

# East Fowler Avenue Land Use Study:

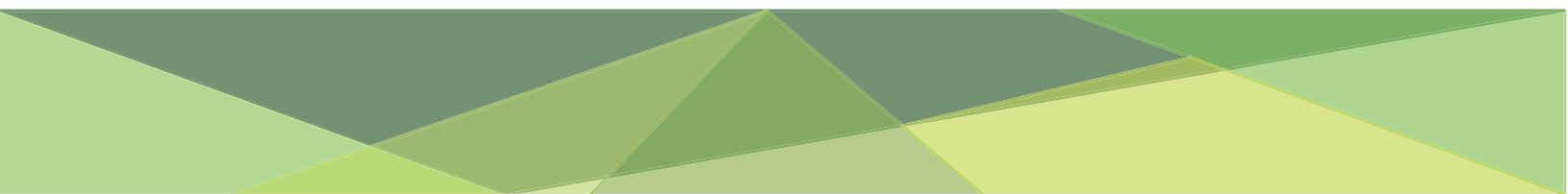
A discussion of Future Land Use options

Phase I: Background Report



Updated: January 29, 2019

Note: Since the initial collection of data and creation of maps, the Innovation District has changed its name to Tampa IP.



## Acknowledgements

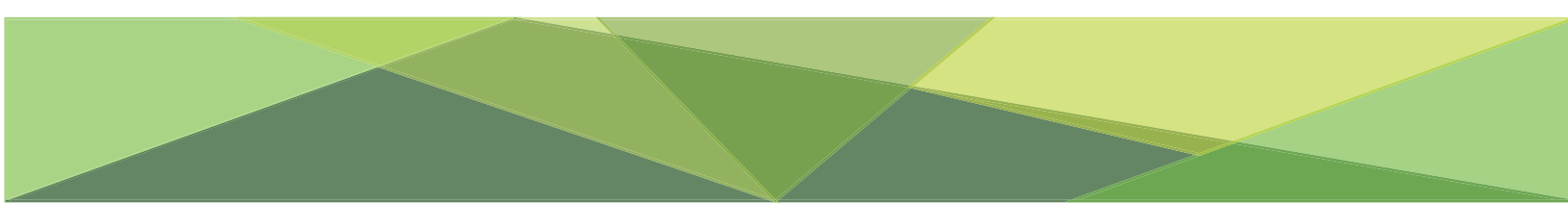
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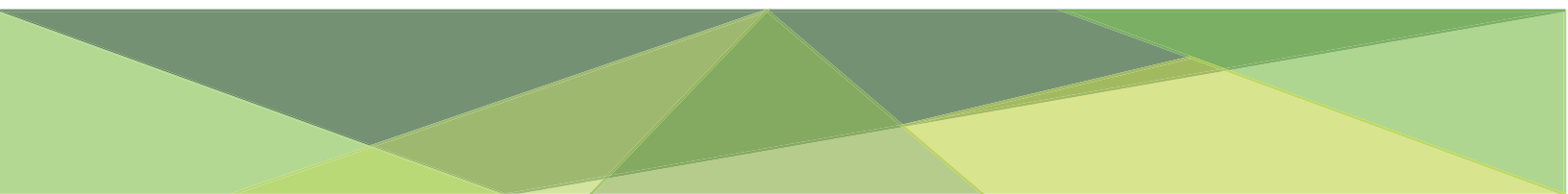
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*Executive Summary*.....8

*East Fowler Avenue Corridor Land Use Study*.....12

*Mixed Use Corridors*.....13

*Corridor Redevelopment*.....15

*Maps of Tampa !P | Innovation District | Hillsborough County*.....16

*Existing Land Use*.....16

*Adopted 2025 Future Land Use*.....18

*Hillsborough County*.....20

*Tampa*.....21

*Temple Terrace*.....22

*Typology Table*.....23

*Zoning*.....24

*Hillsborough County*.....25

*Tampa*.....26

*Temple Terrace*.....27

*Typology Table*.....28

*Examples of Innovation Districts/Corridors/Centers*.....29

*Tampa, Florida*.....29

*Austin, Texas*.....30

*Baltimore, Maryland*.....31

*Buffalo, New York*.....32

*Chattanooga, Tennessee*.....33

*Cleveland, Ohio*.....34

*Denver, Colorado*.....35

*Detroit, Michigan*.....36

*Houston, Texas*.....37

*Kansas City, Missouri*.....38

*Lincoln, Nebraska*.....39

*Nashville, Tennessee*.....40

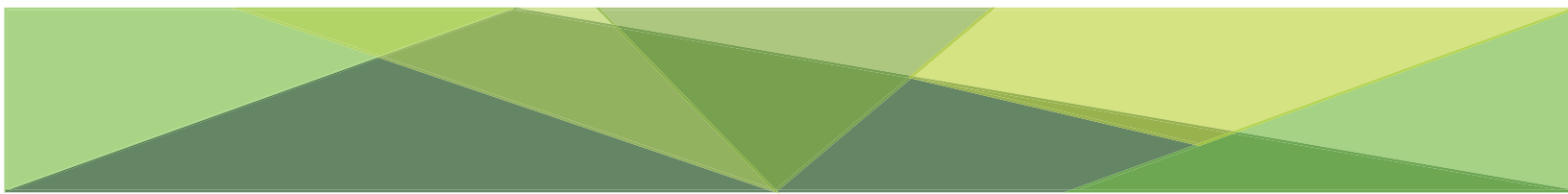
*Phoenix, Arizona*.....42

*St. Louis, Missouri*.....42

*Supporting Data and maps of Innovation District*.....43

*Buildout in Tampa !P*.....43

*% of Existing Buildout Based on FLU Category*.....43



<i>% of Remaining Potential Residential Buildout Based on FLU Category</i>	44
<i>% of Existing FAR Development Based on FLU Category</i>	44
<i>% of Remaining Potential FAR Development Based on FLU Category</i>	45
<i>Buildout by the Numbers</i>	46
<i>Additional Considerations and Factors.....</i>	<i>49</i>
<i>Aerial Photography of Fowler Avenue Corridor</i>	49
<i>Existing Sidewalks</i>	50
<i>Existing &amp; Proposed USF Bull Runner Lines</i>	50
<i>2014 Existing Transit Level of Service</i>	51
<i>High Crash Hot Spots</i>	51
<i>Other Crashes and Bus Stops</i>	52
<i>Existing Trails &amp; Bike Lanes</i>	52
<i>2040 Employment Density</i>	53
<i>Percentage Change in Employment Between 2010 and 2040</i>	53
<i>2040 Population Density</i>	54
<i>Opportunities.....</i>	<i>55</i>
<i>Ongoing Area Projects and Programs.....</i>	<i>56</i>
<i>Appendix 1: Maps.....</i>	<i>59</i>
<i>Existing Land Use Map</i>	60
<i>Future Land Use Map</i>	61
<i>Zoning Map</i>	62
<i>Existing Trails, Bike Lanes, and Bull Runner</i>	63
<i>Innovation Future Land Use (Planning Commission)</i>	64
<i>University Redevelopment Area</i>	65
<i>University Redevelopment Area (Aerial Photography)</i>	66
<i>Innovation District Existing Land Use (Planning Commission)</i>	67
<i>Tampa IP and Core Boundaries Future Land Use</i>	68
<i>Tampa IP Existing Sidewalks</i>	69
<i>Aerial Photography Map of Fowler Avenue Corridor</i>	70
<i>% of Existing Buildout Based on FLU Category</i>	71
<i>% Of Remaining Potential Residential Buildout Based on FLU Category</i>	72
<i>% Of Existing FAR Development Based on FLU Category</i>	73

*% Of Remaining Potential FAR Development Based on FLU Category* 74

*Existing Trails & Bike Lanes Map* 75

*Other Crashes & Bus Stops Map* 76

*2014 Existing Transit Level of Service Map* 77

*High Crash Hot Spots Map* 78

*2040 Employment Density Map* 79

*Percentage Change in Employment Between 2010 and 2040 Map* 80

*2040 Population Density Map* 81

*Percentage Change in Population Between 2010 and 2040 Map* 82

*Appendix 2: Zoning Definitions.....83*

*Hillsborough County* 83

*Tampa* 85

*Temple Terrace* 86

*References.....87*



## Executive Summary

### Study Summary and Recommendations

The Tampa Innovation Partnership (!p) original request was to assist in planning for future land uses along the E. Fowler Corridor between I-275 and I-75, up to the Tampa Bypass Canal that would foster a desirable, robust mixed-use space resulting in a work, play and live environment for a network of innovative and creative companies and associated workforce.

The study looked at other innovation districts/corridors/centers and compared these to existing development conditions, zoning and future land along East Fowler Avenue. Discussion of existing development patterns and future land use options with Cities of Temple Terrace and Tampa, and Hillsborough County. Future land use discussion included: mixed-use design, appropriate density, the range of uses, and incentives supporting Tampa !p and Jurisdictional objectives (included in the background section of this report).

Staff interviewed !p Executive Board Members to clarify the perceived long-range land use needs and options. Executive Board Members (and in the case of the University of South Florida(USF) representatives of the USF-Research and Development Park [USF-R&D Park]). (A summary of the interviews is provided below.) !p Executive Board Members interviewed included:

- Joe Battle, Medical Center Director, James A. Haley Veteran’s Hospital
- John A. (Jack) Kolosky, Executive Vice President, Chief Operating Officer, Moffit Cancer Center
- Christopher Bowman, Chief Strategist, RD Management
- Clarence Eng, FAICP, !p Advisory Board Chairman
- Dr. Judy Genshaft, President, University of South Florida (USF)
- USF R&D Park, Allison Madden, MBA, Director of Research Foundation Operations
- Brian Adams, President, and CEO, Florida Hospital
- Stewart Clark, President, Busch Gardens

Plan Hillsborough staff has completed a land-use study of E. Fowler Avenue (the study boundary is I-25 to the Bypass Canal just past I-75) and is recommending:

- That future land use designation changes along the corridor are studied, and recommendations made to the Cities of Temple Terrace and Tampa, and Hillsborough County as to the appropriateness to changes existing designations to urban level mixed use categories that support the Tampa Innovations Partnership’s (!p) long-range vision and mission. Interviews with members of the Executive Board of the !p and with property owners adjacent to and within 300 feet of E. Fowler Avenue clarify the desired development options of the !p.
- That the Cities of Temple Terrace and Tampa, and Hillsborough County recognize the portion of the E. Fowler Avenue from I-275, up to and including the intersection North 56th Street, as “special study areas” in each of their adopted Comprehensive Plan. Westshore and Downtown district areas are (all three of which are recognized and regional activity centers in Hillsborough County) to allow the local jurisdictions to consider policy, narrative descriptions and land use changes as plan amendments.



## Summary of Interview Responses

### Mission and Vision, and Objectives of the !p

The Tampa Innovation District (!p) is an emerging district centered around the University of South Florida comprised of nationally renowned medical, research, technology and educational institutions, and destination attractions. The !p is defined by preeminent innovation and technology, creative energy, entrepreneurial and community spirit. The !p area is undergoing a major transformation to reflect a sense of place that represents the level of investment, inspiration and commitment to quality championed by anchor partners and community partners with I-275 - East Fowler Avenue as the main corridor. With a strong employment base and investment potential, and a diversity of people and places, the !p is poised to become Hillsborough County's third active, real regional employment activity center (as are Westshore and the Tampa Downtown). It will be a live-work-learn-wellness-play district where people want to be and to interact.

The !p's role is to build economic capacity, create jobs, promote investment, collaboratively leverage the combined economic power of existing development, address under-investment of infrastructure in the area, foster a live/work/learn/play environment that will service the needs of desired employment sets, within the proximate location of the USF employment and regional activity center. The !p supports and encourages redevelopment such as the redevelopment proposed for the University Square Mall. It also supports building public and private collaboration, improving the perception for the Gateway entrances for people driving in the area, and clustered high-tech research uses; including but not limited to biomedical research and development for applications within facilities such as Moffit Cancer Center, Florida Hospital, and James A. Haley Veteran's Hospital.

### Relationship of East Fowler Avenue

East Fowler Avenue serves as the main gateway to the !p. Its image represents the 'face' and front door to the !p. It also connects to Bruce B. Downs Boulevard, McKinley Drive, University Square Mall, McKinley Drive, and I-75. It intersects the Cities of Tampa and Temple Terrace and Hillsborough County.

It is key to providing mixed-use support services too the !p Core, including the University Square Mall to create a live/work/play environment. Transit, pedestrian and bicycle options with complete sidewalk and lighted are important. The development of an open space and community core are important. The future the MOSI property to E. Fowler Avenue are tied together. It includes a northern Gateway to the City Temple Terrace Downtown.

### Biggest Liabilities

Liabilities for redevelopment and economic development along the corridor include:

- Uncoordinated multi-jurisdiction development regulations and approval between jurisdictions. Lack of clear vision as a regional employment and activity centered around USF's medical/biotech, education and research to potential.
- Perception of the area to areas such as Westshore/Airport. Availability of needed labor set. Central core area leadership. Need for marketing and funding for transformative/catalyst development. Public transit. Lack of mixed-use development patterns with pedestrian connectivity.

- Perception, appearance (lacking public spaces, landscape buffering, lighting, public transit options, bicycle, and pedestrian connectivity, etc.) Existing traffic patterns from I-275 to 56th Street). Ownership and parcel sizes, lot layout, make development harder. The expectation of landowner base on existing development regulations is too high.
- Ownership and parcel sizes; length and extent of redevelopment infrastructure, amenity, and transit and roadway needs;
- Need for higher density residential centered around village centers scaled to support USF employment and activity center;
- Pass through design/speed of East Fowler Avenue (lack of green landscaping, pedestrian and bicycle connectivity)

#### Opportunities (10 years out)

- Higher density residential, commercial and multi-use development supported by frequent, rapid transit, incl. BRT and rail; FDOT roadway redesign / reconstruction investment; expansion / property assemblage by private property owners, developers and/or !p anchors, including Uptown Mall.
- The presence and continued growth anchor institutions (USF, Moffit, James Haley VA Hospital, Busch Gardens, Florida Hospital, University Mall) offer the opportunity for combined leverage collaboration.
- Opportunity to develop transit both regional and local to provided interconnectivity and access, with an interconnected pedestrian, bicycle and transit options (complete with sidewalks and streetlights). Utilize the CSX rail line.
- National recognition.
- The current ongoing transit options studies in the area that include E. Fowler and the !p area can reflect the finding from this study.
- The combined economic power of anchor institutions can be used to leverage collaborative implementation in the !p area.

#### Community Services/Facilities Needs

- Access to public open space / parks / trails / lake; pedestrian scale lighting; corridor image, typical cross section and safety
- Provide sidewalks and lighting infrastructure public open space and landscaping within the pedestrian and bicycle network as real transportation options. Utilize existing Church and community organization to include surrounding neighborhoods in future growth options.
- The inclusion of open spaces, pedestrian and bicycle connectivity, trails, ponds as amenities, Gateway landscape, and regional and local public transit options should be part of roadway and land use considerations.

#### Desired Development/Businesses/Jobs

- Corridor area is large enough to accommodate a wide range of types (residential. Commercial, hospitality, limited retail; important to transform it into a neighborhood/community cohesiveness.
- Mixed-use developed that will serve the desired employment set including uses such as Hotel, dining restaurants, entertainment venues, community event location (public spaces). MOSI property for office, research, and research development.
- Higher density residential combined with mixed-use support uses to support live/work/place within the district and regionally (Village concept).

Measurable elements of “mixed-use” design and creation of a more walkable, urban roadway corridor along major roads like East Fowler Avenue include:

- pedestrian, bicycle and roadway inter-connectivity – internal to a project and adjacent properties,
- public regional and local circulation transit connections
- share utility infrastructure,
- building frontage along major corridors (like along Fowler) or along internal roadways – perhaps looking at FDOT’s context-sensitive language
- cross access, and
- vertical use integration.

## *East Fowler Avenue Corridor Land Use Study*

The Tampa Innovation Partnership (Tampa !P), an innovation district located in northern Tampa, is engaged in development discussions ranging from transportation to commercial to residential along the Fowler Avenue corridor between I-275 & I-75. The goal of an innovation district, and Tampa !P, is to redesign an underperforming corridor such as East Fowler Avenue to create a desirable, robust mixed-use space that creates a network of innovative and creative companies and workers. The District's Executive Director requested the Hillsborough Planning Commission's assistance in planning for future land uses and incorporating mixed-use designs with appropriate density along the corridor.

The Planning Commission assisted in the creation of an East Fowler Avenue Corridor Land Use Study by:

- Reviewing literature of recently finished or on-going corridor redevelopment projects within Innovation Districts
- Parcel and acreage build out data analysis, for parcels abutting the corridor and within 300 feet
  - The study area includes parcels that fall into three of the four jurisdictions found in Hillsborough County: City of Tampa, City of Temple Terrace, and Unincorporated Hillsborough County
  - Retrieving the folio numbers, the DOR code, the parcel owner, the existing land use (ELU), the zoning, the future land use (FLU), the total site acreage, the total site heated square footage, the number of buildings, and the number of units (if residential)
  - Calculating each parcel's density and/or intensity
  - Amassing data into an Excel spreadsheet and adding formulas to calculate density and or intensity, the calculations showed site total square footage, comprehensive plan maximum square feet, percentage of existing floor-area-ratio (FAR) development, comprehensive plan maximum density, comprehensive plan maximum density per zoning, and percentage of existing build out development
- Buildout calculation methodology for parcels adjacent to/or within 300 feet of East Fowler Avenue
  - Determine the buildout of all parcels within 300 feet of the right of way between N. Florida Avenue on the west side and the Bypass Canal on the east side
  - Three exceptions were made based on the contiguous development patterns of the University Mall, MOSI, and all the Planned Developments (PDs) to the 300-foot set back applied to other parcels along East Fowler Avenue. All parcels within the University Mall area are included. Best estimates were used for the calculations where documents for the parcels could not be located. All parcels within a PD located within the search area are included in the study.
  - The buildout study area has parcels that fall into three of the four jurisdictions found in Hillsborough County: The City of Tampa and of Temple Terrace, and Unincorporated Hillsborough County
  - The folio number, the DOR code, the parcel's owner, the existing land use (ELU), the zoning, the future land use (FLU), the site's total acreage, the site's total heated square feet, the number of buildings, and the number of units, if residential
  - The potential heated square feet, the potential buildout development, and the percentage of the former in relation to the Comprehensive Plan maximum square feet and the latter in relation to the Comprehensive Plan maximum density

- Parcel data used to calculate the density, and/or the intensity of each parcel was compiled from the Planning Commissions Rezoning Applications and the Hillsborough County Property Appraiser.
- These calculations were used to find the level of existing development per density and/or intensity of each parcel in the study area. Parcels adjacent to the roadway are labeled “adjacent” and all parcels that fall within the 300 feet and are not adjacent to the roadway are labeled “behind”.

All collected information was entered into an Excel spreadsheet and formulas were added to the sheet to calculate density and/or intensity. The calculations imbedded in the spreadsheet are:

- Site total square footage
- Comprehensive plan maximum square footage
- Percentage of existing floor area ratio (FAR) development
- Comprehensive plan maximum density
- Comprehensive plan maximum density per present or current zoning
- Percentage of existing buildout development
- Percentage of potential heated square footage
- Percentage of potential buildout development

### *Mixed Use Corridors*

The ideal core to a potential or successful innovation district is a mixed-use corridor that links places for people to live work and play. In the past few years a wide variety of mixed-use corridor development has occurred throughout the United States. Some projects are isolated developments while others developed into larger regional developmental plans. Some of the major mixed-use corridor initiatives include State Street in Salt Lake City, the redesign of Richmond Highway in Fairfax, Virginia, the conversion of the Sears Crosstown Building in Memphis, Tennessee, and the transit oriented mixed-use strip in Fremont, California. (Gulley, 2011; Duggal & Liddon, 2013, p. 2; Donahoe, 2014).

These mixed-use corridors contain a variety of designs that have distinctive features unique to their location, region, and history. The construction of these corridors can spread linearly and match the existing corridor style, or the construction can develop vertically with high or mid-rise structures that typically have modern designs and amenities. Regardless of how construction of the corridor took place, each city used diverse and unique strategies to acquire financing for development and construction of the new mixed-use corridors.

**In Salt Lake City**, the corridor project focused on a design consisting of “strip centers” that connect with appropriate transportation options. These transportation options were essential to the attached housing which served as a cornerstone of the corridor. These options included the development of light rail, employment centers, hospitals, and entertainment uses that could take better advantages of the urban services in the area (Gulley, 2011). The corridor was formed using a method of a mixed-use development filled with linear villages which came to fruition as a strategy to retool zoning codes and economic development strategies (Gulley, 2011).

The development was financed by payments from the Life on State Project initiative, which collected revenue from the surrounding districts of Salt Lake City: Salt Lake County, South Salt Lake, Murray, Midvale, Sandy, Draper, the Salt Lake Chamber, the Utah Department of Transportation, and the Utah Transit Authority (Gulley, 2011).

**The mixed-use corridor in Fairfax County** aimed to construct the live, work, stay, and play environment. The County did this by adding a hotel, office, residential and retail spaces. The corridor would include a warehouse style bar/club, apartments for residents, a retail community, and a boutique style hotel. Fairfax aimed to construct their corridor through capitalizing with proper timing and proper products. Fairfax County developed a plan to bring \$166 million of mixed-use investment to a part of northern Virginia that has not received the same heavy development as other parts of the state. Public and personal investment was the main financing factor for the Fairfax project (Duggal & Liddon, 2013).

**The Fremont design in California** is innovative due to the flexible ground floors that can accommodate residential, retail, office, and living configurations which provide an urban edge to the street grid (Gulley, 2011). The Fremont corridor will consist of a central plaza, 188 dwelling units, and 26,000 square feet of commercial use that will create an internal sense of place. Fremont uses a vertical design and construction approach, incorporating mid-rise buildings designed to be a prototype to respond to the new economic realities of the region. Funding came from public outreach campaigns that generated donations and support from smart architecture firms that design innovative spaces for future smart cities (Gulley, 2011).

**Lastly, the Memphis corridor** focused on integration of uses to provide a neighborhood model for urban Memphis midtown. The corridor consists of residential, commercial, retail, health, arts, and education spaces and services that will be added to the Sears Crosstown Building. It aims to place every type of available amenity within a dense and walkable region in midtown Memphis. The corridor implemented a vertical urban village approach by using space surrounding the Sears Crosstown Building and the building itself. This improves pedestrian connectivity and promotes the New Urbanism concept crafted for Midtown Memphis. Funding for the concept mostly came from private partnerships that paved the way for downtown traditional mixed-use projects in and around the Midtown Memphis (Donahoe, 2014).



## Corridor Redevelopment

Across the United States, there are many examples of mixed-use districts with innovative designs and profiles that are similar to the Tampa IP along Fowler Avenue in Tampa. One of the most prominent is a district developed on Roosevelt Island in New York City. The Roosevelt Island district included construction of a graduate school, small-scale manufacturing, a College for Creative Studies, and a charter school. Meanwhile, an innovation district in Midtown Detroit included a world-class medical center, research, and an education institution. This brought both high profile jobs and research opportunities to the embattled city. In Cleveland's innovation district there was an increase in density and an infusion of new activities to enliven the city. Lastly, a major connection between the districts in Research Triangle Park between Raleigh and Durham in North Carolina have created a major urban transportation hub with pedestrian oriented roadways. (Mooney, 2013; Damiciis, 2014; Katz & Wagner, 2014).

Innovation districts affect surrounding neighborhoods and the city in a variety of ways. These effects are: transit oriented and walkable environments, dense and urbanized environments, highly collaborative support systems that lure companies, and emboldened mixed-use developments to leverage for mass transit, diverse urban housing and multi-modal connections between anchor institutions and innovative areas. Innovation districts are also known for housing and commercial integration, walkable street grids, accessibility and networking, strong urban cores, job creation and career opportunities, multi-modal transit, and connections from suburban communities to the urban core (Katz & Wagner, 2014; Damiciis, 2014; Mooney, 2013).

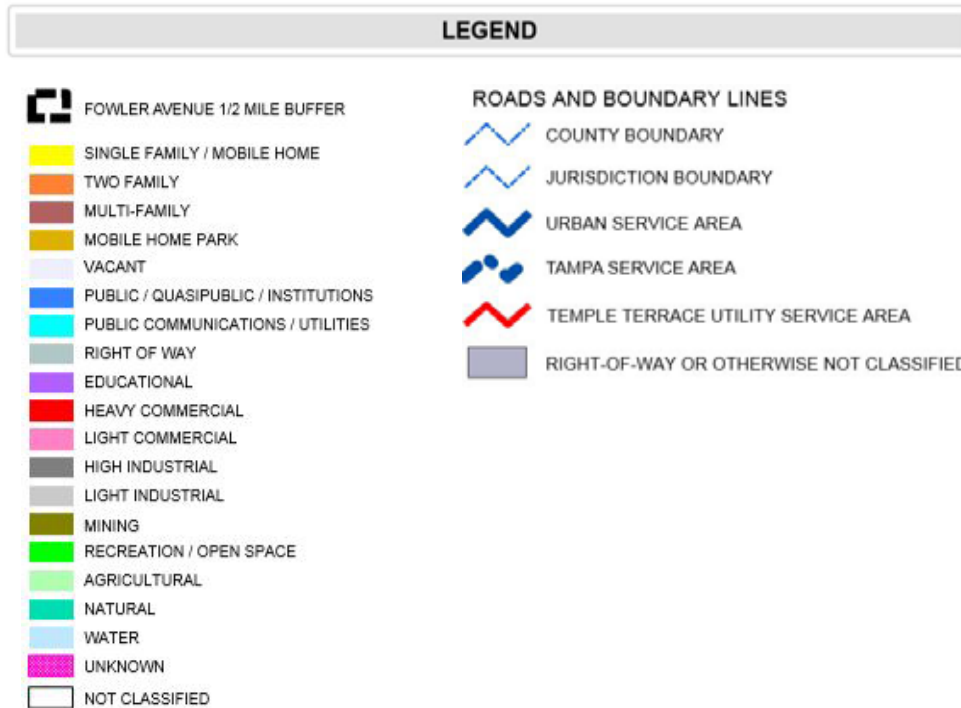
The need to create innovation districts is clear. Promoting transit connections and providing areas for people to live work and play creates an urban and suburban network that develops distinct benefits for the district and the surrounding areas. Innovation districts promote employment by reforming economic shapes, place making, social networking and integrating technology. This is primarily achieved by improving equity through economic growth and strengthening collaboration by reducing local dependency, promoting investment, and testing new and local innovations. Another key component of innovation districts is improved transit-oriented development that enhances relationship-building and connectivity by minimizing low-income segregation, promoting housing equity, creating accessible and affordable transportation, supporting distressed neighborhoods, and advocating for the needs of the community. Lastly, innovation districts promote a sense of place and are based in place making, the transference of ideas and knowledge by updating zoning and land-use regulations, retrofitting auto-dependent locations, creating interactions at every level of government, connecting immigrants into mainstream services, supporting the arts and creativity and inciting businesses and philanthropies to engage in the broader community and developing a urbanized, vibrant environment (Katz & Wagner, 2014; Damiciis, 2014; Mooney, 2013).



## Maps of Tampa !P | Innovation District | Hillsborough County

### Existing Land Use

Existing Land Use, with an emphasis along the East Fowler Avenue corridor. The area includes the Existing Land Use for the jurisdictions of Unincorporated Hillsborough County, and the cities of Tampa and Temple Terrace. The map window includes the Tampa !P Planning Area. A quarter mile buffer is shown around East Fowler Avenue Corridor Land Use study area. This includes adjacent parcels within 300 feet of East Fowler Avenue, between I-275 and the Tampa Bypass Channel.



[Full Map: Appendix 1 pg. 58]



## Existing Land Use Derived from Property Appraiser Parcels and DOR Codes

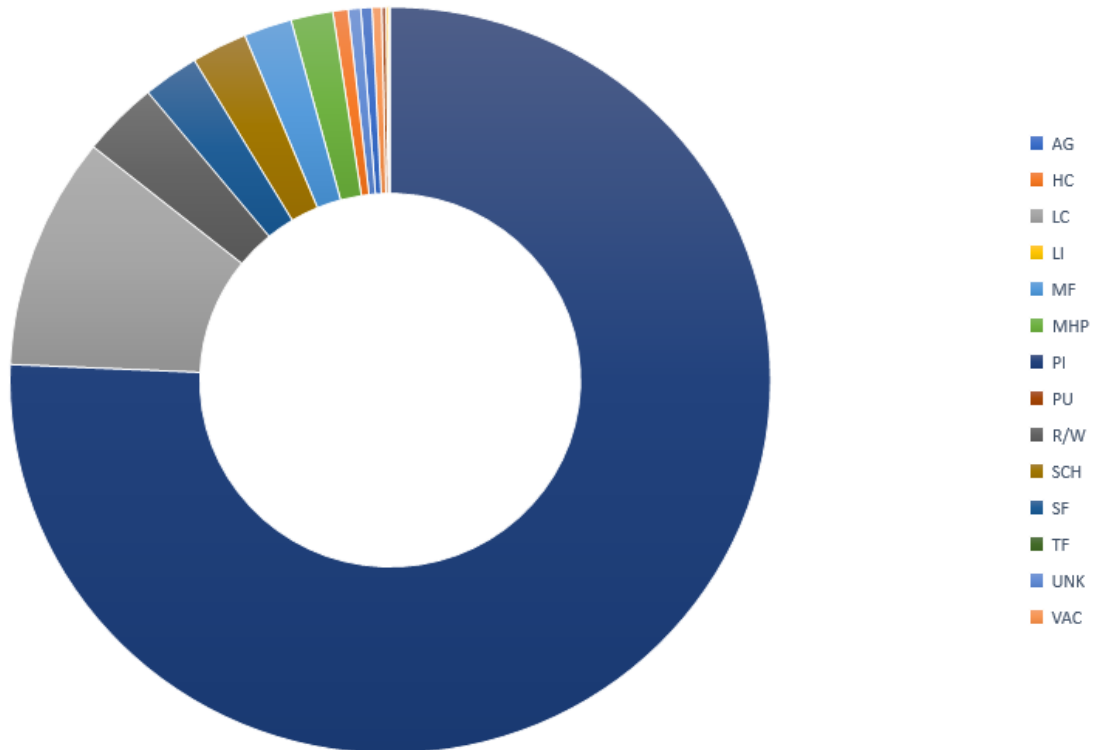
Existing Land Use within the Tampa IP Planning Area. The boundary area includes the Existing Land Use for the jurisdictions of Unincorporated Hillsborough County, and the cities of Tampa and Temple Terrace.

