

I-DRIVE SPECIAL PLAN OVERLAY UPDATE

SUMMARY

Owner N/A	Description of the Request: Amend Section 62.496 of the Land Development Code (North International Drive Special Plan Relationship to the Growth Management Plan), to update language, recognize the County's new Overlay regulations, and introduce new criteria furthering the goals and intent of the Special Plan.	Staff's Recommendation: Approval of the request.
Applicant City of Orlando		Public Comment Staff posted this item on the City's website, and placed a classified ad in the Orlando Sentinel. No public comments have been received as of the date of the Staff Report.
Project Planner Shannan Stegman		
Updated: January 8, 2019		

Overview

The North International Drive Urban Design Plan and Special Plan Overlay were adopted by the Orlando City Council in 1994. The overall purpose of the documents is to “preserve, enhance, and promote the positive aspects of the district, to develop a unique identity and attractive image”. The Urban Design Plan advocates a concentration of tourist commercial land uses that generate street activity; likewise, the Special Plan promotes a pedestrian oriented development pattern for the area.

The North I-Drive area was originally developed with typical suburban strip commercial uses with accompanying traffic congestion and sign clutter. With the help of the 1994 Urban Design Plan and Special Plan Overlay, the area is in the process of transforming from a vehicular oriented tourist “support” district providing necessary housing, shopping, eating and other support uses for the major tourist attractions in the area, to a multi-modal, pedestrian friendly destination in its own right. Development of the Orange County Convention Center, the expansion of Universal Studios Florida and FunSpot, along with the addition of the ICON Orlando and other entertainment venues are proof that the area is thriving, but there is still a need to improve circulation, heighten the pedestrian experience and enhance the visual image of the area in order to perpetuate a positive overall visitor experience.

In February 2016, the Orange County Board of County Commissioners adopted the I-Drive 2040 Strategic Vision as a framework plan for the continued development and redevelopment of south I-Drive and the Convention Center District. Subsequently, on February 7, 2017 the I-Drive District Overlay Zone was adopted to implement the 2040 Strategic Vision for the properties in unincorporated Orange County.

In general, the County's adopted District Overlay regulations are consistent with what the City already requires in its Special Plan for the North I-Drive area. Both plans advocate creating a more vibrant tourist district that caters to pedestrian activity through a connected street network, enhanced sidewalks, use restrictions, and site/building development standards. However, since the City's Special Plan has not been updated since 1994, there is certainly room for updates and improvements to encourage a better development pattern and to ensure general consistency with the County's District Overlay.

Analysis

Over the past 24+ years the North I-Drive Special Plan area has been evolving into a vibrant place to work, shop, play and visit. It has become a great destination for business and entertainment – yet there is still room for improvement. To address on-going pressing issues and prepare for long-term growth and redevelopment in the area, there is a need to update the Plan.

This report examines the existing I-Drive Special Plan regulations, compares them to the County's newly adopted Overlay District regulations and makes recommendations for improvements to the Special Plan. The most notable changes include: eliminating outdated ticket booth regulations, limiting the intensity of development in certain areas, reclassifying streets, increasing streetscape requirements and introducing new creative sign regulations to create some consistency with the County's regulations.

LAND USE

The North International Drive district is located within one of Orlando's four Metropolitan Activity Centers (M-AC). These areas are intended to provide for large concentrated areas of mixed commercial, industrial, office and residential uses serving a regional market. Because the International Drive district has developed over time as a tourist-oriented area and, as such, serves a much broader international market, it requires a unique mix of land uses and specialized standards to accommodate its tourist commercial function. The intent of the Land Use standards is to reinforce compatible family-oriented tourist commercial uses in this area.

Existing Regulations: In general, there are no significant differences between the City's Special Plan and the County's Overlay with regards to permitted uses. Both jurisdictions prohibit intensive uses that are incompatible with family-oriented entertainment type uses. The Special Plan has extensive regulations for Ticket Booths that were put in place in response to the sudden explosion of these types of tourist oriented uses in the late eighties and early nineties.

Proposed Changes: With advances in technology, the need for convenient ticket sales and visitor information store fronts along the corridor seems to have diminished. In an effort to simplify and streamline the Special Plan, staff is recommending replacing the detailed Ticket Booth regulations with Conditional Use review for any new Ticket Booth or similar type use to ensure compatibility with the I-Drive district and surrounding uses.

INTENSITY

Higher intensity development allows hotels, entertainment, retail and restaurants in tourist commercial areas to be linked more closely together, creating a consolidated, pedestrian-friendly development pattern. Intensity of development and buildings oriented toward the street also encourages, and is supported by, pedestrian activity and transit use.

Existing Regulations: While the Special Plan contains no limits for development intensity or building height within the City's Special Plan area, the Metropolitan Activity Center future land use designation requires a minimum density of 30 units per acre for residential uses. Likewise, the maximum intensity permitted by the future land use is 200 units per acre and/or 3.0 FAR. The County's Overlay regulations do not address intensity, but do require a minimum height of 2-4 stories depending on location (Civic and Theme Parks transects are exempt). There is no maximum height limitation throughout the County's Overlay District.

Proposed Changes: The North I-Drive area has developed over time with a repetitive, one-dimensional streetscape. The architecture can often be described as nondescript, and lacks character and detail. With a few exceptions, the area is oriented primarily toward the passing automobile.

Intensity Nodes: Areas near major intersections (I-Drive/Universal Blvd, I-Drive/Kirkman Rd and I-Drive/Oakridge Rd) have naturally developed as "centers of activity" and as such should be targeted for more intense development in the future. These areas are proposed to be formally identified as *Intensity Nodes*

(Figure 43d attached) in the Special Plan. The proposed *Intensity Nodes* are intended to break up the monotony, and create clear centers of activity and intensity. Mixed use development is appropriate at the nodes and is encouraged. The *Intensity Nodes* will help define a hierarchy of space, land use, and urban form, which in turn will create friendly, attractive, and walkable corridors with a “sense of place”.

- ◆ Maximum permitted height in the Special Plan area will be limited to 200 ft. with a maximum FAR of 1.5 (consistent with the AC-3 zoning district elsewhere in the City).
- ◆ Conditional Use approval may be considered for any structure over 200 ft. in height within the *Intensity Nodes* only.

Conditional Use Review: Due to the flat terrain in Central Florida, skylines can be an important characteristic of an area’s overall image. They can establish a distinctive identity for an area, define subdistricts within an area and provide directional orientation. Proposed developments, within the *Intensity Nodes*, that enhance the skyline, preserve view planes, and limit impacts to neighboring properties may be eligible for additional height, through Conditional Use approval.

Approval may be granted only when an applicant presents clear and convincing evidence that the proposed site plan, building design, intensity, mix of uses and height will result in superior design and development that is compatible with the surrounding uses and furthers the intent of the Special Plan.

Eligible Uses:

- ◆ **Hotels:** Hotels are an important component of a thriving entertainment and retail district, often providing amenities which are available to the general public, including entertainment, restaurants, and meeting rooms. Providing these uses on the ground floor along the street frontage could qualify a development for additional height.
- ◆ **Mixed Use Buildings:** Mixed use buildings give people choices for what they buy, where they work and dine, how they get there, and the types of recreation and entertainment they enjoy. They enhance the pedestrian experience, reduce the number of vehicular trips and create a sense of place. Office or residential buildings that provide restaurants, retail, services, entertainment or other uses that activate the ground floor and otherwise engage the public may also be eligible for additional height.
- ◆ **Outdoor Recreation:** Outdoor recreation uses include outdoor amusements, sports, games and athletic facilities. These types of uses are an important entertainment component in any thriving tourist district and are allowed in the I-Drive Special Plan area. While they are a permitted use under certain height limitations, requests for additional height must be reviewed through the Conditional Use process to ensure compatibility with neighboring properties and to evaluate the impacts to the skyline and view planes.

Review Considerations:

- ◆ **Public Spaces/Public Art:** Creating interactive public spaces with plazas, public art, sculptures, fountains and multimedia screen usage encourages community gatherings by inviting people to cluster around open spaces.
- ◆ **Architecture:** Distinctive architectural features at the top of buildings add to the uniqueness of a skyline both during the day and at night, particularly with the inclusion of architectural lighting. Enhanced treatments and materials at the base of a building promote interaction between the building and the pedestrian zone, creating a sense of place.
- ◆ **Consolidated/Integrated Development:** Consolidating parcels and integrating smaller development sites improves roadway, pedestrian and bicycle safety, frees up land for more development, landscaping and public realm amenities, and results in a safer, more efficient and attractive pedestrian environment.
- ◆ **Bicycle Facilities:** To encourage bicycling, developments may include locker room facilities and ex-

tra long-term bicycle parking. To qualify for the additional height, the following must be met:

- ♦ The locker room facility must include showers, a dressing area, and lockers;
- ♦ All tenants of the building must be able to use the locker room facility; and
- ♦ At least 110 percent of the required long-term bicycle parking for the site must be provided.

STREETS

The City and County conflict as to the character of some of the streets in the I-Drive area. For example, the City classifies I-Drive as a Pedestrian Street catering to local traffic and businesses, while the County has classified it as a high capacity “crosstown” connector. Both jurisdictions recognize the need to plan for and accommodate all modes of transportation on a balanced street network. Balanced streets are designed to accommodate vehicular movements, pedestrian circulation and bicycle activity to create a safe, comfortable, attractive and robust public environment.

Existing Regulations: The City’s Special Plan classifies all streets either as Pedestrian or Vehicular. Pedestrian streets are pedestrian-oriented with buildings located close to the street and parking lots located to the rear or side of the buildings. Vehicular streets are more auto-oriented with adjacent properties designed to conveniently accommodate the automobile.

The County establishes a hierarchy of street types throughout the Overlay District. Each street type has a typical cross-section that addresses travel lanes, on-street parking, bicycle facilities, and the public realm.

Proposed Changes: In order to shift focus away from the automobile to a more complete, balanced and connected transportation system for the area, staff is proposing to eliminate the classification of streets into Pedestrian and Vehicular.

