” is through a preferred land use scenario and supporting policies that will guide the City Commission and staff of Plant City.

Based in the analysis of this report, Planning Commission staff updated the *Northeast Plant City Area Master Plan – Preferred Land Use Scenario* and provided sixteen recommendations that will help guide growth in an efficient and effective manner as property owners voluntarily annex lands into Plant City. As the analysis provided in this report covers more than 1,000 acres, the land use scenario is a broad indicator of what the preferred development pattern should be, which will need to be augmented with a more in-depth analysis conducted in concert with the process of amending each parcel’s future land use and zoning, approved through a public hearing process before the Plant City Commission.

Introduction and Purpose

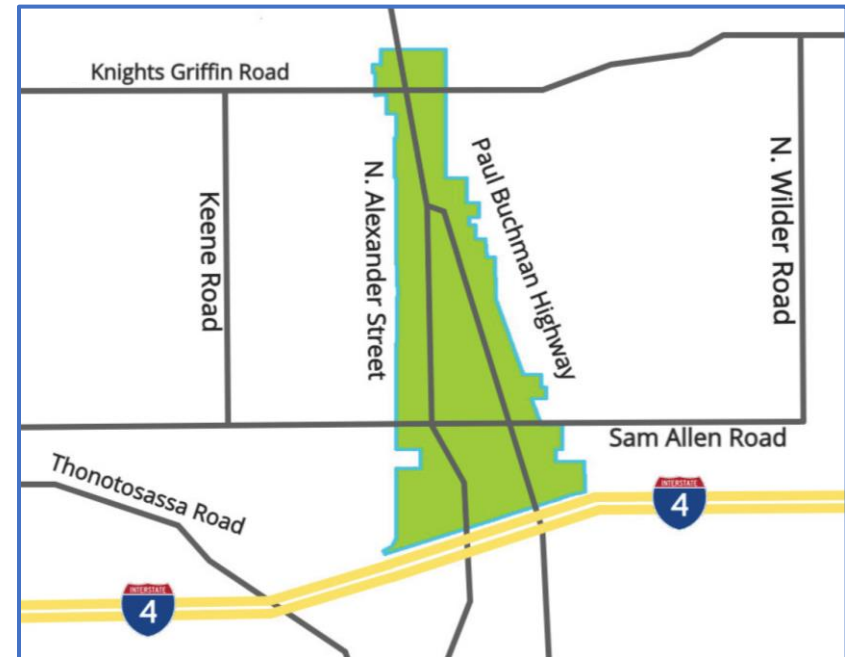
Cities, like people, have a unique past and numerous potential futures, which is true of Plant City. Studies, such as this, are a means to shape and guide that identity in ways that make the future a better place to live, by leveraging opportunities, minimizing difficulties, and overcoming any inherent weaknesses, with the goal of meeting the collective “vision” set forth by the residents of Plant City and eastern Hillsborough County. The following study explains the current context of the area and provides an updated and more focused “vision”, which will guide the future land development decisions of the Plant City Commission.

The City of Plant City is a municipality in eastern Hillsborough County, with an estimated population of 37,840 residents in 2016. The City is projected to have a significant amount of commercial, residential and industrial growth by 2040. Much of this projected population growth will occur in the northeastern quadrant of Plant City. Completed in 2014, the North Alexander Street “extension”, located within this quadrant, connects the existing roadway terminus at Interstate-4 and travels north to Paul Buchman Highway.

The City of Plant City desires to foster a high-quality environment for community growth and investment. To accomplish this, the municipality employs a variety of planning techniques and principles to discourage urban sprawl, promote an efficient land use pattern, encourage a mixture of uses, provide for sustainable development, all while preserving and protecting the natural amenities of Plant City.

Properties along this new two-mile roadway were studied in relation to the *Northeast Plant City Area Master Plan* and the *Imagine 2040: Plant City Comprehensive Plan*. This analysis contained in this study ascertained if the assumptions in these plans are still valid and the

best use of the adjacent land in relation to the new roadway facility and the population projections for Plant City.



The study area is shaded Green.

Focus of the Study

The study area is generally bounded to the west by Alexander Street, south by Interstate-4 and to the east and north by Paul Buchman Highway. Please reference Figure 1. As the development pattern is already well established, this study does not include and therefore did not consider properties south of Interstate-4. This study was conducted:

- To improve the coordination of an envisioned future land use pattern between Hillsborough County and Plant City.

As the analysis provided in this report covers more than 1,000 acres, the land use scenario is a broad indicator of what the preferred development pattern should be, which will need to be augmented with a more in-depth analysis conducted in concert with the process of amending each parcel's future land use and zoning, approved through a public hearing process before the Plant City Commission. Below are several recommendations for the North Alexander Street study area that should be evaluated by the City of Plant City.