	Unincorporated Hillsborough County	City of Tampa	City of Temple Terrace
SF (Single Family / Mobile Home)	x		x
TF (Two Family)	x		
MF (Multi-Family)	x	x	x
MHP (Mobile Home Park)	x		
VAC (Vacant)	x	x	x
PI (Public / Quasi-public / Institutions)	x	x	x
PU (Public Communications / Utilities)			x
R/W (Right of Way)	x	x	x
SCH (Educational)			x
HC (Heavy Commercial)	x	x	X
LC (Light Commercial)	x	x	x
HI (Heavy Industrial)			
LI (Light Industrial)	x	x	
MIN (Mining)			
ROS (Recreation / Open Space)			
AG (Agricultural)	x		
NAT (Natural)			
WAT (Water)			
UNK (Unknown)			
NC (Not Classified)			

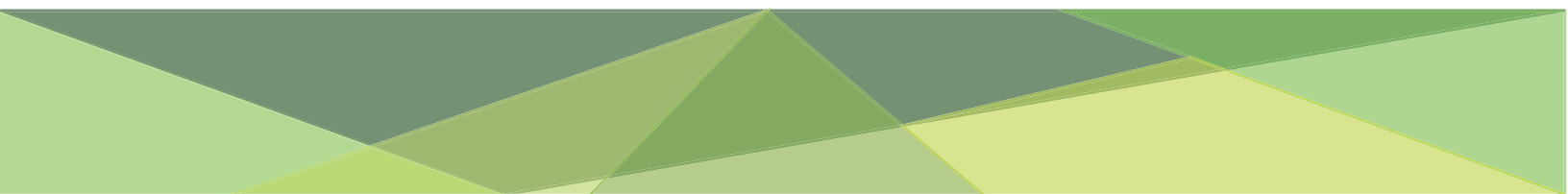
### Acreage per Existing Land Use

Existing Land Use	Number of Parcels	Parcel Percentage	Acreage	Acreage Percentage
AG	2	0%	15.38	0%
HC	21	4%	21.10	1%
LC	191	41%	326.61	10%
LI	1	0%	3.53	0%
MF	17	4%	66.30	2%
MHP	1	8%	57.69	2%
PI	36	0%	2452.42	76%
PU	2	0%	6.02	0%
R/W	1	0%	105.64	3%
SCH	2	0%	76.70	2%
SF	163	35%	77.02	2%
TF	7	1%	2.21	0%
UNK	4	1%	17.25	1%
VAC	23	5%	13.02	0%
<b>Total:</b>	<b>471</b>	<b>100%</b>	<b>3240.89</b>	<b>100%</b>

**\*Data Source: Hillsborough County Property Appraiser 2018**

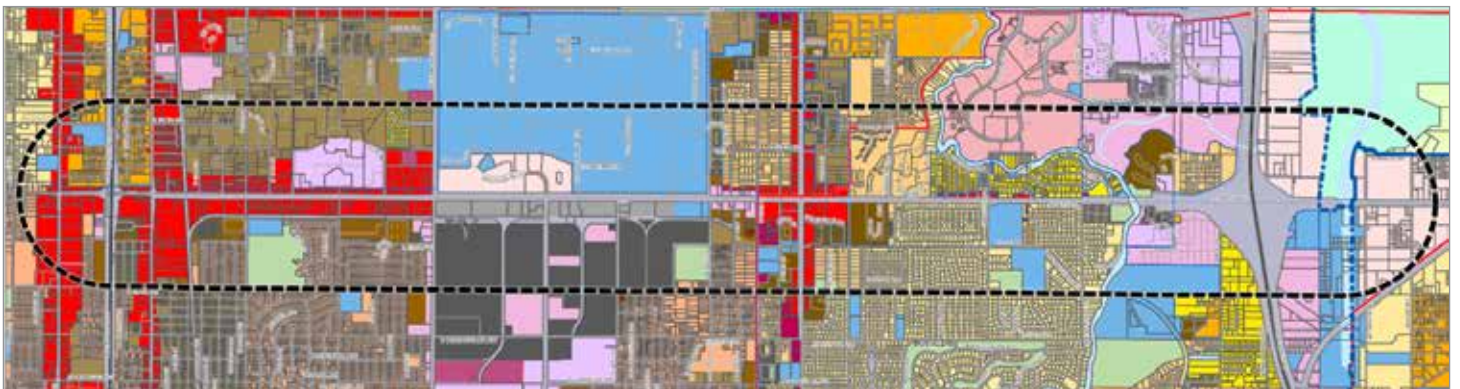
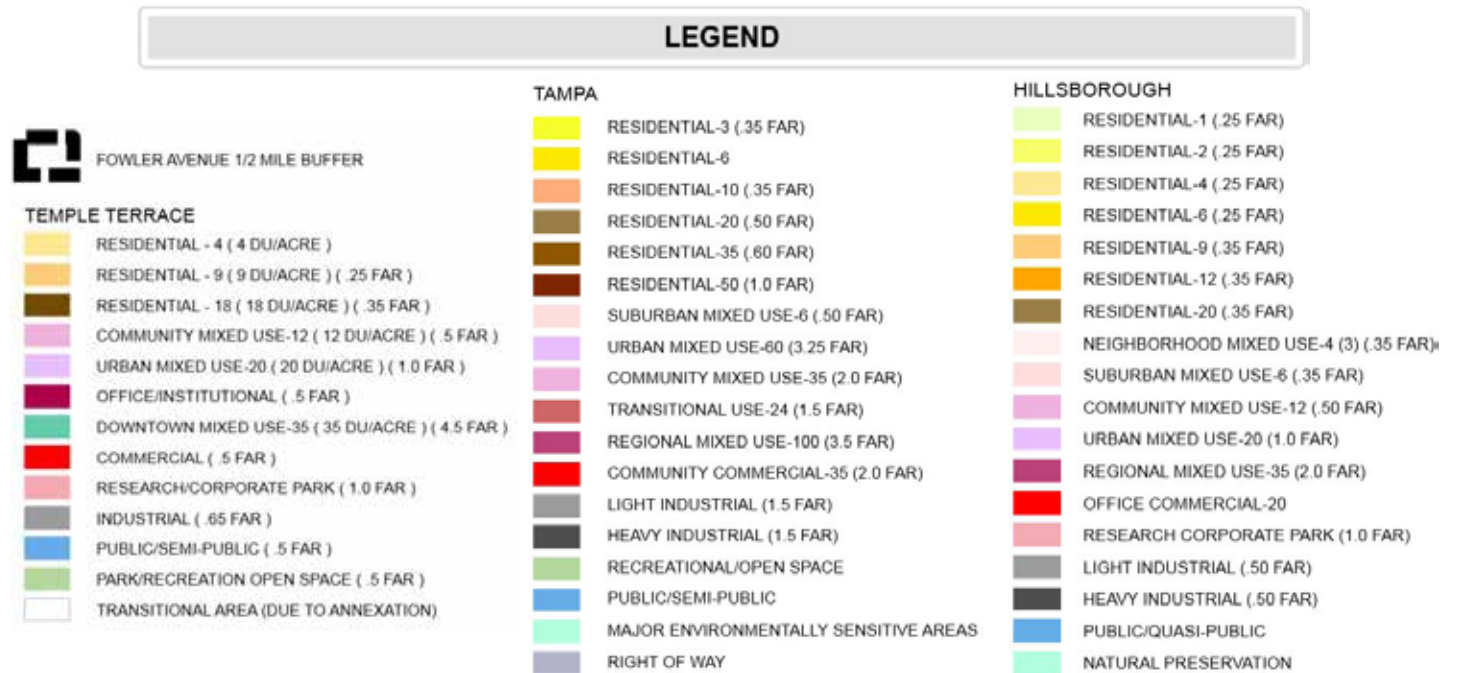


[Land Use & Zoning Glossary: Appendix 2 pg. 83]

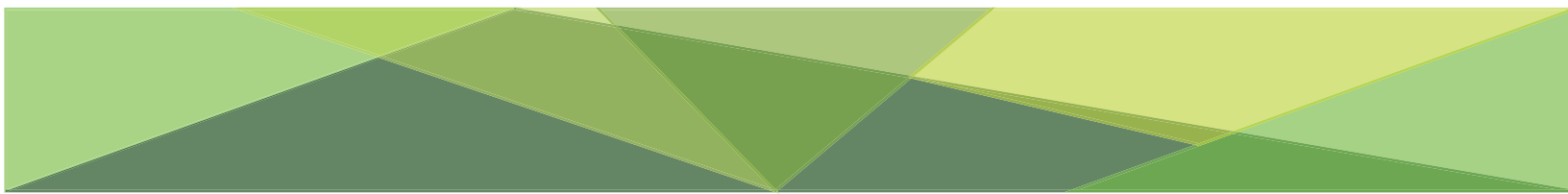


### Adopted 2025 Future Land Use Map

Future Land Use Map through 2025, with an emphasis along the East Fowler Avenue corridor. The area includes the Future Land Use categories for the jurisdictions of Unincorporated Hillsborough County, and the cities of Tampa and Temple Terrace. The map window includes the Tampa I/P Planning Area. A quarter mile buffer is shown around East Fowler Avenue Corridor Land Use study area. This includes adjacent parcels within 300 feet of East Fowler Avenue, between I-275 and the Tampa Bypass Channel.



[Full Map: Appendix 1 pg. 59]



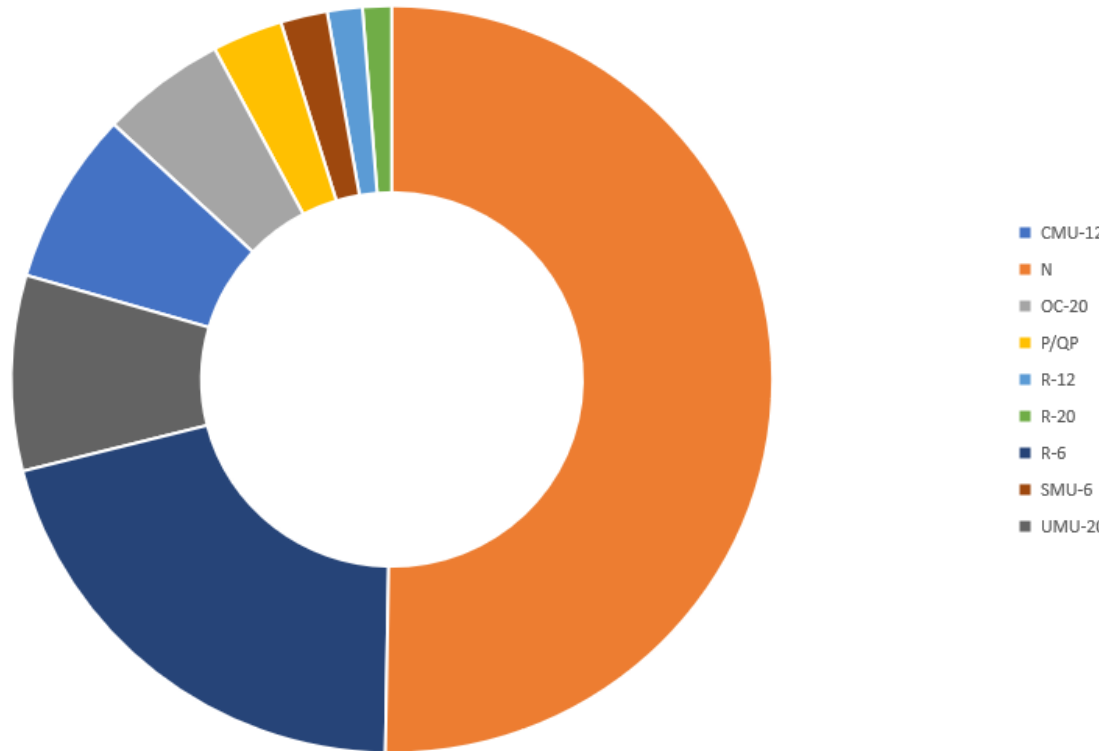
*Acreage Per Future Land Use Category:  
Hillsborough County*

CC-35 (Community Commercial-35)  
 CMU-35 (Community Mixed Use-35)  
 HI (Heavy Industrial)  
 LI (Light Industrial)

P/QP (Public/Quasi-Public)  
 R/W (Right of Way)  
 SMU-6 (Suburban Mixed Use-6)  
 R-20 (Residential-20)

FLU - Hillsborough County	Number of Parcels	Parcel Percentage	Acreage	Acreage Percentage
CMU-12	1	1%	57.69	7%
N	1	1%	388.72	50%
OC-20	40	29%	41.20	5%
P/QP	2	1%	23.16	3%
R-12	16	12%	11.50	1%
R-20	2	1%	9.57	1%
R-6	63	46%	160.68	21%
SMU-6	2	1%	15.38	2%
UMU-20	11	8%	65.31	8%
<b>Total:</b>	<b>138</b>	<b>100%</b>	<b>773.21</b>	<b>100%</b>

*\*Data Source: Hillsborough County Property Appraiser 2018*



[Land Use & Zoning Glossary: Appendix 2 pg. 83]

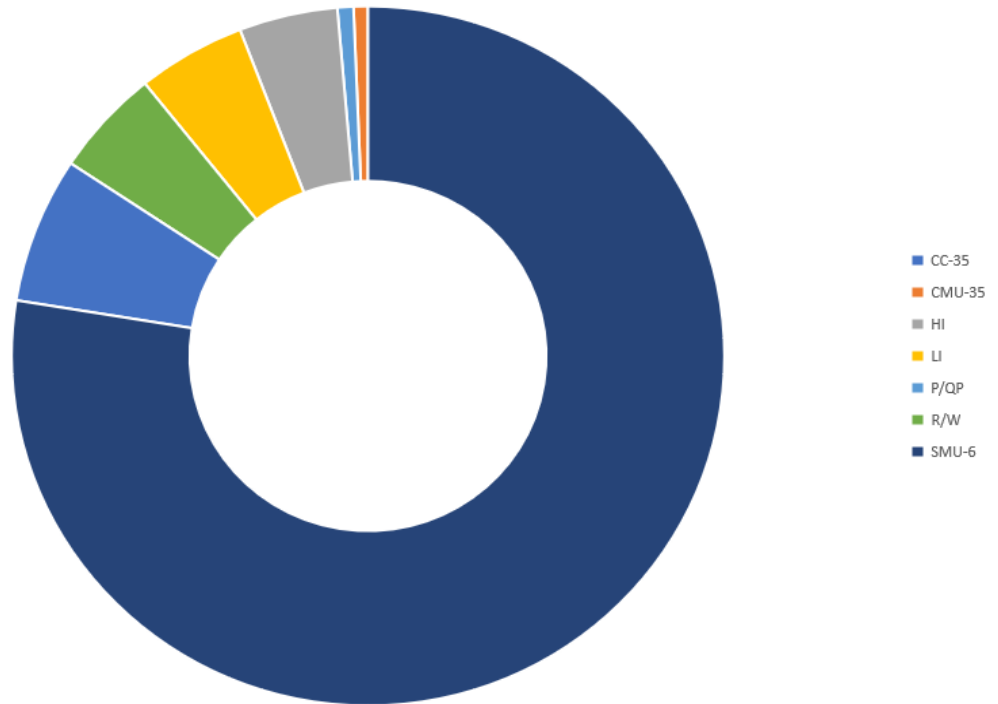
*Acreage Per Future Land Use Category:  
Tampa*

CC-35 (Community Commercial-35)  
 CMU-35 (Community Mixed Use-35)  
 HI (Heavy Industrial)  
 LI (Light Industrial)

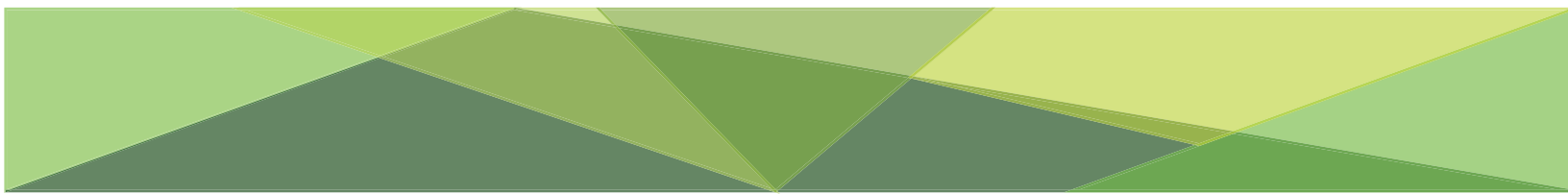
P/QP (Public/Quasi-Public)  
 R/W (Right of Way)  
 SMU-6 (Suburban Mixed Use-6)  
 R-20 (Residential-20)

FLU - City of Tampa	Number of Parcels	Parcel Percentage	Acreage	Acreage Percentage
CC-35	102	71%	144.23	7%
CMU-35	15	10%	13.93	1%
HI	4	3%	95.73	4%
LI	13	9%	105.25	5%
P/QP	3	2%	15.55	1%
R/W	1	1%	105.64	5%
SMU-6	6	4%	1658.83	78%
<b>Total:</b>	<b>144</b>	<b>100%</b>	<b>2139.16</b>	<b>100%</b>

*\*Data Source: Hillsborough County Property Appraiser 2018*



[Land Use & Zoning Glossary: Appendix 2 pg. 83]



*Acreage Per Future Land Use Category:  
Temple Terrace*

C (Commercial)

P (Public/Semi-Public)

R (Park/Recreation Open Space)

R-18 (Residential-18)

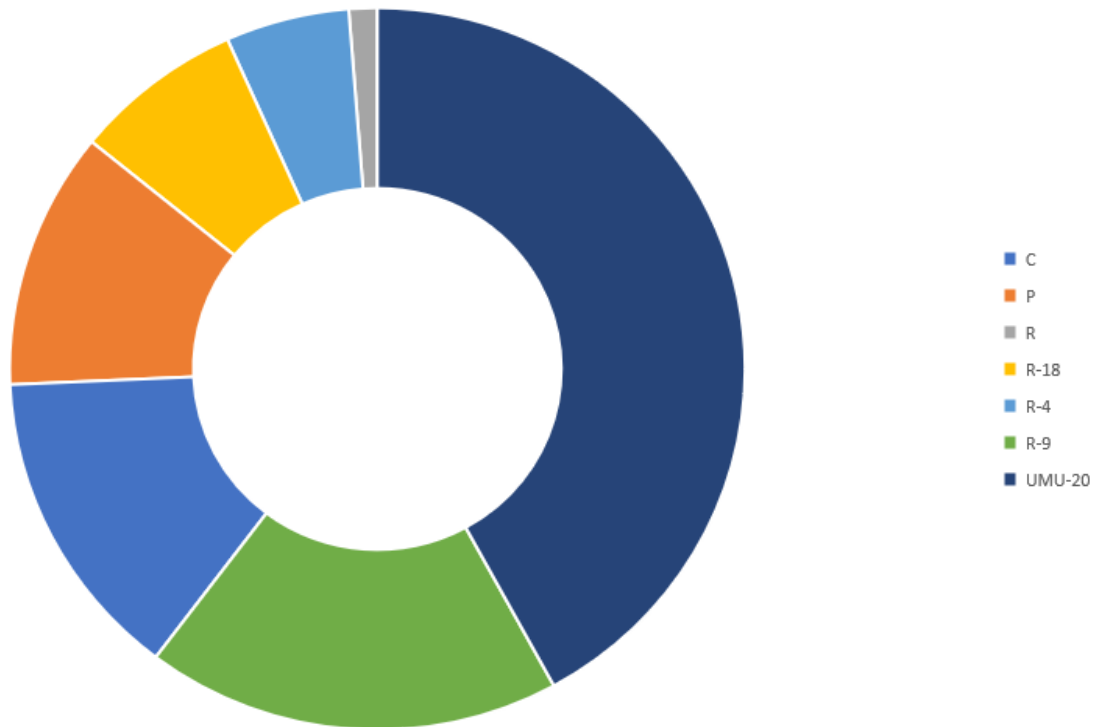
R-4 (Residential-4)

R-9 (Residential-9)

UMU-20 (Urban Mixed Use-20)

FLU - City of Temple Terrace	Number of Parcels	Parcel Percentage	Acreage	Acreage Percentage
C	38	20%	52.80	14%
P	2	1%	43.40	12%
R	3	2%	4.69	1%
R-18	2	1%	28.17	7%
R-4	61	32%	20.51	5%
R-9	27	14%	68.80	18%
UMU-20	59	31%	158.31	42%
<b>Total:</b>	<b>192</b>	<b>100%</b>	<b>376.68</b>	<b>100%</b>

\*Data Source: Hillsborough County Property Appraiser 2018



[Land Use & Zoning Glossary: Appendix 2 pg. 83]

### Future Land Use by Typology

Future land use within the Tampa IP Planning Area. The boundary area includes the future land use for the jurisdictions of Unincorporated Hillsborough County, and the cities of Tampa and Temple Terrace.

Future Land Use	Hillsborough County	Tampa	Temple Terrace
Rural			
Suburban	R – 6 R – 12 SMU – 6	SMU – 6	R – 4 R – 9
Urban		R – 20	R – 18
Office / Commercial	OC – 20		C
Mixed Use	CMU – 12 UMU – 20	CMU – 35 CC – 35	UMU – 20
Industrial		LI HI	
Public	N P/QP	R/W P/QP	P R

*Future Land Use Category:*

*Hillsborough County*

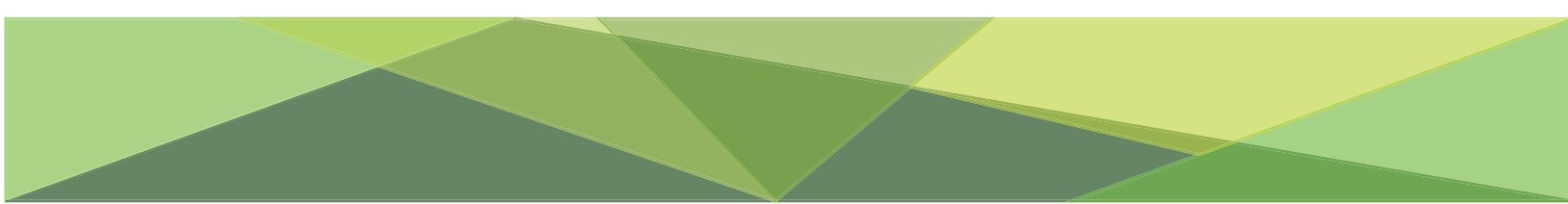
- CC-35 (Community Commercial-35)
- CMU-35 (Community Mixed Use-35)
- HI (Heavy Industrial)
- LI (Light Industrial)
- P/QP (Public/Quasi-Public)
- R/W (Right of Way)
- SMU-6 (Suburban Mixed Use-6)
- R-20 (Residential-20)

*Future Land Use Category: Tampa*

- CC-35 (Community Commercial-35)
- CMU-35 (Community Mixed Use-35)
- HI (Heavy Industrial)
- LI (Light Industrial)
- P/QP (Public/Quasi-Public)
- R/W (Right of Way)
- SMU-6 (Suburban Mixed Use-6)
- R-20 (Residential-20)

*Future Land Use Category: Temple Terrace*

- C (Commercial)
- P (Public/Semi-Public)
- R (Park/Recreation Open Space)
- R-18 (Residential-18)
- R-4 (Residential-4)
- R-9 (Residential-9)
- UMU-20 (Urban Mixed Use-20)



## Zoning

Zoning, with an emphasis along the East Fowler Avenue corridor, includes the zoning for the jurisdictions of Unincorporated Hillsborough County, and the cities of Tampa and Temple Terrace. The map window includes the Tampa IP Planning Area. A quarter mile buffer is shown around East Fowler Avenue Corridor Land Use study area. This includes adjacent parcels within 300 feet of East Fowler Avenue, between I-275 and the Tampa Bypass Channel.

### LEGEND



FWLER AVENUE 1/2 MILE BUFFER

#### TEMPLE TERRACE

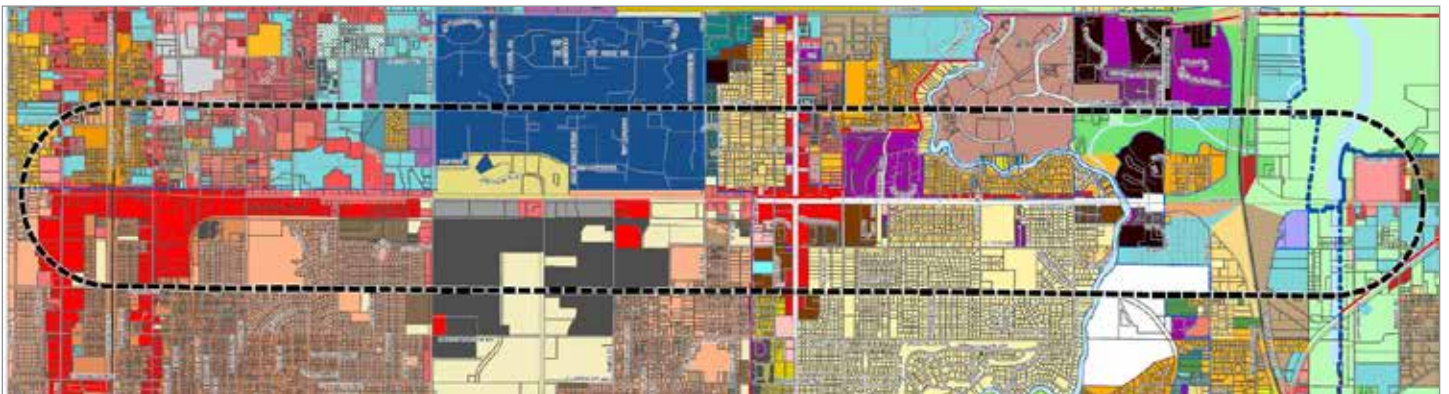
- A-U - AGRICULTURAL - URBAN
- PRS - PRESERVATION
- R-10 - SINGLE FAMILY RESIDENTIAL
- R-9 - SINGLE FAMILY RESIDENTIAL
- R-7.5 - SINGLE FAMILY RESIDENTIAL
- R-7 - SINGLE FAMILY RESIDENTIAL
- R-MF - MULTI-FAMILY RESIDENTIAL
- R-MFA - ALTERNATE MULTI-FAMILY RESIDENTIAL
- PDR - PLANNED DEVELOPMENT RESIDENTIAL
- EI - EDUCATIONAL/INSTITUTIONAL
- PROF - PLANNED RESEARCH OFFICE FACILITIES
- CO - COMMERCIAL OFFICE
- CG - COMMERCIAL GENERAL
- PD - PLANNED DEVELOPMENT
- P/QP - PUBLIC / QUASI-PUBLIC
- HC - NOT YET REZONED

#### UNINCORPORATED HILLSBOROUGH COUNTY

- AGRICULTURAL**
- AR - AGRICULTURAL, RURAL
- AS-1 - AGRICULTURAL SINGLE-FAMILY - 1 RU/AC
- ASC-1 - AGRICULTURAL SINGLE-FAMILY CONVENT'L - 1 RU/AC
- AI - AGRICULTURAL, INDUSTRIAL
- COMMERCIAL/OFFICE/INDUSTRIAL**
- OR - OFFICE RESIDENTIAL
- BPO - BUSINESS, PROFESSIONAL OFFICE
- CN - COMMERCIAL, NEIGHBORHOOD
- CG - COMMERCIAL GENERAL
- CI - COMMERCIAL INTENSIVE
- M - MANUFACTURING
- COMMUNITY-BASED PLANS**
- UCA - UNIVERSITY COMMUNITY AREA - 4 DISTRICTS
- PLANNED DEVELOPMENT**
- PD - PLANNED DEVELOPMENT
- IPD-1 - INTERSTATE PLANNED DEVELOPMENT
- IPD-2 - INTERSTATE PLANNED DEVELOPMENT

#### RESIDENTIAL

- RSC-2 - SINGLE-FAMILY CONVENT'L - 2 U/AC
- RSC-3 - SINGLE-FAMILY CONVENT'L - 3 U/AC
- RSC-4 - SINGLE-FAMILY CONVENT'L - 4 U/AC
- RSC-6 - SINGLE-FAMILY CONVENT'L - 6 U/AC
- RSC-9 - SINGLE-FAMILY CONVENT'L - 9 U/AC
- RDC-6 - DUPLEX CONVENT'L - 6 U/AC
- RDC-12 - DUPLEX CONVENT'L - 12 U/AC
- RMC-6 - MULTI-FAMILY CONVENT'L - 6 U/AC
- RMC-9 - MULTI-FAMILY CONVENT'L - 9 U/AC
- RMC-12 - MULTI-FAMILY CONVENT'L - 12 U/AC
- RMC-16 - MULTI-FAMILY CONVENT'L - 16 U/AC
- RMC-20 - MULTI-FAMILY CONVENT'L - 20 U/AC



[Full Map: Appendix 1 pg. 60]



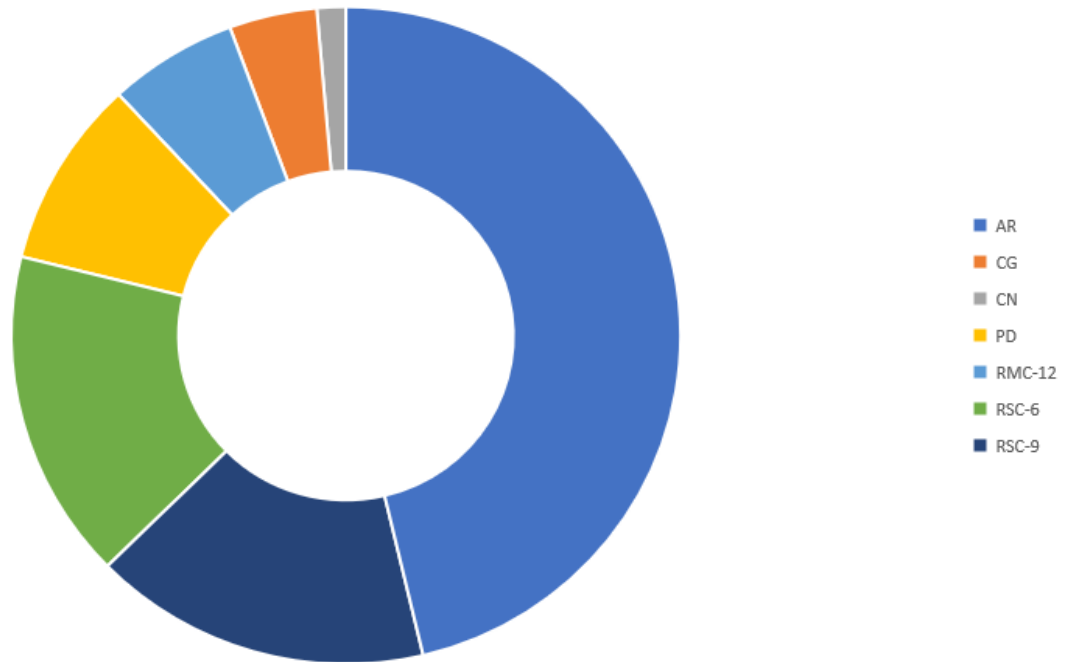
*Acreage Per Zoning Category:  
Hillsborough County*

- AR (Agricultural)
- AS-1 (Agricultural)
- CG (Commercial/Office/Industrial)
- CN (Commercial/Office/Industrial)
- PD (Planned Development)

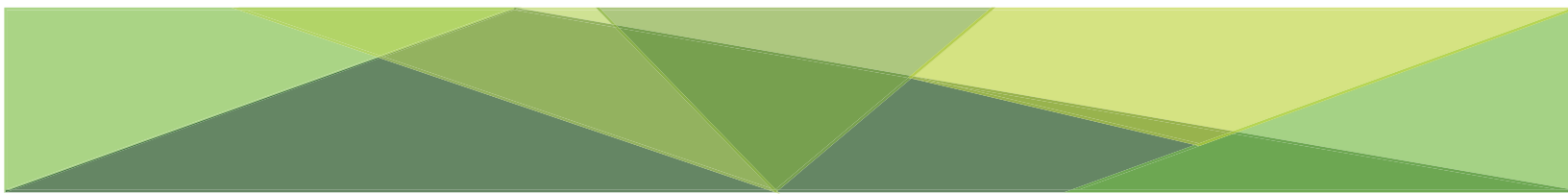
- RMC-12 (Residential Multi-Family Conventional)
- RSC-6 (Residential)
- RSC-9 (Residential)
- SPI-UC-3 (Special Public Interest)

Zoning - Hillsborough County	Number of Parcels	Parcel Percentage	Acreage	Acreage Percentage
AR	6	4%	427.26	46%
CG	34	24%	39.17	4%
CN	19	14%	12.90	1%
PD	28	20%	85.36	9%
RMC-12	1	1%	57.69	6%
RSC-6	48	35%	149.82	16%
RSC-9	3	2%	150.83	16%
<b>Total:</b>	<b>139</b>	<b>100%</b>	<b>923.03</b>	<b>100%</b>

*\*Data Source: Hillsborough County Property Appraiser 2018*



[Land Use & Zoning Glossary: Appendix 2 pg. 83]



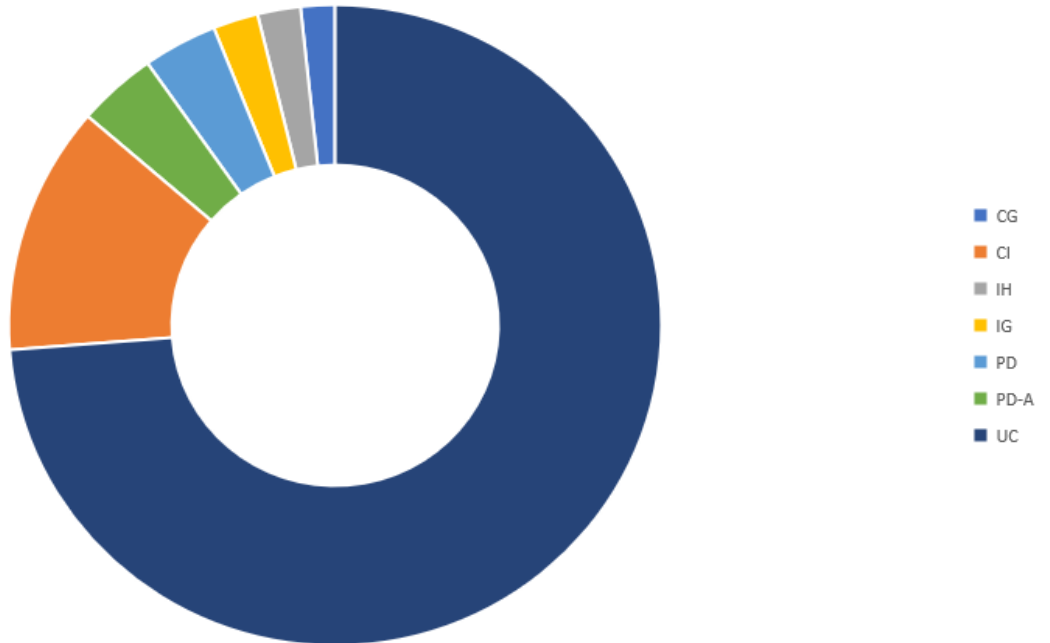
*Acreage Per Zoning Category:  
Tampa*

CG (Commercial General)  
 CI (Commercial Intensive)  
 IH (Industrial Heavy)  
 IG (Industrial General)

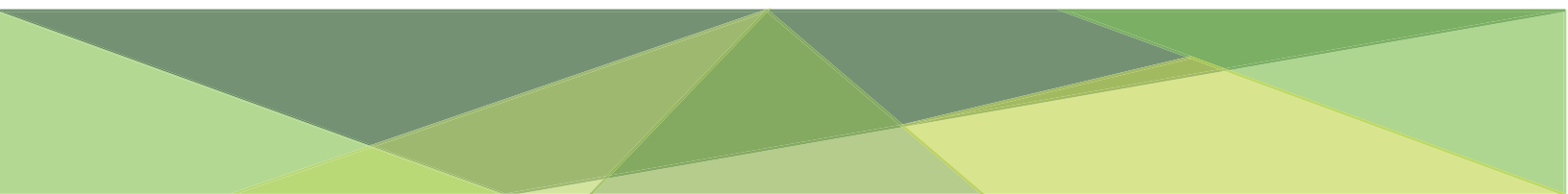
PD (Planned Development)  
 PD-A (Planned Development Alternative)  
 RS-60 (Residential Single Family)  
 UC (University Community District)

Zoning - City of Tampa	Number of Parcels	Parcel Percentage	Acreage	Acreage Percentage
CG	43	29%	36.21	2%
CI	78	53%	267.35	13%
IH	3	2%	45.49	2%
IG	7	5%	47.71	2%
PD	8	5%	78.76	4%
PD-A	6	4%	84.12	4%
UC	1	1%	1574.71	74%
<b>Total:</b>	<b>146</b>	<b>100%</b>	<b>2134.35</b>	<b>100%</b>

*\*Data Source: Hillsborough County Property Appraiser 2018*



[Land Use & Zoning Glossary: Appendix 2 pg. 83]



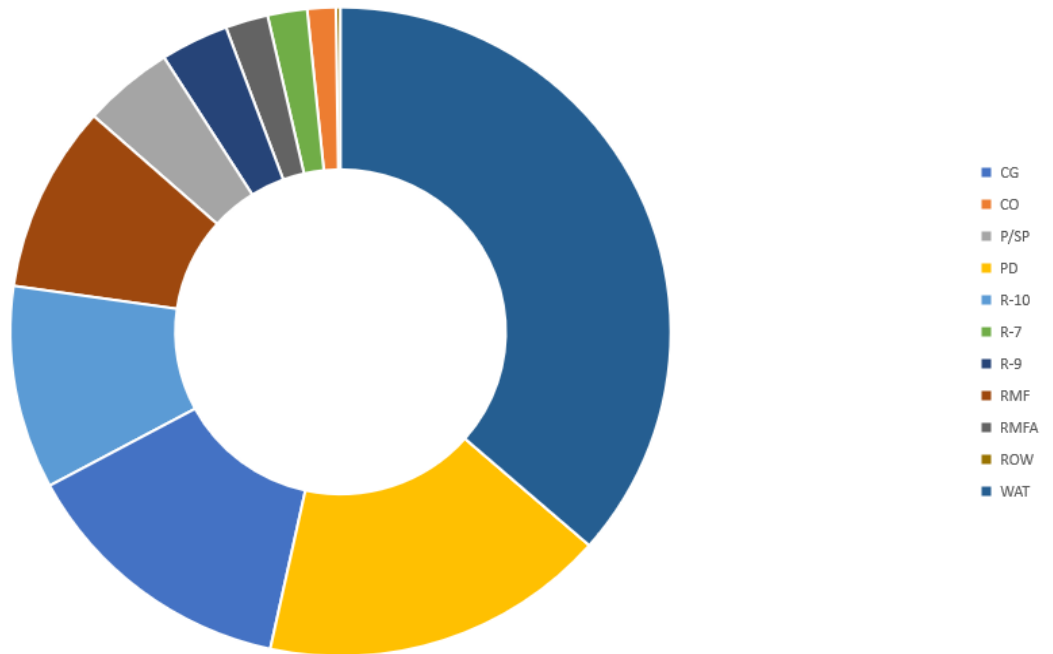
*Acreage Per Zoning Category:  
Temple Terrace*

- CG (Commercial General)
- CO (Commercial Office)
- P/SP (Public/Semi-Public)
- PD (Planned Development)
- R-10 (Single Family Residential)

- R-7 (Single Family Residential)
- R-9 (Single Family Residential)
- R-MF (Multi-Family Residential)
- R-MFA (Alternate Multi-Family Residential)
- ROW (Right of Way)
- WAT (Water)

Zoning - City of Temple Terrace	Number of Parcels	Parcel Percentage	Acreage	Acreage Percentage
CG	37	19%	51.71	14%
CO	15	8%	5.24	1%
P/SP	1	1%	16.78	4%
PD	33	17%	63.98	17%
R-10	27	14%	38.12	10%
R-7	8	4%	7.29	2%
R-9	36	19%	12.56	3%
R-MF	30	16%	35.07	9%
RMFA	2	1%	7.86	2%
ROW	1	1%	0.85	0%
WAT	1	1%	137.22	36%
<b>Total:</b>	<b>191</b>	<b>100%</b>	<b>376.68</b>	<b>100%</b>

**\*Data Source: Hillsborough County Property Appraiser 2018**



## Zoning by Typology

Zoning within the Tampa IP Planning Area. The boundary area includes the zoning for the jurisdictions of Unincorporated Hillsborough County, and the cities of Tampa and Temple Terrace.

