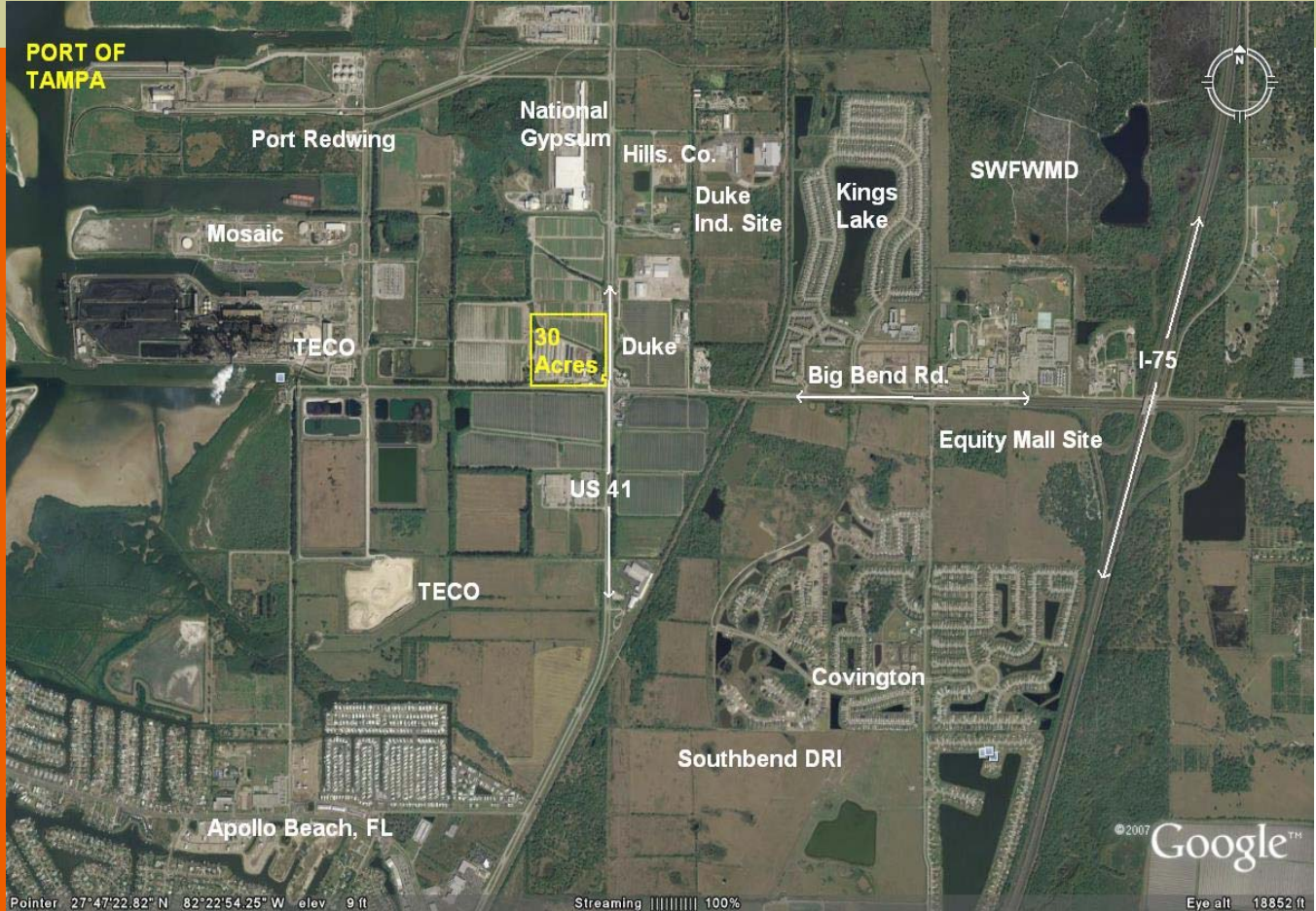


# 30+ Acre Industrial Corner

Tampa Bay, FL



## CONTACT:

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# 30+ACRE COMMERCIAL CORNER

## Property Features:

**SITE OPPORTUNITY:** 30 + acres located at the NW corner of Big Bend Rd. and U.S. Hwy 41 in Apollo Beach, Florida. The property sits at the intersection of two major corridors in Hillsborough County. The property's currently vacant and ready for development. Complete due diligence package available. Multiple DRI developments with thousands of rooftop development potential in the surrounding area. Will divide. Two – five acre corner parcel available.

**ZONING:** Currently Zoned Industrial (31.23 Acres).

**FUTURE LAND USE:** Per Hillsborough County Comprehensive Plan - Commercial Mixed Use-12 (Allows a broad range of commercial/industrial uses).

