Property Location:
6300 International Dr.
and surrounding properties listed on page 3 of this report (PIDs: 25-23-28-5404-03-015) (South of International Dr., west of S. Kirkman Rd. and southeast of Interstate 4) (±64.716 acres, District 6)

Applicant’s Request:
Framework PD request for the redevelopment of the Wet ‘n Wild water park with up to 4,000 hotel rooms, attraction, and resort uses. Additionally, an abandonment request for a portion of Precision Drive.

Location Map

SUMMARY

Owner/Applicant
John McReynolds, Sr. Vice President, Universal Parks and Resorts

Project Planner
Katy Magruder

Property Location: 6300 International Dr. and surrounding properties listed on page 3 of this report (PIDs: 25-23-28-5404-03-015) (South of International Dr., west of S. Kirkman Rd. and southeast of Interstate 4) (±64.716 acres, District 6)

Applicant’s Request:
Framework PD request for the redevelopment of the Wet ‘n Wild water park with up to 4,000 hotel rooms, attraction, and resort uses. Additionally, an abandonment request for a portion of Precision Drive.

Staff’s Recommendation:
Approval of the request, subject to the conditions in this report.

Public Comment
Courtesy notices were mailed to property owners within 300 ft. of the subject property on June 6, 2017. As of the published date of this report, staff has not received numerous public records requests from media publications for this case. No public comments were stated regarding support or opposition.

Updated: June 12, 2017
Project Location

A complete list of properties associated with this redevelopment project are listed below.

<table>
<thead>
<tr>
<th>Parcel ID</th>
<th>Physical Street Address Per Orange County Property Appraiser Website</th>
<th>East or West of Universal Blvd</th>
</tr>
</thead>
<tbody>
<tr>
<td>25-23-28-0000-00-017</td>
<td>5935 Precision Dr. Orlando, FL 32819</td>
<td>East</td>
</tr>
<tr>
<td>25-23-28-2766-00-010</td>
<td>6200 International Dr. Orlando, FL 32819</td>
<td>West</td>
</tr>
<tr>
<td>25-23-28-2766-00-020</td>
<td>7001 Republic Dr. Orlando, FL 32819 (Universal Blvd.)</td>
<td>East</td>
</tr>
<tr>
<td>25-23-28-2778-00-130</td>
<td>7151 Universal Blvd. Orlando, FL 32819</td>
<td>East</td>
</tr>
<tr>
<td>25-23-28-2805-00-010</td>
<td>5955 Precision Dr. Orlando, FL 32819</td>
<td>East</td>
</tr>
<tr>
<td>25-23-28-2805-00-020</td>
<td>5955 Precision Dr. Orlando, FL 32819</td>
<td>East</td>
</tr>
<tr>
<td>25-23-28-2806-00-010</td>
<td>5934 Precision Dr. Orlando, FL 32819</td>
<td>East</td>
</tr>
<tr>
<td>25-23-28-5404-03-015</td>
<td>6300 International Dr. Orlando, FL 32819</td>
<td>West</td>
</tr>
<tr>
<td>25-23-28-2798-00-000</td>
<td>6300 International Dr. Orlando, FL 32819</td>
<td>West</td>
</tr>
<tr>
<td>N/A</td>
<td>0.727 acres of Precision Dr. to be vacated and rezoned to PD/SP</td>
<td>East</td>
</tr>
</tbody>
</table>

Project Analysis

Project Description

The subject site is made up of nine parcels and a portion of the existing right-of-way of Precision Dr. Part of this site was the home of the Wet ’n Wild water park which was closed in December of 2016. Property A is on the west side of Universal Blvd. It includes the following addresses: 6300 International Dr. and 6200 International Dr. along with the majority of Sandy Lake. Property B is on the east side of Universal Blvd. It is comprised of the following addresses: 7001 Republic Dr. (the former name for Universal Blvd.), 7151 Universal Blvd., 5955 Precision Dr. (2 parcels), 5934 Precision Dr., 5935 Precision Dr., as well as the portion of Precision Dr. which is the subject of the associated abandonment request. The following list includes descriptions of the existing conditions for each parcel associated with this request, per the records of Orange County Property Appraiser, City of Orlando Planning Division and Permitting Services Division.

Existing Conditions—Property A [West]

- 6300 International Dr.—The 0.11 acre property is currently listed as vacant commercial, however a theme park structure associated with the Wet ’n Wild development is shown on this site in a view of an aerial map. All structures are proposed to be demolished.
- 6200 International Dr.—The 36.07 acre property was developed in 1977 to comprise 28,750 sq. ft. within three theme park structures. In 1987, two additional theme park structures were added with a total of 6,695 sq. ft. These structures were the attractions for the Wet ’n Wild water park, and all are proposed to be demolished.