Zoning	Hillsborough County	Tampa	Temple Terrace
<b>Rural</b>	AS – 1 AR		
<b>Suburban</b>	RSC – 6 RSC – 9 RMC – 12		R – 7 R – 9 R – 10 R – MF R – MFA
<b>Urban</b>			
<b>Office / Commercial</b>	CN	CI	CO
<b>Mixed Use</b>	CG PD	RS – 60 CG PD PD – A UC	CG PD
<b>Industrial</b>		IG IH	
<b>Public</b>	SPI – UC – 3		WAT P/SP ROW

[Land Use & Zoning Glossary: Appendix 2 pg. 83]

### Zoning Category: Hillsborough County

AR (Agricultural)  
AS-1 (Agricultural)  
CG (Commercial/Office/Industrial)  
CN (Commercial/Office/Industrial)  
PD (Planned Development)  
RMC-12 (Residential Multi-Family Conventional)  
RSC-6 (Residential)  
RSC-9 (Residential)  
SPI-UC-3 (Special Public Interest)

### Zoning Category: Tampa

CG (Commercial General)  
CI (Commercial Intensive)  
IH (Industrial Heavy)  
IG (Industrial General)  
PD (Planned Development)  
PD-A (Planned Development Alternative)  
RS-60 (Residential Single Family)  
UC (University Community District)

### Zoning Category: Temple Terrace

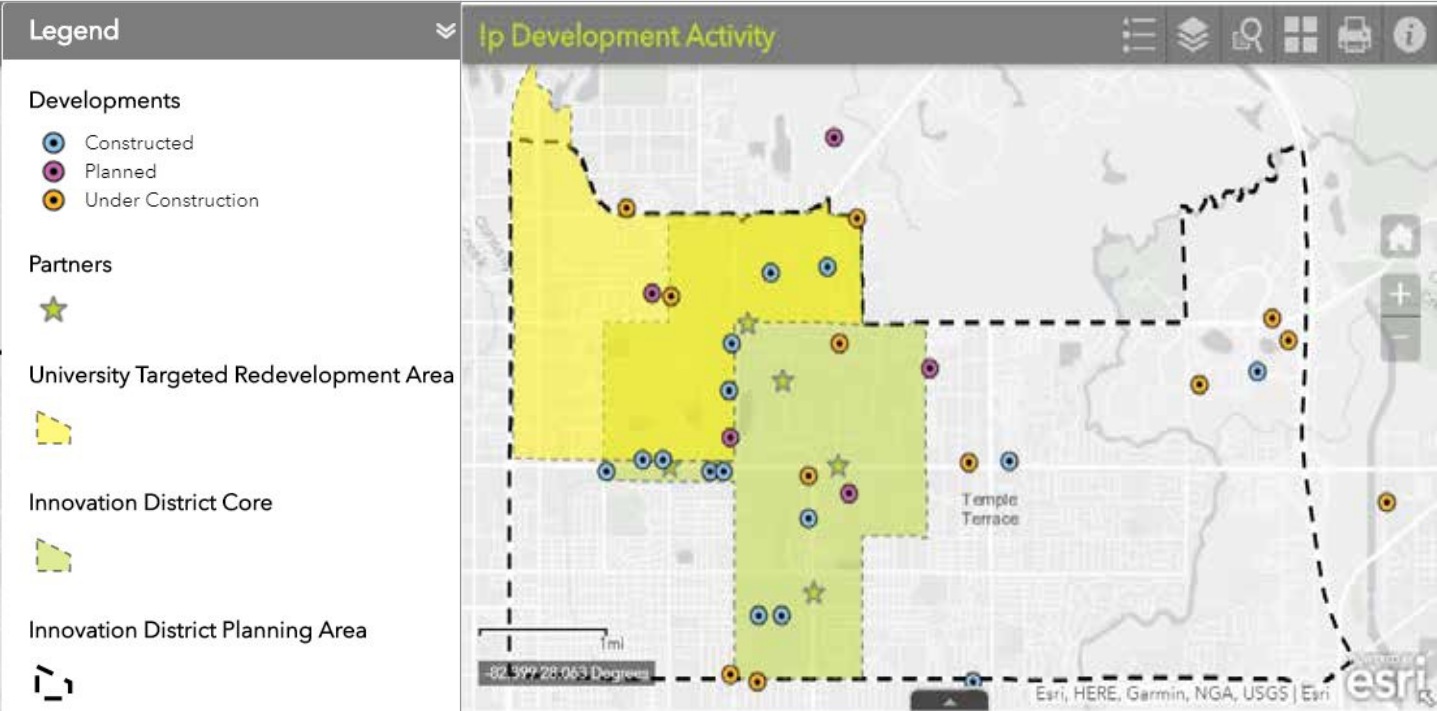
CG (Commercial General)  
CO (Commercial Office)  
P/SP (Public/Semi-Public)  
PD (Planned Development)  
R-10 (Single Family Residential)  
R-7 (Single Family Residential)  
R-9 (Single Family Residential)  
R-MF (Multi-Family Residential)  
R-MFA (Alternate Multi-Family Residential)  
ROW (Right of Way)  
WAT (Water)

## Examples of Innovation Districts/Corridors/Centers

### Tampa !p : Potential Unleashed, Tampa, Florida Established



The Tampa Innovation Partnership (Tampa !P) is an innovation district in Hillsborough County that encompasses the East Fowler Avenue corridor, the University of South Florida, the cities of Tampa and Temple Terrace, and unincorporated Hillsborough County. The innovation district is situated between I-75 and I-275 on 12,270 acres. The majority of the 12,270 acres have already been developed, creating a need to redevelop and infill certain areas of the innovation district. This innovation district will improve the local economy through engagement with students, educators, health care workers, tech entrepreneurs, and tourists. The Tampa !P is anchored by global institutions such as Busch Gardens, Florida Hospital, Moffit Cancer Center, University of South Florida, University Mall and J.A. Haley Veterans' Hospital. The Tampa !P has already created more than 74,000 jobs. The innovation district will also aim to increase and improve multi-modal transit to attract employers, employees, and visitors. !p continues to evolve and develop, creating new projects, construction, and investment in the area. The Tampa !p has the potential to create a \$11.3 billion economic impact on the community.



## Austin, Texas

*In Process*



The Capital City Innovation District will be located in downtown Austin. The innovation district will be bound by Trinity Street on the west to I-35 on the east with Martin Luther King Boulevard to the north and Cesar Chavez Street to the south (Barnett, 2017). The goal of the innovation district is to create healthier communities through partnerships and collaborations with local corporations and innovators (Capital City Innovation, 2018). The innovation district will achieve this by focusing on healthcare innovation, with the major stakeholders being the University of Texas's Dell Medical School, Seton Healthcare Family, and Central Health, a public health agency (Shah, 2017).

The land within the innovation district is primarily zoned as office, public, multi-family, and commercial. Aside from the city blocks around the Austin Convention Center, the University Medical Center Brackenridge, and the Frank C. Erwin Special Events Center, the innovation district has small blocks ranging from 350 feet to 650 feet. The area is considered urban in character. Comparatively, the proposed innovation district in Tampa is primarily suburban in character with longer blocks and less density.

### Major Zoning Districts

	Agriculture, Development Reserve
	CBD, Downtown MU
	Commercial
	Industrial
	Mixed Use
	Mobile Home
	Multi-Family
	Office
	Planned Unit Development
	Public
	Rural, Lake Austin Residence
	Single Family
	TOD/Corridor/Specific Regulating District
	Unzoned
	Vertical Mixed Use
	Austin City Limits
	Extra-territorial Jurisdiction (ETJ)
	Counties



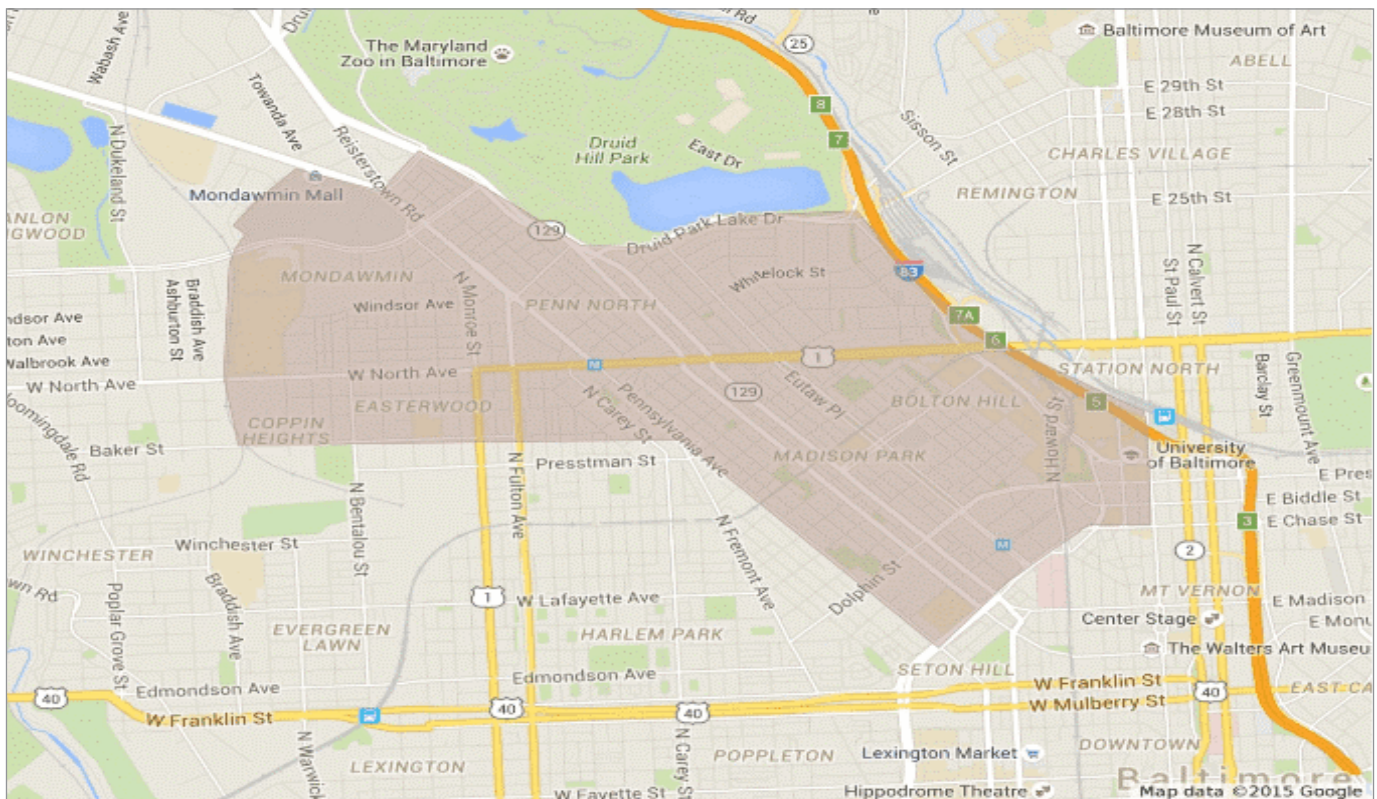
## Baltimore, Maryland

In Process

The Innovation Village District, located in West Baltimore, was created in response to the officer-involved shooting death of Freddie Gray. Historically, West Baltimore has been notorious for high rates of concentrated poverty and high crime rates. The innovation district in Baltimore stretches nearly 7 square miles from Coppin State University on the west to the University of Baltimore on the east and spans several of the City's poorest neighborhoods (Zaleski, 2017). This innovation district is focused on economic development by strengthening the existing education institutions as well as connecting local entrepreneurs with capital and resources.



The land within the innovation district is primarily zoned as residential, commercial, and public uses. The built environment of West Baltimore is primarily urban with moderate to high densities. Comparatively, the Tampa IP is in a suburban setting and has significantly lower densities but also includes a major education institution.







# Chattanooga, Tennessee

Established

The Innovation District of Chattanooga is located in downtown Chattanooga and encompasses roughly a quarter mile radius from the intersection of M.L. King Boulevard and Georgia Avenue and is approximately 140 acres. The primary anchor to the innovation district is the Edney Innovation Center, a 90,000-square foot, 10-story building at the corner of Market Street and 11th Street. This center provides innovative office spaces, community events, and shared accelerator spaces (The Enterprise Center, 2017). Some of the innovation district projects include improving mobility access, increasing the amount of public art in downtown, and activating public spaces through public events at Miller Plaza and Miller Park.



The innovation district area is primarily zoned for mixed use and public use. The area is also characterized by short blocks, laid out on a grid street pattern. Comparatively, the Tampa !P is focused on mixed-use within the innovation district although it is not in an urban area like Chattanooga.

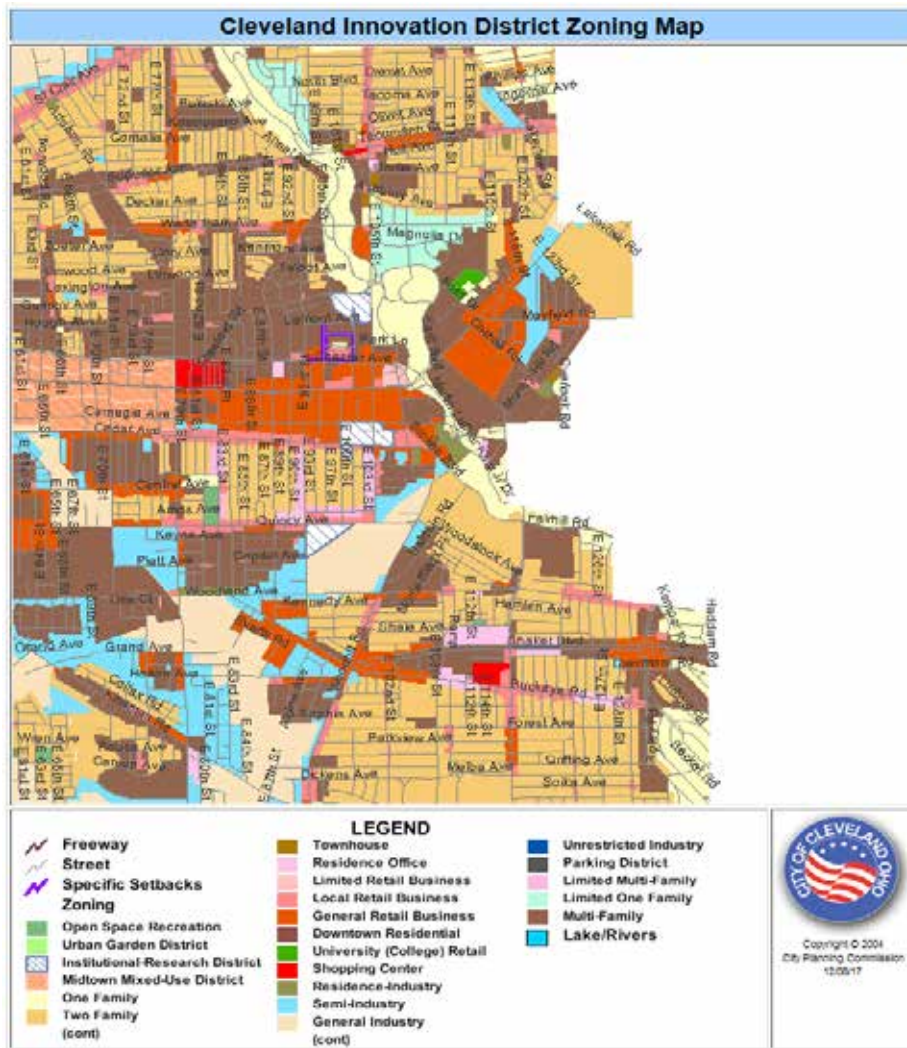


## Cleveland, Ohio

In Process



The innovation district in Cleveland is primarily focused on transit-oriented development in the University Circle neighborhood and along the Red Line Subway. The neighborhoods around the innovation districts are zoned for multi-family residential, light industrial, commercial, and single family residential. Though densities are lower than other cities like Baltimore, the pattern of development is vastly different from the Tampa IP in that the section of the city formerly had high densities and is situated along an existing transit line.



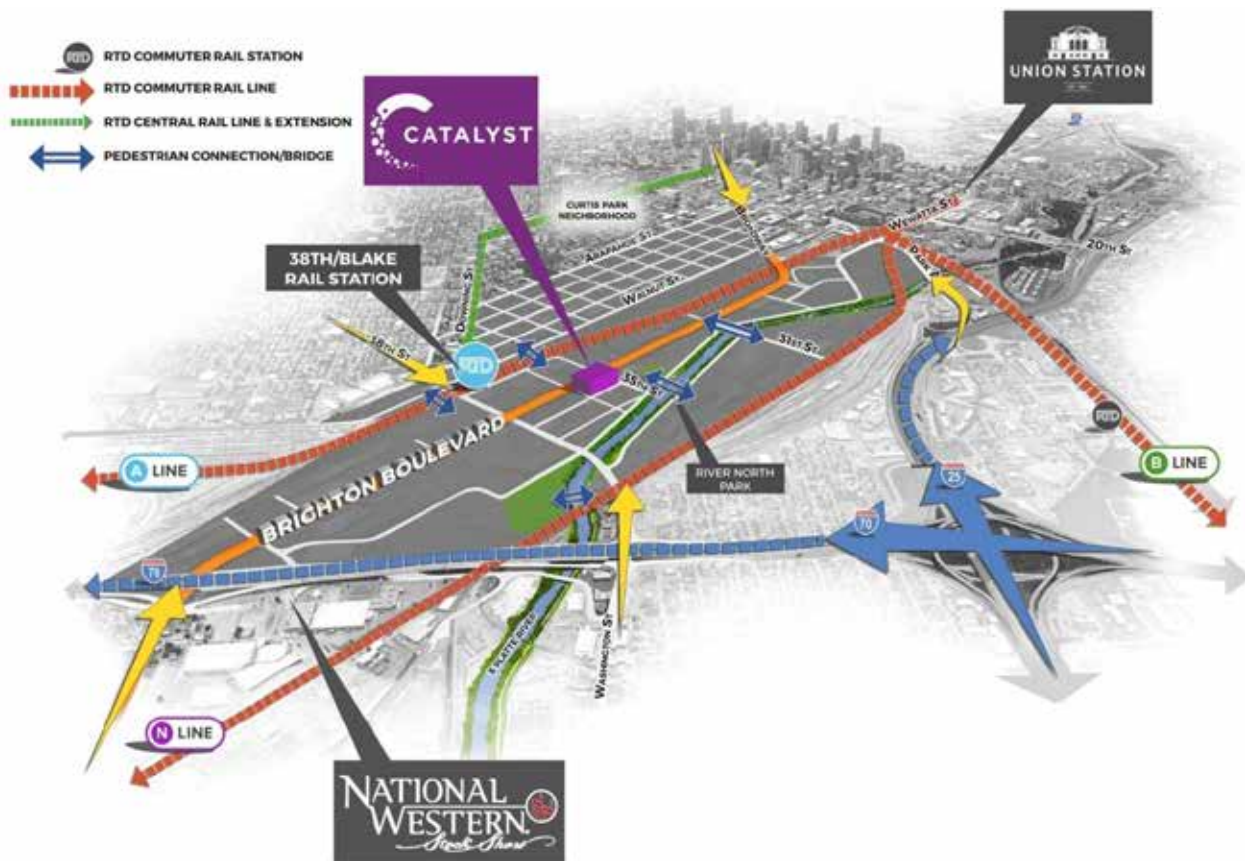
## Denver, Colorado

Established

Catalyst HTI, Health-Tech Innovation is located in one city block on Brighton Boulevard, between 35th and 36th streets, in the heart of Denver's River North (RiNo) District (Biselli, 2016). Catalyst HTI is a digital health ecosystem (innovation center) that brings together non-profits, government, academic institutions, private businesses, and health professionals (Catalyst HTI, 2015). The Catalyst Innovation block is adjacent to major transit corridors: pedestrian/bicycle bridges, Light Rail transit lines and a station, and the interstate.



This project is different than the innovation district proposed in Tampa because Catalyst is only one city block in Downtown Denver; whereas Tampa !P is in an area with lower densities and is much larger in scale. Denver's focus on health innovation is similar to the Tampa !P.



## *Detroit, Michigan*

*Established*



The Detroit Innovation District, Interface Studio, is 4.4 square miles and spans the Downtown, Midtown, and New Center neighborhoods. The vision is to transform these areas into a vibrant place that stimulates and expands the innovation economy. The innovation district is focused on tech start-ups and economic development rather than city planning-related issues. The District is faced with a challenge of an overabundance of vacant land and buildings to repopulate, lease, and sell.

These innovation sections have a different built environment and character than the Tampa IP as it is in the urban core with higher densities and intensities. However, both districts face challenges of vacant land and redevelopment opportunities.

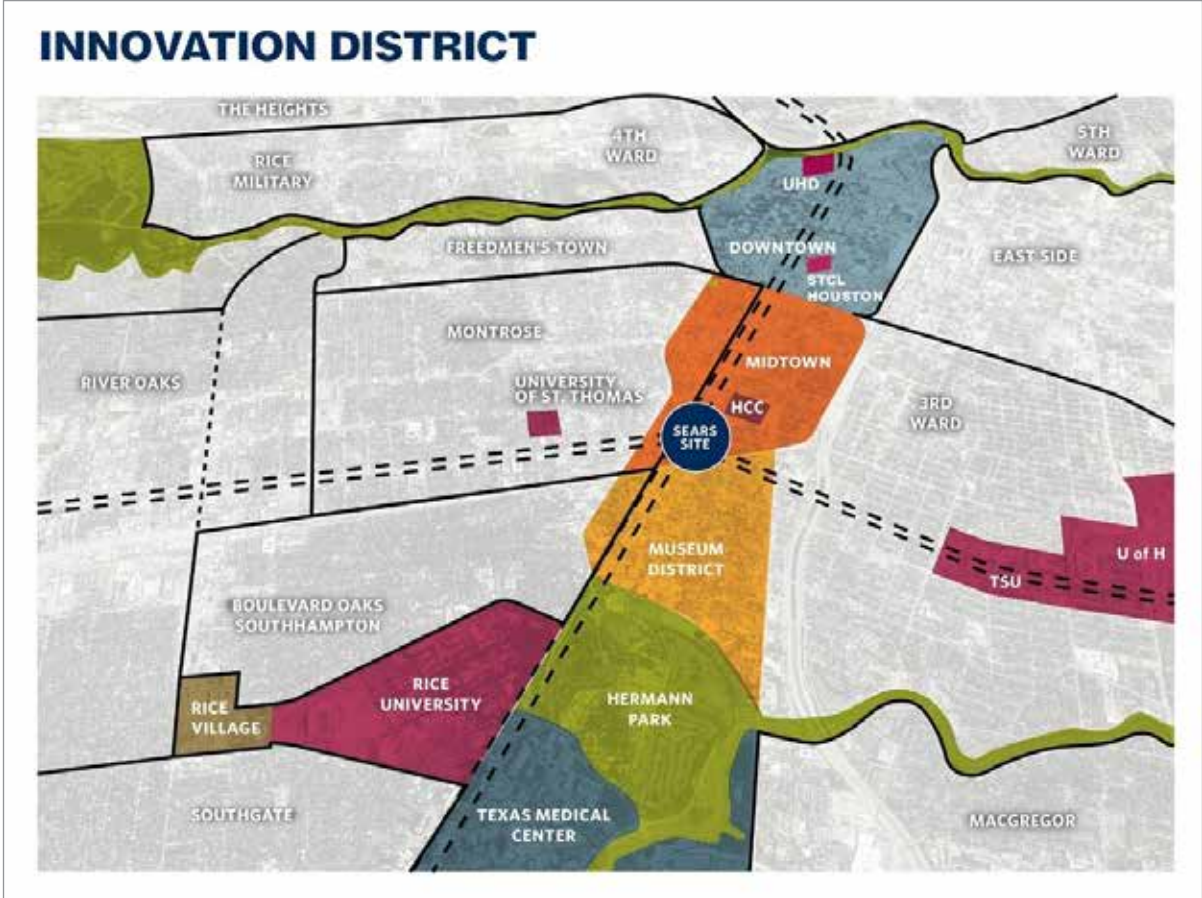


*Houston, Texas*

*In Process*

The Houston Innovation District is still in the early planning phases, but it found its home in the old Sears Building in Midtown. The building is a historic art-deco design located in the middle of an urban neighborhood. The Sears Building will be the towering hub that looms over a massive 9.4 acre stretch of new and redeveloped mixed-use spaces. The proposed innovation site is nestled close to several colleges, universities, research centers, museums, the METRORail line, and the Texas Medical Center. While still in the planning phase, there has been a commitment to not only preserve, but embrace the surrounding neighborhoods' culture. The hope is to create engaging streetscapes that bring the innovative community together with the initial phase slated to be completed in just two years.

In many ways Houston's innovation district is similar to East Fowler's Tampa !P. Both are surrounded by colleges, universities, museums, and research centers. Tampa !P is slated to have a transit-oriented design which matches Houston's METRORail's connectivity, while also including multi-modal options.

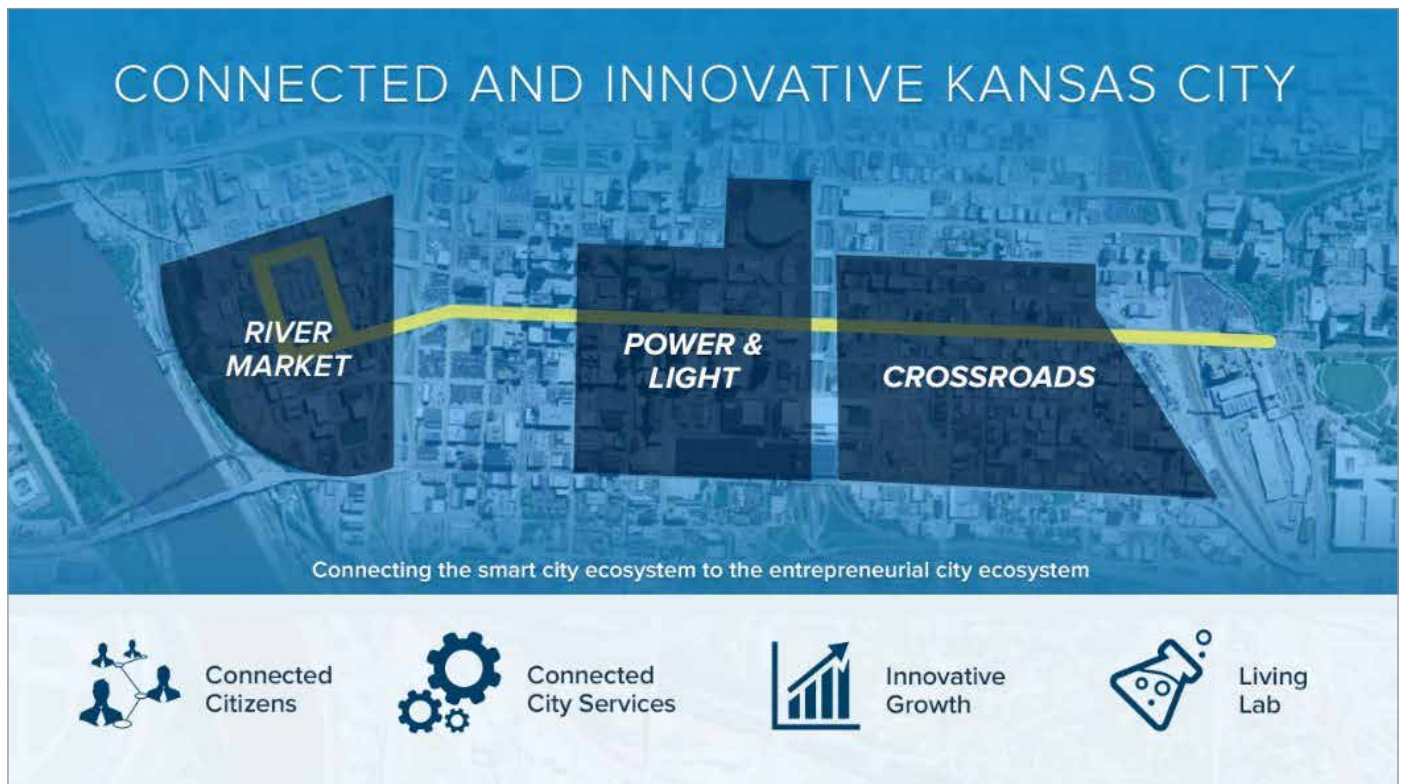


## Kansas City, Missouri

Established

KC Startup Village, part of the Kansas City innovation district is a fragmented partnership that spans most of the Kansas City metropolitan area. The main innovation districts in Kansas City are centered around the Downtown Loop. The fragmentation has happened mostly due to the lack of a collaborative planning to create an overall district. A major component to the start of this innovation district was LaunchKC, an incubator that offers grants to startups looking to open a business in Kansas City. LaunchKC brings companies in, offers them free office space for a year, but since they are an incubator, not a planning or architectural firm, they have no plans to create one cohesive network of these innovation villages. As of June 2018, the Kansas City Greater Downtown Area Plan does not include space to connect these innovation villages either, thus leaving a fragmented district that can't quite create the network that innovation districts value.

Tampa IP on East Fowler will create one cohesive network of innovation stations that can lead to sustained growth in companies that will be able to work off each other and bring new life in the East Fowler corridor. (Williams, 2010).



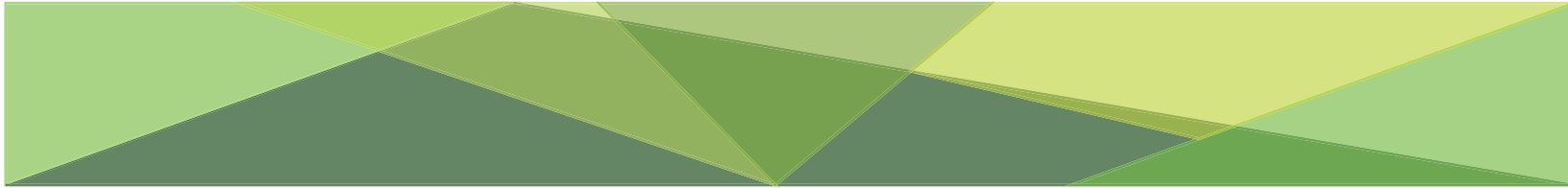
*Lincoln, Nebraska*

*Established*

The Nebraska Innovation Campus (NIC) is designed to be a sprawling 2.2-million square foot campus that will encourage public-private partnerships with the goal of the creation of ideas that will lead to global innovation. The NIC is adjacent to the University of Nebraska-Lincoln which provides access to research faculty, facilities and students. It is slated to have up to 5,000 people working on the campus with the majority being employed by private business. The land use will be dense multi-use zoning with mid-rise, multi-story buildings designed to be the leading edge of innovation. The Nebraska Innovation Campus is mostly being built on open land adjacent to the campus. The only pre-existing building to be a part of the innovation campus will be a historic north Lincoln grain elevator.



Tampa IP on East Fowler on the other hand will be a transformation of an existing corridor that will mix commercial, residential, and public space together while embracing the history of the surrounding area. While NIC is located next a university like Tampa IP, the site does not resemble East Fowler with its lack pre-existing buildout and being located along a dense arterial corridor.



# the WOND'RY

## *Nashville, Tennessee*

*Established*

Vanderbilt University houses a massive 13,000 square foot, three story building, that has become an innovation haven. The Wond'ry, Vanderbilt's Innovation Center, is located in the middle of the campus's innovation section with both engineering and science buildings adjacent to the Wond'ry. It is a prime location for engineers and scientists to network and interact, but also for entrepreneurs and artists to have a space to collaborate with each other, which spurs creativity and new connections. The Wond'ry also hosts speakers, workshops, a makerspace, interactive exhibits, and public/private partnerships that are designed to engage all people on campus. All students and faculty are encouraged to take part and explore the Wond'ry and it is open to the public though Vanderbilt is a private university.

Tampa !P will bring networking, engineering, science, entrepreneur and artists spaces that the Wond'ry does, while providing spaces and places for these connections to occur. Unlike the Wond'ry and the Catalyst HTI in Denver, Tampa !P will be an entire corridor dedicated to bringing these connections together and engraining them as a part of East Fowler and the Tampa !P as a whole.