**ACCESS & VISIBILITY:** The property has excellent visibility and access from Big Bend Road and U.S. Hwy 41. There's also easy access to I-75 and US 301 via Big Bend Rd. Big Bend to be six-laned to I-75. Full median cut access on US Hwy 41 and compete access on Big Bend Rd.

**ROAD CAPACITY:** FDOT SEIR transportation report on US Hwy 41 completed and available upon request. Multiple transportation reports available. 2008 Sept. AADT of 23,494 vehicles from US Hwy 41 to I-75 on Big Bend Rd. 2008 Sept. AADT of 31,500 vehicles from Big Bend Rd. to Apollo Beach Dr. on US Hwy 41. Over 92,000 AADT on I-75 at the Big Bend exit.

**UTILITIES:** 24" Water Main Exists at the SE Quadrant of US 41 & Big Bend Road. A 24" Reclaimed Water Line Along the US 41 frontage and a 10" Sewer FM at the SE Quadrant of US 41 & Big Bend Road. The site currently has electric serviced by TECO. Gas main located at the SE corner of Big Bend Rd. & US 41. All utilities meet and surpass capacity at the present time.

**PARCEL ID :** Folio # 051482-0000

**GEOTECHNICAL:** No identified development issues. Material from future retention ponds has been deemed suitable for on-site fill. Site located Flood Zone is AE w/100 year elevation of 11'.

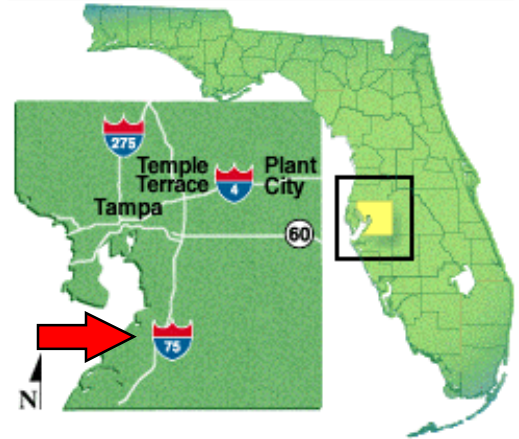
**ENVIRONMENTAL:** Two Phase I Environmental shows no problems of concern. All ditches on site classified as upland cuts.

**OWNER:** Apollo Beach Investments, LP

**SUGGESTED PRICE:** 31.23 Acres = \$5,000,000.00 (\$3.68 sqft.) / Corner 2+ acres (\$20 sqft.)

## Location Map

### Hillsborough County, Florida



## Driving Distances

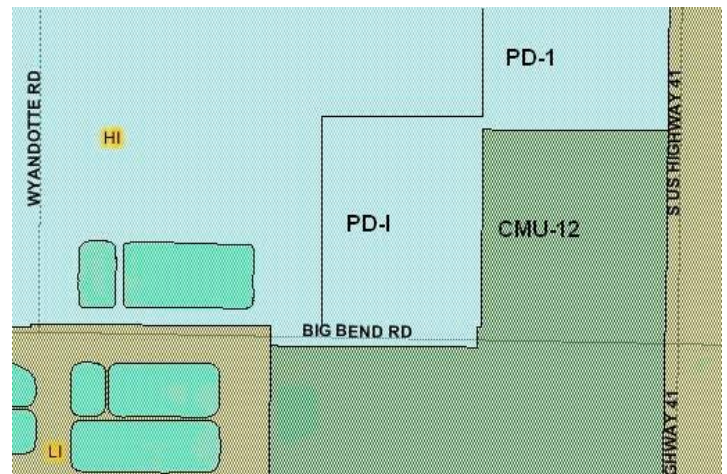
Property to Downtown Tampa = 18 miles +/- or 20 minutes.

Apollo Beach to the I-4 / I-75 interchange = 15 miles +/- or 15 minutes.

Downtown Tampa to Downtown Orlando = 78 miles +/- (Time dependent on traffic).