Existing Conditions—Property B [East]

- 5955 Precision Dr. (25-23-28-2805-00-020)—The 0.50 acre property is developed with a 2,652 sq. ft. warehouse building that was constructed in 1960 and has since been abandoned. This building is proposed to be demolished.
- 5955 Precision Dr. (25-23-28-2805-00-010)—The 4.47 acre property is currently undeveloped with buildings or structures, but is currently used for temporary storage of construction materials.
- 7001 Republic Dr.—The 13.85 acre property is currently developed with a 4,601 sq. ft. modular metal building and a parking lot to serve the previous Wet ’n Wild business. The modular building will be demolished with this proposal.
- 5935 Precision Dr.—This 0.91 acre property is currently vacant.
- 5934 Precision Dr.—This 4.45 acre property is developed with a 19,700 sq. ft. warehouse building and has been...
used as offsite storage for the Wet n’ Wild development. This building will be demolished with this proposal.

- 7151 Universal Blvd.—The property is 3.54 acres and is developed with a 2,100 sq. ft. building previously used as the Wet ‘n Wild parking administration and human resources building. The building was constructed in 2003 and is proposed to be demolished with this application.
- Precision Dr.—The portion of the Precision Dr. right-of-way to be vacated is 0.727 acres.

All properties included in this development program are zoned AC-3/SP with a future land use designation of Metropolitan Activity Center. The applicant’s request is to rezone to Planned Development (PD/SP) in order to redevelop the Wet ‘n Wild water park with up to 4,000 hotel rooms, attraction uses, and resort uses. An abandonment request for a portion of Precision Dr. is included in this request. This portion of Precision Dr. will be simultaneously rezoned to Planned Development (PD/SP) upon the approval of this application through City Council and adoption of the ordinance.

Previous Actions
Across the entire development
⇒ 1994: City Council approves the International Drive Special Plan

Property A [West]
- 6300 International Dr.
  - 1976: MPB approval of the rezoning of both properties on Property A to be rezoned from I-2 to R-U to permit the construction of a water-oriented, commercial recreational facility, Wet ‘n Wild.
  - 1996: MPB approval to change the street name of Republic Dr. to Universal Dr.
- 6200 International Dr.
  - Relevant site history included above.

Property B [East]
- 5955 Precision Dr.
  - 1976: Council approval of a replat for the two lots for commercial use.
- 5955 Precision Dr.
  - Relevant site history included above.
- 7001 Republic Dr.
  - 1995: MPB approval for the master plan for the development of a parking lot in association with Wet ‘n Wild.
- 5935 Precision Dr.
  - Relevant site history included below.
- 5934 Precision Dr.
  - 1989: MPB approval for replat for International Drive Outlet Market.
  - 1994: Council approval of a replat to relocate the administrative offices for Wet ‘n Wild development.
- 7151 Universal Blvd.
  - 2003: Building permit issued for a office trailer for the Wet ‘n Wild development.

Project Context
As described above, Property A consists of structures used for the water themed amusement park, Wet ‘n Wild. Property B is primarily the parking lot constructed for the aforementioned water park as well as varied vacant commercial spaces, and a few warehouse structures. All existing structures will be demolished and cleared for the proposed development program. See Table 1 for surrounding uses.

<table>
<thead>
<tr>
<th></th>
<th>Future Land Use</th>
<th>Zoning</th>
<th>Surrounding Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>Metropolitan Activity Center</td>
<td>AC-3/SP</td>
<td>Multi-tenant retail, Eating &amp; Drinking, Hotels</td>
</tr>
<tr>
<td>East</td>
<td>Metropolitan Activity Center</td>
<td>AC-3/SP</td>
<td>Vacant Commercial and Adventure Golf</td>
</tr>
<tr>
<td>South</td>
<td>Metropolitan Activity Center</td>
<td>AC-3/SP</td>
<td>Commercial Uses such as First National Bank, Crossfit, a future hotel and Warehousing</td>
</tr>
<tr>
<td>West</td>
<td>Metropolitan Activity Center</td>
<td>AC-3/SP</td>
<td>Multi-Family Housing</td>
</tr>
</tbody>
</table>
Project Analysis

Conformance with the GMP
The proposed PD is comprised of 9 parcels with a future land use designation of Metropolitan Activity Center and associated AC-3 zoning with the North International Drive Special Plan (SP) overlay. The intent of this request is to redevelop the former Wet’n Wild water park with hotels, attractions, and related resort uses.