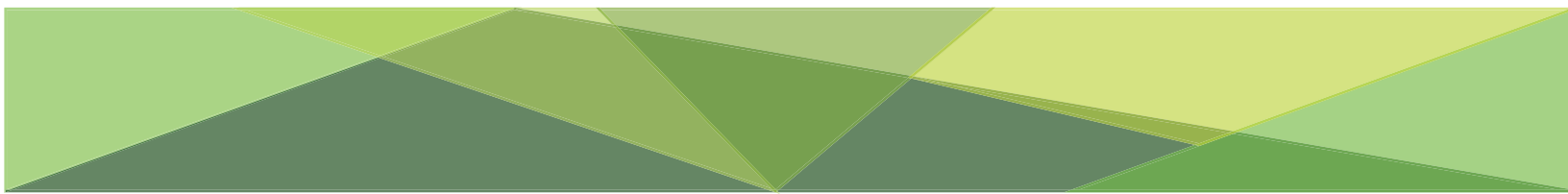
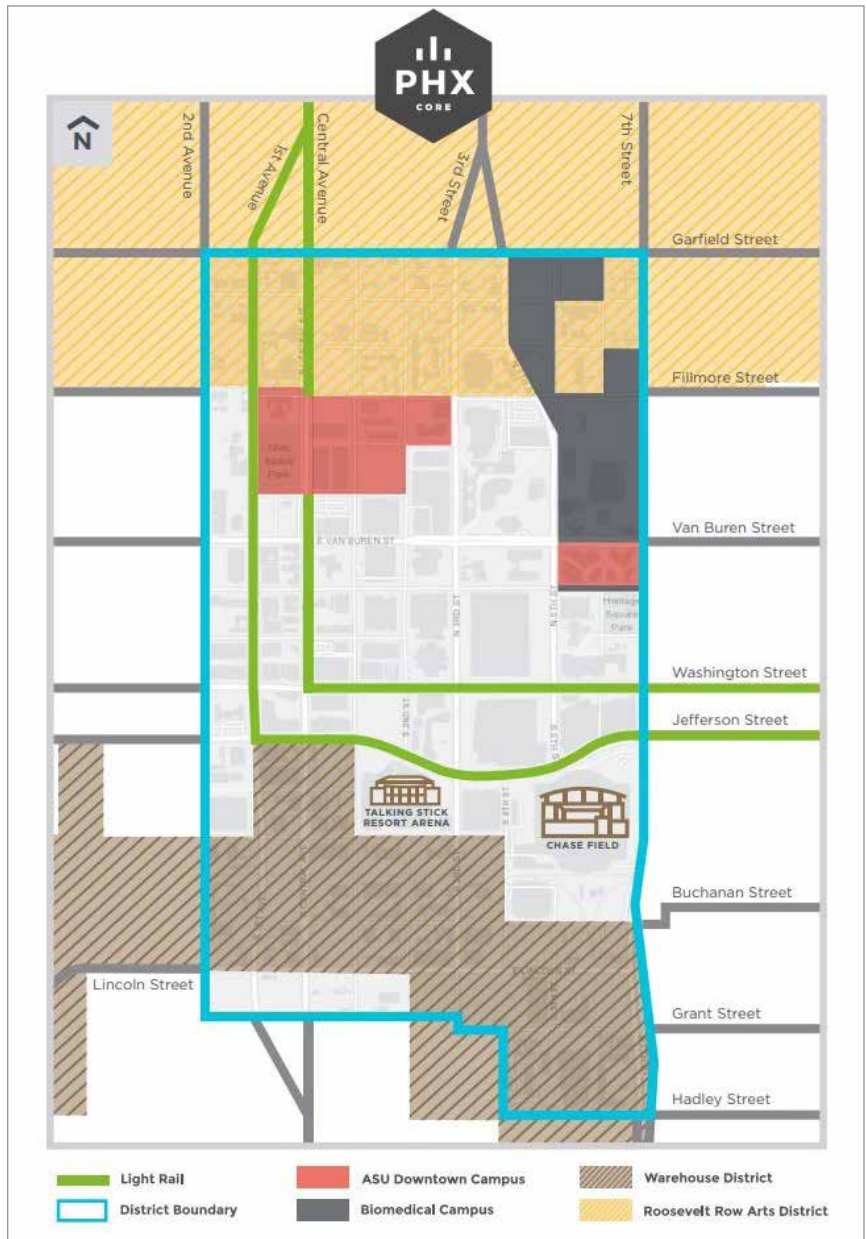


### Phoenix, Arizona

Established

PHX Core, the innovation district in downtown Phoenix, connects the core to the Warehouse District just outside downtown. PHX is anchored by the Phoenix Biomedical Campus, Arizona State University Downtown campus, and Galvanize. PHX Core has grown since its inception in 2016, with the intention to locate research, innovators, creators, and entrepreneurs in a dense area with multi-modal options. PHX Core is 24 times denser than the City of Phoenix, making the population and employment in the district increase while also retaining current residents. The highly educated workforce located in PHX Core has attracted top level businesses in the innovation district. The light rail expansion plan through the central spine of Phoenix was a major factor in the creation in PHX Core as an innovation district defined by its multi-modal transit-oriented design. The light rail will connect the neglected south side of town to downtown, bringing improved access to the many campuses for Arizona State University and University of Arizona.

The land use in PHX Core is primarily mixed-use and is similar to Tampa !P. PHX Core brought needed infill and redevelopment to vacant downtown shops and warehouses. PHX Core is an example of what Tampa !P along East Fowler Avenue could resemble.



## St. Louis, Missouri

Established

Cortex Innovation Community was one of the earliest innovation districts in the country. Founded in 2002, it serves as the anchor for St. Louis's bioscience and technology base, attracting innovative startups and large companies. Cortex provides research facilities and office space for rent. Cortex St. Louis is 200-acres of innovation. The hub is integrated into the St. Louis Historic Central West End and Forest Park. Grounded in history, the innovation hub has chosen to retain and celebrate the surrounding culture and uses recreational open spaces as an asset like the Grand Center Arts District, the Missouri Botanical Gardens, the 1,400-acre Forest Park, and other central public/semi-public lands. Already, Cortex has brought in \$550 million of investment and 4,200 technology-related jobs, a light-rail station and improved multi-modal transit.

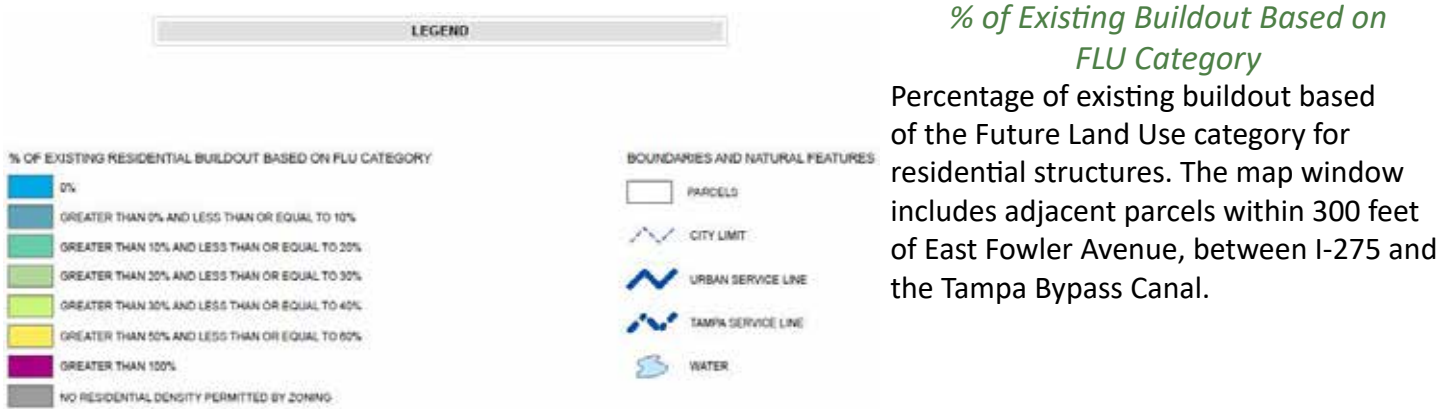
Cortex is the vision of what Tampa !P could be, a central location that brings people into an area that, historically, had not been a destination. Tampa !P on East Fowler Avenue hopes to bring thousands of construction jobs, technology related jobs, entrepreneur opportunities, and commissions for local art and artists. Tampa !P will also spur innovation in multi-modal transit by implementing space for dedicated bus lanes, creating safe and approachable bicycle spaces, and woven multi-model network.



## Supporting Data and Maps of Innovation District

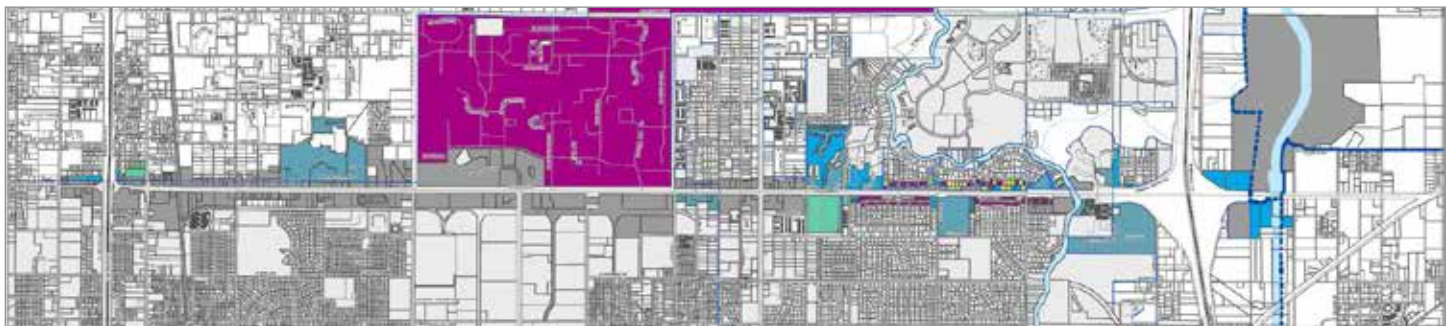
### Buildout in Tampa !P

The Tampa !P buildout analysis identifies the holding capacity of the East Fowler corridor to accurately forecast future and potential land use growth. The buildout analysis takes into consideration the special attributes of an innovation district, such as their unique economic growth factors and incentives as well as their distinct attractiveness for new development.

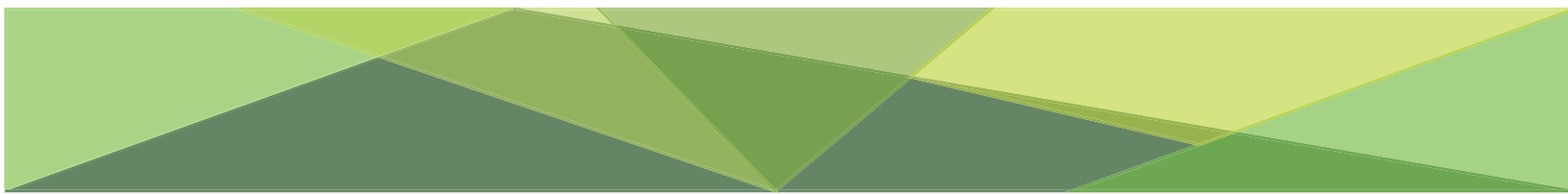


### *% of Existing Buildout Based on FLU Category*

Percentage of existing buildout based of the Future Land Use category for residential structures. The map window includes adjacent parcels within 300 feet of East Fowler Avenue, between I-275 and the Tampa Bypass Canal.



[Full Map: Appendix 1 pg. 69]





*% of Remaining Potential Residential Buildout Based on FLU Category*

Percentage of remaining potential buildout based of the Land Use category for residential structures. The map window includes adjacent parcels within 300 feet of East Fowler Avenue, between I-275 and the Tampa Bypass Canal.



[Full Map: Appendix 1 pg. 70]



*% of Existing FAR Development Based on FLU Category*

Percentage of existing floor area ratio development based on Future Land Use category. The map window includes adjacent parcels within 300 feet of East Fowler Avenue, between I-275 and the Tampa Bypass Canal.



[Full Map: Appendix 1 pg. 71]

LEGEND

*% of Remaining Potential FAR Development  
Based on FLU Category*

% OF REMAINING POTENTIAL FAR DEVELOPMENT BASED ON FLU CATEGORY

- LESS THAN 0%
- GREATER THAN OR EQUAL TO 0% AND LESS THAN 10%
- GREATER THAN OR EQUAL TO 10% AND LESS THAN 20%
- GREATER THAN OR EQUAL TO 20% AND LESS THAN 30%
- GREATER THAN OR EQUAL TO 30% AND LESS THAN 40%
- GREATER THAN OR EQUAL TO 40% AND LESS THAN 50%
- GREATER THAN OR EQUAL TO 50% AND LESS THAN 60%
- GREATER THAN OR EQUAL TO 60% AND LESS THAN 70%
- GREATER THAN OR EQUAL TO 70% AND LESS THAN 80%
- GREATER THAN OR EQUAL TO 80% AND LESS THAN 90%
- GREATER THAN OR EQUAL TO 90% AND LESS THAN 100%
- 100%
- NON-RESIDENTIAL USES CURRENTLY NOT PERMITTED BY ZONING

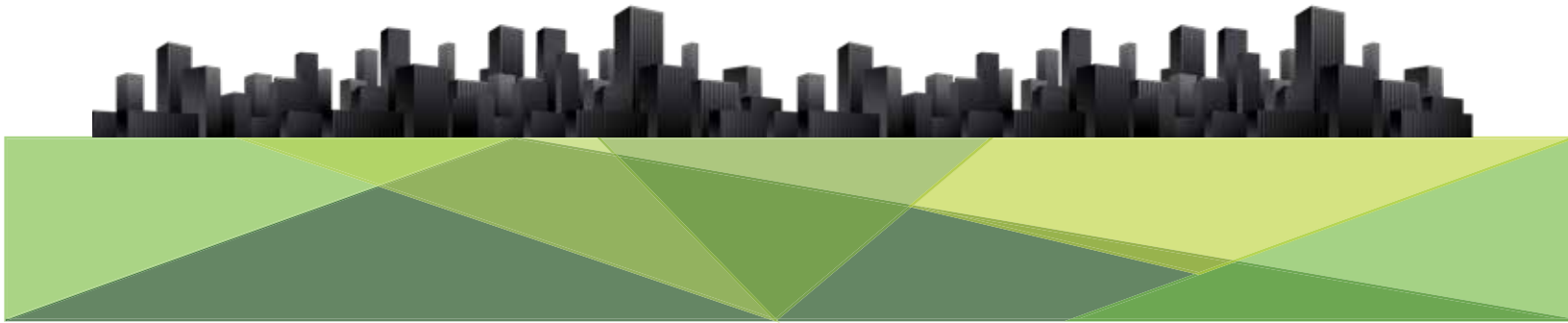
BOUNDARIES AND NATURAL FEATURES:

-  PARCELS
-  CITY LIMIT
-  URBAN SERVICE LINE
-  TAMPA SERVICE LINE
-  WATER

Percentage of remaining potential floor area ratio development based on Future Land Use category. The map window includes adjacent parcels within 300 feet of East Fowler Avenue, between I-275 and the Tampa Bypass Canal.



[Full Map: Appendix 1 pg. 72]

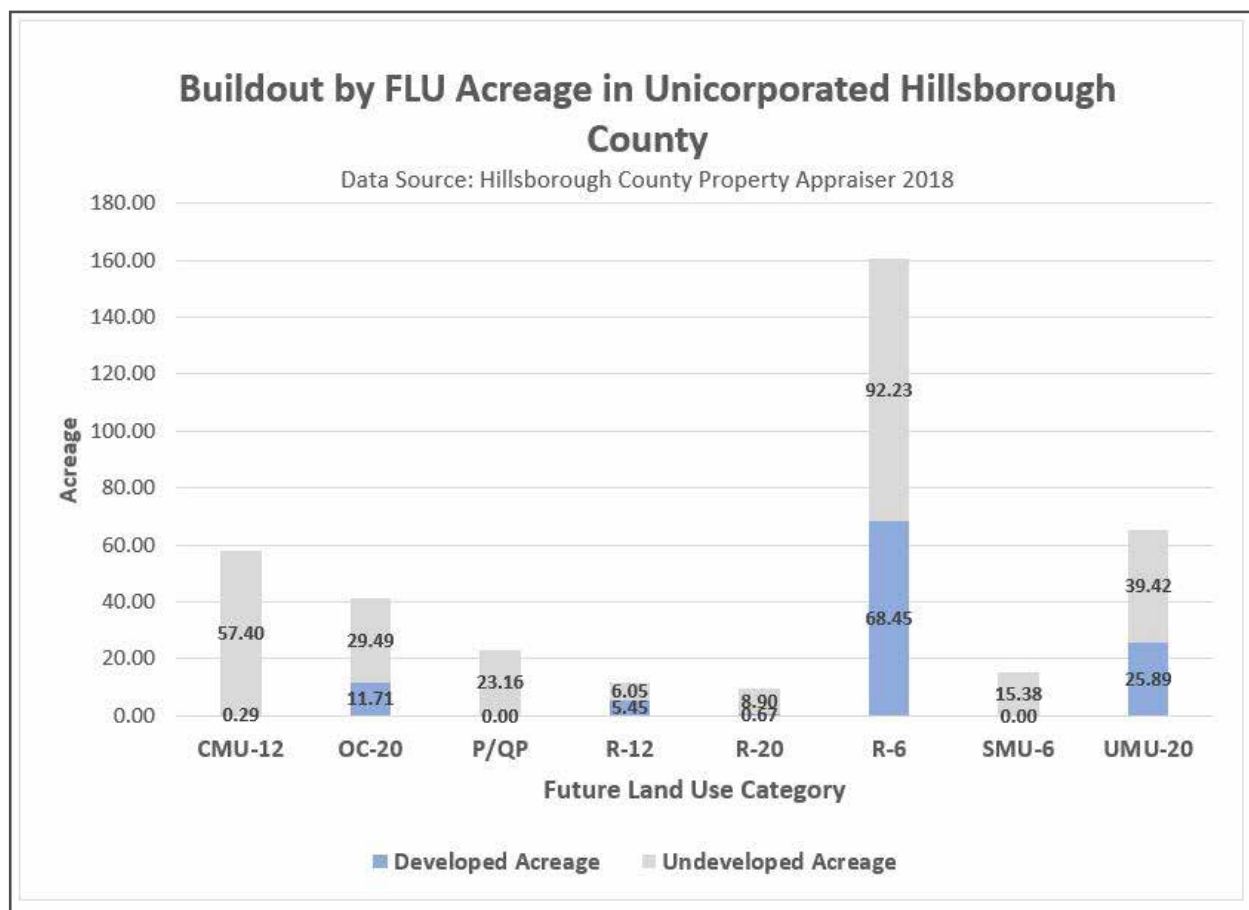


## Buildout by the Numbers

### Unincorporated Hillsborough County

Future Land Use Category	Percentage Developed	Developed Acreage	Percentage Undeveloped	Undeveloped Acreage	Total Acreage
CMU-12	0.51%	0.29	99.49%	57.40	57.69
OC-20	28.42%	11.71	71.58%	29.49	41.20
P/QP	0%	0.00	100%	23.16	23.16
R-12	47.42%	5.45	52.58%	6.05	11.50
R-20	6.98%	0.67	93.02%	8.90	9.57
R-6	42.60%	68.45	57.40%	92.23	160.68
SMU-6	0%	0.00	100%	15.38	15.38
UMU-20	39.64%	25.89	60.36%	39.42	65.31

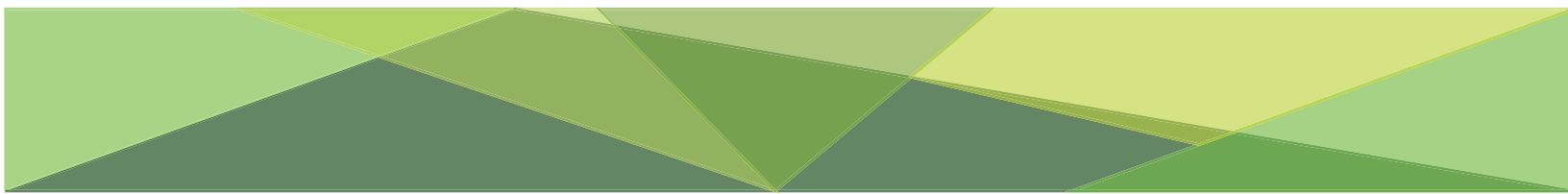
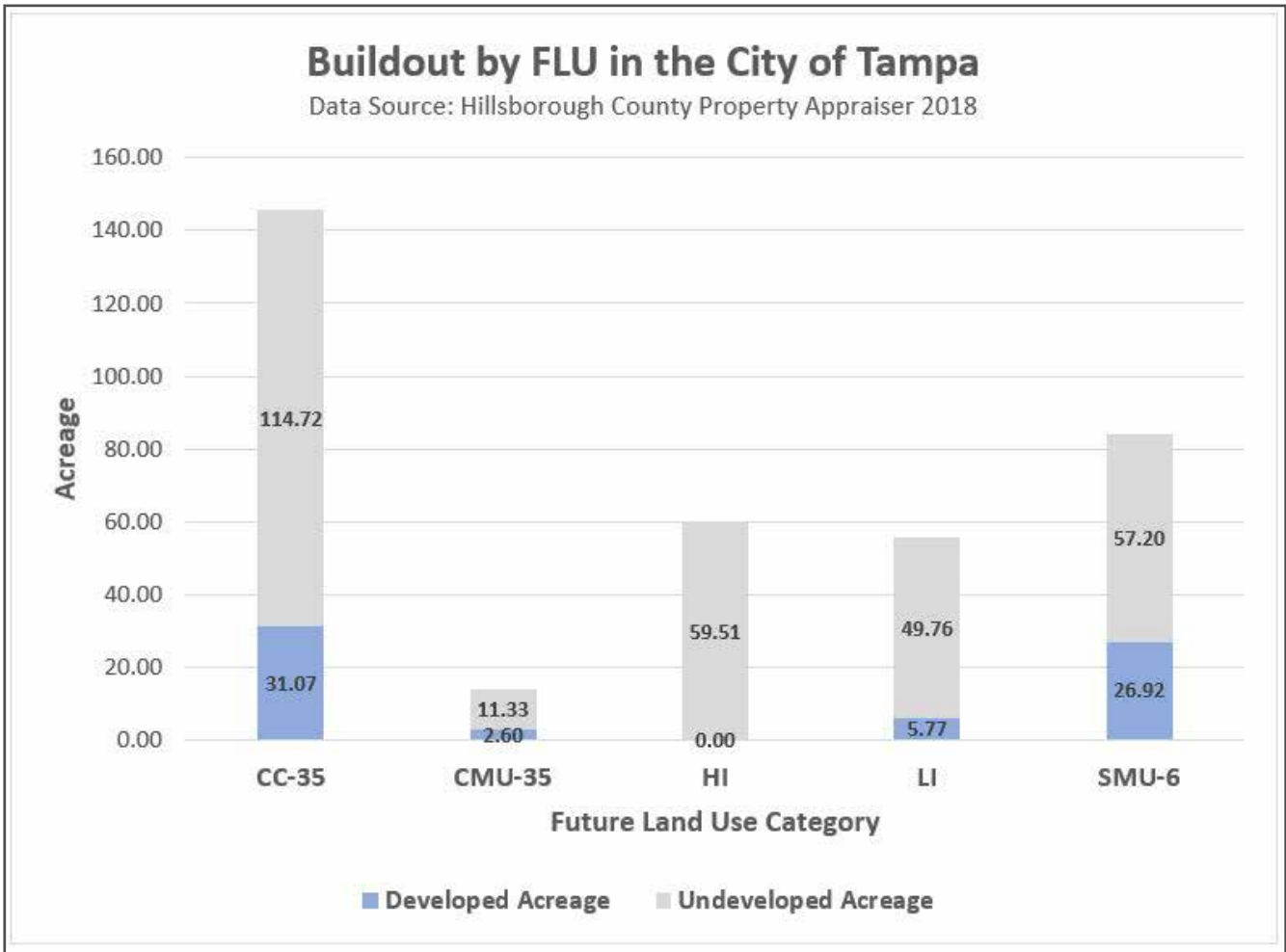
\*Data Source: Hillsborough County Property Appraiser 2018



**City of Tampa**

<b>Future Land Use Category</b>	<b>Percentage Developed</b>	<b>Developed Acreage</b>	<b>Percentage Undeveloped</b>	<b>Undeveloped Acreage</b>	<b>Total Acreage</b>
CC-35	21.31%	31.07	78.69%	114.72	145.79
CMU-35	18.66%	2.60	81.34%	11.33	13.93
HI	0%	0.00	100%	59.51	59.51
LI	10.39%	5.77	89.61%	49.76	55.53
SMU-6	32.00%	26.92	68.00%	57.20	84.12

*\*Data Source: Hillsborough County Property Appraiser 2018*



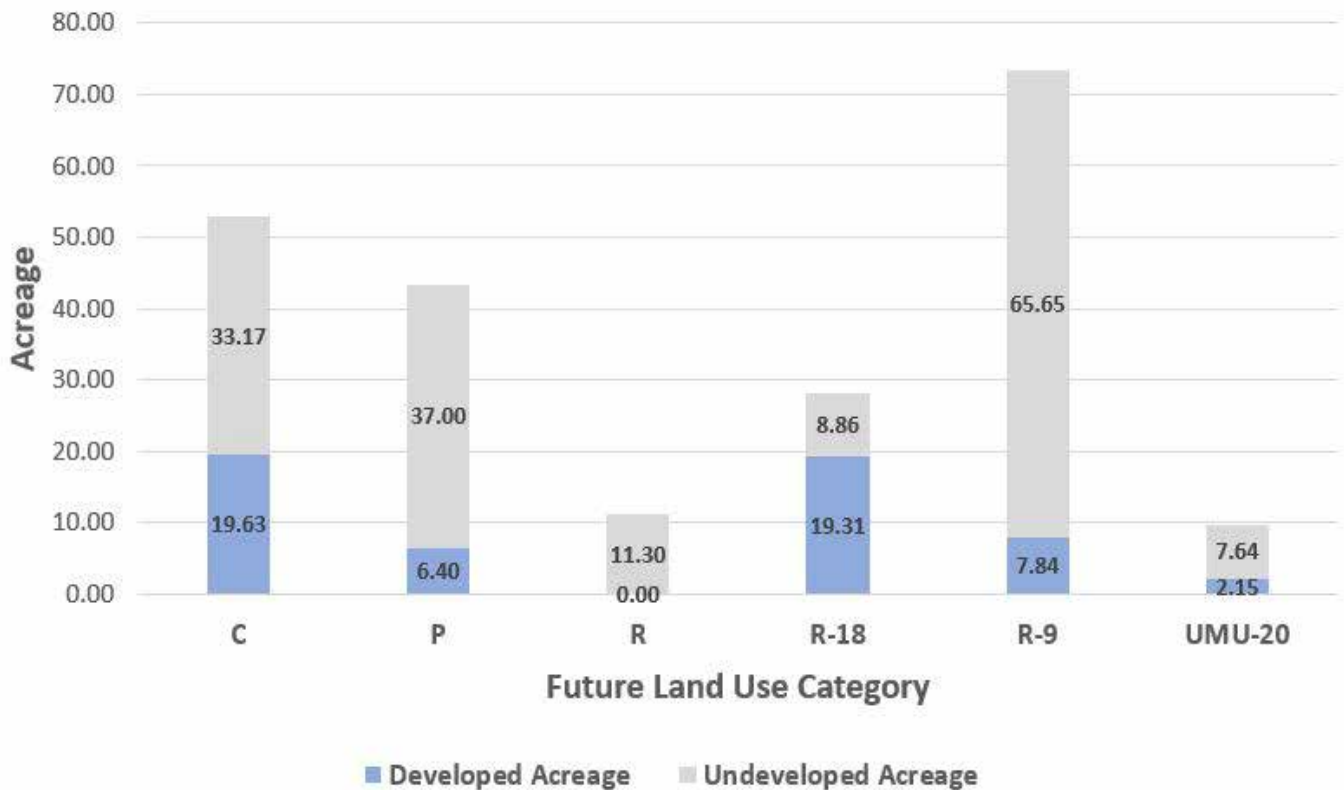
### City of Temple Terrace

Future Land Use Category	Percentage Developed	Developed Acreage	Percentage Undeveloped	Undeveloped Acreage	Total Acreage
C	37.18%	19.63	62.82%	33.17	52.8
P	14.74%	6.40	85.26%	37.00	43.4
R	0%	0.00	100%	11.30	11.3
R-18	68.56%	19.31	31.44%	8.86	28.17
R-9	10.67%	7.84	89.33%	65.65	73.49
UMU-20	21.93%	2.15	78.07%	7.64	9.79

\*Data Source: Hillsborough County Property Appraiser 2018

### Buildout by FLU Acreage in the City of Temple Terrace

Data Source: Hillsborough County Property Appraiser 2018





## Additional Considerations and Factors

While conducting the analysis, the Planning Commission factored in the existing trails and bike lanes, existing sidewalks, the current transit level of service, the high hazard crash spots and employment and population density and change by 2040. These considerations and factors form a clearer picture of the Fowler Avenue Corridor and the capacity of the future Tampa !P.

**LEGEND**

-  FOWLER AVENUE 1/2 MILE BUFFER
- ROADS AND BOUNDARY LINES
-  JURISDICTION BOUNDARY
-  URBAN SERVICE AREA
-  TAMPA SERVICE AREA
-  TEMPLE TERRACE UTILITY SERVICE AREA

### Aerial Photography of Fowler Avenue Corridor



The map window includes the Tampa !P Planning Area. A quarter mile buffer is shown of East Fowler Avenue Corridor Land Use study area which includes adjacent parcels within 300 feet of East Fowler Avenue, between I-275 and the Tampa Bypass Canal.



[Full Map: Appendix 1 pg. 68]

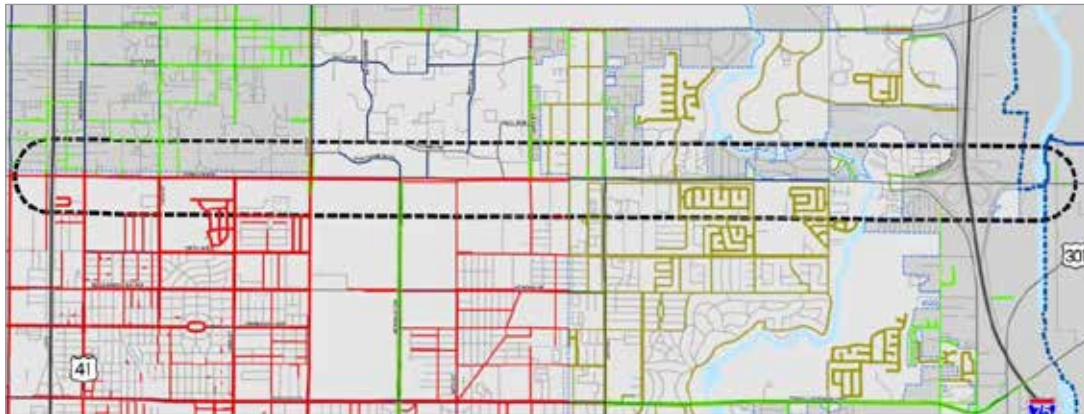


LEGEND

-  Hillsborough County Sidewalks
-  City of Tampa Sidewalks
-  Temple Terrace Sidewalks
-  MPO Sidewalks
-  Fowler Avenue Boundary
-  Urban Service Area
-  Tampa Service Area
-  Jurisdictional Boundary
-  County Boundary

### Existing Sidewalks

Existing sidewalk infrastructure within the University Area of the Tampa !P. A quarter mile buffer is shown of East Fowler Avenue Corridor Land Use study area which includes adjacent parcels within 300 feet of East Fowler Avenue, between I-275 and the Tampa Bypass Canal.



[Full Map: Appendix 1 pg. 74]

LEGEND

-  Fowler Avenue 1/4 Mile Buffer
-  Bull Runner
-  Proposed Circulator Route
-  AV Phase II
-  Proposed Temple Terrace Line
-  Proposed USF Line
-  Major Roads
-  Local Roads
-  Urban Service Area
-  Tampa Service Area

### Existing & Proposed USF Bull Runner Lines

Existing and proposed USF Bull Runner lines (USF Line, Temple Terrace Line, Circulator Route, etc.) within the University Area of the Tampa !P. A quarter mile buffer is shown of East Fowler Avenue Corridor Land Use study area which includes adjacent parcels within 300 feet of East Fowler Avenue, between I-275 and the Tampa Bypass Canal.

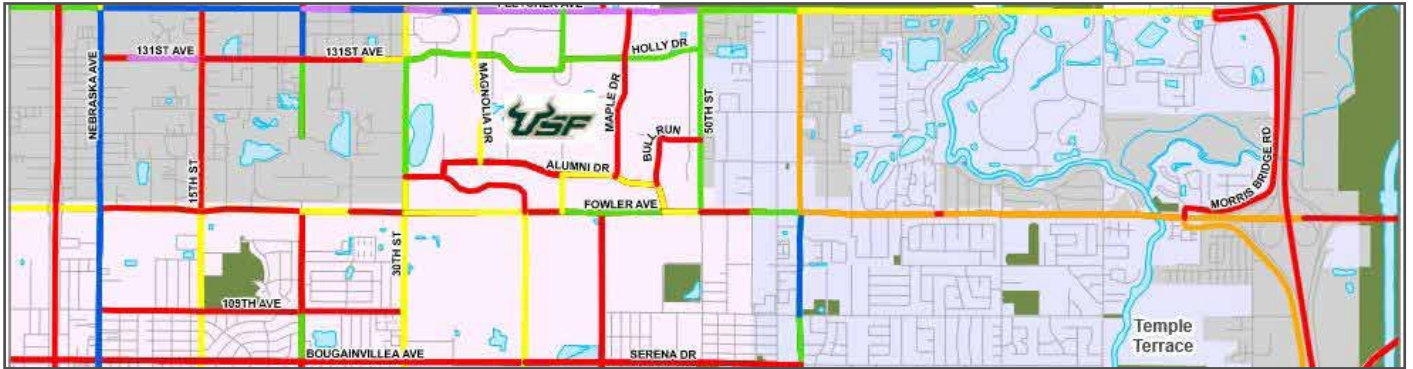


[Full Map: Appendix 1 pg. 61]



*2014 Existing Transit Level of Service*

The level of service ranking along major roadways in the University Area of Tampa. Roadways can be ranked; A, B, C, D, E, or F. An A road with excellent level of service, a complete street, an F road may be one without sidewalks and is dangerous for both drivers and pedestrians.

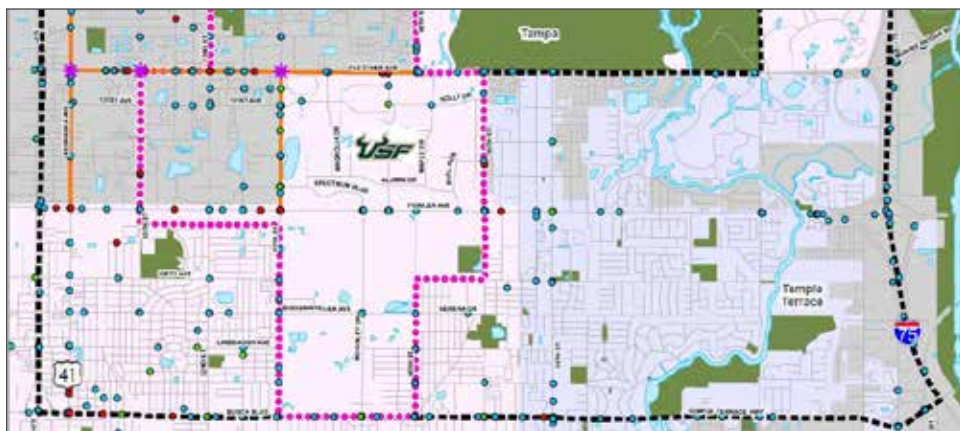


[Full Map: Appendix 1 pg. 75]

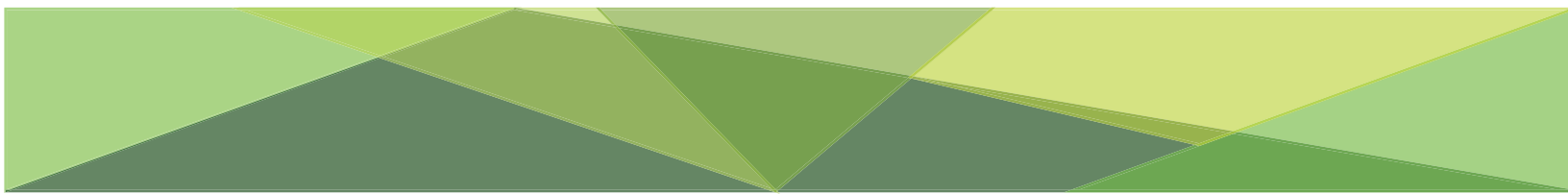


*High Crash Hot Spots*

Various pedestrian, bicycle, and vehicle crash spots within the University Area of Tampa. This map also highlights severe crash intersections and severe crash corridors in the same study area. The map window includes the East Fowler Innovation Planning Area.