Subject Property to I-75 Interchange = 1.6 miles

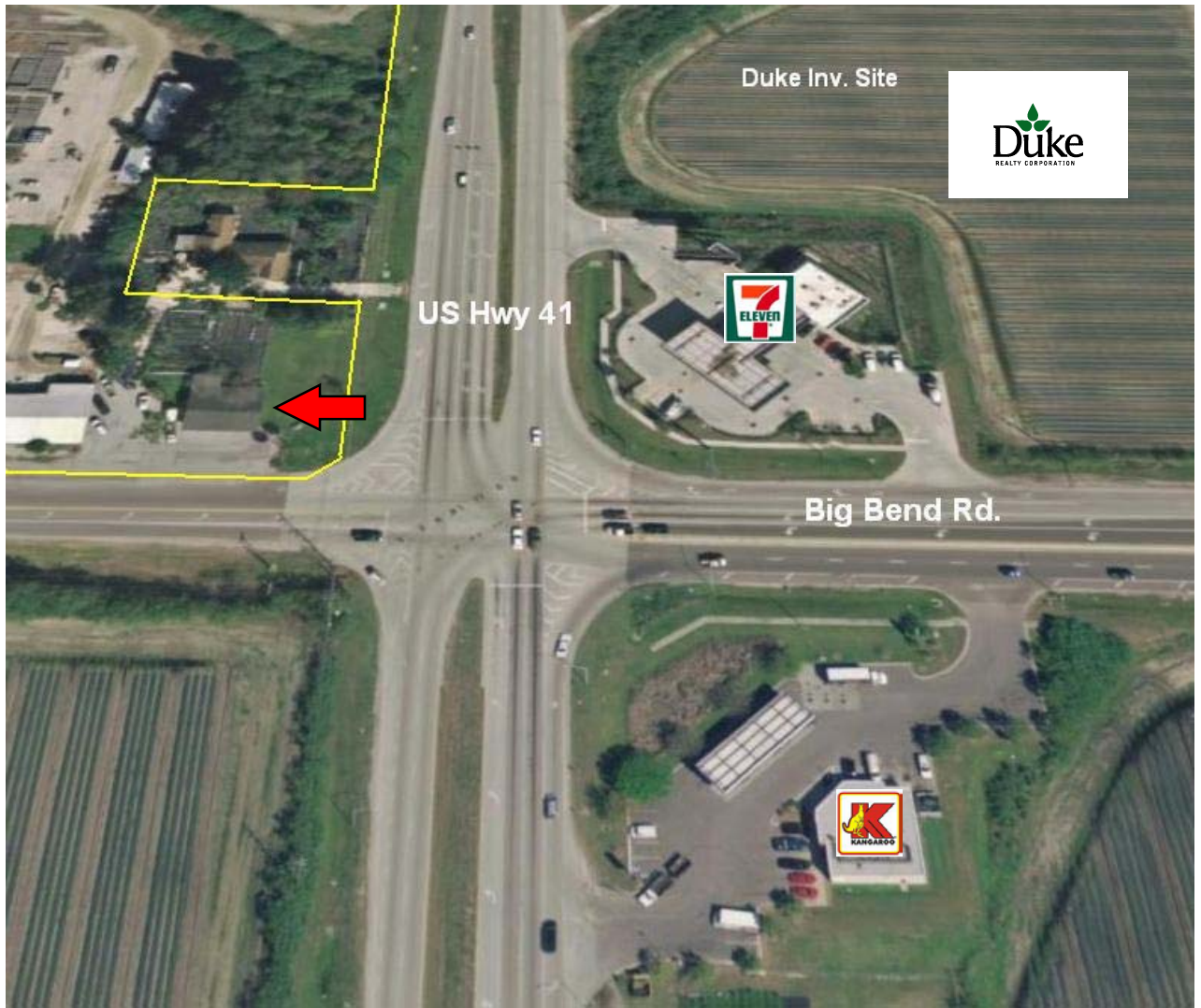
## Future Land Use Map



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## CORNER SITE AERIAL



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# 30+ACRE COMMERCIAL CORNER

## NEWS ARTICLES



Featured Section

February 16-28, 2009

# INDUSTRIAL

## Container growth a boon for industrial

By Robert Pitts

Florida Real Estate Journal

TAMPA - The Port of Tampa's rapidly expanding containerized cargo business could well be a boon to industrial real estate in and around the facility, say industry observers.

The Tampa Port Authority recently approved \$8.3 million for the first phase of expansion at the port's container terminal. Currently, the 25-acre terminal is served by a 43-foot deepwater channel, 2,100 feet of berth, three container gantry cranes, and a 100-ton lift capacity mobile harbor crane.



Rick Narkiewicz

The initial expansion will add 14.5 acres of paved storage area. Later phases are expected to take the terminal to 140 acres and 2,700 feet of berth, while also including a new gate, enhanced rail access, additional refrigerated container capacity, cranes and terminal handling equipment.

The Port Authority and terminal operator Ports America have already received and are assembling the new, \$4.6 million mobile harbor crane to enhance the cargo-moving capacity of the three existing gantry cranes.