The proposed use is consistent with Future Land Use Policy 2.1.1 b. which states that the intent of the Metropolitan Activity Center is to provide for large concentrated areas of residential, commercial, office, industrial, recreational and cultural facilities at a scale which serves the entire metropolitan area, and at the highest intensities to be found anywhere outside of Downtown Orlando. A mixture of land uses is also specifically intended.

Conformance with the LDC
The Framework PD outlines the development program for the subject sites and will be followed with administrative master plan review to define the proposed intensities for each site. The subject properties surpass the minimum development site requirement for a PD, which is 10,000 sq. ft.

The PD District is intended to provide a process for the evaluation of unique, individually planned developments which are not otherwise permitted in the zoning districts established by this Chapter.

The proposal includes permitted uses for the default AC-3/SP zoning district including hotel, attraction, and resort uses. The proposal will comply with the intensity, height, and ISR standards of the AC-3 zoning district.

The AC-3 district is intended to provide for large concentrated areas of residential, commercial, office, industrial, recreational and cultural facilities at a scale which serves the entire metropolitan area, and at the highest intensities to be found anywhere outside of Downtown Orlando.

Development Standards:
Table 2 below addresses the intensity, height, and impervious surface requirements for the subject sites. The applicant plans to meet these requirements, and further details will be revealed in the subsequent administrative master plans.

<table>
<thead>
<tr>
<th>Acres</th>
<th>Use</th>
<th>FAR (floor area ratio)</th>
<th>Building Height</th>
<th>ISR (impervious surface ratio)</th>
</tr>
</thead>
<tbody>
<tr>
<td>±64.716</td>
<td>Hotel, Attraction &amp; Resort</td>
<td>0 to 1.5 FAR</td>
<td>No min to 200 ft.</td>
<td>0.90</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Up to 1.5 FAR</td>
<td>Up to 200 ft.</td>
<td>Proposed</td>
</tr>
</tbody>
</table>

Conformance with other City requirements
Although the proposal will comply with the intensity, height, and ISR standards of the AC-3/SP zoning district, the applicant has requested a PD in order to have more flexible setback requirements within the subject sites specifically relating to the maximum setbacks dictated by the North International Drive Special Plan.

North International Drive Special Plan
The North International Dr. area was originally developed as typical suburban strip commercial district 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. The Urban Design Plan advocates a concentration of tourist commercial land uses that generate street activity; likewise, the Special Plan supports a pedestrian oriented development pattern for the area.

The Project 566 Planned Development is furthering the goals of the North International Drive Special Plan by adding tourist commercial land uses, providing intensity at a focal intersection where intensity is desired, and enhancing the overall tropical landscape. However, the proposed site layout is internally focused and lacks opportunities for activating
Project Analysis

International Drive, the primary focus of the Special Plan. The applicant intends to meet the majority of the special plan requirements, with a request for five waivers included below.

Applicant Requested Waivers to the North International Drive Special Plan (Request in bold)

1. **Section 62.496: Land Use & Site Design 5(b)** The applicant requests a waiver to delete the Maximum Front Yard and Street Side Yard setback required under this section of the Code.

   Planning staff recommends approval of a waiver from the maximum setback of 40 ft. from International Dr. and Universal Blvd. provided that the applicant submits an alternative standard of a glorified streetscape to enhance the pedestrian experience along International Dr. through the subsequent administrative master plan review.

   *Pedestrian Streets: International Drive and Universal Boulevard (formerly Republic Drive) are designated as Pedestrian Streets within the Special Plan. As such, buildings must be located close to the streets with parking lots located to the rear of the buildings.*

   *Front Yard and Street Side Yard Setbacks:*
   - Minimum Front Yard and Street Side Yard Setback: 10 feet.
   - Maximum Front Yard and Street Side Yard Setback: 40 feet.

Property A proposes a parking garage at the northwest corner of the site. Typically, vehicle use areas or structures are not counted as principle buildings. In order for this structure to meet the spirit of the Code, it must be well screened from the sidewalk and right-of-way and also architecturally treated so that it is not identifiable as a parking garage. Staff's preference is to include accessible commercial uses on the ground floor of the parking garage in order to provide active uses along the International Dr. corridor. The applicant has explained at length that additional tenant spaces onsite go against the business plan and will tamper with the ability to secure the resort site. Therefore, staff is requiring that the public sidewalk is activated by other means such as: interactive window displays, aesthetically interesting sidewalk treatments, bulb-outs within the landscape berms for future street performers or food carts, captivating art displays, and hardscaped plazas providing shade treatments to enhance the pedestrian experience.