In January 2016, the Orlando City Council adopted a Complete Streets policy (GMP, Transportation Element, Objectives 1.33-1.36, and associated policies) to ensure pedestrians, bicyclists, transit riders, and motorists of all ages and abilities are able to safely and comfortably move along and across the entire transportation network. This is especially important in a tourist-oriented commercial area like I-Drive, where increased pedestrian activity is expected and encouraged. All new development and substantial redevelopment (including change of use to a higher intensity) will be required to meet the objectives of the Complete Streets policy and the following standards:

- ♦ *Rights-of-Way and Easement Requirements.* Projects fronting on roadways classified in the Major Thoroughfare Plan will be evaluated to determine if any additional right-of-way or easements are required.
- ♦ *Cross Section Criteria.* Each project will be evaluated to identify the type and location of required improvements. All street frontages must adhere to the City’s policy on Complete Streets and include dedicated space for pedestrians, bicyclists and motor vehicles. On-street parking and appropriate landscaping must also be included. The specific configuration of all 5 of these elements within the available right-of-way will be determined as part of the project review process.
- ♦ *Sidewalks.* A minimum 10 foot wide clear pedestrian path must be provided on all street frontages.
- ♦ *Streetscape.* A minimum 6 foot wide streetscape zone must be provided between the back of curb and the required sidewalk. Street trees must be installed in accordance with Chapter 61.
- ♦ *Streetlights.*
 1. When a new development is proposed, new or existing streetlights within the abutting street rights-of-way or city services easements should be replaced with fixtures compatible with any existing or proposed streetscape or streetlighting plans.
 2. North International Drive should have a consistent style and theme for streetlights.

3. New streetlight poles may be required to be furnished with electrical outlets and arm and bracket attachments for street banners.

Due to right-of-way constraints and other physical limitations, exceptions to these standards may be granted through a Planning Official Determination (in coordination with the Director of Transportation and Director of Public Works), as long as the intent of the Special Plan is still being met.

SITE DESIGN

As stated previously, the I-Drive area has developed over time with an automobile oriented streetscape possessing inconsistent building setbacks, parking in front of buildings, limited pedestrian and bicycle infrastructure, and a lack of landscaping features. The site design standards are intended to enhance the pedestrian atmosphere, while continuing to foster a unique identity for the district. Even in situations where there is likely to be less pedestrian activity, ex. Kirkman Rd, a people oriented scale and character will make properties look more inviting and appealing.

Front Yard and Street Side Yard Setbacks.

Existing Regulations: The City's existing regulations contain pedestrian friendly setbacks (40ft max.), but allow for exceptions for outdoor recreation uses, buildings fronting on vehicular streets and retail shopping centers with over 30,000 square feet of gross floor area. In general, the County's new regulations call for a 0ft. to 10ft. build-to-zone for most properties, with a 20ft. to 30ft. build-to-zone for properties fronting on I-Drive. Both jurisdictions agree that buildings should be brought closer to the street to create a more comfortable experience for pedestrians.

Proposed Changes: As a center of tourist commercial activity within the City, there is a need to update the site design standards to create a more unified and comfortable urban walking environment throughout the district. The primary change to this section of the Special Plan is recommended to be the elimination of special setback standards for buildings on vehicular streets, large shopping centers and outdoor recreation uses. Currently, outdoor recreation uses and buildings fronting on vehicular streets have no maximum required front or street sideyard setbacks. Shopping centers over 30,000 square feet have a maximum front yard and street sideyard setback of 140 feet adjacent to pedestrian streets.

As discussed previously, staff is proposing to eliminate the classification of streets into vehicular and pedestrian. All streets should be treated equally with similar setbacks for buildings regardless of size. Larger multi-tenant shopping centers located on large development sites can meet the required 40 foot maximum setbacks through the use of outparcels that front the street, public plazas and other creative building siting.

Outdoor recreation and amusement uses are a sought after activity in any tourist/entertainment oriented area. They enliven the street, generate social interaction between residents and visitors, and enhance the overall experience. As such, outdoor recreation uses that are proposed as the principal use of a development site must locate the primary public entrance and the primary building associated with the use towards the primary street frontage and must meet the required setbacks.

Vehicular Use Areas and Stormwater Retention/Detention Areas.

Another way to promote a comfortable, safe pedestrian environment is to reduce the conflicts between pedestrians and vehicles. Limiting the number of vehicular access points off of primary streets and locating parking lots to the rear and sides of buildings helps accomplish this goal.

Existing Regulations: Both jurisdictions require new developments to locate vehicular use areas and stormwater retention/detention areas to the side or rear of principal buildings. Again, the City currently has exceptions for large shopping centers, as well as automobile service stations, drive-through facilities and hotels.

Proposed Changes: Staff is proposing to amend the vehicular use area exceptions by: eliminating the parking and drive aisle exceptions for large retail shopping centers, and limiting the parking and drive aisle options in front of hotels, automobile service stations and drive-in facilities.

Building Orientation.

Orienting the entrances of buildings to the primary street is another way to promote a pedestrian friendly environment. Rather than building a retail establishment or restaurant with a huge parking lot in front of it, the main entrance should be located right on the sidewalk encouraging pedestrians to step in.

Existing Regulations: Again, the City and the County agree that at least one public entrance to the principal building on a site should be oriented to the primary street frontage. However, the County requires that the ground floor of the building façade facing the primary street contain at least 60% transparent materials. The City only requires 15%.

Proposed Changes: The reference to Pedestrian Streets should be removed, as all streets should be pedestrian oriented. In addition, the following standards should be added.

- ♦ The principal façade of all buildings shall front the public right(s)-of-way or may be located off a public plaza adjacent to and connected with the public sidewalk located adjacent to the street.
- ♦ Mixed-use or commercial buildings located on corner lots must locate entrances at the corner to anchor the intersection and create a seamless transition that captures pedestrian activity from both street frontages. Through a Planning Official Determination, an alternative public plaza that activates both street frontages, includes pedestrian amenities and provides direct access to the primary entrance of the building may be approved.
- ♦ At least 30% of the ground level of all principal building facades fronting and visible from a public right-of-way must be constructed of transparent material. The transparent materials must be located between 3 and 7 feet measured from the ground level.

Pedestrian Oriented Design Features

An interesting public realm will enhance a visitor's experience and support the endeavors of businesses throughout the area. Public art and other pedestrian friendly amenities should be a prominent component of the I-Drive Special Plan area as it enlivens and enhances the pedestrian experience, provides a sense of place, allows for wayfinding and promotes the local culture.

Existing Regulations: Once again, the City and County are united in efforts to enhance the pedestrian experience throughout the respective I-Drive districts. Both jurisdictions advocate for the provision of pedestrian circulation systems connecting properties to the public sidewalk. The County's overlay contains more detailed regulations pertaining to the provision of street furniture, public spaces and other pedestrian related amenities depending on the street type.

Proposed Changes: The following new requirements for enhanced Pedestrian-Oriented Design Features are being proposed.

- ♦ Any substantial improvement, change of use or redevelopment of a property with more than two-hundred fifty (250) feet of property frontage on an arterial roadway must provide at least one pedestrian amenity adjacent to the clear path of the existing sidewalk. Pedestrian amenities include but are not limited to the following: benches, waiting areas protected from the weather, public art features, bike parking, and planters.
- ♦ Site furnishing must be constructed of materials that are durable and easy to maintain and blend or compliment the exterior color of the surrounding principal architecture and building(s). Site furnishings encompass a wide variety of individual elements. They may be functional on a literal level (trash receptacles and

benches) or on a symbolic level (memorial displays and flagpoles). Proposed site furnishings must receive an Appearance Review determination from the Planning Official prior to installation.

- ♦ Public Art features, including outdoor sculptures, art work, and special architectural and landscape features, are encouraged in the development of individual sites and parcels. Such pieces and features help establish strong visual identities for individual buildings and greatly enhance the special character of North International Drive in general. All proposed art features must receive an Appearance Review determination from the Planning Official prior to installation. Review considerations will include:
 - ♦ Relevance of the piece to the building or I-Drive area;
 - ♦ Suitability of the work for outdoor display, including its maintenance;
 - ♦ How the work serves to activate or enhance public space;
 - ♦ Appropriateness of the scale of the artwork;
 - ♦ How closely the proposed artwork meets the intent of the Special Plan.

Bike Share

Transportation planning staff is proposing the following new provisions for Bike Share throughout the district.

- ♦ The location of bike share stations within the public right-of-way must be approved through a Right-of-Way use agreement.
- ♦ Bike share stations located on private property do not count toward the total required public bicycle parking spaces, but may count toward required pedestrian oriented design features.
- ♦ Bike share signs associated with bike share stations located within the I-Drive Special Plan area shall comply with the maximum allowable signage for a Transit Shelter.

BUILDING DESIGN

The use of corporate or franchise architecture leads to a sense of sameness rather than a distinct sense of place. The north I-Drive area is a thriving international entertainment and shopping destination. As such, in order to avoid a generic appearance and establish a true sense of place, building designs should reflect the unique characteristics of the Special Plan area rather than chain or franchise designs.

Existing Regulations: Outside of building orientation and minimum transparency requirements, the City's existing Special Plan regulations are pretty silent with regards to building design in the area. The County's overlay, on the other hand, goes into slightly more detail regarding frontage types, entry features, roof types and architectural detail depending on the transect.

Proposed Changes:

Building Facades

A building's volume, massing and articulation should be designed in a way that is inviting to passers-by and makes visitors feel comfortable walking along the street. Buildings should be designed to relate to and complement nearby structures, should include the use of high quality materials, and should blur the line between the public and private realm with transparent and accessible ground floors, while allowing for bold and creative architecture.

- ♦ The building must be finished with durable, high quality materials that are authentic to the style of architecture being proposed for the building. All facades must be finished with the same materials and architectural details. Durable materials such as stone, brick, pre-cast, or limestone must be used at the base of the building up to at least 3-4 feet in height.
- ♦ Not more than 60 linear feet of the principal building façade(s) can be unarticulated with architectural

details. Such details may include windows, canopies, awnings, changes in parapet height, material changes, projections, recesses, or similar features.

- ◆ Commercial lobbies and other larger retail uses should be designed with prominent entries that provide visible interest, orientation, and a sense of invitation and welcome from adjacent streets.
- ◆ A buildings corner location must be accentuated with architectural features that actively engage the public realm and create a visual presence at the corner. Potential features may include: chamfered or rounded corners, projecting and recessed balconies and entrances, accentuating features such as embellished doorways and volumetric manipulations (e.g. corner towers), and enhanced window designs that may include floor-to-ceiling windows, display windows, clerestory windows or distinctive glass design or colors.
- ◆ The ground floor exterior building wall area fronting on a public right-of-way must contain a minimum 30% transparent or translucent materials. The minimum transparency on all other ground floor building wall area must be 15%.
- ◆ Reflective or mirrored glass windows are prohibited.
- ◆ For parapets that conceal flat roofs and rooftop equipment, such as HVAC units, the average height of such parapets must not exceed an average of 15% of the height of the supporting wall. All parapets must incorporate a three dimensional cornice or other architectural treatment.

The City encourages buildings that are unique, noteworthy, and add to the overall character and experience of the I-Drive Special Plan area. Buildings that incorporate novelty architecture, include the use of innovative building forms and/or involve the creative application of quality building materials may be eligible for relief from transparency, setback, landscaping and other regulations via an Appearance Review Determination by the Planning Official. Review considerations will include:

- ◆ Relevance of the building to the I-Drive area;
- ◆ How the building activates or enhances public space;
- ◆ How closely the proposed building meets the intent of the Special Plan.