"This (expansion) initiative will give the exporter and importer much more complete access to overseas markets by giving them a port at their doorstep - as opposed to having to truck their business to more distant ports," said Wade Elliott, senior director of marketing for the port. "We produce a more cost-effective distribution option for them."

That fact has not gone unnoticed by the many companies that are locating and expanding distribution centers in Central Florida to reach approximately 8 million local consumers and save approximately \$1,000 per container in transportation costs by being near the Port of Tampa, said Rick Narkiewicz, first vice president of industrial properties at CB Richard Ellis in Tampa.

Some of those companies include Rooms To Go, Publix, Southern Wines & Spirits, Lowes, Wal-Mart, Haverty's, Pepsico and

Bealls, to name a few.

Developers of industrial space are responding by locating new projects near the port and tailoring their facilities to handle containerized cargo, Narkiewicz said. IDI is developing Madison Business Center and 301 Business Center, the two largest sites in Tampa's core industrial market and both located close to the port. Building A at Madison Business Center is more than 385,000sf and offers distribution companies a significant number of loading doors, additional trailer parking, 30-foot ceiling height and ESFR fire suppression, Narkiewicz said.

301 Business Center can accommodate a building up to 900,000sf and can be railed served, he said.

But new distribution facilities need not be located next to the port to take advantage of its additional container capacity, Narkiewicz said. An integrated logistics center planned by railroad operator CSX near Winter Haven is easily accessible to the Port of Tampa and will serve all of Florida and the Southeast, he said. The CSX facility could reach 1,250 acres at buildout.



The Port of Tampa's container terminal will eventually include 140 acres, 2,700 feet of berth, a new gate, enhanced rail access, additional refrigerated container capacity, cranes and terminal handling equipment.

The increase in container traffic will stimulate new employment in the construction industry as more warehouse space is developed, Narkiewicz said, and will create port-related jobs such as dock crews, forklift operators, truck drivers and front office staff.

Expansion plans aside, the Port of Tampa's containerized cargo business has been growing markedly - reaching 365,311 net tons in fiscal year 2008 versus 151,914 net tons two years earlier. Zim Integrated Shipping Line has upgraded its Asia-Gulf Express service to carry more

cargo on its routes between Tampa, China, Korea and Japan, and Peruvian Amazon Line made its first port of call at the Port of Tampa in August, carrying containers as well as other types of cargo.

Bulk cargo still dominates the Port of Tampa in terms of tonnage, Elliott said, but containerized cargo is the shape of things to come.

"It's one of the areas that holds the greatest potential, which is why we're focusing so much of our capital investment program on that line of business," he said.

# 30+ACRE COMMERCIAL CORNER

Thursday, July 24, 2008

## Report: Florida exports set all-time high

### Tampa Bay Business Journal

Florida's exports continued to ride the crest of the wave created by a weak dollar, posting an all-time monthly high of more than \$4.8 billion in May. That's nearly \$400 million more than in April, according to data from **Infometrica**.

Durham, N.H.-based Infometrica said May's export figure grew nearly \$1.2 billion over same period last year, when the state recorded exports worth \$3.62 billion.

Manufactured goods accounted for \$3.84 billion, or 80 percent, of the May total, while non-manufactured goods, such as agricultural and mining products, accounted for nearly \$966 million.

Monday, July 7, 2008 - 2:16 PM EDT

## Tampa Electric hits milestone on \$330 million project

### TAMPA BAY BUSINESS JOURNAL

**Tampa Electric** said it has completed the second phase of the installation of pollution-controlling equipment at its Big Bend Power Station.

The new selective catalytic reduction equipment is designed to further reduce nitrogen oxide emissions at the plant, a release said.

The \$330 million project will make the Big Bend Power Station one of the cleanest coal-fired power stations in the nation, according to Tampa Electric. When completed in 2010, the project will reduce nitrogen oxide emissions at Big Bend by about 90 percent from 1998 levels, the release said.

Big Bend's unit three was the second to receive the new equipment. The project is expected at unit two by May 1, 2009, and at unit one by May 1, 2010.

The project is part of a 10-year, \$1.2 billion Tampa Electric program that is the centerpiece of an agreement with the **Environmental Protection Agency** and Florida's Department of Environmental Protection to dramatically reduce overall emissions from the company's power plants.

Tampa Electric is the principal subsidiary of **TECO Energy Inc.** (NYSE: TE), an energy-related holding company based in Tampa.

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# 30+ACRE COMMERCIAL CORNER

Published: September 11, 2008

## Port Shores Up Tampa's Economy

By TED JACKOVICS

The Tampa Tribune

**TAMPA** Economists say there's a bright spot to be found in one of the Tampa Bay area's rougher edges: the Port of Tampa.