At the southwest corner of the International Dr. and Universal Blvd. intersection, the applicant conceptually proposes a hardscaped plaza with a large art feature, water feature, and pedestrian amenities such as benches, shade components, and pedestrian oriented signage. The design aspects help to break up the existing monotonous streetscape of the over 1/4 mile walk from one corner of the site’s frontage to the other. The designs are inconsistent between the rendering and the site plan. These details will be further reviewed in the following administrative master plan applications. Applicant will need to prove the streetscape experience is superior to the requirements of the Code for principal buildings in front of vehicular use areas as evidence of compliance with its justification for the waiver from the 40 ft. maximum setback.

Property B includes a proposed surface parking lot along the International Dr. right-of-way. This is inconsistent with the requirement to locate vehicular use areas behind principle buildings in the North International Drive Special Plan. The applicant has proposed to construct a transit stop at the southeast corner of the International Dr. and Universal Blvd. intersection, activating this corner. Although the transit stop is not a principal use of the site, it helps to mimic the activation on the opposite corner of the intersection via the hardscaped plaza. It must be architecturally impactful and will be located within the 40 ft. maximum setback from Universal Blvd. and International Dr. could potentially meet the spirit the special plan. It will be required that the transit shelter be located near the intersection of International Dr. and Universal Blvd. to provide pedestrian activity at the corner.

2. **Section 62.496: Land Use & Site Design 5(f)**: The applicant requests a waiver to this section of the Code to allow walls or fences located within the front yard between the building and the street up to 6 ft. in height.

   *Walls or fences located within the front yard between the building and the street shall not exceed 3.5 feet in height.*

The applicant has asked for relief from Section 62.496 Land Use and Site Design 5 (f-g) of the special plan above for security purposes. It is customary in Universal Orlando attractions for chain link fences to be hidden within landscaped areas to secure the site.
Project Analysis

The maximum height of 3.5 ft. was established in the Special Plan to provide public visibility both into and out of properties. Pedestrians tend to feel safer when they have open lines of visibility. The proposed maximum 6 ft. high fence will be permitted as long as there are intermittent opportunities for visibility both into and out of the property. This will provide an increased level of visual interest for the pedestrian, as well as site lines for security and CPTED purposes.

3. Section 62.496: Land Use & Site Design 5(g): The applicant requests a waiver to this portion of the Code to allow chain link fences, unpainted wood fences, and unpainted concrete block walls between a building and the front or street side right-of-way line as a perimeter fence designed to secure the property when such fence is hidden in landscaping to the maximum extent practicable.

*Chain link fences, unpainted wood fences, and unpainted concrete block walls shall be prohibited between a building and the front or street side right-of-way line.*

A vinyl coated chain link fence may be permitted within the landscaped berms. However, as stated above, there shall be intermittent opportunities for visibility to and from the property. At these locations, a maximum 6 ft. high CPTED type decorative fence must be used in lieu of the chain link fence.

4. Section 62.496: Land Use & Site Design 6: The applicant requests a waiver to this section of the Code to allow parking to be placed behind and to the sides of principal buildings so long that such parking placement is consistent with this PD.

*Building Orientation: All principal structures abutting a Pedestrian Street shall be oriented toward the Pedestrian Street frontage or Pedestrian Street side right-of-way line by incorporating the following into the building facade that faces the Pedestrian Street:*

*At least one public entrance to the principal structure.*

Planning staff is willing to entertain a waiver from this portion of Code requiring that all vehicle use areas and structures are to be located behind or to the side of the principle buildings on the site if the parking garage proposed along the front property line of Property A is architecturally treated so that it does not appear to be a parking garage.

5. Section 62.496: Land Use & Site Design 8(b): The applicant requests a waiver to this section of Code to allow the ground floor exterior building wall area to contain a minimum of 5% transparent or translucent materials.

*Building Orientation: All principal structures abutting a Pedestrian Street shall be oriented toward the Pedestrian Street frontage or Pedestrian Street side right-of-way line by incorporating the following into the building facade that faces the Pedestrian Street:*

- At least one public entrance to the principal structure.
- The ground floor exterior building wall area shall contain a minimum of 15% transparent or translucent materials.
- Reflective or mirrored glass windows shall be prohibited.