Parking Garage Facades. Where structured parking must be exposed to the street, exceptionally creative design solutions should be implemented.

- ◆ Architectural articulation must occur on all sides of the parking structure.
- ◆ The ground level of the parking structure must include a durable water table or base element around the entire structure at least 3-4 feet in height.
- ◆ Rooftop elevator and stair tower elements must include architectural features, such as pitched roofs, that compliment the overall design of the parking structure.
- ◆ The use of awnings or canopies is encouraged over ground level pedestrian access points to enhance the visual appearance of the openings and as a practical method for rain and sun protection.
- ◆ Vehicular ramping must be architecturally integrated into the structure or not be visible from public-rights-of-way.

SIGNS

The purpose of the sign standards is to create an uncluttered and unified appearance for the district, and permit sufficient identification of businesses while allowing expression of an individual business' identity in a creative manner. The standards are intended to encourage a festive and pedestrian-oriented, yet cohesive,

image for the district that contributes to the ability of the area to attract sources of economic development and continued growth.

These standards allow for adequate effective identification while preventing signs from dominating the visual appearance of the I-Drive corridor; as such, signs are secondary in visual importance to building architecture. This Special Plan applies standards for the design and location of various types of signs to achieve these objectives.

Existing Regulations: Signs continue to be an ongoing source of frustration and negative attention in portions of the I-Drive area. The City's Special Plan contains specific regulations regarding type, size and location of signs, but could use some updating. The County's Overlay regulations do not address signs, but reference is made to the County Side Code. The Code was revised in November 2015 to include a provision for electronic message centers (digital signs) within the Commercial Tourist District. EMC's are only permitted on ground and pole signs.

Proposed Changes: Staff is proposing changes to the existing sign regulations that support the unique setting of entertainment and retail uses; reduce visual blight and clutter; create aesthetic continuity between buildings, signs and streets; support a vibrant public realm, and encourage further investment in the redevelopment of the I-Drive area. These proposed changes include: permitting digital signs and interactive store-fronts; adding standards for Creative Designs; limiting the location and size of grounds signs; and eliminating pole signs except in limited circumstances.

Digital Signs: Technology is developing at a rapid pace. With these innovations, almost everything is moving towards the digital world. Advantages of digital signs include:

- ◆ Durability – Digital signage is resistant to water and heat overtime; unlike static signs.
- ◆ Reduced Sign Clutter- Digital signs have the potential to provide more information in a reduced amount of space. Smaller signs = less clutter. Visual clutter has an effect on where drivers look, what they see, and how quickly they see it.

The proposed digital technology regulations include controls for permitted and prohibited sign types, signage design, placement, materials, operation, illumination, and dimensions consistent with the County's Side Code.

- ◆ Permitted signs : Ground signs only.
- ◆ Size.
 - ◆ Digital display area shall be accessory to the primary sign.
 - ◆ No more than two messaging elements shall be allowed on the overall sign area sign: (1) Primary business/location identification, and (2) electronic message display area.
 - ◆ Electronic message display area must be mounted or located below the primary business/location identification area on the sign.
 - ◆ Electronic message display area shall be no more than 40% of the allowable sign face area.
- ◆ Display Message.
 - ◆ May be full color.
 - ◆ Shall not change more than once every 8 seconds.
- ◆ Luminance levels.
 - ◆ Shall incorporate photocell/light sensors, with automatic dimming technology that appropriately adjusts to ambient light conditions.
 - ◆ Shall have a brightness display or not greater than 0.3 foot candles above ambient light conditions as measured by foot candle meter at a preset distance, depending on the size of the sign. Such distance shall be measured using the following formula: the square root of the product of the copy area and one hundred (100): (copy area x 100).
- ◆ Content limitations.
 - ◆ Prohibit off-site advertising
 - ◆ Prohibit words, phrases, or characters that may interfere with, mislead or confuse traffic (ex. "stop", "look", "drive-in", "danger", "slow down", etc.)

- ♦ Prohibit flashing or blinking, incandescent or stroboscopic lights that may interfere with, obstruct the view of, or be confused with any authorized traffic sign, signal or device.
- ♦ Maintenance.
 - ♦ If a sign malfunctions, fails, or ceases to operate in its usual or normal programmed manner, said sign shall be repaired or disconnected within forty-eight (48) hours by the owner/operator of such sign.

Interactive Storefronts: Interactive storefronts are digital signs oriented and designed to interact with pedestrians passing along the adjacent sidewalk. The signs will be subject to the following conditions:

1. Must be designed, installed, and maintained to function as a computer-generated interactive display that responds to the physical activity of engaged pedestrians passing along the adjacent sidewalk.
2. Do not count towards the calculation of maximum allowable copy area.
3. May display on-site and off-site messages.
4. Messages shall be oriented towards the pedestrian, not passing motorists.
5. Only allowed in storefronts that meet the site and building design standards of the Special Plan, including transparency requirements.

Creative Design Exception: To encourage signs of unique design that exhibit a high degree of imagination, inventiveness, and thoughtfulness; and to provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the Special Plan area, while mitigating the visual impacts, staff is proposing the implementation of the Creative Design Exception.

An applicant may request approval of a Creative Design Exception in order to allow standards that differ from the provisions of this section, but comply with the purpose and intent of the Special Plan Overlay. However, at no point may the maximum sign copy area be exceeded. The request will be subject to review and approval by the Planning Official via an Appearance Review Determination. In approving the request, the Planning Official shall ensure the proposed sign meets the following design criteria.

1. Design quality. The sign must:
 - ♦ Constitute a substantial aesthetic improvement to the site and must have a positive visual impact on the surrounding area;
 - ♦ Be of unique design, and exhibit a high degree of imagination, inventiveness, and thoughtfulness; and
 - ♦ Provide strong graphic character through the imaginative use of color, graphics, proportion, quality materials, scale and texture.
2. Contextual criteria. The sign must contain at least one of the following elements:
 - ♦ Classic historical design style;
 - ♦ Creative image reflecting current or historical character of the tourist area, the City or the region; or
 - ♦ Inventive representation of the logo, name, or use of the structure or business.
3. Architectural criteria. The sign must:
 - ♦ Utilize enhanced architectural elements of the building; and
 - ♦ Be placed in a logical location in relation to the overall composition of the building's façade and not cover and key architectural features and details of the façade.
4. Impacts on surrounding uses. The sign must be located and designed not to cause light and glare impacts on surrounding uses, especially residential uses.

Summary/Conclusion

All of the changes proposed in this update to the North International Drive Special Plan are intended to “preserve, enhance, and promote the positive aspects of the district”, to further the development of the area as a unique, attractive, pedestrian friendly destination for residents and tourists alike, and to provide general consistency with the County’s I-Drive District Overlay Zone regulations.

The specific amendments are attached to this report.

Findings

In review of the proposed LDC amendment, it is found that:

1. The proposed Land Development Code amendment is consistent with the State Comprehensive Plan (Chapter 187, Florida Statutes).
2. The proposed Land Development Code amendment is consistent with the East Central Florida Strategic Regional Policy Plan.
3. The proposed Land Development Code amendment is consistent with the provisions of Chapter 163, Part II, Florida Statutes.
4. The proposed Land Development Code amendment is consistent with the objectives and policies of the City’s adopted Growth Management Plan (GMP).

Review/Approval Process—Next Steps

1. City Council approval of the MPB minutes (February 18, 2019).
2. City Council approval of the Land Development Code amendment ordinance (1st reading—March 11, 2019).
3. City Council approval of the Land Development Code amendment ordinance (2nd reading—March 25, 2019).

Sec. 62.496. - North International Drive Special Plan ~~Relationship to the Growth Management Plan.~~

RELATIONSHIP TO THE GROWTH MANAGEMENT PLAN

The Growth Management Plan (GMP) calls for an Urban Design Plan for the North International Drive district (Urban Design Element Goal 2, Objective 2.1, and Policy 2.1.2). This Special Plan implements the recommendations from the Urban Design Plan.

OBJECTIVE

The overall purpose the North International Drive Special Plan is to preserve, enhance, and promote the positive aspects of the district, to develop a unique identity and attractive image, and to implement the North International Drive Urban Design Plan. Because the Urban Design Plan advocates a concentration of tourist commercial land uses that generate street activity, a pedestrian-oriented development pattern is desired.

The specific objectives of this Special Plan are to:

1. Provide an enhanced, more intensive tropical landscape ~~Evoke a tropical Florida resort atmosphere by planting lush landscaping and palm trees;~~ and
2. Create a unique, urban, contemporary atmosphere that encourages pedestrian activity; and
3. Consolidate vehicular access between adjacent properties to reduce traffic congestion; and
4. Set minimum standards for clean, neat, well-maintained sites; and
5. Encourage compatible tourist-commercial land uses; and
6. Promote signs which contribute to the positive overall appearance of the district.

APPLICATION

The standards of this Special Plan ~~shall~~ apply to the area within the City of Orlando depicted in Figure 43(b).

The requirements of the Special Plan ~~shall~~ apply in addition to the requirements of the Orlando Land Development Code (LDC). If there is any conflict between the LDC and this Plan, this Plan applies~~shall~~ apply.

LANDSCAPE DESIGN

~~The purpose of these standards is to provide a neat, attractive appearance and a "tropical" Florida resort style of planting theme for the district.~~

The purpose of these standards is to promote the tropical character of the area, enhance the appearance of development, contribute to a comfortable pedestrian environment and improve energy efficiency, by providing shade to reduce glare and heat absorption and re-radiation from buildings, parking areas and other hard surfaces.

1. ~~Screening of Outdoor Storage and Service Areas. All outdoor storage or service areas shall be screened pursuant to Chapter 58, Part 4J, except that the bufferyard requirement may be waived by the Planning Official when necessary to carry out the purpose of this section. The required wall or wood fence shall be planted with a minimum of one (1) evergreen vine placed an average of six (6) feet on center, or a hedge shall be provided per Section 60.207.~~
2. ~~Refuse Disposal Containers. All refuse disposal containers shall conform to the screening requirements of Section 58.954 by December 12, 1996.~~
3. Supplemental Plant List. A minimum of three (3) tree points per acre of the palm tree species from Figure 43(c), Supplemental Plant List, is~~shall~~ be required.

All other plant species must~~shall~~ be selected from the Approved Plant List, as shown in Chapter 60, Part 2.