Imagine 2040: Plant City Comprehensive Plan - Recommendations

- The Hillsborough County Planning Commission is currently in the process of projecting population and employment growth in all of Hillsborough County, including the Cities of Tampa, Temple Terrace and Plant City. Based on the analysis of this study, the Planning Commission will reevaluate and determine if it is reasonable to expect a population of 70,000+ for Plant City by 2045. Updated population and employment projections will be closely coordinated with Plant City's Planning and Zoning, Engineering and Utilities Departments, as well as the City Manager and City Commission.
- To guide the future character of the area and to provide for sustainable growth patterns, incorporate the *Northeast Plant City Area Master Plan – Updated Preferred Land Use Scenario* (see Figure 9) into the *Imagine 2040: Plant City Comprehensive Plan*. This would require a plan amendment initiated by Plant City.
- Based on the final alignment of North Alexander Street and the geometrics of extending Joe McIntosh Road from Paul Buchman Highway to North Alexander Street, it is no longer deemed to be needed and is recommended to be removed from both the *Imagine 2040: Plant City Comprehensive Plan* and the *Northeast*

Plant City Area Master Plan. This would require a plan amendment initiated by Plant City.

Northeast Plant City Area Master Plan - Recommendations

- Increase the total land area within the *Northeast Plant City Area Master Plan* by 28± acres to, in part, fully recognize a major commercial node and future activity center at the intersection of Knights Griffin Road, Paul Buchman Highway and North Alexander Street.
- As shown in Figure 9, refine the generalized land use pattern of the Preferred Land Use Scenario of the *Northeast Plant City Area Master Plan*.
- To provide for a more efficient use of the land and to stimulate economic opportunities, increase the base line densities of the study area to Residential-6. Also, as an older population is expected in this area, this will increase the opportunities for age-restricted communities, as well as assisted living facilities (ALFs).
- To create community focal points and protect existing and future neighborhoods from the negative impacts generated by growth, higher residential densities and retail commercial/office opportunities should be clustered at activity nodes, for example at the intersections of Sam Allen Road with Paul Buchman Highway and North Alexander Street.
- To provide local employment, provide a limited amount of light manufacturing and distribution opportunities on the east side of North Alexander Street, near the intersections of Knights Griffin Road and Paul Buchman Highway.

Other Recommendations

- As the study area appears to be a location where compact mixed-use growth can be encouraged that is adequately served by municipal services, continue to encourage land owners to voluntarily annex into Plant City.
- As the area becomes more urban through voluntary annexation, Plant City should continue to meet and coordinate this transition on a regular basis with Hillsborough County.
- To discuss residential growth and potential student generation rates for this area, Plant City should meet annually with the Hillsborough County School District.
- To protect local environmental amenities, continue to include the Environmental Protection Commission of Hillsborough County as a member of Plant City's Development Review Committee. Potential impacts to floodplains should be assessed by the Plant City Engineer and Southwest Florida Water Management District.
- To ensure level of service standards are maintained on the local transportation network, Plant City, Hillsborough County and the Florida Department of Transportation should continue to study and focus on this area through the committees and processes of the Hillsborough County Metropolitan Planning Organization (MPO).
- To ensure other needed public services are addressed, Plant City should conduct preliminary long-range analysis on how to serve the area at buildout, with such services as Utilities, Solid Waste, Parks, Police and Fire Protection.
- To promote future commercial and industrial opportunities and to encourage private investment in the study area, present the findings of this study to the members of the Plant City Economic

Development Corporation and the Greater Plant City Chamber of Commerce.

- To improve the flow of freight and protect residential areas, request Hillsborough County and the Florida Department of Transportation evaluate and if warranted improve local signage that encourages through truck traffic to use North Alexander Street not Paul Buchman Highway.
- The Planning Commission and Plant City should further analyze the land uses within the neighborhood (currently within Plant City) on the westside of Paul Buchman Highway (east of North Adams Street) between Monroe Street and Terrace Drive.



PREFERRED LAND USE SCENARIO MAP UPDATE

Technical Working Group – Mapping Exercise Results

Below are the Technical Working Group comments and general issues identified while reviewing various “Focus Areas” related Maps during the Mapping Exercise conducted during September 7th Kick Off Meeting

I-4 Tech Corridor – Accommodating the increased demand for Industrial Uses

- I-4 Tech Corridor Design Guideline Revisions needed to accommodate logistic-based industrial uses/new e-commerce model/service direct suppliers.
- The benefit of the I-4 Tech Corridor can be applied to new areas and would take away the requirement to change the land use. It would not require a Plan Amendment to allow uses consistent with the Overlay.
- These areas (lands in the Northeast Master Plan) still have the land for the larger industrial uses that others could not accommodate.
- A huge part of that 25% percentage is the phosphate area that has been there and it’s a lot of land that does not have any development on it but it has been designated industrial because of the phosphate tailings.
- The market has changed, and the demand for 100-200 office campuses has shifted and been replaced by the service direct supplier, whether that’s Amazon or whoever, that is a whole different dynamic and model.
- Design guideline wise generally are the impacting factors that really limits, especially e-commerce base development, because of the scale of the projects that are required.
- Current guidelines do not accommodate the scale of project and it’s logistics center based.
- Modification of the design standards that would open up opportunities for large format logistic-based e-commerce business.
- Modification to the design guideline needs to address the impacts on the residential lands that are in that I-4 Tech Corridor because right now they are relatively low-density along I/4 Frontage Road.