[Full Map: Appendix 1 pg. 76]



### Other Crashes and Bus Stops

Various other types of crash spots within the University Area of Tampa. This map also highlights bus routes and bus stops in the same study area. The map window includes the East Fowler Avenue Innovation Planning Area.



[Full Map: Appendix 1 pg. 74]

### Existing Trails & Bike Lanes

Existing and proposed trails and bike lanes within the University Area of the Tampa IP. A quarter mile buffer is shown of East Fowler Avenue Corridor Land Use study area which includes adjacent parcels within 300 feet of East Fowler Avenue, between Interstate 275 and the Tampa Bypass Canal.



[Full Map: Appendix 1 pg. 73]



*2040 Employment Density*

Projected employment densities around the University Area and along the East Fowler Avenue corridor by 2040. The map window includes the East Fowler Innovation Planning Area.

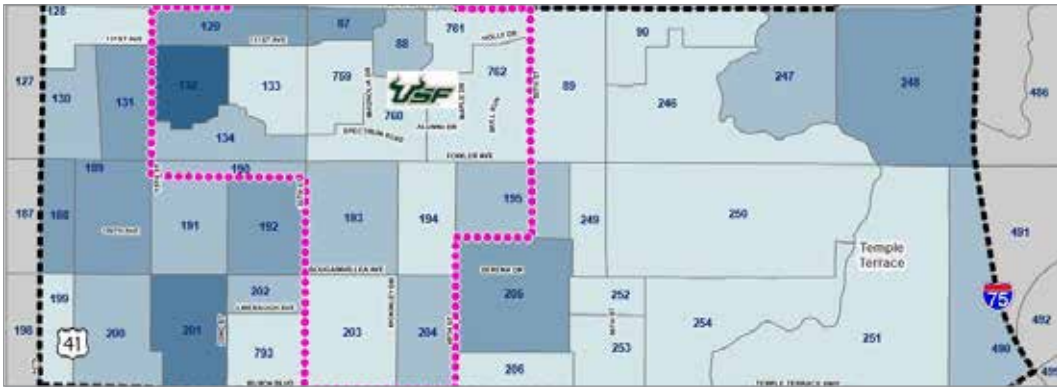


[Full Map: Appendix 1 pg. 77]

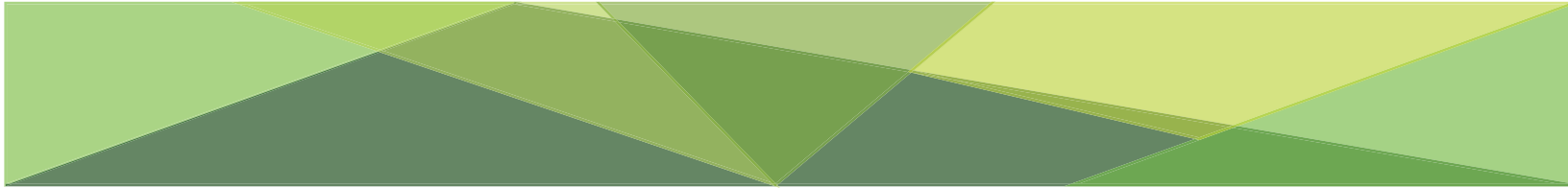


*Percentage Change in Employment Between 2010 and 2040*

Percentage change in employment between 2010 and 2040 along the University Area and the East Fowler Corridor by 2040. The map window includes the East Fowler Avenue Innovation Planning Area.



[Full Map: Appendix 1 pg. 78]





### 2040 Population Density

Projected population densities around the University Area and along the East Fowler Avenue corridor by 2040. The map window includes the East Fowler Avenue Innovation Planning Area.



[Full Map: Appendix 1 pg. 79]

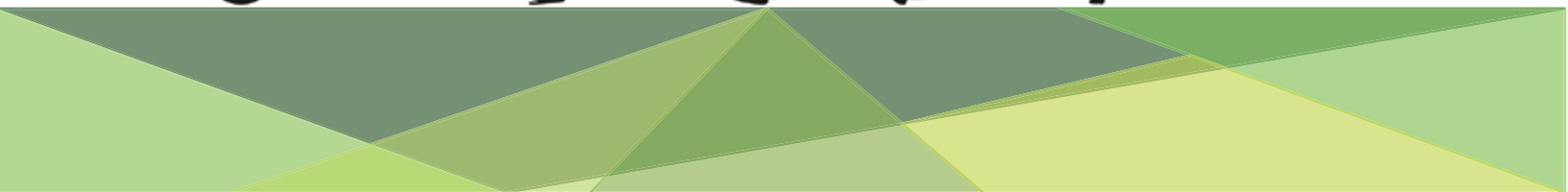


### % Change in Population 2010-2040

Projected population changes around the University Area and along the East Fowler Avenue corridor between 2010 and 2040. The map window includes the East Fowler Avenue Innovation Planning Area.



[Full Map: Appendix 1 pg. 80]



## Opportunities:

- City of Temple Terrace, City of Tampa, and Unincorporated Hillsborough County land use plans along Fowler Avenue are incongruent (density/intensity/mix of uses) and will need to be updated
  - Have similar/matching land use categories in all three jurisdictions would make it easier for property owners and neighbors to understand the desired land use pattern
  - Streamline development review and approval process for future developers by:
    - Reviewing appropriate land use designations and zoning that would allow mixed-uses that are in line with the intended Vision of the Innovation District
    - Explore interjurisdictional agreement and/or overlay for development purposes
- Joining City and County visions for future land use with a joint Innovation District Land Use Overlay
- Joint overlay would result in different land uses, FAR values, and constrictions other than what is currently in the comprehensive plans for City of Temple Terrace, City of Tampa, and Unincorporated Hillsborough County
- Conducting surveys and independent interviews with large local stakeholders such as: Busch Gardens, Moffitt Cancer Center, University of South Florida, Florida Hospital, Yuengling Brewing Company, and the J.A. Haley Veterans' Hospital
- Work with RD Management, who are currently redeveloping University Mall in the heart of the innovation district into a multi-story, open air central hub for live, work, and play, to be rebranded as Uptown
- Build out County conducted Real Estate Market Analysis of Summer/Fall 2017
- FDOT process to identify an Inter-Modal Center project finishing in September/October 2018; may also be looking at other circulator/transportation improvements along Fowler corridor
  - Would help them to have a clear vision of the desired land use in that area
  - The possibility of multiple modes of transit including light rail, bus rapid transit, etc.
- Look at the approved mixed-use residential buildings to be no more than five stories tall and their location off Fowler Ave just south of the rail line used by Yuengling Brewing Company
  - The possibility of light-rail connecting to this rail line and to the greater Tampa rail track has been expressed
- Sam Schwartz study along Fowler from 30th Street to 50th Street recently completed
  - The vision of that plan may not be aligned with industrial land use on the south side of Fowler
- The possibility of MOSI moving downtown in the future and Hillsborough County conducting a study as to what are the best land uses for the property
- Alignment and possibly coordination with other Tampa IP planning initiatives
- As part of the 2045 Population & Employment forecasts, we will need to examine this area and how much future growth it will be able to accommodate, jobs it will produce, etc.

## *Ongoing Area Projects and Programs*

- Tampa !P
  - Tampa !P Core Area
  - Fowler Avenue Streetscape Study
  - Community Safety Action Plan
  - Skipper Road/42nd Street - 46th Street Subarea Study
  - 131st Avenue P.L.A.T.
- University Area Community Development Corporation
- University Area Community Plan
- Economic Development
  - University Area Targeted Redevelopment Area
  - Competitive Sites
  - Designated Federal Opportunity Zone
- Innovation District Gateway - April 12, 2017
  - MPO/!p
  - Phase 1 - Concept Development
  - Fowler Avenue
  - Context
  - Existing Conditions
  - Concept 2 Bridgeway Arch
  - Concept refinement
  - TECO Partnership with Tampa !P





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# *Appendix 1:* *Maps*

HILLSBOROUGH COUNTY, FLORIDA  
INNOVATION PLACE  
CORRIDOR LAND USE STUDY  
EXISTING LAND USE



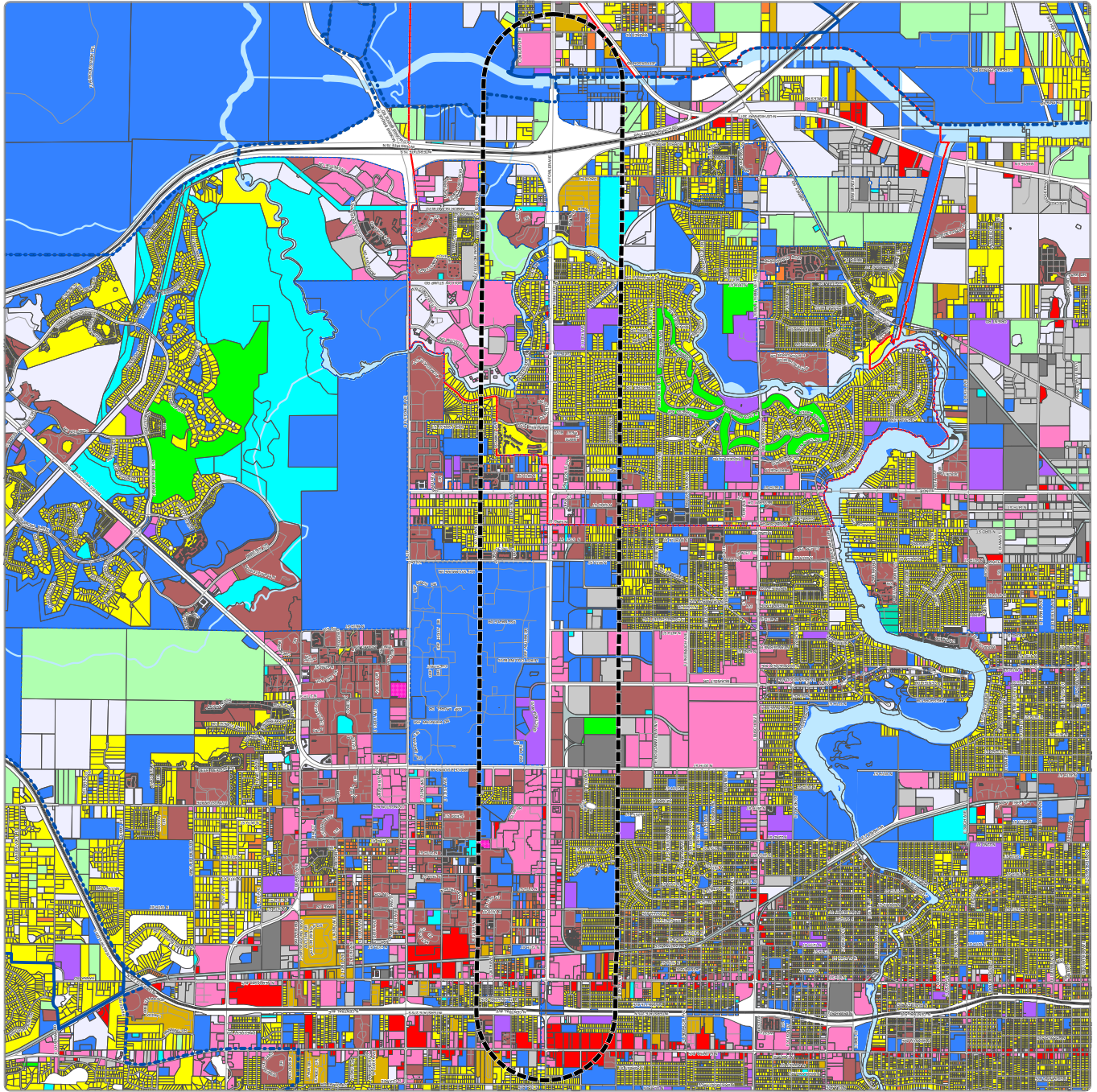
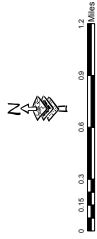
LEGEND

- FOWLER AVENUE 1/2 MILE BUFFER
  - SINGLE FAMILY / MOBILE HOME
  - TWO FAMILY
  - MULTI-FAMILY
  - MOBILE HOME PARK
  - VACANT
  - PUBLIC / QUASIPUBLIC / INSTITUTIONS
  - PUBLIC COMMUNICATIONS / UTILITIES
  - RIGHT OF WAY
  - EDUCATIONAL
  - HEAVY COMMERCIAL
  - LIGHT COMMERCIAL
  - HIGH INDUSTRIAL
  - LIGHT INDUSTRIAL
  - MINING
  - RECREATION / OPEN SPACE
  - AGRICULTURAL
  - NATURAL
  - WATER
  - UNKNOWN
  - NOT CLASSIFIED
- NATURAL FEATURES
- WATER
- ROADS AND BOUNDARY LINES
- JURISDICTION BOUNDARY
  - URBAN SERVICE AREA
  - TAMPA SERVICE AREA
  - TEMPLE TERRACE UTILITY SERVICE AREA

LOCATOR MAP AND REFERENCE INFORMATION



DATE: 11/13/2017  
 DRAWN BY: ALAN GARDNER  
 PROJECT: INNOVATION PLACE CORRIDOR LAND USE STUDY  
 SHEET: 60 OF 60



### HILLSBOROUGH COUNTY, FLORIDA INNOVATION PLACE CORRIDOR LAND USE STUDY 2025 ADOPTED FUTURE LAND USE



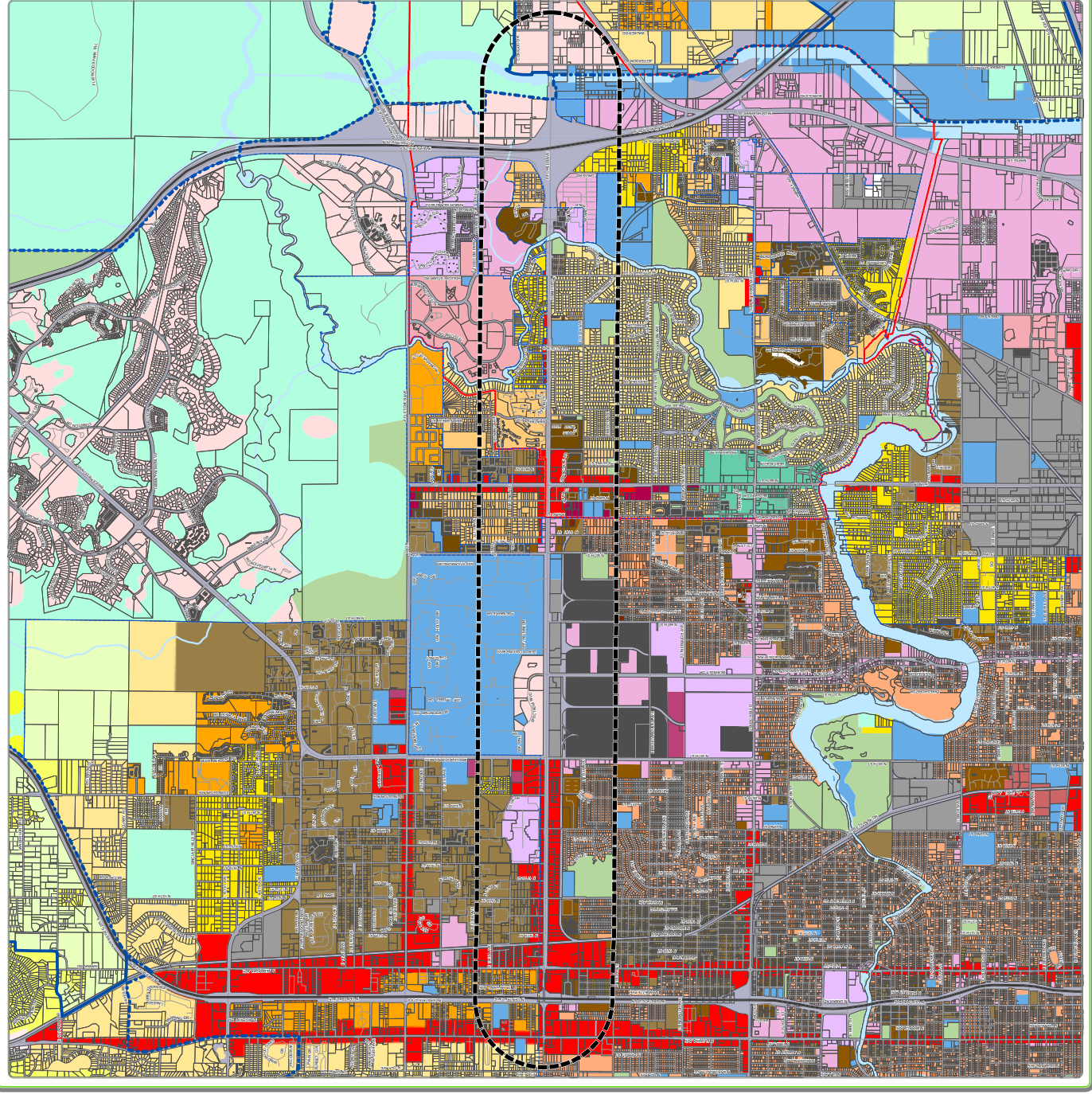
**LEGEND**

<p><b>FUTURE DEVELOPMENT</b></p> <ul style="list-style-type: none"> <li>TOURIST SERVICE</li> <li>RESIDENTIAL - 4 (4 UNITS)</li> <li>RESIDENTIAL - 5 (5 UNITS)</li> <li>RESIDENTIAL - 6 (6 UNITS)</li> <li>RESIDENTIAL - 7 (7 UNITS)</li> <li>RESIDENTIAL - 8 (8 UNITS)</li> <li>RESIDENTIAL - 9 (9 UNITS)</li> <li>RESIDENTIAL - 10 (10 UNITS)</li> <li>RESIDENTIAL - 11 (11 UNITS)</li> <li>RESIDENTIAL - 12 (12 UNITS)</li> <li>RESIDENTIAL - 13 (13 UNITS)</li> <li>RESIDENTIAL - 14 (14 UNITS)</li> <li>RESIDENTIAL - 15 (15 UNITS)</li> <li>RESIDENTIAL - 16 (16 UNITS)</li> <li>RESIDENTIAL - 17 (17 UNITS)</li> <li>RESIDENTIAL - 18 (18 UNITS)</li> <li>RESIDENTIAL - 19 (19 UNITS)</li> <li>RESIDENTIAL - 20 (20 UNITS)</li> <li>RESIDENTIAL - 21 (21 UNITS)</li> <li>RESIDENTIAL - 22 (22 UNITS)</li> <li>RESIDENTIAL - 23 (23 UNITS)</li> <li>RESIDENTIAL - 24 (24 UNITS)</li> <li>RESIDENTIAL - 25 (25 UNITS)</li> <li>RESIDENTIAL - 26 (26 UNITS)</li> <li>RESIDENTIAL - 27 (27 UNITS)</li> <li>RESIDENTIAL - 28 (28 UNITS)</li> <li>RESIDENTIAL - 29 (29 UNITS)</li> <li>RESIDENTIAL - 30 (30 UNITS)</li> <li>RESIDENTIAL - 31 (31 UNITS)</li> <li>RESIDENTIAL - 32 (32 UNITS)</li> <li>RESIDENTIAL - 33 (33 UNITS)</li> <li>RESIDENTIAL - 34 (34 UNITS)</li> <li>RESIDENTIAL - 35 (35 UNITS)</li> <li>RESIDENTIAL - 36 (36 UNITS)</li> <li>RESIDENTIAL - 37 (37 UNITS)</li> <li>RESIDENTIAL - 38 (38 UNITS)</li> <li>RESIDENTIAL - 39 (39 UNITS)</li> <li>RESIDENTIAL - 40 (40 UNITS)</li> <li>RESIDENTIAL - 41 (41 UNITS)</li> <li>RESIDENTIAL - 42 (42 UNITS)</li> <li>RESIDENTIAL - 43 (43 UNITS)</li> <li>RESIDENTIAL - 44 (44 UNITS)</li> <li>RESIDENTIAL - 45 (45 UNITS)</li> <li>RESIDENTIAL - 46 (46 UNITS)</li> <li>RESIDENTIAL - 47 (47 UNITS)</li> <li>RESIDENTIAL - 48 (48 UNITS)</li> <li>RESIDENTIAL - 49 (49 UNITS)</li> <li>RESIDENTIAL - 50 (50 UNITS)</li> <li>RESIDENTIAL - 51 (51 UNITS)</li> <li>RESIDENTIAL - 52 (52 UNITS)</li> <li>RESIDENTIAL - 53 (53 UNITS)</li> <li>RESIDENTIAL - 54 (54 UNITS)</li> <li>RESIDENTIAL - 55 (55 UNITS)</li> <li>RESIDENTIAL - 56 (56 UNITS)</li> <li>RESIDENTIAL - 57 (57 UNITS)</li> <li>RESIDENTIAL - 58 (58 UNITS)</li> <li>RESIDENTIAL - 59 (59 UNITS)</li> <li>RESIDENTIAL - 60 (60 UNITS)</li> <li>RESIDENTIAL - 61 (61 UNITS)</li> <li>RESIDENTIAL - 62 (62 UNITS)</li> <li>RESIDENTIAL - 63 (63 UNITS)</li> <li>RESIDENTIAL - 64 (64 UNITS)</li> <li>RESIDENTIAL - 65 (65 UNITS)</li> <li>RESIDENTIAL - 66 (66 UNITS)</li> <li>RESIDENTIAL - 67 (67 UNITS)</li> <li>RESIDENTIAL - 68 (68 UNITS)</li> <li>RESIDENTIAL - 69 (69 UNITS)</li> <li>RESIDENTIAL - 70 (70 UNITS)</li> <li>RESIDENTIAL - 71 (71 UNITS)</li> <li>RESIDENTIAL - 72 (72 UNITS)</li> <li>RESIDENTIAL - 73 (73 UNITS)</li> <li>RESIDENTIAL - 74 (74 UNITS)</li> <li>RESIDENTIAL - 75 (75 UNITS)</li> <li>RESIDENTIAL - 76 (76 UNITS)</li> <li>RESIDENTIAL - 77 (77 UNITS)</li> <li>RESIDENTIAL - 78 (78 UNITS)</li> <li>RESIDENTIAL - 79 (79 UNITS)</li> <li>RESIDENTIAL - 80 (80 UNITS)</li> <li>RESIDENTIAL - 81 (81 UNITS)</li> <li>RESIDENTIAL - 82 (82 UNITS)</li> <li>RESIDENTIAL - 83 (83 UNITS)</li> <li>RESIDENTIAL - 84 (84 UNITS)</li> <li>RESIDENTIAL - 85 (85 UNITS)</li> <li>RESIDENTIAL - 86 (86 UNITS)</li> <li>RESIDENTIAL - 87 (87 UNITS)</li> <li>RESIDENTIAL - 88 (88 UNITS)</li> <li>RESIDENTIAL - 89 (89 UNITS)</li> <li>RESIDENTIAL - 90 (90 UNITS)</li> <li>RESIDENTIAL - 91 (91 UNITS)</li> <li>RESIDENTIAL - 92 (92 UNITS)</li> <li>RESIDENTIAL - 93 (93 UNITS)</li> <li>RESIDENTIAL - 94 (94 UNITS)</li> <li>RESIDENTIAL - 95 (95 UNITS)</li> <li>RESIDENTIAL - 96 (96 UNITS)</li> <li>RESIDENTIAL - 97 (97 UNITS)</li> <li>RESIDENTIAL - 98 (98 UNITS)</li> <li>RESIDENTIAL - 99 (99 UNITS)</li> <li>RESIDENTIAL - 100 (100 UNITS)</li> </ul>	<p><b>ROADS AND BOUNDARY LINES</b></p> <ul style="list-style-type: none"> <li>COUNTY BOUNDARY</li> <li>TOWNSHIP BOUNDARY</li> <li>TOWNSHIP SERVICE AREA</li> <li>UTILITY SERVICE AREA</li> <li>RIGHT OF WAY OR ENCROACHMENT TO ADJACENT</li> </ul>
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**LOCATOR MAP AND REFERENCE INFORMATION**

ACCEPTED FUTURE LAND USE - Hillsborough County Planning Commission  
 ADOPTED FUTURE LAND USE - Hillsborough County Planning Commission  
 DATE: 11/11/2025  
 PREPARED BY: Hillsborough County Planning Commission  
 SCALE: 1" = 1 MILE

0 0.3 0.6 0.9 1.2  
Miles





HILLSBOROUGH COUNTY, FLORIDA  
**INNOVATION PLACE**  
**FOWLER AVENUE CORRIDOR LAND USE STUDY**  
**EXISTING TRAILS & BIKE LANES**



**LEGEND**

- Fowler Avenue 1/4 Mile Buffer
- Ball Room
- Proposed Challenge Route
- AV Phase II
- Proposed Temple Terrace Line
- Proposed USE Line
- Major Road
- Local Road
- Urban Service Area
- Temple Service Area
- Jurisdictional Boundary
- County Boundary
- Stream/Flows
- Water & Sky
- Hillsborough County
- Jurisdiction Areas

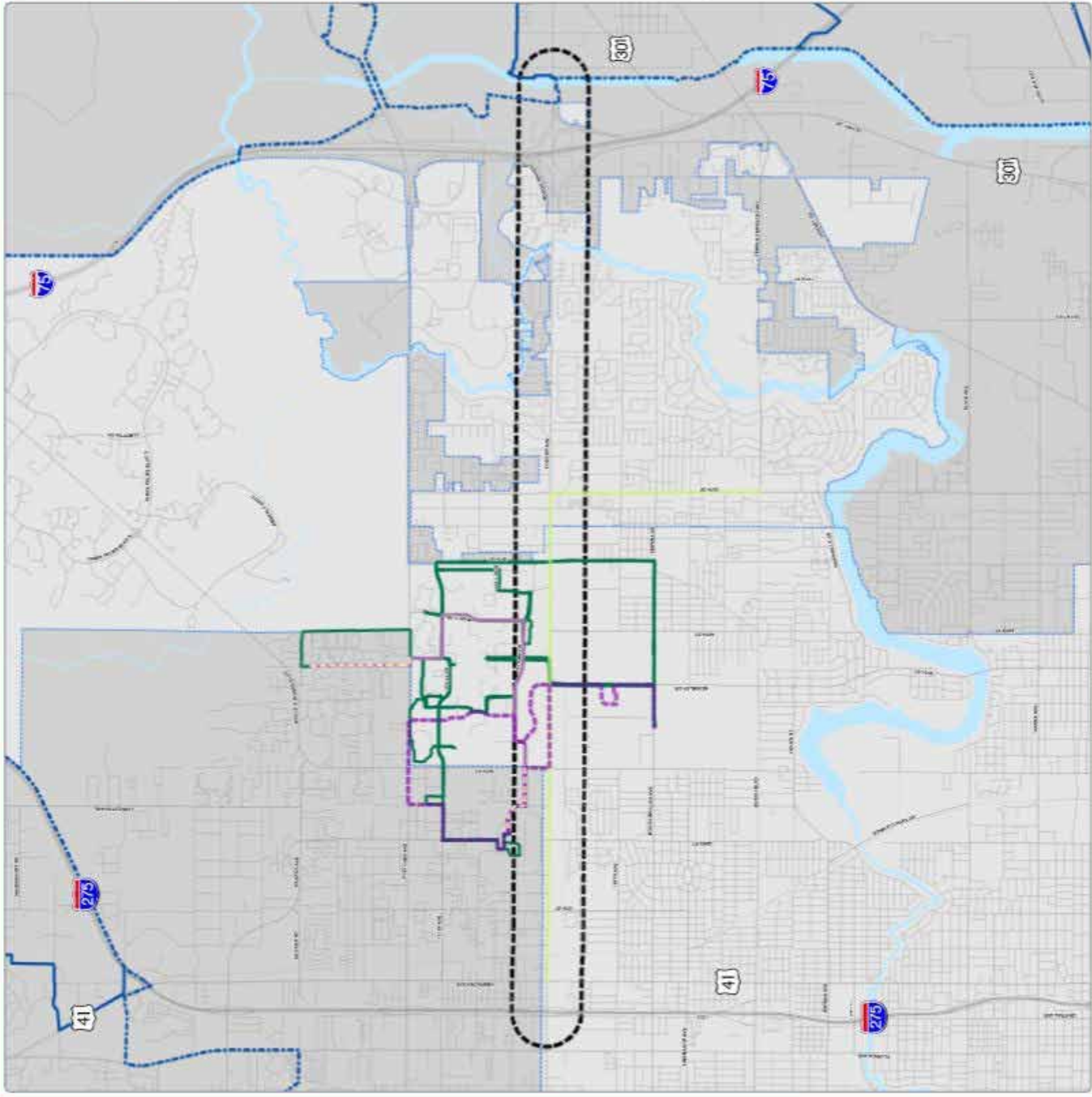
**LOCATOR MAP AND REFERENCE INFORMATION**



This map was prepared for the Innovation Place Fowler Avenue Corridor Land Use Study. It is not intended to be used for any other purpose. The map is not a warranty, representation, or guarantee of accuracy. The map is provided as a reference only. The map is not to be used for any other purpose. The map is not a warranty, representation, or guarantee of accuracy. The map is provided as a reference only.



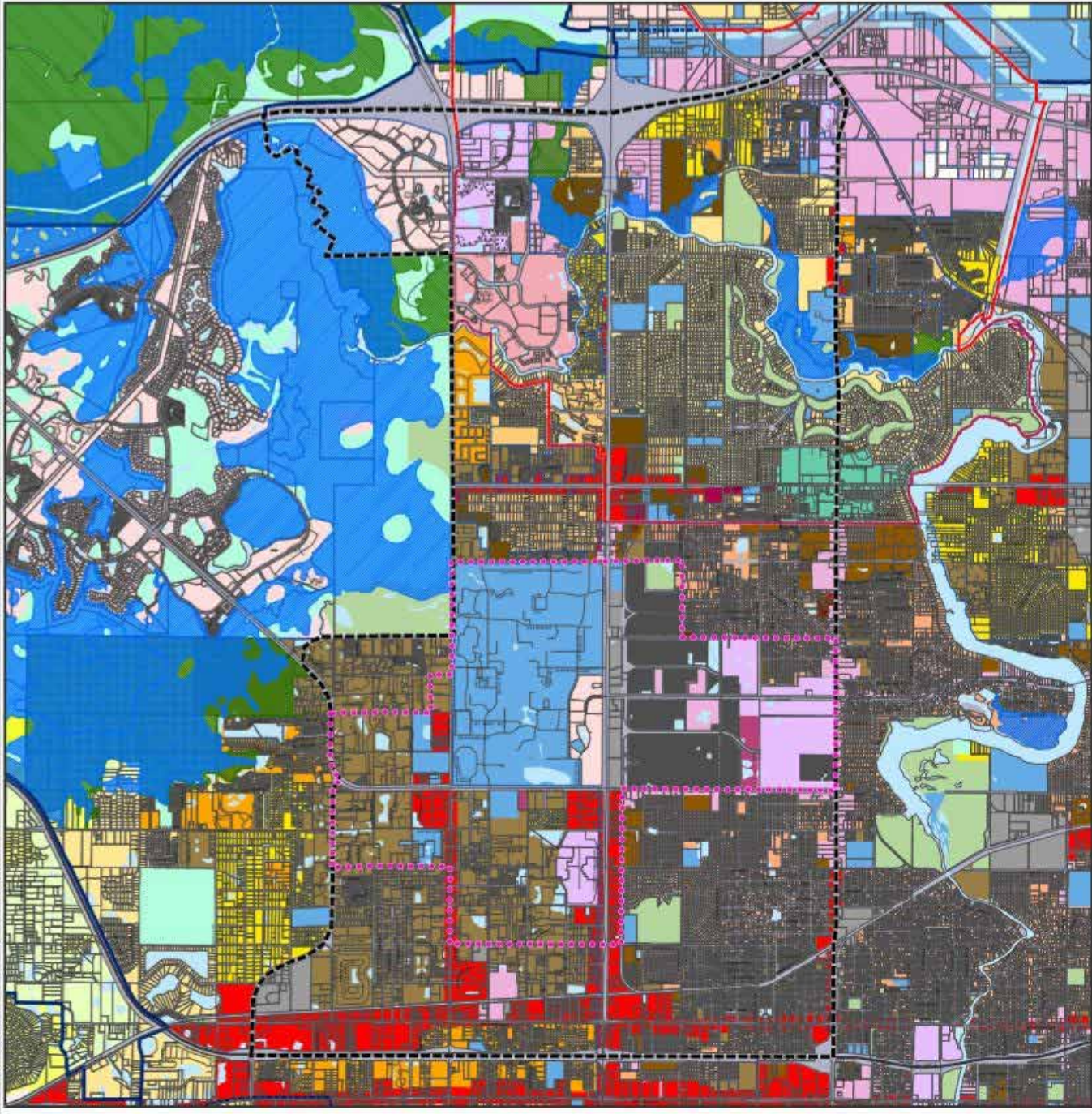
Map is provided for informational purposes only. It is not intended to be used for any other purpose. The map is not a warranty, representation, or guarantee of accuracy. The map is provided as a reference only.