FIGURE 43(c). SUPPLEMENTAL PLANT LIST

~~Note: Refer to Chapter 60, Part 2 for Water Zone Key.~~

Botanical Name	Common Name	Water Zone
<i>Large palms (20'+ mature height):</i>		
Phoenix canariensis	Canary Island Date Palm	M, L
Phoenix dactylifera	Medjool Palm	M
Phoenix reclinata	Senegal Date Palm	M, L
Sabal palmetto	Cabbage Palm	H, M, L
Washingtonia robusta	Washington Palm	M, L
<i>Small palms and cycads (6' to 20' mature height):</i>		
Butia capitata	Butia Palm	M, L
Chamaerops humilis	Mediterranean Fan Palm	M, L
Cycas circinalis	Queen Sago	M, L
Livistonia chinensis	Chinese Fan Palm	M, L
Trachycarpus fortunei	Windmill Palm	M, L
<p>Tree Point Values: Large palm trees are<u>shall</u> be worth 1 tree point for each group of three palms, and small palms shall be worth .5 tree point for each group of three.</p> <p>Minimum Sizes: Large palm trees must<u>shall</u> be a minimum of 10 feet in height, and small palms must<u>shall</u> be a minimum of 4 feet in height at the time of installation.</p> <p>Palm trees cannot<u>shall not</u> be used to fulfill Parking Lot Landscaping requirements.</p>		

- ~~42.~~ Shade Coverage. Twenty (20) tree points shall be required per acre, to be calculated as in the Shade Coverage requirements of Chapter 60, Part 2. The sum of required tree points shall be cumulative, including parking lot landscaping, bufferyards, shade coverage, pedestrian access, and palm trees from Figure 43(c), Supplemental Plant List. The Minimum Required Landscape Score (MRLS) must be increased by 10% within the special plan area in order to promote and execute a tropical landscape. A mixture of different sized plants, varying shades of green, and leaf sizes and shapes are encouraged to create textured layers and make the area more visually interesting. Flowers are not the only source of color in a tropical landscape. Foliage provides an array of hues and leaf shapes, adds variety in a more permeate form.
- ~~53.~~ Street Trees. New developments, substantial enlargements or substantial improvements ~~must~~shall contribute to the Street Tree Trust Fund in accordance with the procedures established in Section 61.226 to fulfill the requirements of Chapter 60, Part 2, Section 60.230.
- ~~64.~~ Landscaping of Required Pedestrian Walkways. An improved pedestrian access walkway (see SITE DESIGN Land Use and Site Design, below) ~~must~~shall have a minimum three (3) foot wide landscaped area on both sides of the walkway, except where the walkway crosses a vehicular driveway aisle. The landscaped areas ~~must~~shall be planted with groundcover and a minimum of

one-half (0.5) tree point ~~must~~ shall be installed per seventeen (17) linear feet of walkway along each side. The minimum width of planting area for trees ~~is~~ shall be as indicated in Section 60.208, except for installed palm trees, which ~~are~~ shall be permitted a minimum planting area of one (1) foot radius from the trunk perimeter in the landscaped area adjacent to the walkway. Proposed landscape design must not impede transportation site lines.

75. *Bufferyards.* Bufferyards are required pursuant to Chapter 60, except adjacent to an arterial or collector street. A Bufferyard "B" ~~must~~ shall be provided adjacent to Interstate 4 and the Florida Turnpike.

LAND USE AND ~~SITE DESIGN~~ INTENSITY

The purpose of the Land Use and ~~Site Design~~ Intensity standards is to reinforce compatible family-oriented tourist commercial uses, enhance the pedestrian atmosphere, and create a unique identity within the North International Drive district.

1. *Land Use.* Permitted land uses are as shown in Chapter 58, Figure 2, except that the following land uses ~~are~~ shall be prohibited:

Intensive Retailing, except automobile rentals which may be permitted as an accessory service use.

Whole Blood Facility.

In addition, the following land uses ~~are~~ shall be permitted only by conditional use after a determination of compatibility with the tourist district and surrounding uses: Ticket Booths.

Warehouse Showroom.

Warehouse or Storage Facility.

Wholesale and Distribution Facility.

Light Manufacturing and Processing.

2. ~~————~~ *Ticket Booths.*

- (a) ~~Definition.~~ A ticket booth is a small building, booth, kiosk, stand or similar structure where off-site attraction tickets, timeshare condominiums, and/or real estate are marketed.
- (b) ~~Permitted Types of Ticket Booths.~~ Ticket booths shall be permitted within the Special Plan district and shall meet the standards below. Three types of ticket booths shall be permitted:
- (i) ~~Principal Structure Ticket Booth shall be located in a separate principal structure which meets all codes and standards for principal structures of the City of Orlando and this Special Plan.~~
- (ii) ~~Detached Accessory Ticket Booth shall be an enclosed booth which is separate from and accessory to a principal structure on the same building site.~~
- (iii) ~~Attached Accessory Ticket Booth shall be an open-air addition or structural building extension integral to a principal structure.~~
- (c) ~~General Standards (see Figure 43(e), Ticket Booth Standards Chart).~~ The following standards apply to all ticket booths, except to ticket booth business activities which are conducted as an accessory service use inside a principal structure.
- (i) ~~Location.~~ Only one ticket booth shall be permitted per development site. The ticket booth shall meet the building setbacks required by this Code and this Special Plan. Ticket booths shall be prohibited between the principal building and a frontage street or side street right-of-way line, unless attached to the principal building wall. The location of the ticket booth shall not impede pedestrian or vehicular access to any required parking space, pedestrian walkway, nor to the

entrance(s) of the principal building; nor be located in any required landscaped area or stormwater retention/detention area. Ticket booths shall not be located in a required vehicular use area and shall not reduce the number of parking spaces below the minimum number required for all uses on the site.

- ~~(ii) *Distance Separation.* There shall be a minimum distance of 500 feet from property line to property line of development sites where any legally established, licensed ticket booth is located, whether within the City of Orlando or Orange County. The required distance shall be measured by drawing the shortest possible straight line from property line to property line. Legally permitted and licensed ticket booths that exist prior to December 12, 1994, shall be permitted to remain closer than 500 feet to another legally permitted ticket booth, but shall be considered a non-conforming use.~~
- ~~(iii) *Lighting.* Ground mounted lighting fixtures, illuminated building outlining, flashing or strobe lights, or similar special lighting effects shall be prohibited.~~
- ~~(iv) *Restrooms.* Ticket booths shall include a restroom facility, or a written agreement between the applicant and the owner of the principal use in a form acceptable to the Office of Legal Affairs shall be submitted stating that employees and patrons of the ticket booth may use the restrooms of the principal building of the building site.~~
- ~~(v) *Signs.* Ticket booths shall be permitted only wall mounted or awning signs. A maximum of one (1) square foot of sign copy area shall be permitted for each one (1) linear foot of building frontage of the ticket booth measured along the frontage street only. Accessory ticket booths shall be permitted a maximum of eight (8) square feet of sign copy area. The ticket booth's business name may be located on a shopping center style directory pole or ground sign serving the entire development site, as permitted by the LDC and this Special Plan, but the ticket booth portion of the sign's copy area shall be subtracted from the total sign allotment for the development site and for the ticket booth. Banners, pennants, or flags attached to the ticket booth structure shall be prohibited.~~
- ~~(vi) *Amortization of Legally Existing, Non-Conforming Ticket Booths.* All legally existing, licensed ticket booths established before December 12, 1994, shall meet the above standards on or before December 12, 1995.~~
- ~~(d) *Specific Standards for Each Type of Ticket Booth (see Figure 13(e), Ticket Booth Standards Chart).* The following standards shall apply to each type of ticket booth in addition to the General Standards above.~~
 - ~~(i) *Principal Structure Ticket Booth.* The minimum size shall be 300 square feet in gross floor area. A minimum of one (1) parking space per 300 square feet of gross floor area and a maximum of five (5) spaces per 1,000 square feet of gross floor area shall be provided. A principal structure ticket booth shall be constructed as a totally enclosed building, with its own public entrance, restroom(s), electric meter, water meter, etc., meeting all codes and standards of the City.~~
 - ~~(ii) *Detached Accessory Ticket Booth.* The minimum size shall be 75 square feet and the maximum size shall be 299 square feet, with a maximum height of 15 feet. Each detached accessory ticket booth shall provide one (1) parking space. A detached ticket booth shall be totally enclosed with an operable window at which business operations are conducted, and shall face an improved pedestrian walkway. The exterior finish materials, roof pitch, and architectural features of a detached accessory ticket booth shall be the same as the closest principal structure on the site, except if flat roofed. Flat roof accessory ticket booths shall be prohibited. If the ticket booth design is not the same as the closest principal structure, the ticket booth design shall require approval by the Appearance Review Officer to ensure design consistency with the principal structures on the site. The minimum roof pitch of a detached ticket booth shall be 2 to 12, equally pitched from the center.~~
 - ~~(iii) *Attached Accessory Ticket Booth.* There is no minimum size requirement. The maximum height shall be the same as the principal structure or 15 feet, whichever is less. The attached accessory ticket booth shall provide parking spaces as required by Chapter 61, Part 3, Figure~~

~~27, at the same minimum or maximum parking ratios as the principal use to which it is attached. An attached accessory ticket booth may be open-air, and shall be of the same materials, finishes, and architectural style as the principal structure. A roof is not required on an attached accessory ticket booth, but it may have a canopy, awning, umbrella, or similar overhead cover, if it is of a single color consistent with the roof and/or awnings of the principal structure. If the attached ticket booth does not use the same materials, finishes, and architectural style as the principal building to which it is to be attached, the ticket booth design shall require approval by the Appearance Review Officer to ensure design consistency with the principal structure.~~

~~(e) Required Submittals for Permits. An applicant for a ticket booth shall submit the following items in addition to the required submittals for a building permit:~~

~~(i) A scaled site plan showing the location of the proposed ticket booth on the development site. The scaled site plan(s) shall also clearly show the required minimum distance separation of 500 feet between the property lines of the proposed ticket booth site and the property lines of development sites where any legally existing accessory structure ticket booths are situated.~~

~~(ii) A photograph or scaled elevation drawing(s) of the proposed ticket booth and of the closest principal building on the same building site. Materials, finishes, colors, and roof pitch of both structures shall be noted on the drawing(s).~~

~~(iii) An agreement between the accessory ticket booth owner and the principal building or property owner in a form acceptable to the Office of Legal Affairs that the ticket booth employees and customers are authorized to use the restrooms of the principal structure on the same building site.~~

~~32. Development Intensity. There shall be no minimum or maximum floor area ratio (F.A.R.) required within the district. Building height shall be unlimited; however, any structure over 200 feet above ground level shall be approved by the Federal Aviation Administration, the Orlando-Orange County Airports Zoning Board, and the Greater Orlando Aviation Authority. Consistent with the AC-3 zoning designation, the North International Drive Special Plan area is limited to a maximum height of 200 ft. and a floor area ratio (F.A.R.) of 1.5. Properties within the Intensity Nodes, as identified on Figure 43(d), may request additional height through Conditional Use Review.~~

3. Conditional Use Review. Within the Intensity Nodes, specific uses may be granted increased height when a proposed site plan, building design, intensity, and mix of uses will result in superior design and development that is compatible with surrounding uses and furthers the intent of the Special Plan.