North Alexander Street Corridor (Per a Market Study completed in 2008, a Preferred Land Use Scenario was recommended that proposed land use changes along that corridor)

- As a long time resident, that area (in the City Limits) has built out. There are 55 and older communities there, and unless someone is willing to sell some property then everything in that area has run its course.

- Concerning the North Alexander Corridor going north into Pasco, this roadway is underutilized and could have mixed use industrial/residential and commercial uses to support the area.
- The corridor is viewed as a roadway used to get to I-4 or to go home, with no uses that would be viewed as a destination otherwise.
- You have to envision a time, in not too far from the distant future, Knights Griffin Road which is an important east/west roadway, may be is 6 or 4 lanes because it would provide a direct line to Fowler in Tampa.

I-4/County Line Road Area and Transportation Corridors

- The existing transportation network (Charlie Taylor Road/Swindell Road/I-4/County Line Road areas) is reflective of the land uses in the area, not anticipating any significant change so its not surprising that it has unsubstantial roads, inadequate right of way, no planned lighting those types of things. I think the whole idea is, this where you feel it should go, industrial, more intense development and how can you accommodate it in the network and who makes those improvements?
- Staff notes: Charlie Taylor Road on the north side of the interstate that is the mouth to the village center. That is the entrance to the area that was supposed to be residential and services that serve residential not so much an intense development.
- Looking at the corridor, people aren't looking at the character of Plant City as they go down I-4. They are from point A to point B.
- The whole concept of commercial location criteria has the opposite effect of what it is supposed to do, creating incompatibility by allowing residential development along major corridors.
- Market drive's locations for Industrial uses so it may be that preempting negative impacts of unanticipated industrial can be addressed by setting aside areas to satisfy market demands.
- Permit (non-residential) development between I-4 and 92
- Allowing Industrial between I-4 and 92 is strategic . Because you're saying we have Frontage Road and 92 and a way to get to the interstates and that is a strategy because there are some residential properties there that do not make it strategic.
- Multi-family along the interstate is not necessarily a bad thing and can be compatible.
- There are a lot of clashes of cultures there (I-4/County Line Road area). Polk County has a different view than Lakeland and the whole dynamic is going on and they're dealing with Transportation.
- Need to allow greater flexibility along major transportation corridors, for example in areas between Frontage Road and US 92.
- We should consider the whole Frontage Road I-4 corridor standards being an overlay so you can have a corridor that you can propose no greater than Sam Allen road and then

you come in with a project that you can provide for transitions and protections on a site by site basis that you can provide for a developer.

- Sam Allen Road could be a commercial corridor but allow for flexibility as the area infills.

County Roadway

- The County owns or maintains roads in the Northeast Master Plan area and want to make sure roads are maintained.
- Most of the roadways with proposed Industrial Amendments are currently Hillsborough County. The opinion for Hillsborough County is putting industrial there on county roads is going to put an undue burden on county roads unless Plant City has a plan to take over.
- Roadways are substandard in width up in those areas that may go Industrial.
- Sam Allen Road, which is to provide an extension on our preserved corridor plan, is losing the ability to connect because there's comp plans that are starting to cover the straight extension to County Line Road.
- Charlie Taylor is a truck route. Our main concerns are where are the trucks going to go. How much damage will that cause and who's going to pay for that maintenance?

Agricultural Lands

- Areas reserved for agriculture are being pursued with proposed major projects. Conservation and mitigation areas have changed the dynamic of the north/ south corridors out there and how the corridors function related to I-4.

Is the Northeast Plant City Master Plan Needed?

- The Master Plan needs to be viewed as a whole area. When the Plan (Master Plan and Preferred Land Use Scenario Map) was significantly undeveloped and was just beginning to experience growth and development that now can be managed through Comp Plan policies and map overlays.
- If there was a specific study for a specific corridor then the vision is no longer the vision, does there need to be a Master Plan? (referring to the Recommended N. Alexander Street Corridor Preferred Land Use Map)
- Staff noted: The Master Plan provides guidance in the Northeast area for long term planning to accommodate growth and infrastructure needs, and to allow for fiscally responsible development. The Vision for the Northeast area did not anticipate a new type of Industrial development and that is one of the issues we would like to input on.

Hometown Charm

- When talking about hometown charm, is that envisioning the character of downtown Plant City with some of the brick buildings and the main street and railroad? And moving away from the core, comes the industrial and then activities from that and then suburban.

- If you are in Varrea (north of I-4) someone is not going to say, “ Plant City is really cool”. they are recognizing Varrea as the place. When you are on the south side of the interstate you feel like you are in Plant City. I don’t think that anyone will be able to assume downtown and Varrea are the same thing. They are two separate things. Just how Fishhawk is Fishhawk and not Brandon or Valrico.
- There is not a single idea for downtown Plant City. There’s the core vision but then you do have a different vision for north of the interstate and the Master plan never envisioned the hospital being up there. So that’s going to be a very different character for what comes around the hospital.
- Expanding the downtown is important but I think the parks are another huge priority. The greenspace and family friendly activities are a big piece of that. That is driven by much bigger projects than residential.