**HILLSBOROUGH COUNTY  
ADOPTED 2025 FUTURE LAND USE  
INNOVATION DISTRICT**

**LEGEND**

SYMBOL / COLOR / LINE STYLE	LAND USE / DISTRICT / TYPE
[Solid Blue]	Water
[Solid Green]	Forest
[Solid Yellow]	Open Space
[Solid Brown]	Agriculture
[Solid Orange]	Residential Single-Family (Low Density)
[Solid Red]	Residential Single-Family (Medium Density)
[Solid Purple]	Residential Single-Family (High Density)
[Solid Dark Blue]	Residential Medium-Density
[Solid Black]	Residential High-Density
[Solid Light Blue]	Office
[Solid Pink]	Retail
[Solid Grey]	Community Center
[Solid White]	Public Use
[Solid Red with dots]	Community Center
[Solid Green with dots]	Community Center
[Solid Yellow with dots]	Community Center
[Solid Blue with dots]	Community Center
[Solid Orange with dots]	Community Center
[Solid Purple with dots]	Community Center
[Solid Dark Blue with dots]	Community Center
[Solid Black with dots]	Community Center
[Solid Light Blue with dots]	Community Center
[Solid Pink with dots]	Community Center
[Solid Grey with dots]	Community Center
[Solid White with dots]	Community Center
[Dotted Pink]	Community Center
[Dotted Green]	Community Center
[Dotted Yellow]	Community Center
[Dotted Blue]	Community Center
[Dotted Orange]	Community Center
[Dotted Purple]	Community Center
[Dotted Dark Blue]	Community Center
[Dotted Black]	Community Center
[Dotted Light Blue]	Community Center
[Dotted Pink]	Community Center
[Dotted Grey]	Community Center
[Dotted White]	Community Center



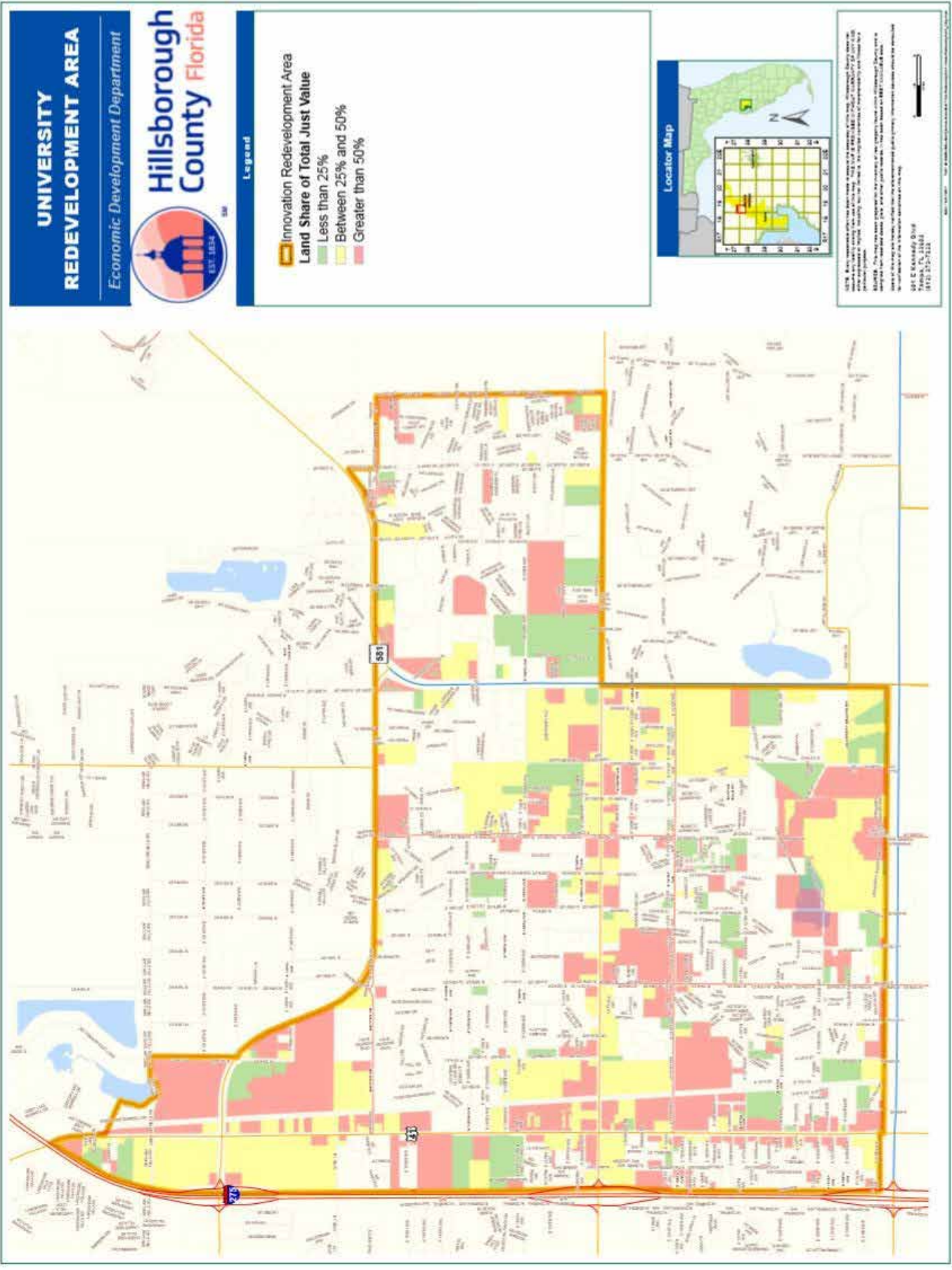
**LEGEND**

**Scale:**  
0 100 200 300 400 500 600 700 800 900 1000 Feet

**North Arrow:**  
N

**Source:**  
Hillsborough County Planning and Development Department  
2025 Future Land Use Map  
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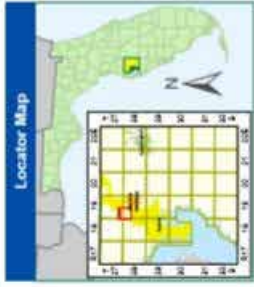
**UNIVERSITY  
REDEVELOPMENT AREA**  
*Economic Development Department*



**Hillsborough  
County Florida**

**Legend**

- Innovation Redevelopment Area
- Land Share of Total Just Value  
Less than 25%
- Between 25% and 50%
- Greater than 50%



SR 27, SR 31, SR 581, SR 50, SR 19, SR 10, SR 22, SR 28, SR 30, SR 32, SR 34, SR 36, SR 38, SR 40, SR 42, SR 44, SR 46, SR 48, SR 50, SR 52, SR 54, SR 56, SR 58, SR 60, SR 62, SR 64, SR 66, SR 68, SR 70, SR 72, SR 74, SR 76, SR 78, SR 80, SR 82, SR 84, SR 86, SR 88, SR 90, SR 92, SR 94, SR 96, SR 98, SR 100, SR 102, SR 104, SR 106, SR 108, SR 110, SR 112, SR 114, SR 116, SR 118, SR 120, SR 122, SR 124, SR 126, SR 128, SR 130, SR 132, SR 134, SR 136, SR 138, SR 140, SR 142, SR 144, SR 146, SR 148, SR 150, SR 152, SR 154, SR 156, SR 158, SR 160, SR 162, SR 164, SR 166, SR 168, SR 170, SR 172, SR 174, SR 176, SR 178, SR 180, SR 182, SR 184, SR 186, SR 188, SR 190, SR 192, SR 194, SR 196, SR 198, SR 200, SR 202, SR 204, SR 206, SR 208, SR 210, SR 212, SR 214, SR 216, SR 218, SR 220, SR 222, SR 224, SR 226, SR 228, SR 230, SR 232, SR 234, SR 236, SR 238, SR 240, SR 242, SR 244, SR 246, SR 248, SR 250, SR 252, SR 254, SR 256, SR 258, SR 260, SR 262, SR 264, SR 266, SR 268, SR 270, SR 272, SR 274, SR 276, SR 278, SR 280, SR 282, SR 284, SR 286, SR 288, SR 290, SR 292, SR 294, SR 296, SR 298, SR 300, SR 302, SR 304, SR 306, SR 308, SR 310, SR 312, SR 314, SR 316, SR 318, SR 320, SR 322, SR 324, SR 326, SR 328, SR 330, SR 332, SR 334, SR 336, SR 338, SR 340, SR 342, SR 344, SR 346, SR 348, SR 350, SR 352, SR 354, SR 356, SR 358, SR 360, SR 362, SR 364, SR 366, SR 368, SR 370, SR 372, SR 374, SR 376, SR 378, SR 380, SR 382, SR 384, SR 386, SR 388, SR 390, SR 392, SR 394, SR 396, SR 398, SR 400, SR 402, SR 404, SR 406, SR 408, SR 410, SR 412, SR 414, SR 416, SR 418, SR 420, SR 422, SR 424, SR 426, SR 428, SR 430, SR 432, SR 434, SR 436, SR 438, SR 440, SR 442, SR 444, SR 446, SR 448, SR 450, SR 452, SR 454, SR 456, SR 458, SR 460, SR 462, SR 464, SR 466, SR 468, SR 470, SR 472, SR 474, SR 476, SR 478, SR 480, SR 482, SR 484, SR 486, SR 488, SR 490, SR 492, SR 494, SR 496, SR 498, SR 500, SR 502, SR 504, SR 506, SR 508, SR 510, SR 512, SR 514, SR 516, SR 518, SR 520, SR 522, SR 524, SR 526, SR 528, SR 530, SR 532, SR 534, SR 536, SR 538, SR 540, SR 542, SR 544, SR 546, SR 548, SR 550, SR 552, SR 554, SR 556, SR 558, SR 560, SR 562, SR 564, SR 566, SR 568, SR 570, SR 572, SR 574, SR 576, SR 578, SR 580, SR 582, SR 584, SR 586, SR 588, SR 590, SR 592, SR 594, SR 596, SR 598, SR 600, SR 602, SR 604, SR 606, SR 608, SR 610, SR 612, SR 614, SR 616, SR 618, SR 620, SR 622, SR 624, SR 626, SR 628, SR 630, SR 632, SR 634, SR 636, SR 638, SR 640, SR 642, SR 644, SR 646, SR 648, SR 650, SR 652, SR 654, SR 656, SR 658, SR 660, SR 662, SR 664, SR 666, SR 668, SR 670, SR 672, SR 674, SR 676, SR 678, SR 680, SR 682, SR 684, SR 686, SR 688, SR 690, SR 692, SR 694, SR 696, SR 698, SR 700, SR 702, SR 704, SR 706, SR 708, SR 710, SR 712, SR 714, SR 716, SR 718, SR 720, SR 722, SR 724, SR 726, SR 728, SR 730, SR 732, SR 734, SR 736, SR 738, SR 740, SR 742, SR 744, SR 746, SR 748, SR 750, SR 752, SR 754, SR 756, SR 758, SR 760, SR 762, SR 764, SR 766, SR 768, SR 770, SR 772, SR 774, SR 776, SR 778, SR 780, SR 782, SR 784, SR 786, SR 788, SR 790, SR 792, SR 794, SR 796, SR 798, SR 800, SR 802, SR 804, SR 806, SR 808, SR 810, SR 812, SR 814, SR 816, SR 818, SR 820, SR 822, SR 824, SR 826, SR 828, SR 830, SR 832, SR 834, SR 836, SR 838, SR 840, SR 842, SR 844, SR 846, SR 848, SR 850, SR 852, SR 854, SR 856, SR 858, SR 860, SR 862, SR 864, SR 866, SR 868, SR 870, SR 872, SR 874, SR 876, SR 878, SR 880, SR 882, SR 884, SR 886, SR 888, SR 890, SR 892, SR 894, SR 896, SR 898, SR 900, SR 902, SR 904, SR 906, SR 908, SR 910, SR 912, SR 914, SR 916, SR 918, SR 920, SR 922, SR 924, SR 926, SR 928, SR 930, SR 932, SR 934, SR 936, SR 938, SR 940, SR 942, SR 944, SR 946, SR 948, SR 950, SR 952, SR 954, SR 956, SR 958, SR 960, SR 962, SR 964, SR 966, SR 968, SR 970, SR 972, SR 974, SR 976, SR 978, SR 980, SR 982, SR 984, SR 986, SR 988, SR 990, SR 992, SR 994, SR 996, SR 998, SR 1000.

# UNIVERSITY REDEVELOPMENT AREA

Economic Development Department



## Hillsborough County Florida

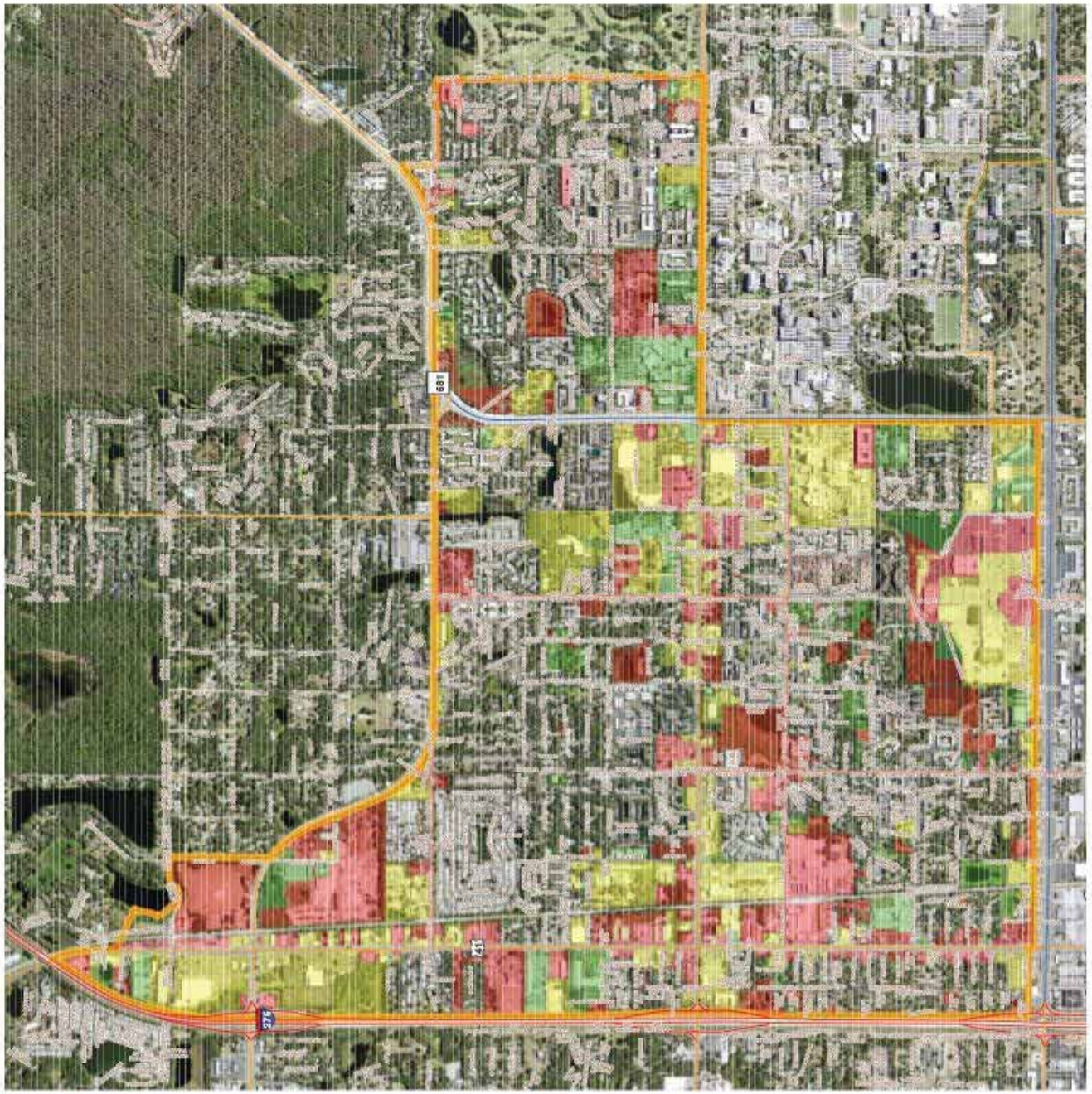
### Legend

- Innovation Redevelopment Area
- Land Share of Total Just Value Less than 25%
- Land Share of Total Just Value Between 25% and 50%
- Land Share of Total Just Value Greater than 50%



NOTES: This map was prepared by the Economic Development Department of Hillsborough County, Florida. It is intended for informational purposes only and does not constitute a contract or warranty of any kind. The County is not responsible for any errors or omissions on this map. The County is not responsible for any damages, including consequential damages, arising from the use of this map. The County is not responsible for any damages, including consequential damages, arising from the use of this map. The County is not responsible for any damages, including consequential damages, arising from the use of this map.

911 E. Kennedy Blvd  
Tampa, FL 33602  
(813) 274-2311



HILLSBOROUGH COUNTY  
 EXISTING LAND USE  
 DERIVED FROM PROPERTY APPRAISER  
 PARCELS AND NAL DGR CODES  
 INNOVATION DISTRICT

LEGEND

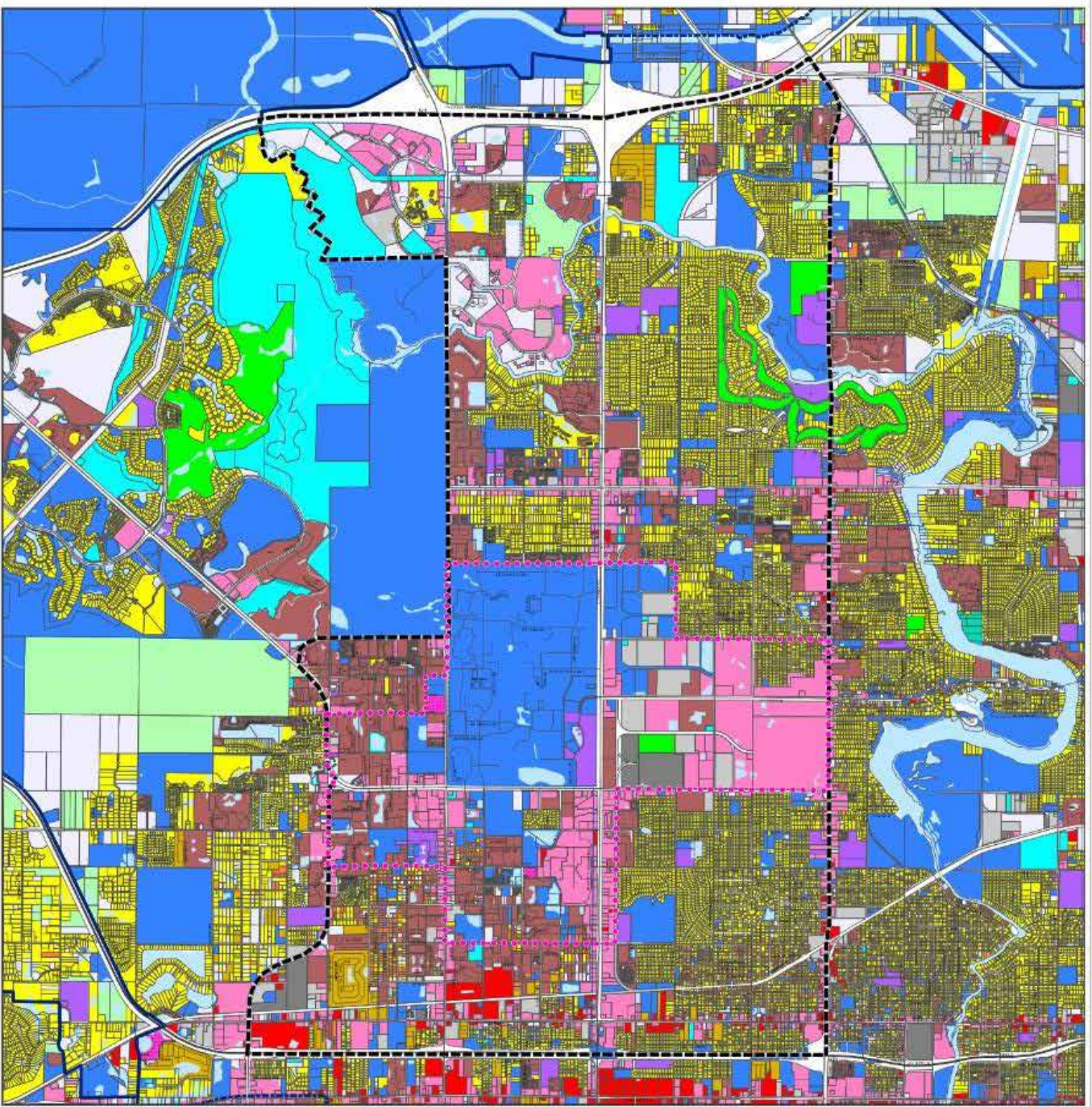
- INNOVATION DISTRICT - POTENTIAL PLANNING AREA
- INNOVATION DISTRICT - CORE
- EXISTING LAND USE
  - SINGLE FAMILY / MOBILE HOME
  - TWO FAMILY
  - MULTI-FAMILY
  - MOBILE HOME PARK
  - VACANT
  - PUBLIC / QUASIPUBLIC / INSTITUTIONS
  - PUBLIC COMMUNICATIONS / UTILITIES
  - RIGHT OF WAY
  - EDUCATIONAL
  - HEAVY COMMERCIAL
  - LIGHT COMMERCIAL
  - HIGH INDUSTRIAL
  - LIGHT INDUSTRIAL
  - MIXING
  - RECREATION / OPEN SPACE
  - AGRICULTURAL
  - NATURAL
  - WATER
  - UNKNOWN
  - NOT CLASSIFIED
- BOUNDARY LINES
  - COUNTY BOUNDARY
  - JURISDICTION BOUNDARY
  - TAMPA SERVICE AREA
  - URBAN SERVICE AREA



DATE: 05/11/2015  
 PROJECT: INNOVATION DISTRICT  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]



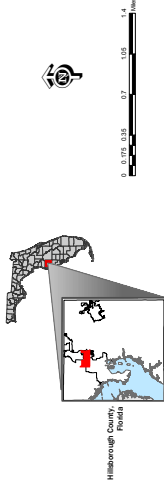
For more information, please contact the Planning Department at (813) 250-1234.



HILLSBOROUGH COUNTY, FLORIDA  
 INNOVATION PLACE & CORE BOUNDARIES  
 FUTURE LAND USE



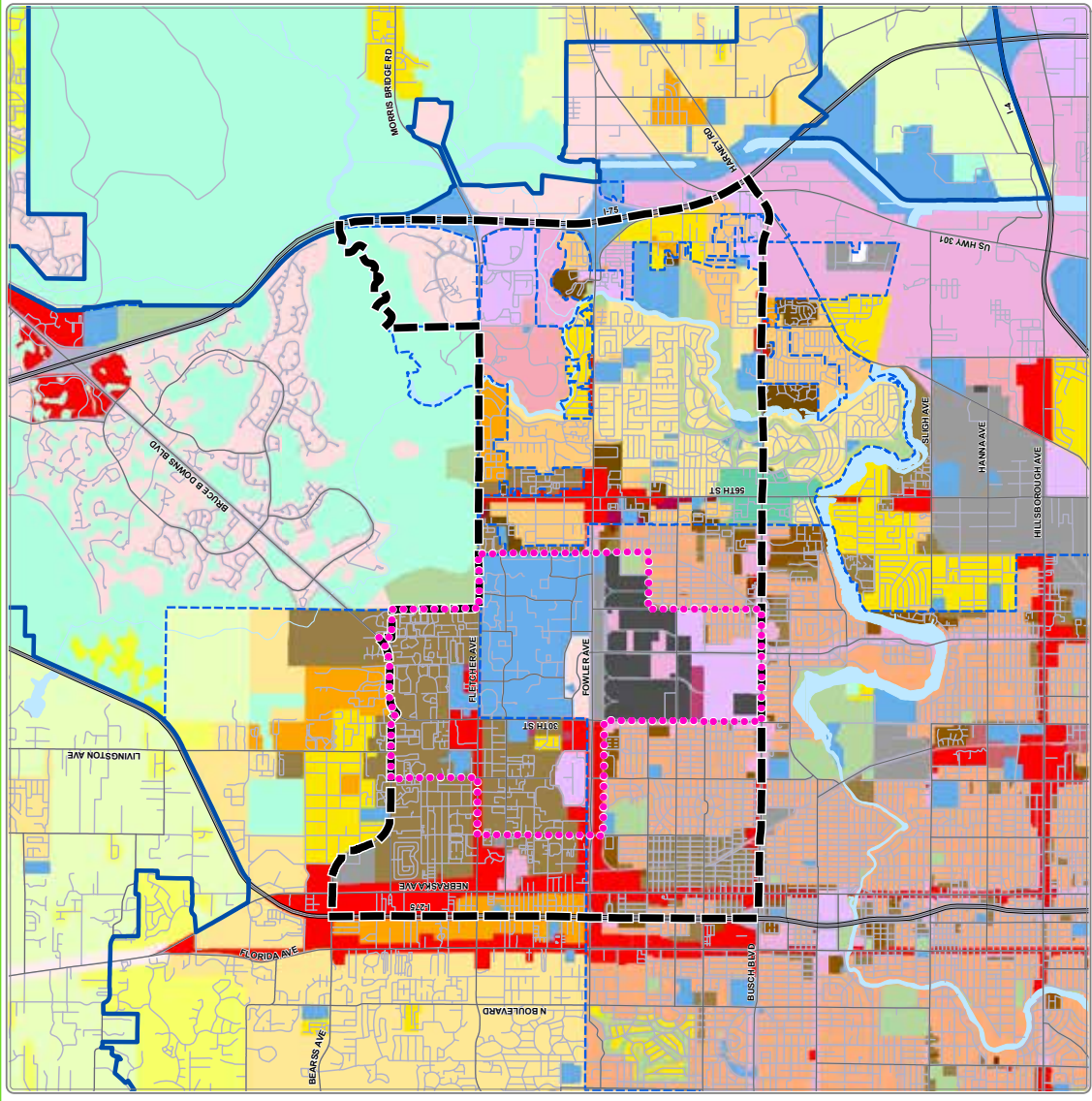
- LEGEND**
- INNOVATION DISTRICT CORE
  - INNOVATION DISTRICT
  - CITY LIMIT
  - URBAN SERVICE AREA
- HILLSBOROUGH FLU**
- RESIDENTIAL 1 (25 FAR)
  - RESIDENTIAL 2 (25 FAR)
  - RESIDENTIAL 4 (25 FAR)
  - RESIDENTIAL 6 (25 FAR)
  - RESIDENTIAL 9 (35 FAR)
  - RESIDENTIAL 12 (35 FAR)
  - RESIDENTIAL 20 (35 FAR)
  - NEIGHBORHOOD MIXED USE 4 (3) (35 FAR)
  - SUBURBAN MIXED USE 6 (1.35 FAR)
  - URBAN MIXED USE 6 (2.25 FAR)
  - URBAN MIXED USE 10 (1 FAR)
  - URBAN MIXED USE 20 (1 FAR)
  - CC-20
  - RESEARCH CORPORATE PARK (1.0 FAR)
  - LIGHT INDUSTRIAL (50 FAR)
  - HEAVY INDUSTRIAL (50 FAR)
  - PUBLIC/SEMIPUBLIC
  - NATURAL PRESERVATION
- TAMPA FLU**
- RESIDENTIAL 3 (35 FAR)
  - RESIDENTIAL 10 (35 FAR)
  - RESIDENTIAL 20 (50 FAR)
  - RESIDENTIAL 35 (60 FAR)
  - RESIDENTIAL 50 (110 FAR)
  - SUBURBAN MIXED USE 6 (1.50 FAR)
  - COMMUNITY MIXED USE 20 (2 FAR)
  - COMMUNITY MIXED USE 100 (3.5 FAR)
  - REGIONAL MIXED USE 100 (3.5 FAR)
  - COMMUNITY COMMERCIAL 55 (2.0 FAR)
  - LIGHT INDUSTRIAL (1.5 FAR)
  - RECREATION/OPEN SPACE
  - PUBLIC/SEMIPUBLIC
  - MAJOR ENVIRONMENTALLY SENSITIVE AREAS
  - RIGHT OF WAY
- TEMPLE TERRACE FLU**
- RESIDENTIAL 4 (4 DU/ACRE)
  - RESIDENTIAL 10 (8 DU/ACRE) (1.25 FAR)
  - COMMUNITY MIXED USE 12 (12 DU/ACRE) (1.5 FAR)
  - URBAN MIXED USE 20 (20 DU/ACRE) (1.5 FAR)
  - OFFICE/INSTITUTIONAL (1.5 FAR)
  - DOWNTOWN MIXED USE 35 (35 DU/ACRE) (1.5 FAR)
  - COMMERCIAL (1.5 FAR)
  - RESEARCH CORPORATE PARK (1.0 FAR)
  - PUBLIC/SEMIPUBLIC (1.5 FAR)
  - PARK/RECREATION OPEN SPACE (1.5 FAR)
  - TRANSITIONAL AREA (DUE TO)



**LOCATOR MAP AND REFERENCE INFORMATION**

JURISDICTIONAL AREAS: Hillsborough County City-County Planning Commission. Ethics Act Prohibit.  
 URBAN SERVICE AREA BOUNDARIES: Hillsborough County City-County Planning Commission. Ethics Act Prohibit.  
 CITY LIMIT BOUNDARIES: Hillsborough County City-County Planning Commission. Ethics Act Prohibit.  
 PUBLIC/SEMIPUBLIC AREAS: Hillsborough County City-County Planning Commission. Ethics Act Prohibit.  
 RECREATION/OPEN SPACE AREAS: Hillsborough County City-County Planning Commission. Ethics Act Prohibit.  
 RIGHT OF WAY: Hillsborough County City-County Planning Commission. Ethics Act Prohibit.  
 MAJOR ENVIRONMENTALLY SENSITIVE AREAS: Hillsborough County City-County Planning Commission. Ethics Act Prohibit.

Author: CWelsh  
 Date: 6/22/2017  
 Path: C:\p\proj\City-County\NEW\_LAND\Innovation\Innovation\_Page\Innovation\_FLU.mxd  
 Hillsborough.org



HILLSBOROUGH COUNTY, FLORIDA  
INNOVATION PLACE  
EXISTING SIDEWALKS



LEGEND

- Hillsborough County Sidewalks
- City of Tampa Sidewalks
- Tampa-Terrace Sidewalks
- UPD Sidewalks
- River Avenue Boundary
- Urban Service Area
- Tampa Service Area
- Jurisdictional Boundary
- County Boundary

- Pinellas County
- Tampa-Terrace
- Hillsborough County
- Plant City
- TOWN

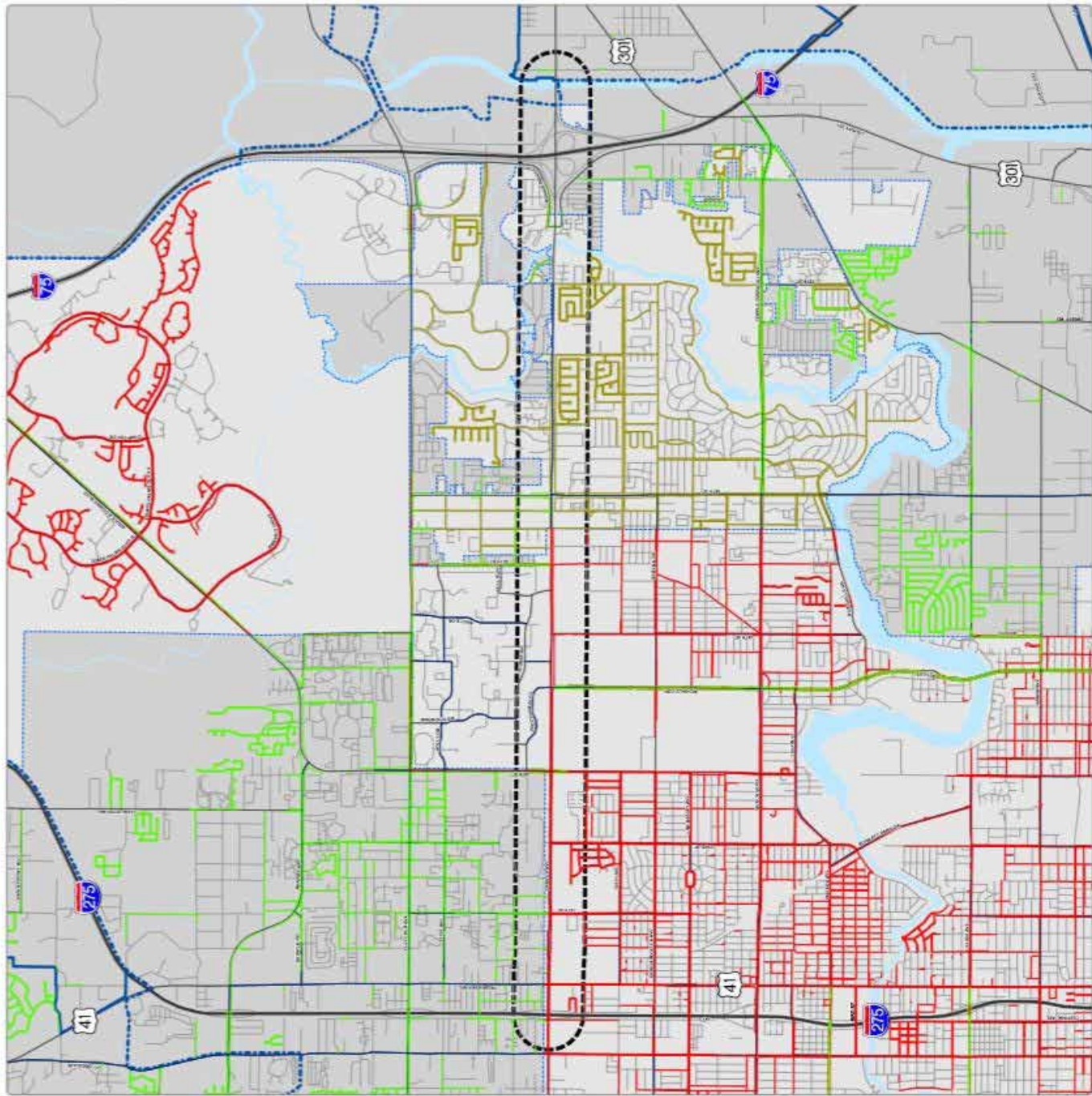
LOCATOR MAP AND BENCHMARK INFORMATION



INNOVATION PLACE, LOCATED JUST OFF I-75, IS A 200-ACRE DEVELOPMENT IN THE TOWN OF TAMPA, FLORIDA. THE DEVELOPMENT IS SITUATED IN THE URBAN SERVICE AREA OF TAMPA, FLORIDA, AND IS BOUNDARY BY THE RIVER AVENUE BOUNDARY. THE DEVELOPMENT IS SITUATED IN THE TOWN OF TAMPA, FLORIDA, AND IS BOUNDARY BY THE RIVER AVENUE BOUNDARY. THE DEVELOPMENT IS SITUATED IN THE TOWN OF TAMPA, FLORIDA, AND IS BOUNDARY BY THE RIVER AVENUE BOUNDARY.