(a) Eligible Uses.

- Hotels. Hotels are an important component of a thriving entertainments and retail district, often providing amenities which are available to the general public, including: entertainment, restaurants, and meeting rooms. Providing these uses on the ground floor along the street frontage could qualify a development for additional height.
- Mixed Use Buildings. Mixed use buildings give people choices for what they buy, where they work and dine, how they get there, and the types of recreation and entertainment they enjoy. They enhance the pedestrian experience, reduce the number of vehicular trips and create a sense of place. Office or residential buildings that provide restaurants, retail, personal services, entertainment or other uses that activate the ground floor, and otherwise engage the public, may also be eligible for additional height..
- Outdoor Recreation. Outdoor recreation uses include outdoor amusements, sports, games and athletic facilities. These types of uses are an important entertainment component in any thriving tourist district.

(b) Review Considerations.

- Consolidated/Integrated Development. Consolidating parcels and integrating smaller development sites improves roadway, pedestrian and bicycle safety, frees up land for more development, landscaping and public realm amenities, and results in a more efficient and attractive pedestrian environment.
- Architecture. Distinctive architectural features at the top of buildings add to the uniqueness of a skyline both during the day and at night, particularly with the inclusion of architectural lighting. Enhanced treatments and materials at the base of a building promote interaction between the building and the pedestrian zone, creating a sense of place.
- Public Spaces/Public Art. Creating interactive public spaces with plazas, art, sculptures, fountains and multimedia screen usage encourages community gatherings by inviting people to cluster around open spaces.
- Bicycle Facilities. To encourage bicycling, developments may include locker room facilities and additional long-term bicycle parking. To qualify for additional height, the following must be met:
 - i. The locker room facility must include showers, a dressing area, and lockers;
 - ii. All tenants of the building must be able to use the locker room facility; and
 - iii. Required long-term parking for the site must be increased by 10 percent.

COMPLETE STREETS

All new developments and substantial redevelopment (including change of use to a higher intensity) are required to meet the objectives of the City's Complete Streets policy. The policy encourages roadways to be planned, designed, constructed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation, be it walking, bicycling, driving or riding public transportation.

1. Rights-of-Way and Easement Requirements. Projects fronting on roadways classified in the Major Thoroughfare Plan will be evaluated to determine if any additional right-of-way or easements are required.
2. Cross Section Criteria. Each project will be evaluated to identify the type and location of required improvements. All street frontages must adhere to the City's policy on Complete Streets and include dedicated space for pedestrians, bicyclists and motor vehicles. On-street parking and appropriate landscaping must also be included. The specific configuration of all 5 of these elements within the available right-of-way will be determined as part of the project review process.
3. Sidewalks. A minimum 10 foot wide clear pedestrian path must be provided on all street frontages.
4. Streetscape. A minimum 5 foot wide streetscape zone must be provided between the back of curb and the required sidewalk. Street trees must be installed in accordance with the Chapter 61.
5. Streetlights.
 - (a) When a new development is proposed, new or existing streetlights within the abutting street rights-of-way or city services easements should be replaced with fixtures compatible with any existing or proposed streetscape or street lighting plans.
 - (b) North International Drive should have a consistent style and theme for streetlights.
 - (c) New streetlight poles may be required to be furnished with electrical outlets and arm and bracket attachments for street banners.

Due to right-of-way constraints and other physical limitations, exceptions to these standards may be granted through a Planning Official Determination (in coordination with the Director of Transportation and Director of Public Works), as long as the intent of the Special Plan is still being met.

~~4. *Designation of Pedestrian and Vehicular Streets.* The streets within the North International Drive district shall be divided into the two functional categories as set forth below.~~

~~(a) *Pedestrian Streets* are streets that are pedestrian-oriented with buildings located close to the street and parking lots located to the rear of the buildings. The following streets shall be designated as Pedestrian Streets: American Way, Carrier Drive, Del Verde Way, International Drive, Lakehurst Drive, Oak Ridge Road, Precision Drive, Republic Drive, and Visitor's Circle.~~

~~(b) *Vehicular Streets* are streets that are automobile-oriented, with adjacent property designed to conveniently accommodate the automobile. The following streets shall be designated Vehicular Streets: Adriana Avenue, Altamira Drive, Grand National Drive, Kirkman Road, Municipal Drive, Sand Lake Road, Touchstone Drive, and Vanguard Street.~~

SITE DESIGN

The site design standards are intended to enhance the pedestrian atmosphere, while continuing to foster a unique identity for the district. Even in situations where there is likely to be less pedestrian activity, a people oriented scale and character will make properties more inviting and visually appealing.

~~5.1. *Front Yard and Street Side Yard Building Setbacks.*~~

~~(a) Minimum Front Yard and Street Side Yard Setback: 10 feet.~~

~~(b) Maximum Front Yard and Street Side Yard Setback: 40 feet, except as modified below.~~

~~(c) *Outdoor recreation uses and buildings fronting on Vehicular Streets shall have no maximum required front or street side yard setbacks.*~~

~~(d) Retail shopping centers with over 30,000 square feet may meet the required setbacks through the use of outparcels of gross floor area shall have a maximum front yard and street side yard setback of 140 feet adjacent to any of the Pedestrian Streets identified above.~~

~~(e) Awnings, canopies, marquees, overhangs, colonnades, open-air porches, masonry walls, or similar unenclosed open-air structures attached to a principal building may encroach into the front yard setback up to the right-of-way line.~~

~~(f) Walls or fences located within the front yard between the building and the street must shall not exceed 3.5 feet in height, with the exception of the streetwall requirements as indicated below (see Vehicular Use Areas and Stormwater Retention/Detention Areas).~~

~~(g) Chain link fences, unpainted wood fences, and unpainted concrete block walls are shall be prohibited between a building and the front or street side right-of-way line; chain link fences are shall be permitted abutting Interstate 4 and the Florida Turnpike.~~

~~(h) The following pedestrian amenities are shall be permitted to encroach into the required front yard setback to the right-of-way line: outdoor eating and/or drinking establishments (i.e., sidewalk cafes), fountains, sculpture and other visual amenities, seating for a bus stop, or pedestrian plazas.~~

~~(i) For retailers of vehicular fuels or automobile service stations, the front and street side yard setbacks must shall be measured to the projected edge of the overhead canopy or gas pump island, whichever is closest to the ~~Pedestrian Street~~ right-of-way line.~~

~~6.2. *Vehicular Use Areas and Stormwater Retention/Detention Areas.* New developments ~~fronting on Pedestrian Streets~~ must shall have stormwater retention/detention areas and vehicular use areas located to the side or to the rear of the principal building(s), except as permitted below:~~

- (a) ~~Retail shopping centers with over 30,000 square feet of gross floor area adjacent to a Pedestrian Street(s) may have a maximum of one and one half bays of parking (i.e., a two-way aisle with 90° parking spaces on both sides and a two-way aisle with 90° parking on one side) located between the principal building and the Pedestrian Street right-of-way line.~~
- (b) ~~Retail shopping centers and other uses with a parking lot located between a building and a Pedestrian Street and with a front or side yard setback greater than 40 feet shall provide a streetwall within five feet of the right-of-way line of a Pedestrian Street(s) pursuant to Section 62.620. The streetwall shall have a minimum of one (1) pedestrian access point at least six (6) feet in width every 200 feet. The pedestrian access opening shall be emphasized with an architectural treatment on the streetwall, such as columns, finials, lighting, or an overhead arch spanning the opening. The streetwall shall be in lieu of parking lot landscaping adjacent to the right-of-way as required in Chapter 61.~~
- (c) ~~Retail sales of vehicular fuels or Automobile service stations, drive-in~~through~~ facilities, retail uses, and hotels ~~are~~shall be permitted a choice of one of the following within the front yard or street side yard between the principal building and the Pedestrian Street right-of-way line: a two-way driveway or drop-off area, a one-way driveway 12 feet in width, or a one-half bay of angled parking and a one-way driveway, none of which shall exceed a maximum width of 35 feet, a one-way drive aisle with angled parking or drop-off, or a two-way drive aisle with drop-off and no parking. Maximum width – 35ft.~~
- (d) ~~Overhead awnings, canopies, or marquees may extend over a driveway or drop-off area between the principal building and a Pedestrian Street right-of-way line. All such extensions ~~must~~shall have a minimum vertical clearance of 14 feet.~~
- (e) ~~The requirements of Section ~~61.312~~60.252, Landscaping Adjacent to Street Right-of-way, shall apply to any vehicular use area located between a building and ~~a the primary street frontage. Pedestrian Street except where a street wall is required pursuant to (b) above.~~~~
- (f) ~~All stormwater retention/detention areas ~~must~~shall be designed as site amenities per Section 60.144.~~

~~7-3. Parking. All proposed parking facilities must meet the standards set forth in Chapter 61. The minimum number of required parking spaces may be reduced through Zoning Variance approval in accordance with Sec. 61.323 up to 20% for building sites which comply with the joint access and cross access easement standards in Chapter 61 and in this Special Plan, as approved by the Transportation Official and Planning Official.~~

~~8-4. Building Orientation. Upon substantial enlargement, substantial improvement, or new construction, all principal structures ~~abutting a Pedestrian Street shall~~ must be oriented toward the ~~Pedestrian Street primary street frontage. or Pedestrian Street side right-of-way line by providing at least one public entrance to the principal structure facing the primary street. incorporating the following into the building facade that faces the Pedestrian Street:~~~~

- (a) The principal façade of all buildings must front the public right(s)-of-way or may be located off a public plaza adjacent to and connected with the public sidewalk located adjacent to the street.
- (b) At least one public entrance to the principal use or structure facing the primary street must be provided.
- (c) Mixed-use and commercial buildings located on corner lots must locate entrances at the corner to anchor the intersection and create a seamless transition that captures pedestrian activity from both street frontages. Through a Planning Official Determination, an alternative public plaza that activates both street frontages, includes pedestrian amenities and provides direct pedestrian access to a primary entrance of the building may be approved.
- (d) The ground floor exterior building wall area fronting and visible from a public right-of-way must ~~shall~~ contain a minimum of 30/45% transparent or translucent materials.

(e) Reflective or mirrored glass windows ~~is shall~~ be prohibited.