A report this year by Moody's cites the port as a significant long-term catalyst countering trends weighing on the Bay area's economy, such as the steep decline in real estate values and a weak job market.

"A key source of strength is international trade," Moody's analyst Chris Kafakis wrote about Tampa in March.

The port's geographic location will help fuel growth.

"Tampa's close proximity to Latin America gives it a comparative advantage to more northern ports such as Jacksonville, Savannah and Charleston, S.C.," Kafakis said.

Meanwhile, a midyear national industrial report by the Phoenix office of Encino, Calif.-based industrial real estate company Marcus & Millichap also cited the Port of Tampa as a key attraction for investors to the Bay area.

"The Port of Tampa is helping to keep the metro's vacancy rate in check, allowing for steady rent growth, as an elevated level of imports is generating demand for industrial space," Marcus & Millichap said in its report.

Tampa fell from 14th to 15th in a ranking of metropolitan areas in Marcus & Millichap's 2008 midyear U.S. economic report, which analyzes employment, construction, vacancies and rent growth.

The company ranked Los Angeles atop its national industrial index, in part because of healthy activity at the Los Angeles and Long Beach ports. Increased seaport activity helped Portland, Ore., rank fifth and Oakland, Calif., rank sixth.

Despite uncertainty in the housing markets, the long-term outlook for Tampa looks positive, thus the area continues to draw investors to Tampa's industrial market, Marcus & Millichap said.

Among port-related projects helping to fuel the local economy:

- The port was a catalyst for the new Madison Business Center, a 60-acre industrial development. It will include the Tampa Bay area's largest speculative industrial building in recent times, said Rick Narkiewicz, first vice president, industrial properties, for CB Richard Ellis' brokerage services in Tampa.

He's marketing the center to regional and national distributors that want access to Tampa, Orlando and South Florida, and manufacturers that could market products regionally and through the port.

One of five buildings planned at the site east of U.S. 41 and about four miles south of the Selmon Crosstown Expressway has been leased to American Tire, with 147,000 square feet. A second building, with 385,000 square feet, was completed a few weeks ago, offering the largest block of space available in Tampa, Narkiewicz said.

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- Titan Metals, a steel processing company, and the Andino and Gaetano Cacciatore cement projects were developed at the port because of the international shipping access to Central Florida markets and beyond.
- Because of the improvements in direct container cargo service from the Far East to Tampa, the regional warehouse for Beall's Inc. in Bradenton is now being stocked by trucks coming from the Port of Tampa rather than by trucks traveling from the Port of Savannah in Georgia.

"It is the ports along the Gulf of Mexico that are showing gains and should be able to become even more competitive in the future," Tampa port director Richard Wainio said. "The \$5 billion-plus project to expand the Panama Canal by 2014 will bolster Tampa cargo opportunities."

Even sooner, Port of Tampa trade should benefit from increased direct container cargo services from the Far East, overcrowded conditions on U.S. West Coast ports, and rising truck and rail rates.

"High fuel prices are causing importers and exporters to rethink their logistics and supply chain strategies to reduce their inland rail and trucking costs," said Wade Elliott, the port's senior director of marketing.

"This trend is helping favor Tampa, as shippers are opting to move more cargo using the more fuel-efficient water mode of transportation and the Panama Canal, as opposed to discharging their containers on the West Coast, such as Los Angeles and Long Beach, and delivering them by rail and truck to the Eastern Seaboard," Elliott said.

"Similarly, Central Florida importers and exporters can save on trucking and diesel fuel surcharges by having their containers move via Tampa, as opposed to East Coast ports such as Savannah and Jacksonville or Miami and Port Everglades."

Gulf ports, such as Mobile and Houston, are expanding along with the Port of Tampa, which plans to increase its container facility from 25 to 128 acres, extend berths and acquire additional cranes.

"These ports complement, rather than compete, with Tampa," Elliott said. "They will help us attract more container services as shipping lines see opportunities in having their vessels call at three ports."

The payoff will be more local jobs, said Jim Renner, the port's senior director of real estate. The port authority says operations are responsible for nearly 90,000 jobs directly and indirectly in and beyond Hillsborough County.

Although no one can predict specific numbers of new jobs, port officials said in August that they anticipate tripling the number of containers handled in Tampa - from 42,000 this year to 125,000 by 2011.

**Reporter Ted Jackovics can be reached at [tjackovics@tampatrib.com](mailto:tjackovics@tampatrib.com) or (813) 259-7817.**