Map © 2008 Pinellas/Hillsborough/Tampa/Terrace/Plant City, Florida



HILLSBOROUGH COUNTY, FLORIDA  
INNOVATION PLACE  
FOWLER AVENUE CORRIDOR LAND USE STUDY  
AERIAL PHOTOGRAPHY



LEGEND

-  FOWLER AVENUE 1/2 MILE BUFFER
-  ROADS AND BOUNDARY LINES
-  JURISDICTION BOUNDARY
-  URBAN SERVICE AREA
-  TAMPA SERVICE AREA
-  TEMPLE TERRACE UTILITY SERVICE AREA

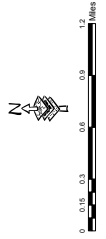
TAMPA SERVICE AREA



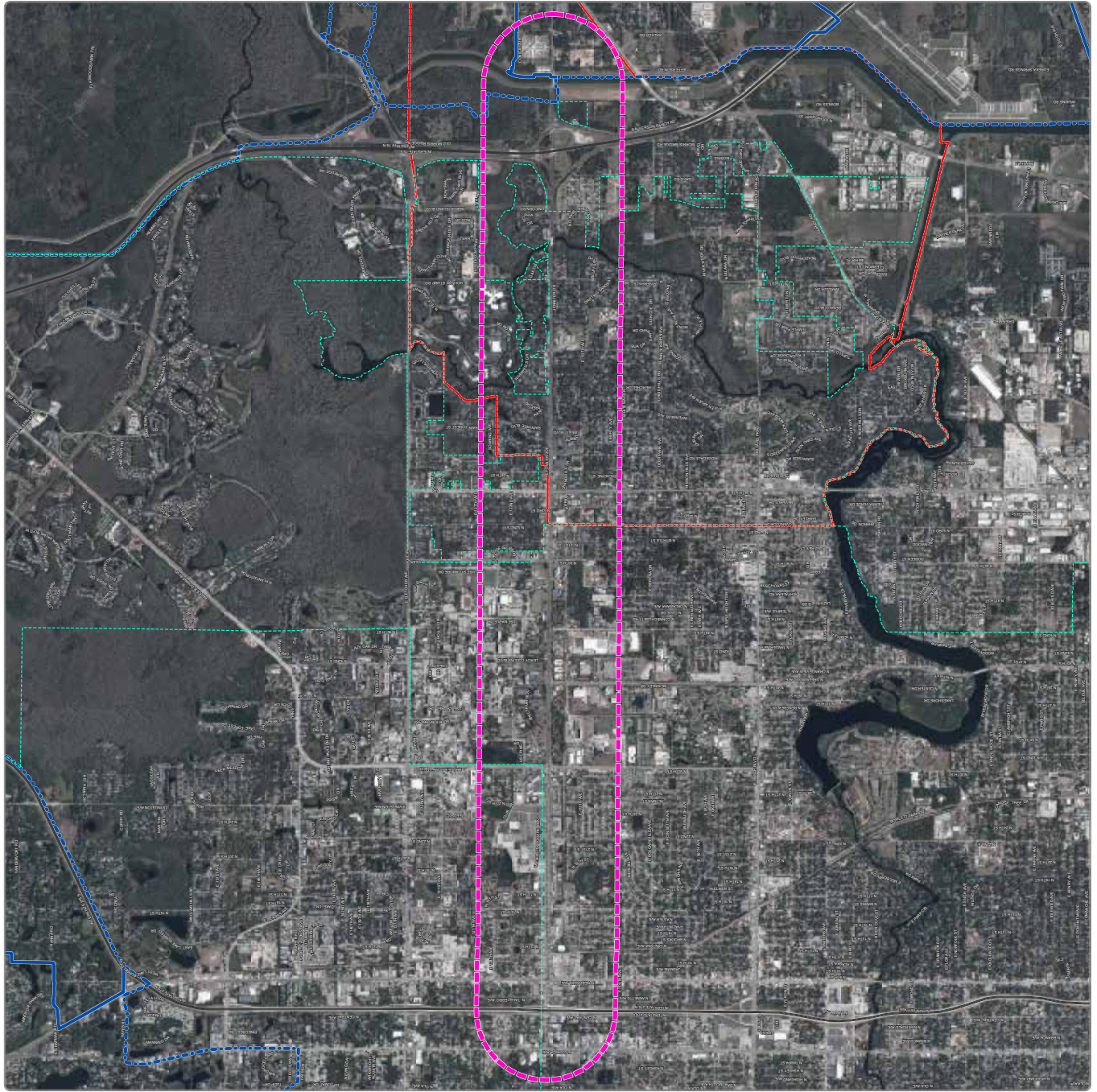
LOCATOR MAP AND REFERENCE INFORMATION

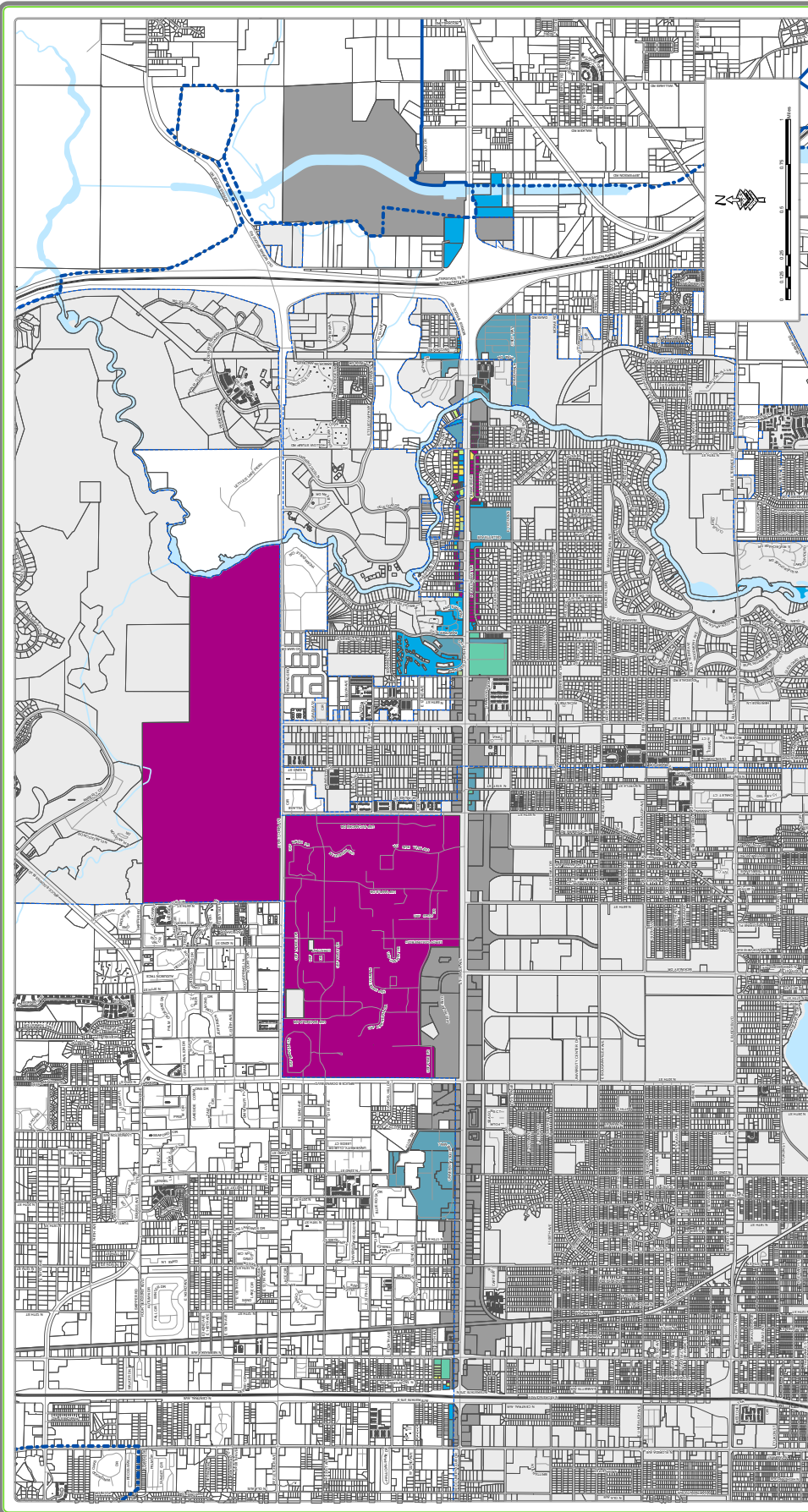


AERIAL PHOTOGRAPHY: Hillsborough County, Florida  
 JURISDICTION BOUNDARIES: Hillsborough County, Florida  
 URBAN SERVICE AREA BOUNDARIES: Hillsborough County, Florida  
 TEMPLE TERRACE UTILITY SERVICE AREA BOUNDARIES: Hillsborough County, Florida  
 TAMPA SERVICE AREA BOUNDARIES: Hillsborough County, Florida  
 FOWLER AVENUE 1/2 MILE BUFFER: Hillsborough County, Florida  
 ROADS AND BOUNDARY LINES: Hillsborough County, Florida



DATE: 11/20/2017  
 AUTHOR: GARY WAGNER  
 FILE: C:\Users\grywagner\Documents\InnovationPlace\_082617.mxd  
 PROJECT: INNOVATION PLACE





LOCATOR MAP AND REFERENCE INFORMATION



PARCELS: HILLSBOROUGH COUNTY GIS DATA  
 BOUNDARIES AND NATURAL FEATURES: HILLSBOROUGH COUNTY GIS DATA  
 CITY LIMIT: HILLSBOROUGH COUNTY GIS DATA  
 URBAN SERVICE LINE: HILLSBOROUGH COUNTY GIS DATA  
 TOWNAL SERVICE LINE: HILLSBOROUGH COUNTY GIS DATA  
 WATER: HILLSBOROUGH COUNTY GIS DATA

DATE: 03/28/2017  
 PROJECT: HILLSBOROUGH COUNTY GIS DATA

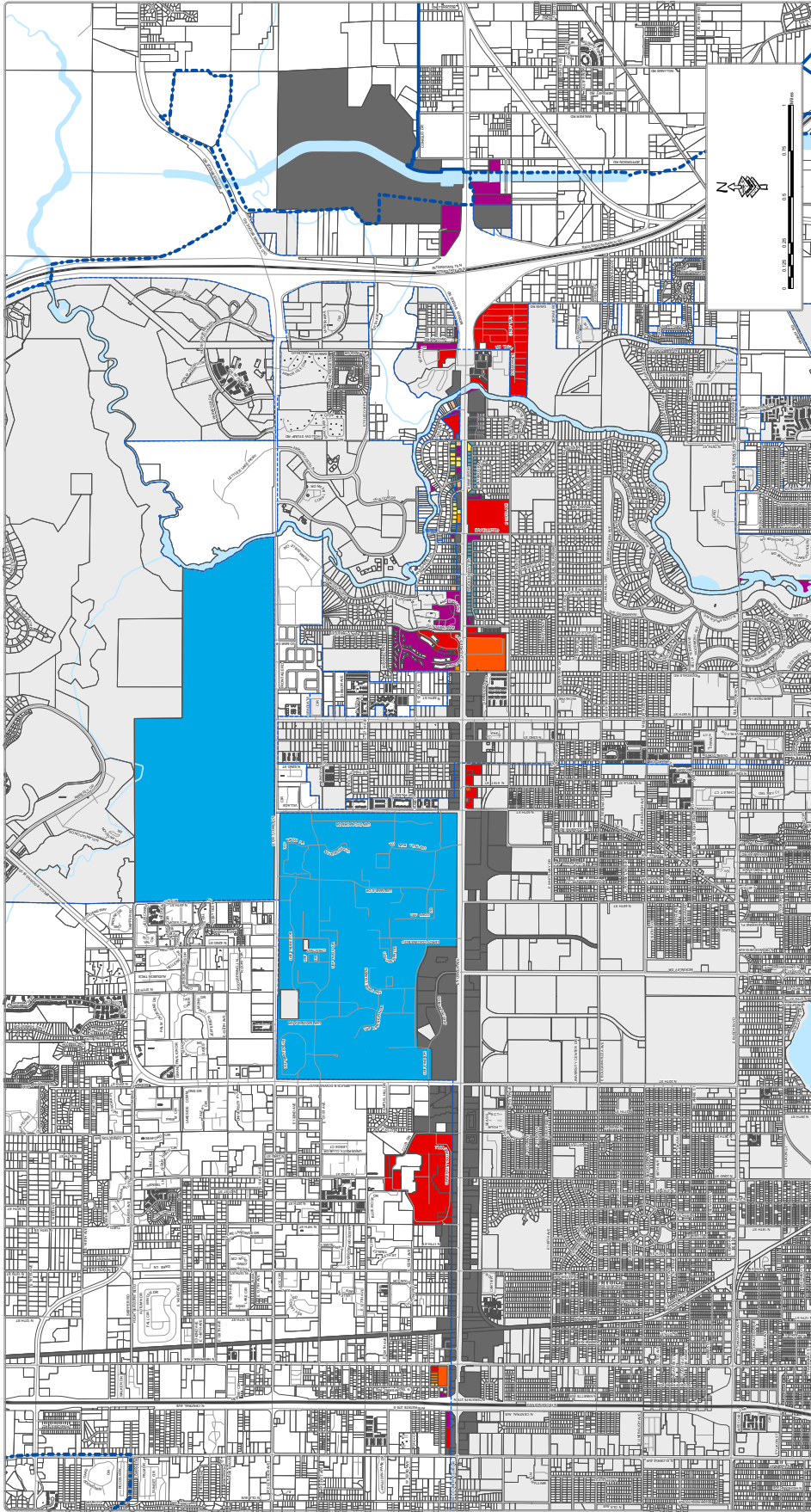
LEGEND

- % OF EXISTING RESIDENTIAL BUILDOUT BASED ON FLU CATEGORY**
  - 0%
  - GREATER THAN 0% AND LESS THAN OR EQUAL TO 10%
  - GREATER THAN 10% AND LESS THAN OR EQUAL TO 20%
  - GREATER THAN 20% AND LESS THAN OR EQUAL TO 30%
  - GREATER THAN 30% AND LESS THAN OR EQUAL TO 40%
  - GREATER THAN 40% AND LESS THAN OR EQUAL TO 50%
  - GREATER THAN 50%
  - NO RESIDENTIAL DENSITY PERMITTED BY ZONING
- BOUNDARIES AND NATURAL FEATURES**
  - PARCELS
  - CITY LIMIT
  - URBAN SERVICE LINE
  - TOWNAL SERVICE LINE
  - WATER

HILLSBOROUGH COUNTY, FLORIDA  
FOWLER AVENUE LAND USE STUDY

% OF EXISTING BUILDOUT  
BASED ON FLU CATEGORY





**LOCATOR MAP AND REFERENCE INFORMATION**

PARCELS: Hillsborough County Parcel Data  
 BOUNDARIES AND NATURAL FEATURES: Esri  
 CITY LIMIT: Hillsborough County GIS  
 URBAN SERVICE LINE: Hillsborough County GIS  
 TOWNSHIP SERVICE LINE: Hillsborough County GIS  
 WATER: Esri  
 DATE: 03/28/2017  
 AUTHOR: JACOBUS  
 PROJECT: Fowler Avenue Land Use Study

**LEGEND**

**% OF REMAINING POTENTIAL RESIDENTIAL BUILDOUT BASED ON FLU CATEGORY**

- LESS THAN 10%
- GREATER THAN OR EQUAL TO 10% AND LESS THAN 20%
- GREATER THAN OR EQUAL TO 20% AND LESS THAN 30%
- GREATER THAN OR EQUAL TO 30% AND LESS THAN 40%
- GREATER THAN OR EQUAL TO 40% AND LESS THAN 50%
- GREATER THAN OR EQUAL TO 50% AND LESS THAN 60%
- GREATER THAN OR EQUAL TO 60% AND LESS THAN 70%
- GREATER THAN OR EQUAL TO 70% AND LESS THAN 80%
- GREATER THAN OR EQUAL TO 80% AND LESS THAN 90%
- 90%
- NO RESIDENTIAL DENSITY PERMITTED BY ZONING

**BOUNDARIES AND NATURAL FEATURES**

- PARCELS
- CITY LIMIT
- URBAN SERVICE LINE
- TOWNSHIP SERVICE LINE
- WATER

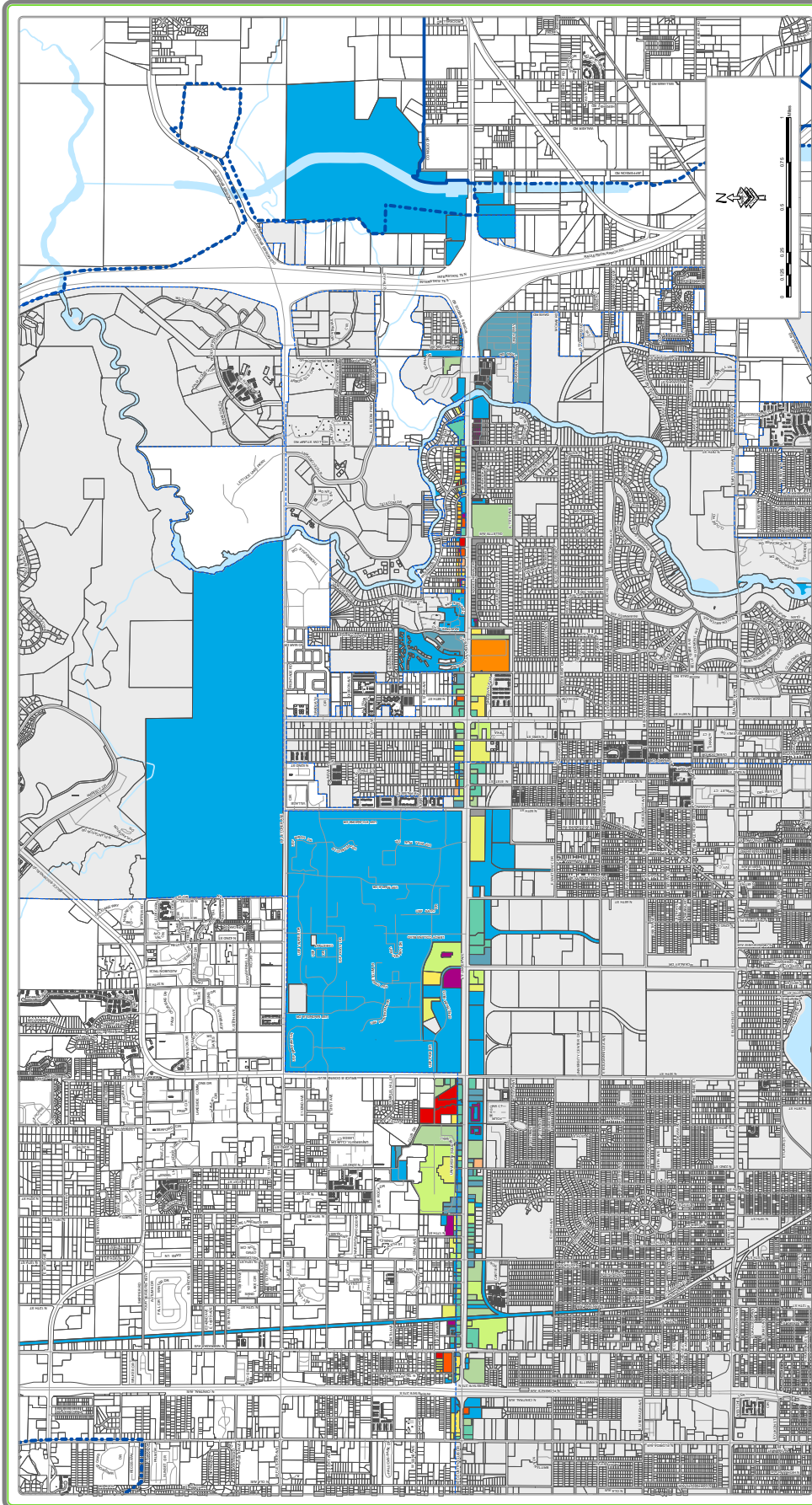
HILLSBOROUGH COUNTY, FLORIDA

**FOWLER AVENUE LAND USE STUDY**

**% OF REMAINING POTENTIAL RESIDENTIAL BUILDOUT BASED ON FLU CATEGORY**

Hillsborough County  
City-County  
Planning Commission





**LOCATOR MAP AND REFERENCE INFORMATION**



PROJECT: Hillsborough County Comprehensive Land Use and Zoning Ordinance Update  
 MAP TITLE: Fowler Avenue Land Use Study  
 DATE: 12/20/2017  
 PREPARED BY: Hillsborough County Planning Commission  
 APPROVED BY: Hillsborough County Board of County Commissioners  
 COUNTY: Hillsborough County, Florida  
 CITY: Fowler Avenue, Hillsborough County, Florida

**LEGEND**

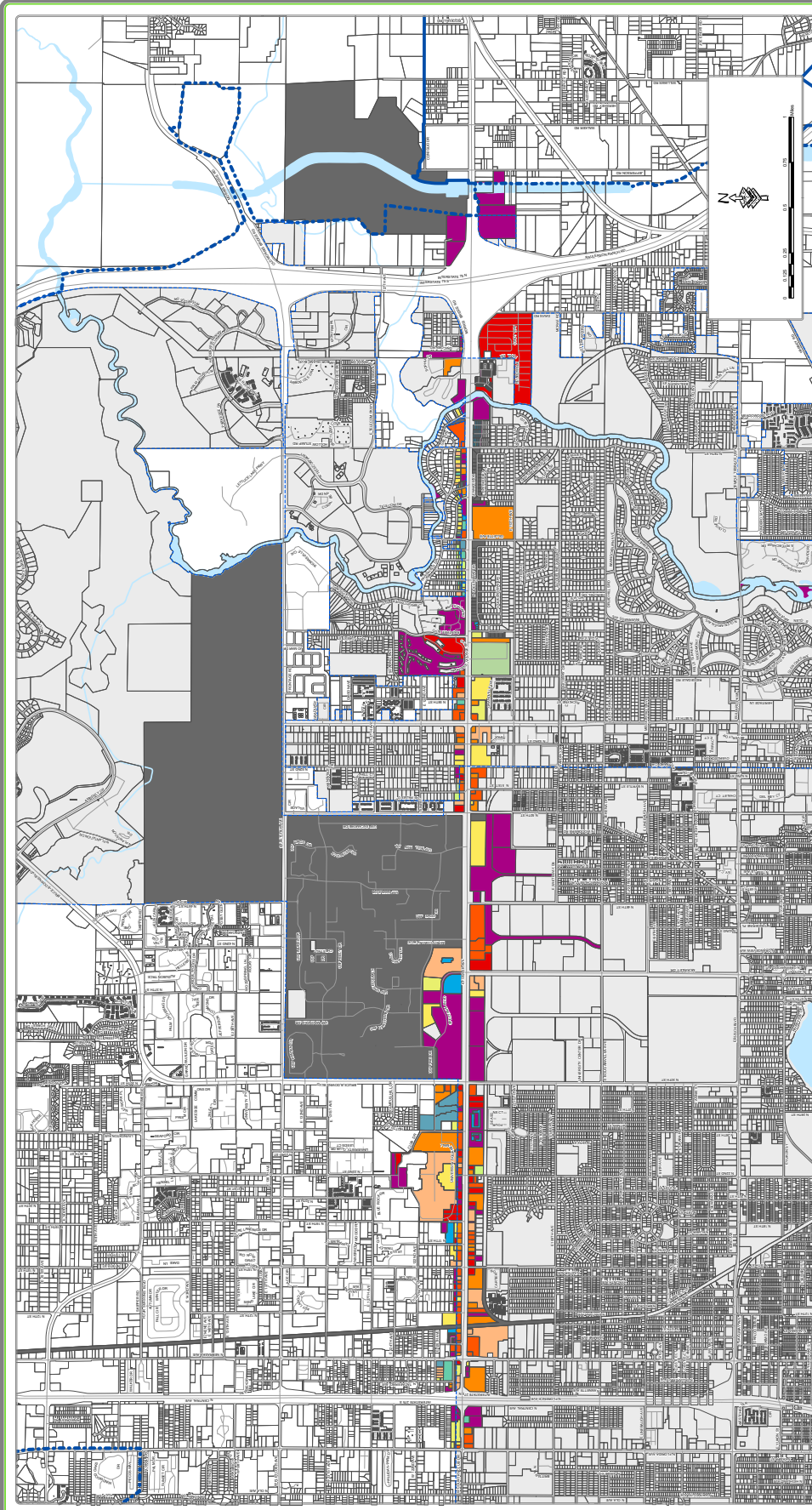
- BOUNDARIES AND NATURAL FEATURES**
- PARCELS
  - CITY LIMIT
  - URBAN SERVICE LINE
  - TAMPA SERVICE LINE
  - WATER
- % OF EXISTING FAR DEVELOPMENT BASED ON FLU CATEGORY**
- 0%
  - GREATER THAN 0% AND LESS THAN OR EQUAL TO 10%
  - GREATER THAN 10% AND LESS THAN OR EQUAL TO 20%
  - GREATER THAN 20% AND LESS THAN OR EQUAL TO 30%
  - GREATER THAN 30% AND LESS THAN OR EQUAL TO 40%
  - GREATER THAN 40% AND LESS THAN OR EQUAL TO 50%
  - GREATER THAN 50% AND LESS THAN OR EQUAL TO 60%
  - GREATER THAN 60% AND LESS THAN OR EQUAL TO 70%
  - GREATER THAN 70% AND LESS THAN OR EQUAL TO 80%
  - GREATER THAN 80% AND LESS THAN OR EQUAL TO 90%
  - GREATER THAN 90% AND LESS THAN OR EQUAL TO 100%
  - NON-RESIDENTIAL USES CURRENTLY NOT PERMITTED BY ZONING

HILLSBOROUGH COUNTY, FLORIDA

**FOWLER AVENUE LAND USE STUDY**

**% OF EXISTING FAR DEVELOPMENT BASED ON FLU CATEGORY**

Hillsborough County  
City-County  
Planning Commission



**LOCATOR MAP AND REFERENCE INFORMATION**

FLU: 100% Remaining Potential Far Development  
 90% Remaining Potential Far Development  
 80% Remaining Potential Far Development  
 70% Remaining Potential Far Development  
 60% Remaining Potential Far Development  
 50% Remaining Potential Far Development  
 40% Remaining Potential Far Development  
 30% Remaining Potential Far Development  
 20% Remaining Potential Far Development  
 10% Remaining Potential Far Development  
 0% Remaining Potential Far Development  
 Non-Residential Uses Currently Not Permitted by Zoning

DATE: 12/20/2017  
 AUTHOR: CDMC  
 PROJECT: HILLSBOROUGH COUNTY, FLORIDA - FOWLER AVENUE LAND USE STUDY

**LEGEND**

**% OF REMAINING POTENTIAL FAR DEVELOPMENT BASED ON FLU CATEGORY**

- LESS THAN 0%
- GREATER THAN OR EQUAL TO 0% AND LESS THAN 10%
- GREATER THAN OR EQUAL TO 10% AND LESS THAN 20%
- GREATER THAN OR EQUAL TO 20% AND LESS THAN 30%
- GREATER THAN OR EQUAL TO 30% AND LESS THAN 40%
- GREATER THAN OR EQUAL TO 40% AND LESS THAN 50%
- GREATER THAN OR EQUAL TO 50% AND LESS THAN 60%
- GREATER THAN OR EQUAL TO 60% AND LESS THAN 70%
- GREATER THAN OR EQUAL TO 70% AND LESS THAN 80%
- GREATER THAN OR EQUAL TO 80% AND LESS THAN 90%
- GREATER THAN OR EQUAL TO 90% AND LESS THAN 100%
- NON-RESIDENTIAL USES CURRENTLY NOT PERMITTED BY ZONING

**BOUNDARIES AND NATURAL FEATURES**

- FENCIBLES
- CITY LIMIT
- URBAN SERVICE LINE
- TAMPA SERVICE LINE
- WATERS

HILLSBOROUGH COUNTY, FLORIDA

**FOWLER AVENUE LAND USE STUDY**

**% OF REMAINING POTENTIAL FAR DEVELOPMENT BASED ON FLU CATEGORY**

Hillsborough County  
 City-County  
 Planning Commission

HILLSBOROUGH COUNTY, FLORIDA  
**INNOVATION PLACE  
 FOWLER AVENUE CORRIDOR LAND USE STUDY**  
 EXISTING TRAILS & BIKE LANES



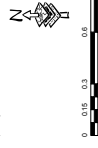
**LEGEND**

- Fowler Avenue 1/4 Mile Buffer
- Existing Trails
- Designated Bike Lanes
- Paved Shoulders
- Shared Lane Markings
- Wide Outside Lanes
- City of Tampa Bike Lanes
- Temple Terrace Bike Lanes
- Major Roads
- Local Roads
- Urban Service Area
- Tampa Service Area
- Jurisdictional Boundary
- County Boundary
- Streams/Rivers
- Water & City
- Hillsborough County
- Jurisdictional Areas

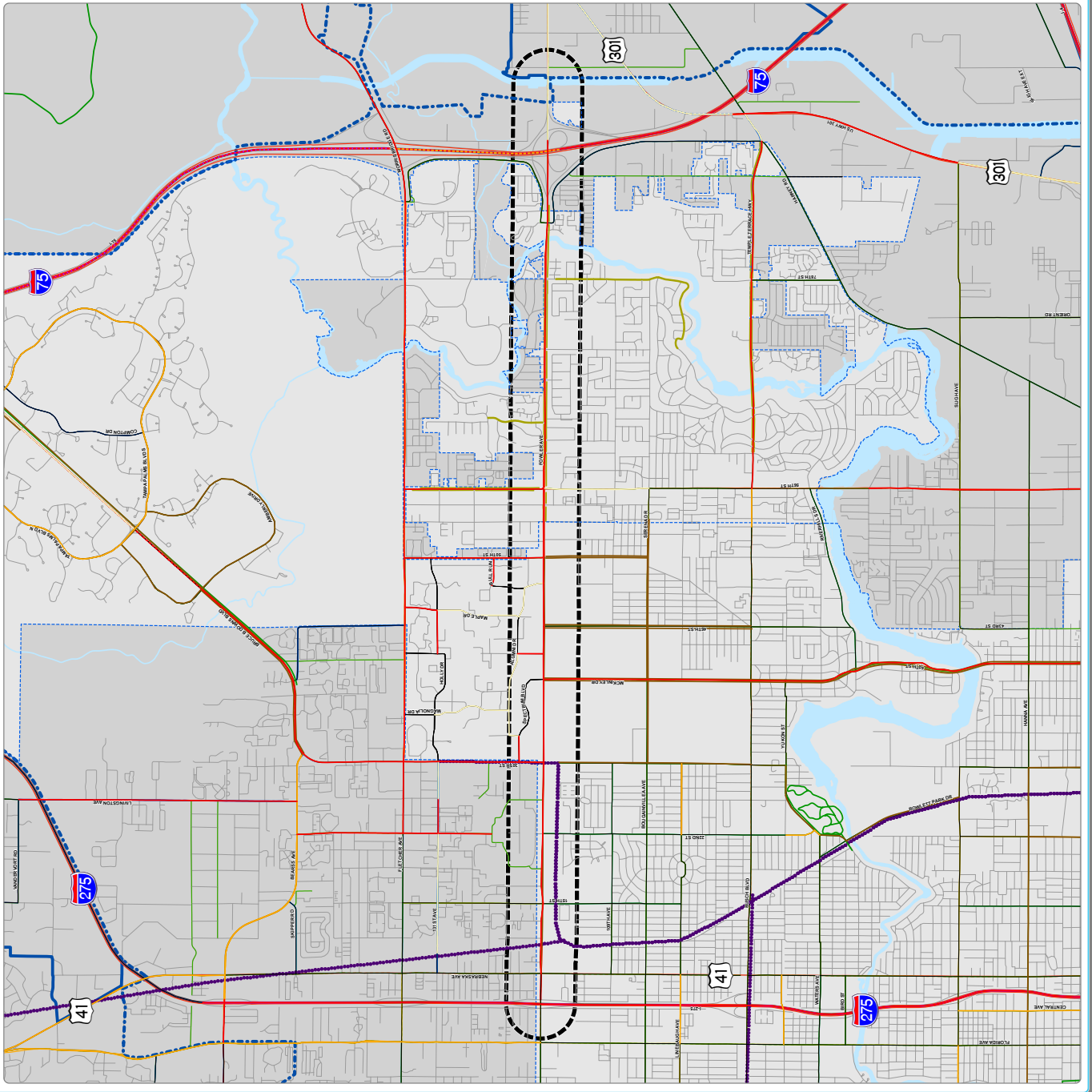
**LOCATOR MAP AND REFERENCE INFORMATION**



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DATE: 10/20/2017  
 PROJECT: INNOVATION PLACE FOWLER AVENUE CORRIDOR LAND USE STUDY  
 DRAWN BY: [Name]



HILLSBOROUGH COUNTY, FLORIDA  
INNOVATION PLACE  
FOWLER AVENUE CORRIDOR LAND USE STUDY  
EXISTING SIDEWALKS



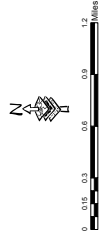
LEGEND

- Fowler Avenue 1/4 Mile Buffer
- Hillsborough County Sidewalks
- City of Tampa Sidewalks
- Temple Terrace Sidewalks
- MPO Sidewalks
- Major Roads
- Local Roads
- Urban Service Area
- Temple Service Area
- Jurisdictional Boundary
- County Boundary
- Stream/Rivers
- Water & Bay
- Hillsborough County
- Jurisdictional Areas