95. Vehicular Site Access. The following standards ~~shall~~ apply in addition to the requirements of Chapter 61, Roadway Design and Access Management:

- (a) The driveway spacing criteria shown in Chapter 61 or a minimum of 200 feet, whichever is greater, for all arterial and collector streets (Grand National Drive, International Drive, Kirkman Road, Oak Ridge Road, ~~Republic Drive~~ Universal Boulevard, and Sand Lake Road). For existing developments, the 200 foot minimum spacing criteria may be administratively modified as provided in Chapter 65.
- (b) Development sites with less than 400 feet of street frontage ~~are shall be~~ permitted a maximum of one (1) curb cut per street frontage. Two (2) curb cuts may be permitted on sites with a minimum of 400 feet of street frontage, if the 200 foot minimum spacing requirement is met.
- (c) Development sites with less than 200 feet of street frontage must shall conform to the driveway consolidation and cross access easements required by Chapter 61.
- (d) ~~Two incentives to promote consolidation of driveways between adjacent properties are included in this Special Plan: reduced parking requirements (see Parking, above) and a shared pole sign (see Signs, below).~~
- (d) On collector or arterial streets, median opening spacing must conform with the Major Thoroughfare Plan per Chapter 61 and must have a minimum width of 15.5ft.
- (e) On local streets, median opening spacing must be a minimum of 200ft and must have a minimum width of 10ft.

406. Pedestrian-Oriented Design Features.

- (a) A direct pedestrian access walkway or pedestrian circulation system ~~must shall~~ be provided connecting the public entrance(s) of all principal building(s), or the entrance gate of an outdoor recreation use, to the public sidewalk. The pedestrian access or circulation system ~~must shall~~ be paved and at least six (6) feet in width.
- (b) The pedestrian access may pass through the required parking lot landscaped areas adjacent to the street right-of-way or streetwall.
- (c) If a building site is adjacent to Sandy Lake or Lake Pat, a minimum of one (1) improved pedestrian access ~~must shall~~ be provided from a principal structure or on-site pedestrian circulation system to the water's edge (at average annual high water level), terminating in the form of a deck, dock, terrace, beach, gazebo, or overlook with visual access to the lake.
- (d) Any substantial development, change of use or redevelopment of a property with more than two-hundred fifty (250) feet of property frontage on an arterial roadway must provide at least one pedestrian amenity adjacent to the clear path of the existing sidewalk. Pedestrian amenities include but are not limited to the following: bench, pedestrian waiting area protected from the weather, or public art feature.
- (e) Site furnishings must be constructed of materials that are durable and easy to maintain and blend or compliment the exterior color of the surrounding principal architecture and building(s). Site furnishings encompass a wide variety of individual elements. Site furnishings may be functional on a literal level (trash receptacles and benches) or on a symbolic level (memorial displays and flagpoles). Proposed site furnishings must receive an Appearance Review determination from the Planning Official prior to installation.
- (f) Public Art features, including outdoor sculptures, art work, and special architectural and landscape features, are encouraged in the development of individual sites and parcels.

Such pieces and features help establish strong visual identities for individual facilities and greatly enhance the special character of North International Drive in general. All proposed art features must receive an Appearance Review determination from the Planning Official prior to installation. Review considerations will include:

- Relevance of the piece to the building or I-Drive area;
- Suitability of the work for outdoor display, including its maintenance;
- How the work serves to activate or enhance public space;
- Appropriateness of the scale of the artwork;
- How closely the proposed artwork meets the intent of the Special Plan.

~~11. Site Lighting. Vehicular use areas shall be lighted with a minimum of one footcandle maintained from dusk to dawn on all development sites. Pedestrian walkways separate from vehicular use areas shall have a minimum light intensity of one (1) footcandle maintained from dusk to dawn and a maximum pole height of 15 feet. The Uniformity Ratio (Average:Minimum) shall be 4:1 as defined by the Illumination Engineering Society of North America Lighting Handbook 1993 (or as revised from time to time). Electrical power to all light poles shall be provided via underground conduit.~~

7. *Bicycle Parking.* Bicycle parking regulations within the International Drive special plan must comply with Chapter 61, Part 3D of the City of Orlando Land Development Code.

8. *Bike Share.* Bike share stations may be located throughout the North I-Drive Special Plan Area.

- (a) The location of bike share stations within the public right of way must be approved through a Right-of-Way use agreement.
- (b) Bike share stations located on private property do not count toward the total required public bicycle parking spaces, but may count toward required pedestrian oriented design features.
- (c) Bike share signs associated with bike share stations located within the I-Drive Special Plan must comply with the maximum allowable signage for a Transit Shelter.

BUILDING DESIGN

In order to avoid a generic appearance and establish a true sense of place, building designs should reflect the unique characteristics of the I-Drive area rather than chain or franchise designs.

1. *Building Facades.*

A buildings volume, massing and articulation should be designed in a way that is inciting to passers-by and makes visitors feel comfortable walking along the street. Buildings should be designed to relate to and complement nearby structures, should include the use of high quality materials, and should blur the line between public and private spaces with transparent and accessible ground floors, while allowing for bold and creative architecture.

- (a) Buildings must be finished with durable, high quality materials that are authentic to the style of architecture proposed for the building. All facades must be finished with the same materials and architectural details. Durable materials such as stone, brick, pre-cast, or limestone must be utilized at the base of the building up to at least 3-4 feet in height.
- (b) Not more than 60 linear feet of the principal building façade(s) can be unarticulated by architectural details. Such details may include windows, canopies, awnings, changes in parapet height, material changes, projections, recesses, or similar features.
- (c) Commercial lobbies and larger retail units should be designed with prominent entries that provide visual interest, orientation, and a sense of invitation and welcome from adjacent streets.

- (d) A buildings corner location must be accentuated with architectural features that actively engage the public realm and create a visual presence at the corner. Features may include: chamfered or rounded corners, projecting and recessed balconies and entrances, embellished doorways and volumetric manipulations (e.g. corner towers) and enhanced window designs (floor-to-ceiling windows, display windows, clerestory windows or distinctive glass design or colors.
- (e) The ground floor exterior building wall area fronting on a public right-of-way must ~~shall~~ contain a minimum of 30% transparent or translucent materials. The minimum transparency on all other ground floor building wall areas must be 15%.
- (f) Reflective or mirrored glass windows are prohibited.
- (g) For parapets that conceal flat roofs and rooftop equipment, such as HVAC units, the average height of such parapets must not exceed an average of 15% of the height of the supporting wall. All parapets must incorporate a three dimensional cornice or other architectural treatment.
- (h) The requirements will not exclude the possibility of buildings that are unique, noteworthy, and add to the overall character and experience in the I-Drive Special Plan area. Such architectural departures may be approved by the Planning Official.

2. Novelty Architecture

Buildings that incorporate novelty architecture, include the use of innovative building forms and/or involve the creative application of quality building materials may be eligible for relief from transparency, setbacks, landscaping and other requirements via an Appearance Review Determination from the Planning Official. Review considerations will include:

- Relevance of the building to the I-Drive area;
- How the building activates or enhances public space;
- How closely the proposed building and site design meets the intent of the Special Plan.

3. Parking Garage Facades.

Where structured parking must be exposed to the street, exceptionally creative design solutions should be implemented.

- Architectural articulation must occur on all sides of the parking structure.
- The ground level of the parking structure must include a durable water table or base element around the entire structure at least 3-4 feet in height.
- Rooftop elevator and stair tower elements must include architectural features, such as pitched roofs, that compliment the overall design of the parking structure.
- The use of awnings or canopies is encouraged over ground level pedestrian access points to enhance the visual appearance of the openings and as a practical method for rain and sun protection.
- Vehicular ramping must be architecturally integrated into the structure or not be visible from public-rights-of-way.

SIGNS

The purpose of these sign standards is to create an uncluttered and unified appearance to the district, and permit sufficient identification of businesses while allowing expression of an individual business's identity in a creative manner. The standards are intended to encourage a festive and pedestrian-oriented, yet cohesive, image for the district. Signs must be secondary in visual importance to building architecture. This Special Plan applies standards for the design and location of various types of signs to achieve these objectives.

1. *Permitted and Prohibited Signs.*

(a) *Permitted Signs.* The following on-premise signs are permitted as per Chapter 64 and this Special Plan: awning (including backlit), construction, digital, directional, directory, flags, high-rise, integral, interactive storefronts, marquee, menu tablet, monument (in accordance with this section), nameplate, pole (in accordance with this section), projecting, public, real estate, streetwall, wall, and window signs.

(b) *Prohibited signs.* Any signs not listed in (a) above ~~are~~shall be prohibited.

2. *General standards.* Maximum total on-site sign copy area allotments ~~must~~shall be as per Chapter 64. Outdoor recreation uses ~~shall use the following formula to figure total copy area:~~are permitted one-half (½) square foot of copy area ~~shall be permitted~~ for each one (1) linear foot of street frontage. Figure 43(d), The Sign Standards Chart, displays additional standards for specific particular types of on-site signs.

FIGURE 43(~~ed~~). THE SIGN STANDARDS CHART

Sign Type	Minimum Setback*	Maximum Size	Maximum Height	Maximum Width
Directional	4 feet	3 s.f.	3 feet	3 feet
Ground	5 feet	No max.	8 feet	No max.
Menu Tablet	1 foot	6 s.f.	5 feet	3 feet
Pole Sign Facing Arterial or Collector <u>(Retail Sales of Vehicular Fuels or Automobile Service Stations only)</u>	10 feet	No max.	18 feet	No max.
Pole Sign Facing Limited Access Highway	15 feet	No max.	30 feet	No max.
Projecting	0 feet	No max.	30 feet	6 feet
Window	10 feet	25% total area	<u>First 2 stories</u> <u>Ground floor</u> <u>only.</u>	No max.

*Minimum setback from street right-of-way line or center line setback line. Side yard setback ~~must~~shall be a minimum of 7 feet for all on-site signs.

~~3. (Reserved.)~~

~~43.~~ *Management Control.* Management control of signs per Chapter 64, Part 2 ~~must~~shall be required for development sites containing multiple rental spaces under single management.

~~54.~~ *Illuminated Outlining.* Illuminated building graphics, outlining, or architectural detailing on exterior building walls or roofs which do not convey a business message, business logo, or

other such business identification or advertisement ~~must~~ shall be permitted and ~~must~~ shall not be counted toward the sign area allotment. If neon tubing, fiber optic tubing, or other illumination is used within six (6) inches of a sign copy area, it ~~is~~ shall be counted as sign copy area. The illuminating lights ~~must~~ shall be stationary, not running or flashing. Exposed incandescent bulbs ~~must~~ shall not exceed 60 watts unless a screen or diffuser is placed around the bulb. Any illumination ~~must~~ shall not cause a glare or excessive brightness that adversely affects the vision of pedestrians or motor vehicle operators on public or private property.

65. *Specific Sign Standards.* All signs must meet the standards of Chapter 64 ~~Section 64.232~~, in addition to the following.

~~(a) Backlit Awning Signs. Backlit awning signs shall meet the standards of Section 64.232.~~

(b) *Changeable Copy Signs.* The changeable copy sign area ~~must~~ shall be included within the same plane or geometric shape as the remainder of the sign ~~(See Figure 43(f)).~~ Changeable copy ~~is~~ shall be permitted on any sign type.

(c) *Digital Signs.* Digital signs are permitted as ground signs only. The following standards apply:

- Size.
 - Digital display area must be accessory to the primary sign.
 - No more than two (2) messaging elements must be permitted within the allowable sign face area: (1) primary business/location identification, and (2) digital message display area.
 - Digital display area must be mounted or located below the primary business/location identification area on the sign.
 - Digital display area must be no more than 40% of the allowable sign face area.
- Display Message:
 - May be full color.
 - Must not change more than once every 8 seconds.
- Luminance Levels:
 - Must incorporate photocell/light sensors, with automatic dimming technology that appropriately adjusts to ambient light conditions.
 - Must have a brightness display not greater than 0.3 foot candles above ambient light conditions as measures by foot candle meter at a present distance, depending on the size of the sign.
- Content Limitations:
 - No off-site advertising.
 - No words, phrases, or characters that may interfere with, mislead or confuse traffic (ex. "stop", "look", "dive-in", "danger", "slow down", etc.)
 - No flashing or blinking, incandescent or stroboscopic lights that may interfere with, obstruct the view of, or be confused with any authorized traffic sign, signal or device.
- Maintenance:
 - If a sign malfunctions, fails, or ceases to operate in its usual or normal programmed manner, said sign must be repaired or disconnected within forty-eight (48) hours by the owner/operate of sign.

~~*Directory Pole Signs (Shared).* Three or more adjacent building sites which together meet the access management standards of Chapter 61 and this Special Plan by installing a shared access drive and cross access easements shall be permitted one pole type directory sign between them, located at the jointly used curb cut. All sign copy on the shared sign shall be contained within the perimeter of the same plane or geometric shape (See Figure 43(e)). Each business's copy area on the shared directory pole sign shall be deducted from that business's total sign area allotment. The three or more businesses who wish to have a shared directory pole sign must submit a joint sign permit application with a written agreement in a form acceptable to the Office of Legal Affairs with all business or property owners involved to install and maintain the directory pole sign.~~

- (d) ~~*Flags.*~~ Flag poles ~~must~~ shall not exceed 35 feet in height. Flag poles ~~must~~ shall be set back from the street right-of-way so that the flag ~~must~~ shall not extend over the right-of-way line at a height of less than 15 feet.
- (e) ~~*Ground (Monument) Signs.*~~ Ground signs ~~are~~ shall be permitted pursuant to Section 64.202 ~~only on consolidated development or mixed use development sites.~~ Ground sign copy ~~must~~ shall be contained within the perimeter of one plane or geometric shape (See Figure 43(f)). Ground signs ~~must~~ shall not be V-shaped or stacked horizontally or vertically.
- (f) ~~*High Rise Signs.*~~ High rise wall signs shall be permitted within the special plan district according to the standards in Section 64.246.
- (g) *Interactive Storefronts.* Interactive storefronts shall be subject to the following conditions:
 - Must be designed, installed, and maintained to function as a computer generated interactive display that responds to the physical activity of engaged pedestrians passing along on the adjacent sidewalk.
 - Do not count towards the calculation of maximum allowable copy area.
 - May display on-site and off-site messages.
 - Messages must be oriented towards the pedestrian, not passing motorists.
 - Only allowed in storefronts that meet the site design requirements of the Special Plan Overlay, including transparency requirements.
- (h) ~~*Menu Tablet.*~~ Eating and drinking establishments ~~must~~ shall be permitted one (1) menu tablet per building site. The menu tablet ~~must~~ shall be placed a minimum of one (1) foot behind the right-of-way or centerline setback line, oriented towards pedestrians on the public sidewalk. The menu ~~must~~ shall be encased in a permanent box or frame and be visible under clear glass, clear acrylic, or similar transparent material. The name or logo of the establishment may be incorporated into the menu tablet frame or support with a maximum letter height of four (4) inches. The menu tablet ~~must~~ shall display only the current hours of operation, menu, and price list offered at that establishment. All other advertising messages or sign copy are prohibited.
- (h) ~~*Pole Signs.*~~ Pole signs ~~shall be permitted as in Section 64.202, if~~ must meet one of the following criteria ~~are met~~:
 - ~~*Frontage Criteria:*~~ Development sites ~~shall have a minimum of 200 feet of street frontage on an arterial or collector street to qualify for a pole sign.~~ Building sites adjacent to Interstate 4 or the Florida Turnpike may have at least one pole sign by right facing those expressways.

Pole sign copy ~~must~~ shall be included within the perimeter of one (1) plane or geometric shape (See Figure 43(f)).
 - ~~*Retail Sales of Vehicular Fuels or Automobile Service Stations:*~~ Businesses selling retail vehicular fuels may have one (1) pole sign per street frontage, ~~and are exempt from the~~

~~minimum 200 foot frontage criteria.~~ However, these pole signs must meet the requirements of Section 64.202.

~~Consolidated Access Incentive: See (c) above.~~

~~Pole signs shall not be V-shaped or stacked horizontally or vertically.~~

- (j) *Windows and Window Signs.* Window sign area ~~must~~shall be limited to 25% of the window area of the first two stories of any building facade facing a street. Window signs ~~must~~shall be prohibited above the second floor or 24 feet up from ground level, whichever is less. Window signs ~~must~~shall include those affixed to or within 12 inches from the window surface. Window signs ~~must~~shall be prohibited between four (4) feet and six (6) feet from ground level to allow visibility for security reasons.

7. *Creative Design Exception.* This section establishes standards and procedures for the review and approval of creatively designed signs that may not otherwise be able to meet the sign standards established by this section. The purposes of the Creative Sign Exception are to:

- Encourage signs of unique design that exhibit a high degree of imagination, inventiveness, and thoughtfulness; and
- Provide a process for the application of sign regulations in ways that will allow creatively designed signs that make a positive visual contribution to the overall image of the Special Plan area, while mitigating the visual impacts.

An applicant may request approval of a Creative Design Exception in order to allow standards that differ from the provisions of this section, but comply with the purpose and intent of the Special Plan overlay. At no point may the maximum sign copy area be exceeded. The request must receive an Appearance Review determination from the Planning Official. In approving the request, the Planning Official must ensure the proposed sign meets the following design criteria:

(a) *Design quality.* The sign must:

- 1) Constitute a substantial aesthetic improvement to the site and must have a positive visual impact on the surrounding area;
- 2) Be of unique design, and exhibit a high degree of imagination, inventiveness, and thoughtfulness; and
- 3) Provide strong graphic character through the imaginative use of color, graphics, proportion, quality materials, scale and texture.

(b) *Contextual Criteria.* The sign must contain at least one of the following elements:

- 1) Classic historical design style;
- 2) Creative image reflecting current or historical character of the tourist area, the City or the region; or
- 3) Inventive representation of the logo, name, or use of the structure or business.

(c) *Architectural Criteria.* The sign must:

- 1) Utilize enhanced architectural elements of the building; and
- 2) Be place in a logical location in relation to the overall composition of the building's façade and not cover any key architectural features and details of the façade.

(d) *Impacts on Surrounding Uses.* The sign must be located and designed not to cause light and glare impacts on surrounding uses, especially residential uses.

8. *Definitions.*

- ~~(a) *Illuminated Building Graphics:* The use of exposed neon tubing, incandescent bulbs, fiber optic tubing, or other light source to highlight architectural detail, outline a building wall, create a graphic picture, shape, or other such design to be viewed at night. Illuminated building graphics shall not form a business logo or sign copy, unless they are counted as sign area.~~
- ~~(b) *Sign, Menu Tablet:* A pedestrian-oriented, outdoor display of the hours, menu, and prices offered by an eating and drinking establishment in an enclosed case with a clear front cover. The case is mounted on a support base permanently secured to the ground.~~
- ~~(c) *Outdoor Storage Uses and Storage Facilities:* Exterior locations on a building site where mechanical, cleaning, laundry, maintenance, construction, or seasonal equipment, materials, or supplies are stored, or similar activities occur.~~
- ~~(d) *Ticket Booth:* A small building, kiosk, stand or similar structure where off-site attraction tickets, time share condominiums, and/or real estate are marketed.~~

FIGURE 43(c). SUPPLEMENTAL PLANT LIST

Note: Refer to Chapter 60, Part 2 for Water Zone Key.

Botanical Name	Common Name	Water Zone
<i>Large palms (20'+ mature height):</i>		
Phoenix canariensis	Canary Island Date Palm	M, L
Phoenix dactylifera	Medjool Palm	M
Phoenix reclinata	Senegal Date Palm	M, L
Sabal palmetto	Cabbage Palm	H, M, L
Washingtonia robusta	Washington Palm	M, L
<i>Small palms and cycads (6' to 20' mature height):</i>		
Butia capitata	Butia Palm	M, L
Chamaerops humilis	Mediterranean Fan Palm	M, L
Cycas circinalis	Queen Sage	M, L
Livistonia chinensis	Chinese Fan Palm	M, L
Trachycarpus fortunei	Windmill Palm	M, L

~~Tree Point Values: Large palm trees are shall be worth 1 tree point for each group of three palms, and small palms shall be worth .5 tree point for each group of three.~~

~~Minimum Sizes: Large palm trees must shall be a minimum of 10 feet in height, and small palms must shall be a minimum of 4 feet in height at the time of installation.~~

~~Palm trees cannot shall not be used to fulfill Parking Lot Landscaping requirements.~~

FIGURE 43(ed). THE SIGN STANDARDS CHART

Sign Type	Minimum Setback*	Maximum Size	Maximum Height	Maximum Width
Directional	4 feet	3 s.f.	3 feet	3 feet
Ground	5 feet	No max.	8 feet	No max.
Menu Tablet	1 foot	6 s.f.	5 feet	3 feet
Pole Sign Facing Arterial or Collector <i>(Retail Sales of Vehicular Fuels or Automobile Service Stations only)</i>	10 feet	No max.	18 feet	No max.
Pole Sign Facing Limited Access Highway	15 feet	No max.	30 feet	No max.
Projecting	0 feet	No max.	30 feet	6 feet
Window	10 feet	25% total area	First 2 stories <u>Ground floor only.</u>	No max.

*Minimum setback from street right of way line or center line setback line. Side yard setback ~~must~~shall be a minimum of 7 feet for all on-site signs.