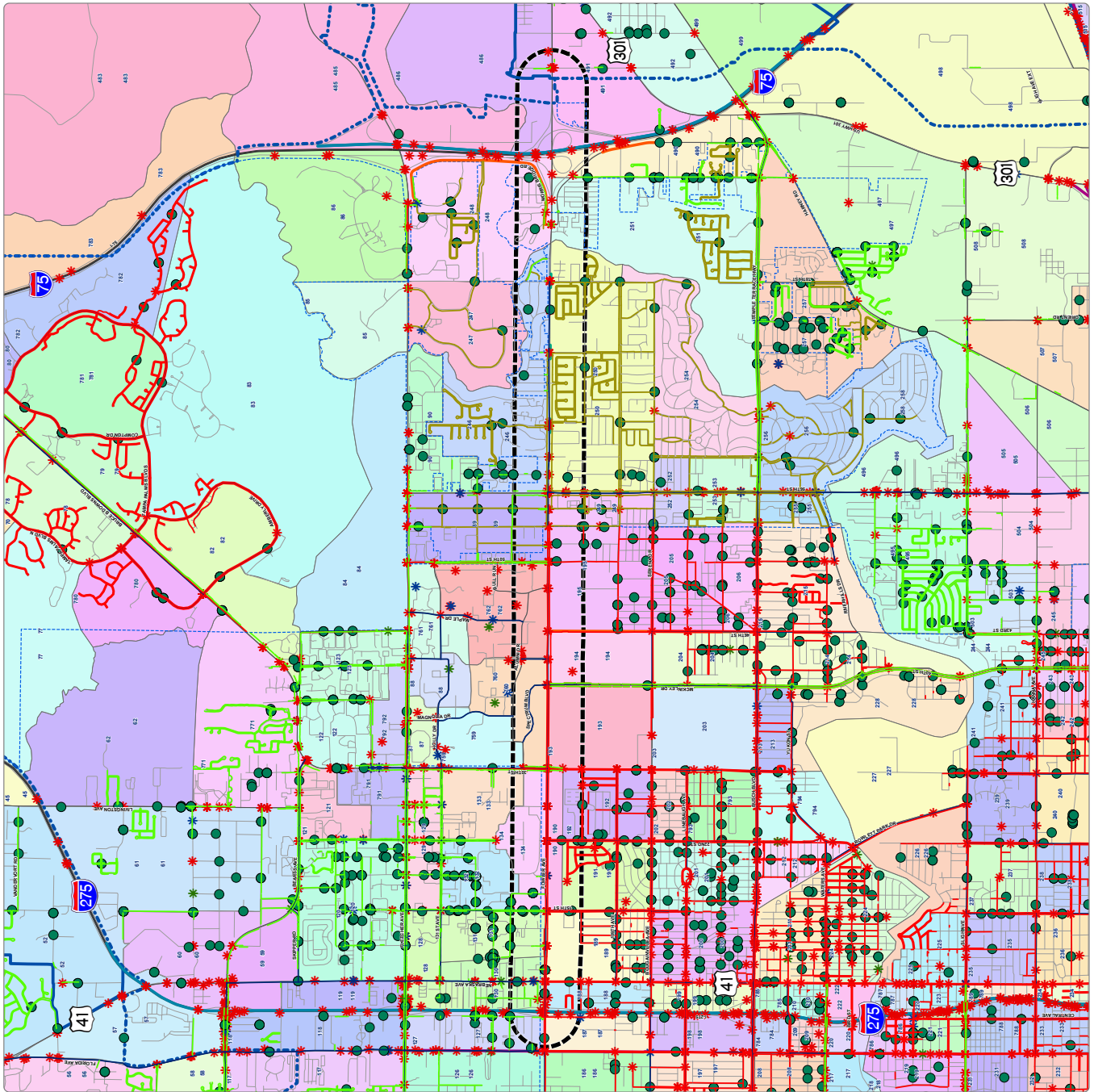
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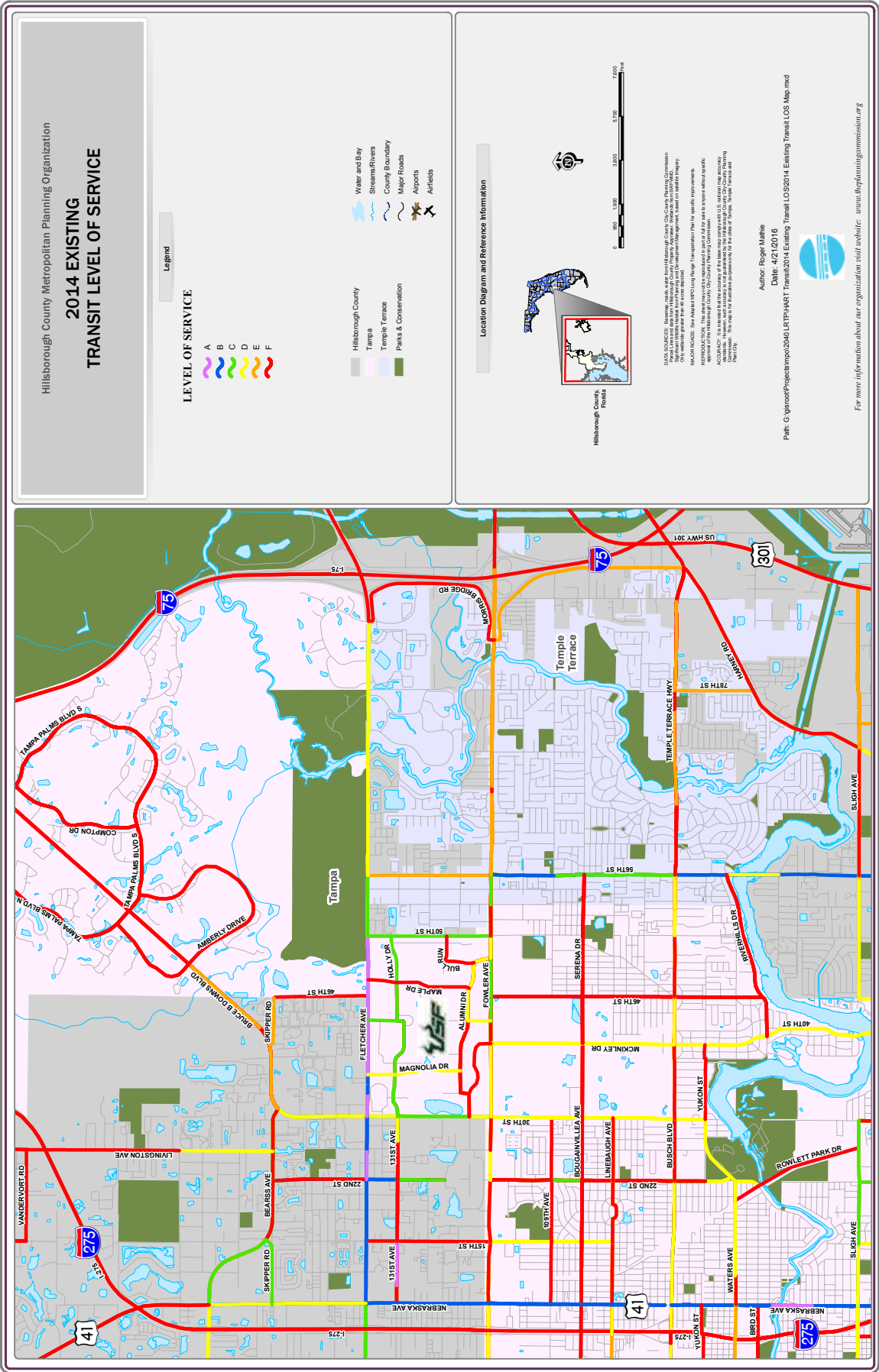


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 FILE: C:\Users\ProjectAdmin\Documents\ProjectAdmin\JPLC\_Growth\_Schematic.dwg  
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Hillsborough County Metropolitan Planning Organization

## 2014 EXISTING TRANSIT LEVEL OF SERVICE

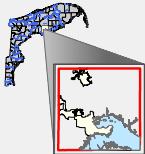
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### LEVEL OF SERVICE

- A
- B
- C
- D
- E
- F

- Hillsborough County
- Tampa
- Temple Terrace
- Parks & Conservation
- Water and Bay
- Streams/Rivers
- County Boundary
- Major Roads
- Airports
- Airfields

### Location Diagram and Reference Information



**DATA SOURCES:** Esri, Inc. and Florida Department of Transportation (FDOT) for road data; US Census Bureau for population data; Florida Department of Transportation (FDOT) for transit data; Hillsborough County for land use data; and other sources for geographic information.

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Author: Roger Mahle  
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Hillsborough County Metropolitan Planning Organization

# INNOVATION DISTRICT HIGH CRASH HOT SPOTS

## Legend

### CORRIDORS & INTERSECTIONS

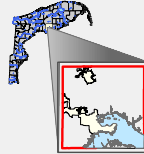
- Severe Crash Intersections
- Severe Crash Corridors

### CRASHES

- Bicycle
- Pedestrian
- Vehicle

- Hillsborough County
- Tampa
- Temple Terrace
- Parks & Conservation
- Water and Bay
- Streams/Rivers
- County Boundary
- Major Roads
- Airports
- Airfields

### Location Diagram and Reference Information



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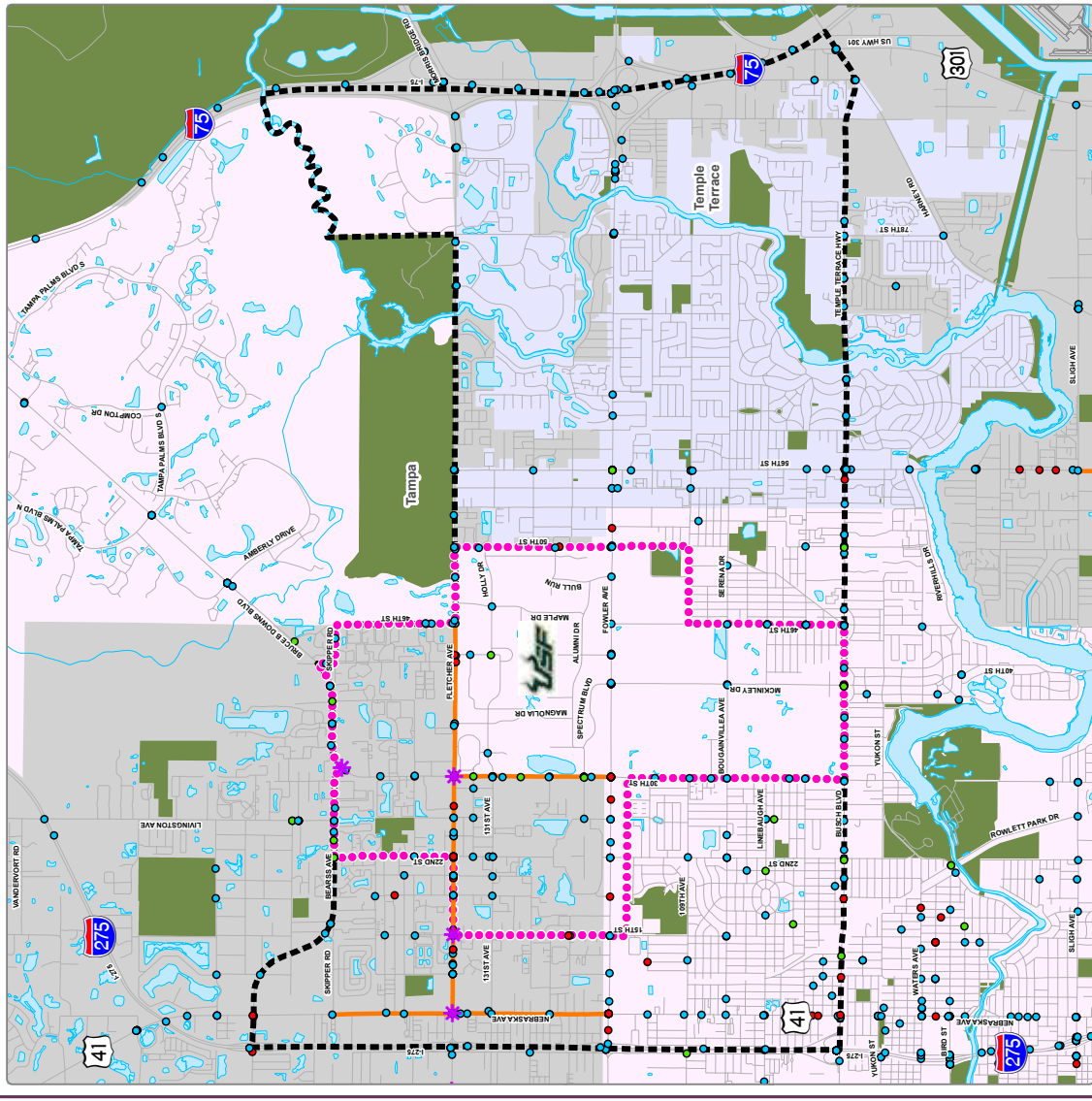
### Tampa Innovation Alliance Project

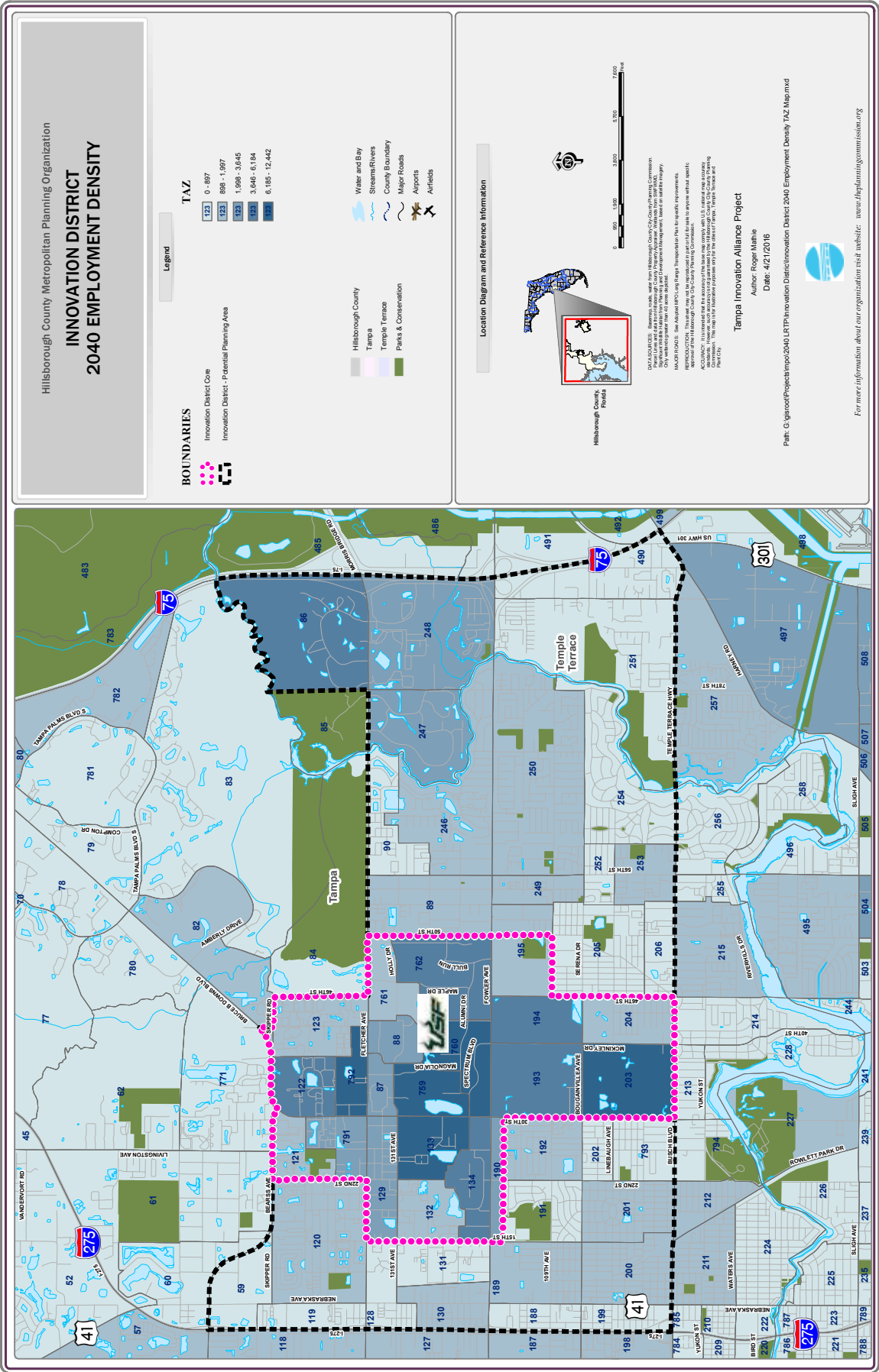
Author: Roger Nettle  
Date: 4/21/2016

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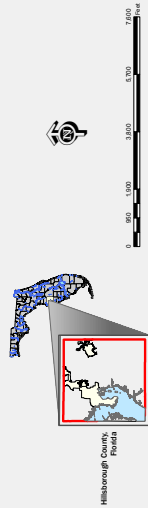
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Hillsborough County Metropolitan Planning Organization

# INNOVATION DISTRICT PERCENTAGE CHANGE IN EMPLOYMENT BETWEEN 2010 AND 2040



**Location Diagram and Reference Information**



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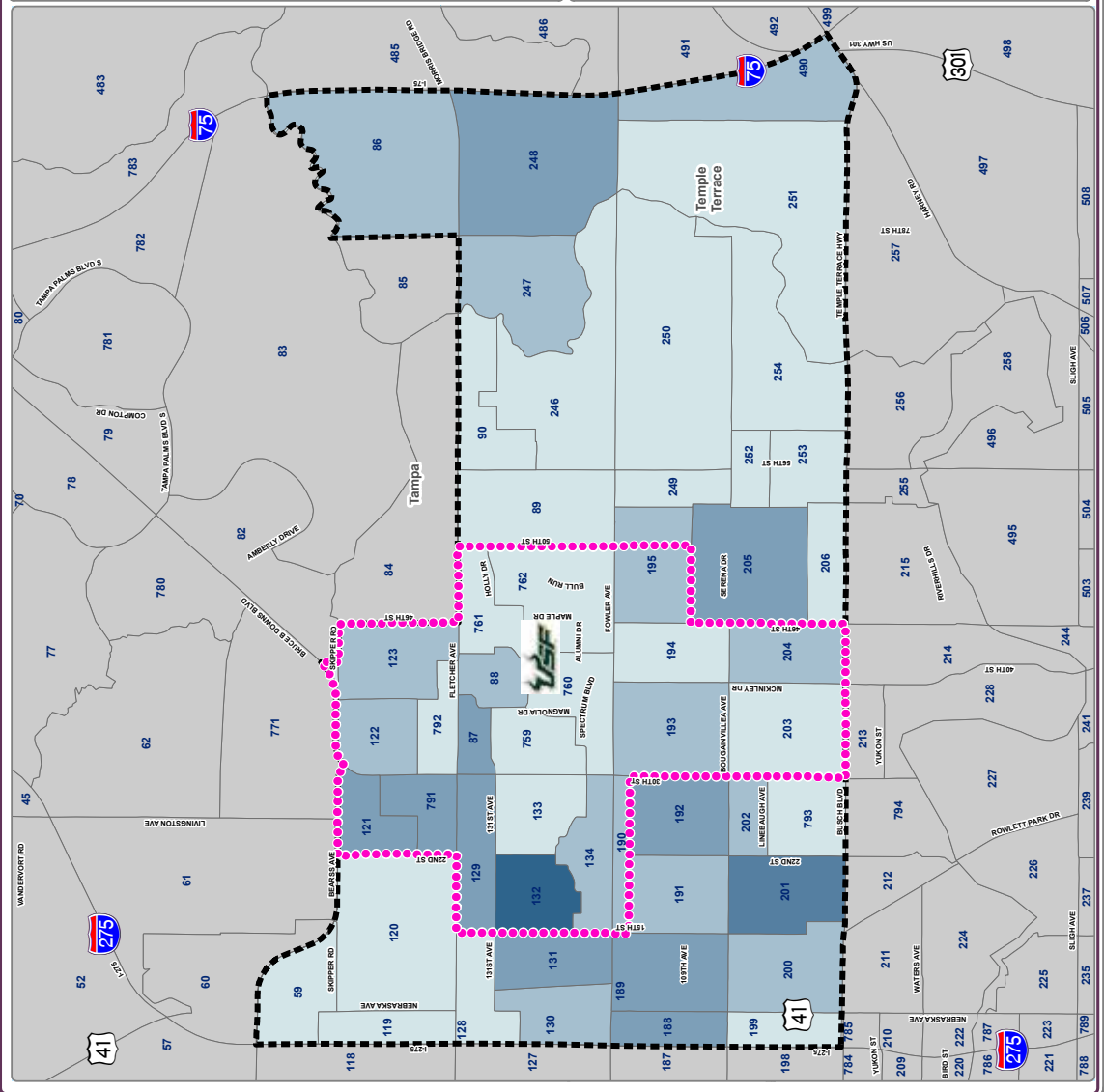
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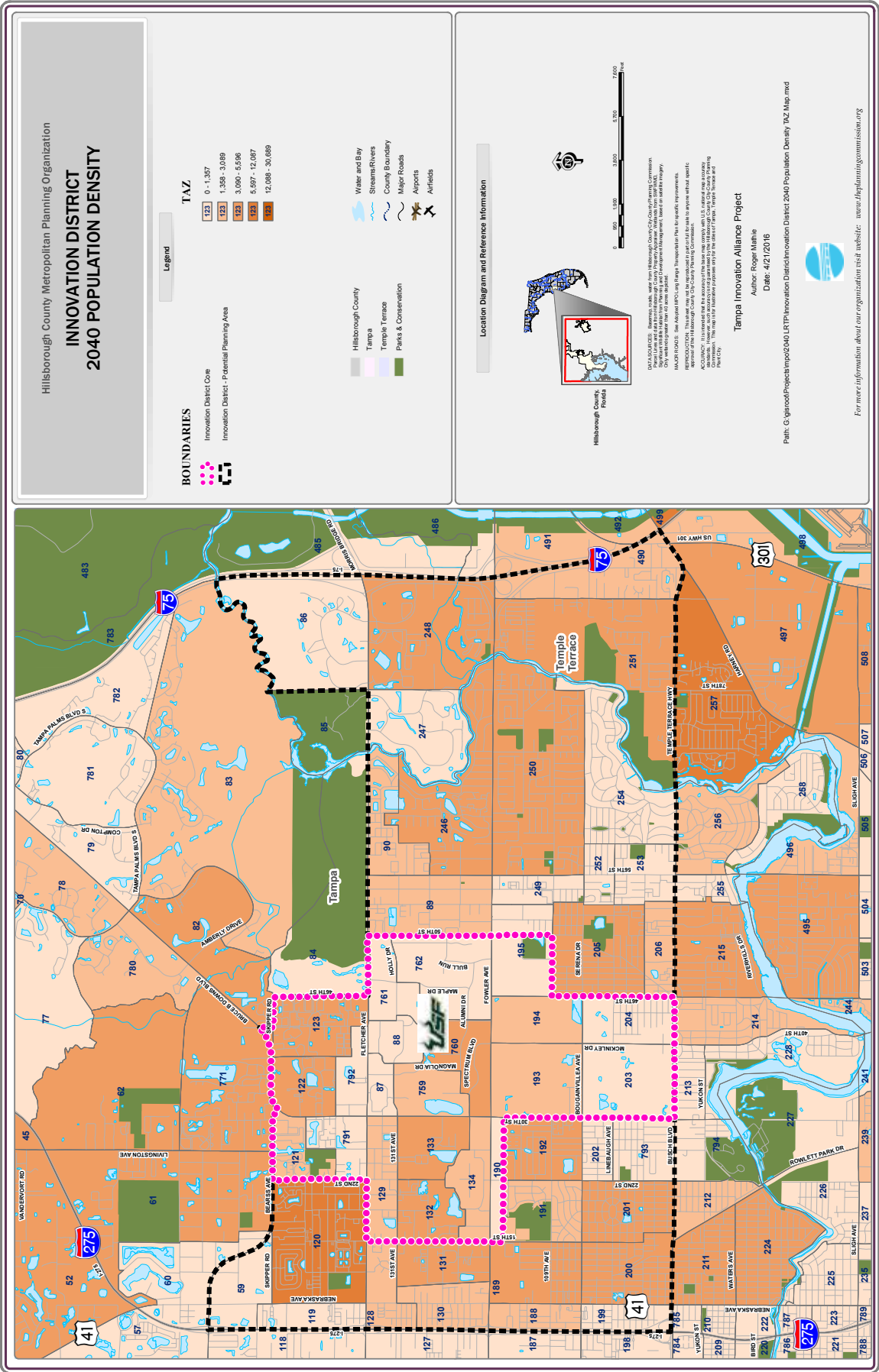
**Tampa Innovation Alliance Project**  
Author: Roger Nettle  
Date: 4/20/2016

Path: G:\arcroot\Projects\mpo\340 LRT\Innovation District\Innovation District 2010 - 20 Percent Change Employment TAZ Map.mxd

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Hillsborough County Metropolitan Planning Organization  
**INNOVATION DISTRICT**  
**2040 POPULATION DENSITY**

**BOUNDARIES**

- Innovation District Core
- Innovation District - Potential Planning Area

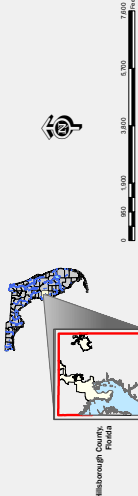
**Legend**

**TAZ**

121	0 - 1,357
122	1,358 - 3,089
123	3,090 - 5,506
124	5,507 - 12,087
125	12,088 - 30,089

- Hillsborough County
- Tampa
- Temple Terrace
- Parks & Conservation
- Water and Bay
- Streams/Rivers
- County Boundary
- Major Roads
- Airports
- Airfields

**Location Diagram and Reference Information**



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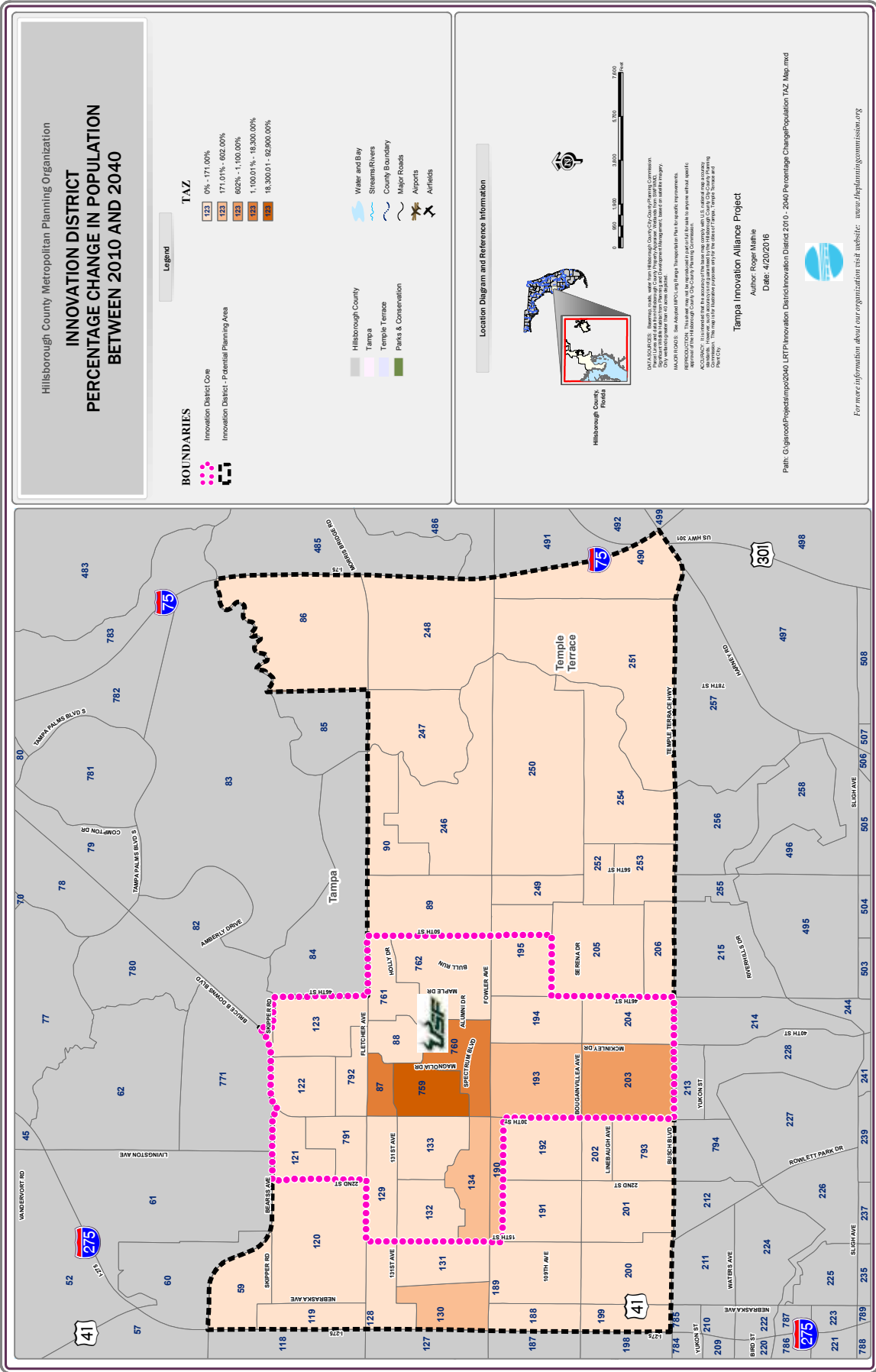
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**Tampa Innovation Alliance Project**  
 Author: Roger Nettle  
 Date: 4/21/2016

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Hillsborough County Metropolitan Planning Organization

# INNOVATION DISTRICT PERCENTAGE CHANGE IN POPULATION BETWEEN 2010 AND 2040

**BOUNDARIES**

- Innovation District Core
- Innovation District - Potential Planning Area

**Legend**

**TAZ**

123	0% - 171.00%
123	171.01% - 602.00%
123	602% - 1,100.00%
123	1,100.01% - 18,300.00%
123	18,300.01% - 92,900.00%

**Water and Bay**  
Streams/Rivers

**County Boundary**

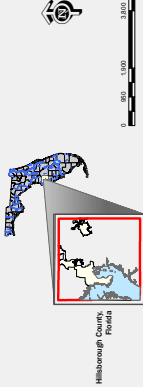
**Major Roads**

**Airports**

**Airfields**

**Hillsborough County**  
Tampa  
Temple Terrace  
Parks & Conservation

**Location Diagram and Reference Information**



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**Tampa Innovation Alliance Project**  
Author: Roger Nettle  
Date: 4/20/2016

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# Appendix 2:

## Land Use & Zoning Definitions

### Hillsborough County

AR: Agricultural Rural 1 unit per 5 acres

AS-1: Agricultural Single Family 1 unit per ac

CG: Commercial General

- allowing a full range of commercial and office uses with mixed residential uses permitted when included as a component of planned developments of the Tampa !P Core Area

CMU-12: Community Mixed Use

- Up to a maximum of 12.0 dwelling units per gross acre. Alternative methods for calculating density of certain uses are specified in the land development regulations. Density bonuses and credits may be considered in this category and are described in the Plan This maximum residential density is provided only as a limit for application in situations in which all goals, objectives, and policies and applicable development regulations are being complied with, especially those regarding compatibility of the proposed development with surrounding land uses, existing and/or approved, and with regard to the adequacy and availability of public facilities

N: Natural Preservation

- Open space or passive nature parks

OC-20: Office Commercial

- Up to a maximum of 20.0 dwelling units per gross acre. This maximum residential density is provided only as a limit for application in situations in which all goals, objectives, and policies, and applicable development regulations are being complied with, especially those regarding compatibility of the proposed development with surrounding land uses, existing and/or approved and about the adequacy and availability of public facilities

PD: Planned Development

P/QP: Public/Quasi-Public

- To recognize areas where, public facilities, public structures or grounds, regional, district or community recreation uses or facilities and other private establishments generally available to the public are located

Res-12: Residential

- Up to a maximum of 12.0 dwelling units per gross acre. Alternative methods for calculating density of certain uses are specified in the land development regulations. Density bonuses and credits may be considered in this category and are described in the Plan. This maximum, residential density is provided only as a limit for application in situations in which all goals, objectives and policies, and applicable development regulations are being complied with especially those regarding compatibility of the proposed development with surrounding land uses, existing and/or approved, and about the adequacy and availability of public facilities

#### Res-20: Residential

- Up to a maximum of 20.0 dwelling units per gross acre. Alternative methods for calculating density of certain uses are specified in the land development regulations. Density bonuses and credits may be considered in this category and are described in the Plan. This maximum residential density is provided only as a limit for application in situations in which all goals, objectives, and policies and applicable development regulations are being complied with, especially those regarding compatibility of the proposed development with surrounding land uses, existing and/or approved, and about the adequacy and availability of public facilities

#### Res-6: Residential

- Up to a maximum of 6.0 dwelling units per gross acre. Alternative methods for calculating density of certain uses are specified in the land development regulations. Density bonuses and credits may be considered in this category and are described in the Plan. This maximum residential density is provided only as a limit for application in situations which represent an ideal set of circumstances about the compatibility of the proposed development with surrounding land uses, existing and/or approved, and about the adequacy and availability of public facilities

#### Res – 9

- Up to a maximum of 9.0 dwelling units per gross acre. Alternative methods for calculating density of certain uses are specified in the land development regulations. Density bonuses and credits may be considered in this category and are described in the Plan. This maximum residential density is provided only as a limit for application in situations in which all goals, objectives, and policies, and applicable development regulations are being complied with, especially those regarding compatibility of proposed development with surrounding land uses, existing and/or approved, and about the adequacy and availability of public facilities

#### SMU-6: Suburban Mixed Use

- Up to 6.0 dwelling units per gross acre, provided the project demonstrates a clustered, planned development utilizing open space which ensures the preservation of the natural and scenic qualities of open lands. Projects utilizing this option must meet the requirements specified below. Clustering will be demonstrated through higher than typical residential net densities and preservation of open space to preserve the natural and scenic qualities of open lands

#### SPI-UC-3

#### UMU-20: Urban Mixed Use

- Up to a maximum of 20.0 dwelling units per gross acre. Alternative methods for calculating density of certain uses are specified in the land development regulations. Density bonuses and credits may be considered in this category and are described in the Plan. The maximum residential density is provided only as a limit for application in situations in which all goals, objectives, and policies and applicable development regulations are being complied with, especially those regarding compatibility of the proposed development with surrounding land uses, existing and/or approved, and about the adequacy and availability of public facilities

## Tampa

### CC-35: Community Commercial

- Residential, low to medium- high intensity offices, general and intensive commercial uses. To encourage a true mixture of uses, residential development can be guided by either density or FAR

### CG: Commercial General

- allowing a full range of commercial and office uses with mixed residential uses permitted when included as a component of planned development

### CI: Commercial Intensive

### CMU-35: Community Mixed Use

- Areas suitable for general commercial, professional office, and multi-family development. To encourage a true mixture of uses, residential development can be guided by either density or FAR

### HI: Heavy Industrial

- This designation provides for employment generating uses that may produce loud noise or noxious odor and tend to have a high volume of truck or rail traffic. These uses include general and intensive commercial, research/corporate parks and light and heavy industrial uses

### IG: Industrial General

- Prohibited Uses: Residential development is not permitted, except for limited accessory residential (e.g., on-site security guard), highly variable and dependent upon the needs of a given activity; generally single-story buildings, with ceiling heights typically quite high (the equivalent of 2- and 5-story buildings) to accommodate production and storage

### LI: Light Industrial

- This designation provides for employment generating uses that generally do not produce loud noise or noxious odor including, general and intensive commercial, research/corporate parks and light industrial uses

### PD: Planned Development

### PD-A: Planed Development Alternative

### P/QP: Public/Quasi-Public

- Airports, universities, schools, hospitals, and major public infrastructure facilities (e.g. wastewater treatment plant), the Future Land Use Map only shows major existing facilities

### R-20: Low/Medium Density Residential

- Primarily single family residential areas and other residential development, such as two-family and small-scale multi-family development

### RS-60: Medium/High Density Residential

- Moderately high density multi-family and mid- scale office development. Generally, near the downtown area or on major roadways

R/W: Right of Way

SMU-6: Suburban Mixed Use

- Up to 6.0 dwelling units per gross acre, provided the project demonstrates a clustered, planned development utilizing open space which ensures the preservation of the natural and scenic qualities of open lands

UC: University Community District

- Parcels within the area surrounding University of South Florida

### Temple Terrace

CG: Commercial General

- Allowing a full range of commercial and office uses with mixed residential uses permitted when included as a component of planned developments

CI: Commercial Intensive

P/SP: Public/Semi-Public

- Allowing a wide range of public and semi-public uses subject to compatibility requirements and locational criteria

PD: Planned Development

R: Park/Recreation Open Space

R-4: Single Family Residential

- Allowing up to four (4) dwelling units per acre

Res-10: Single Family Residential

- Single family detached residential development

Res-7: Single Family Residential

- Single family detached residential development

Res-9: Single Family Residential

- Allowing up to nine (9) dwelling units per acre and neighborhood office/commercial uses up to a 0.25 FAR in restricted locations

R-MF: Multi-family Residential

R-MFA: Alternative Multi-Family Residential

ROW: Right of Way

UMU-20: Urban Mixed Use

- Allowing mixed use developments of an urban character in relation to the I-75 corridor, and elsewhere in the City

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