FIGURE 43(e). TICKET BOOTH STANDARDS CHART

Development Standards	Principal Structure	Detached Accessory	Attached Accessory
Setbacks	Per AC-3/SP	Per AC-3/SP	Per AC-3/SP
Size	300 s.f. min.	75 min./299 max.	No min. or max.
Height	Per AC-3/SP	15 feet	15 feet
Materials/Style	Not required to be same as other structures on site	Same as principal structure on site	Same as principal structure to which it is attached
Roof	Per building code	Same as principal building; no flat roof	No roof required, but may use canopy, awning, etc., if consistent with building

Lighting	Per building code and Special Plan	No ground fixtures, border neon, or strobe lights	No ground fixtures, border neon, or strobe lights
Restrooms	Required per building code	Required or written agreement to use principal building	Required or written agreement to use principal building
Signs	Per Chapter 64 and this Special Plan Max. 8 s.f.	1 s.f. copy area/foot booth frontage Max. 8 s.f.	1 s.f. copy area/foot of booth frontage
Parking	(Min.) 1 space per 300 s.f.	1 space per booth	Per principal use
Distance Separation	500' min. between property lines	500' min. between property lines	500' min. between property lines

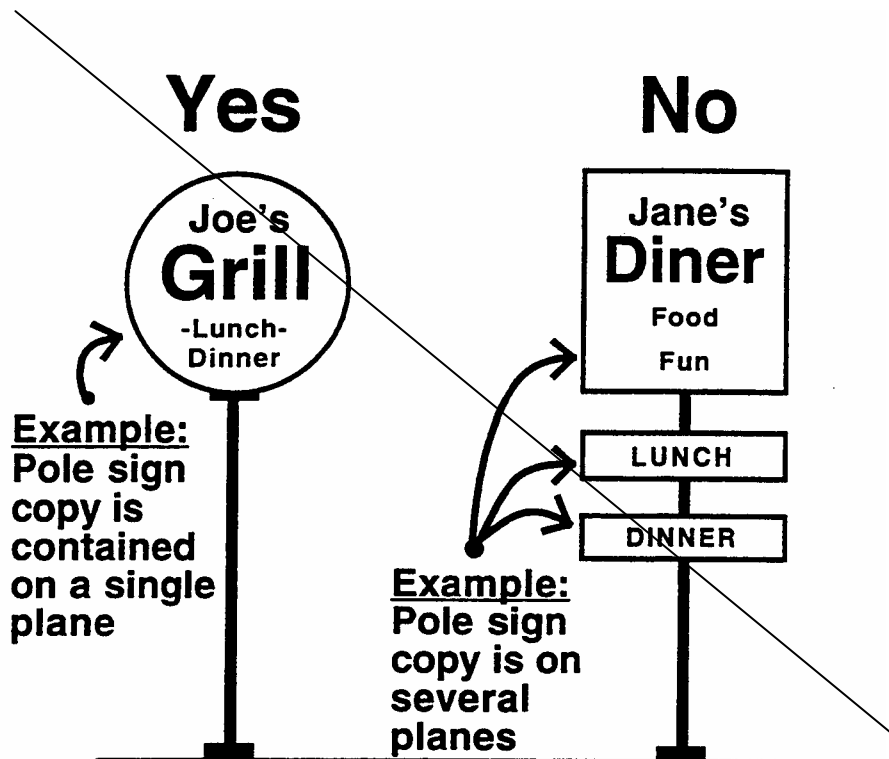
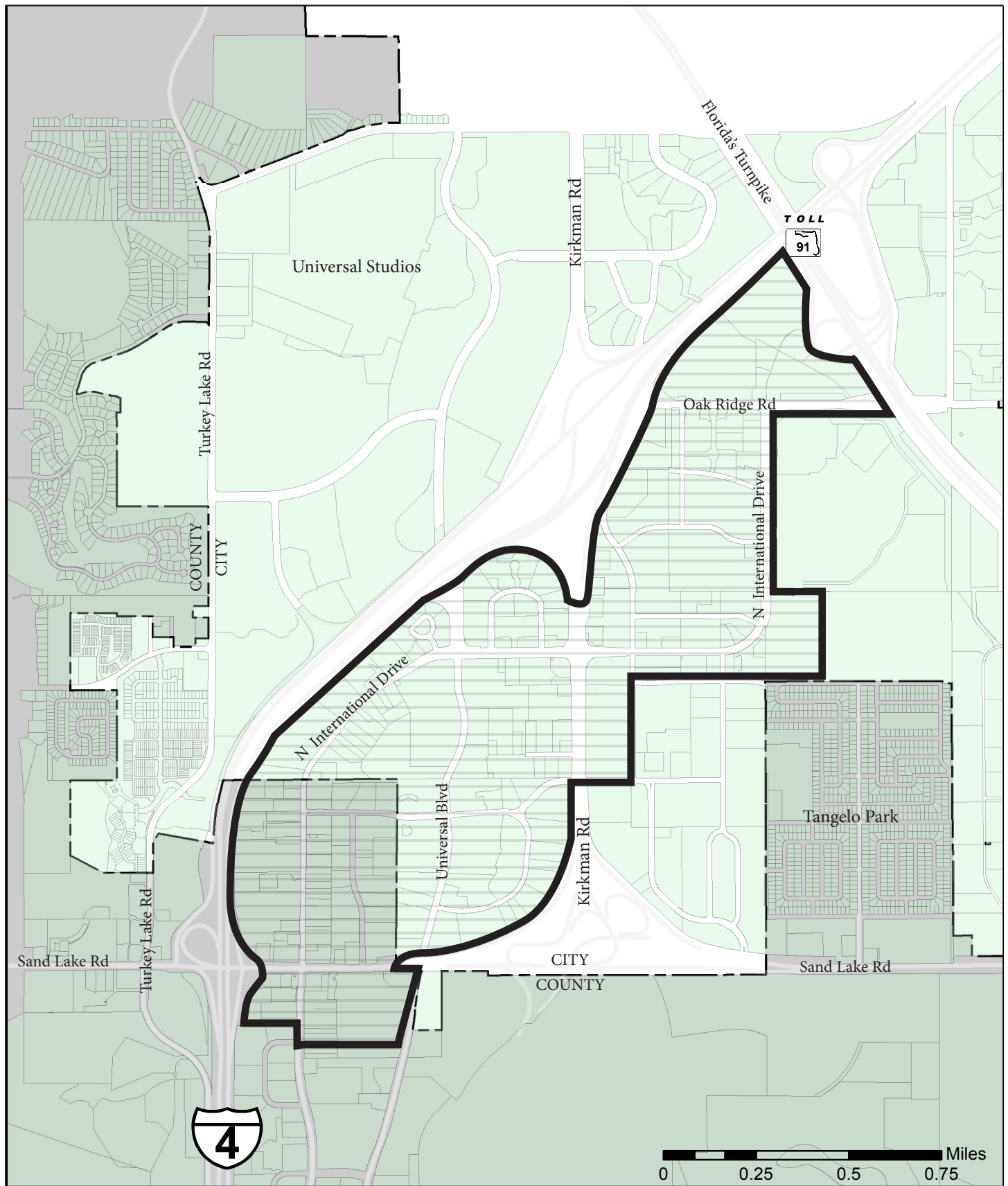


FIGURE 43(f). SIGN CONTAINED WITHIN ONE SHAPE

North International Drive Special Pan- Figure 43(b)



North International Drive Special Plan

- Special Plan District
- City Limits



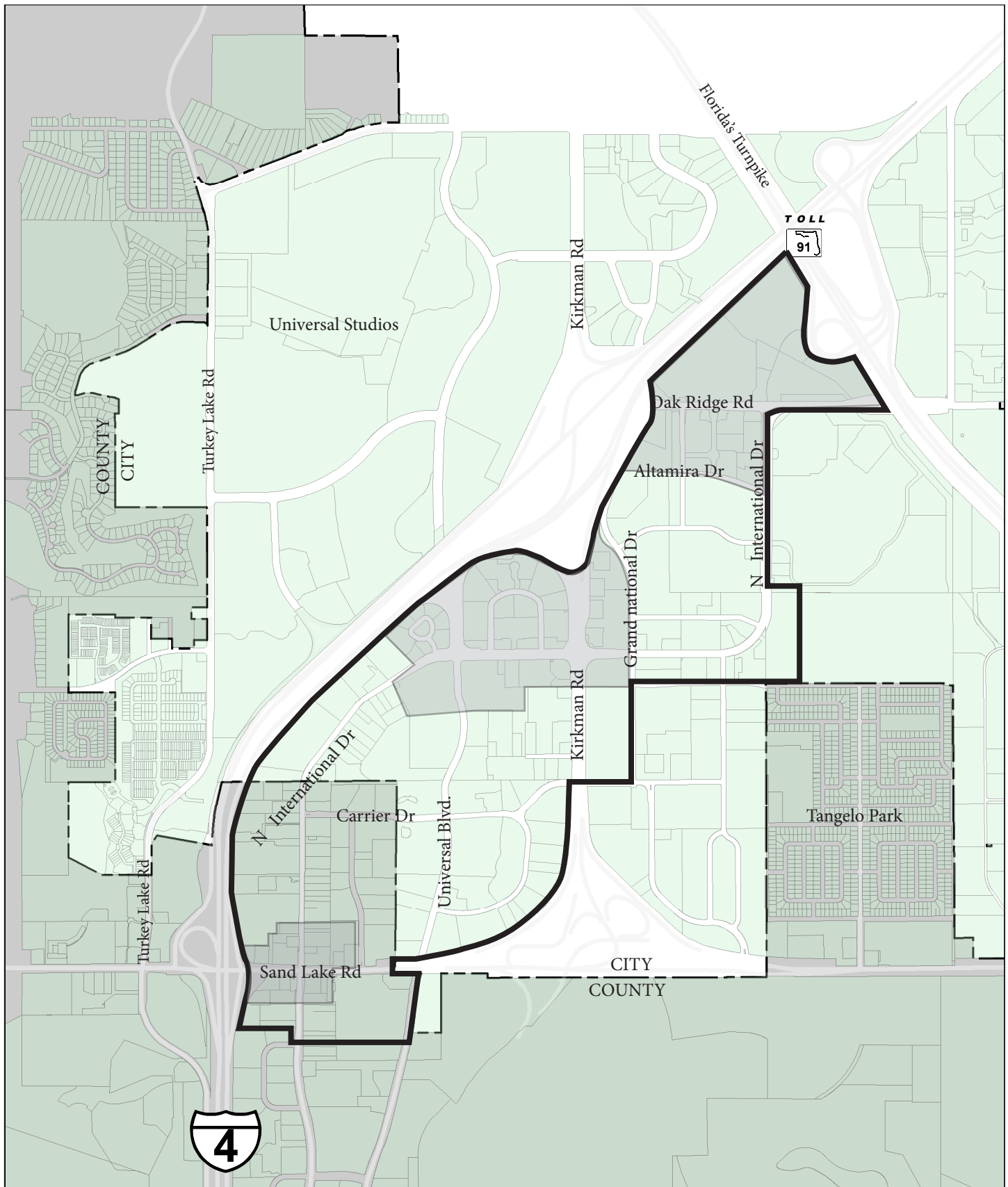
City Parcels



County Parcels



Intensity Nodes -Figure 43(d)



North International Drive Special Plan - Intensity Node Locations

- Special Plan District
- City Limits

- City Parcels
- County Parcels
- Intensity Nodes