Planning staff will require 15% transparency on the parking garage on Property A and the transit shelter proposed for Property B, as these will be the only buildings abutting pedestrian streets as classified by the North International Drive Special Plan. Both windows and open-air features can be used to meet this requirement.
Project Analysis

Development Standards
The building setbacks listed in Table 3 below are from the North International Drive Special Plan and the LDC. Applicant has requested waivers from the maximum front yard and street-side yard setbacks. Compliance with the waivers will be determined with the administrative master plan applications.

<table>
<thead>
<tr>
<th>Site</th>
<th>Yard</th>
<th>Building Setbacks</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Minimum / Maximum</td>
</tr>
<tr>
<td>Property A</td>
<td>Front – International Dr.¹</td>
<td>10 ft. / 40 ft.</td>
</tr>
<tr>
<td></td>
<td>Side – west property line</td>
<td>0 ft. or 3 ft. / 30 ft.</td>
</tr>
<tr>
<td></td>
<td>Street-side – Universal Blvd.¹</td>
<td>10 ft. / 40 ft.</td>
</tr>
<tr>
<td></td>
<td>Rear – south property line</td>
<td>10 ft. / no max.</td>
</tr>
<tr>
<td>Property B</td>
<td>Front – International Dr.¹</td>
<td>10 ft. / 40 ft.</td>
</tr>
<tr>
<td></td>
<td>Side – east property line</td>
<td>0 ft. or 3 ft. / 30 ft.</td>
</tr>
<tr>
<td></td>
<td>Street-side – Universal Blvd.¹</td>
<td>10 ft. / 40 ft.</td>
</tr>
<tr>
<td></td>
<td>Rear – south property line</td>
<td>10 ft. / no max.</td>
</tr>
</tbody>
</table>

¹ The North International Drive Special Plan requires a minimum setback of 10 ft and a maximum principle building setback of 40 ft along pedestrian streets. (Both International Dr. and Universal Blvd.)

Bufferyards
According to Figure 8 from Chapter 60 of the LDC, there are no additional landscape requirements to separate the proposed land use (hotel) from the existing surrounding land uses. Property A abuts multi-tenant retail, eating and drinking, and hotel uses along the west property line which require no bufferyard separation from hotel uses. And, because of the location of Sandy Lake, the land uses to the south are not considered abutting land uses. Property B abuts eating and drinking, hotel, light manufacturing, warehouse, and vacant land along the east and south property lines. None of these listed uses require bufferyards from hotel uses. The landscape and streetscape requirements for the front and street-side property lines (for Property A & B) along International Dr. and Universal Blvd. respectively are listed on page 20.

Transportation
The proposed access points for the two subject sites are from International Dr. and Universal Blvd. The final location and configuration of the access points to the site along International Dr. and Universal Blvd. will be determined when additional site layout detail is submitted to the City. The approved access points will be based on the available frontages, the roadway classifications, and City Code and Engineering Standards.

The amount of parking spaces that are required for this development cannot be determined without further details of the hotel programming. Per Figure 27 of the LDC, the minimum parking space requirement for hotels is 0.5 parking spaces per lodging unit with a max of 1 parking space per lodging unit. Hotels may include accessory uses for up to 25% of the hotel building’s area. Parking requirements for such uses are provided in Table 4.

The applicant proposes an internal circulation zone abutting the west property line along the Universal Blvd. right-of-way. The special plan specifically calls to “consolidate vehicular access between adjacent properties to reduce traffic congestion.” The details of this internal transit zone have not yet been determined. This will be further explored and defined in the coming administrative master plan applications. In the instance that this internal circulation zone does not come to fruition, a PD amendment will be required to re-address the lack of building frontage along Universal Blvd., as required by the Special Plan. As proposed, the internal transit zone is an aspect of superior design for the site, as it will assist in removing vehicle congestion from the surrounding streets.

<table>
<thead>
<tr>
<th>Use</th>
<th>Minimum Ratio</th>
<th>Maximum Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hotel (Rooms)</td>
<td>0.5/ lodging unit</td>
<td>1/lodging unit</td>
</tr>
<tr>
<td>Banquet Space/Meeting Rooms</td>
<td>0.25/seat</td>
<td>0.5/seat</td>
</tr>
<tr>
<td>Eating and Drinking</td>
<td>5/1000 sq. ft.</td>
<td>20/1000 sq. ft.</td>
</tr>
</tbody>
</table>
Project Analysis

is submitted to the City. The approved access points will be based on the available frontages, the roadway classifications, and City Code and Engineering Standards.

Signage
Signage for the site will be reviewed in a Master Sign Package to be submitted through a Planning Official determination application prior to submitting for permits.

Environmental
Section 62.496 Land Use and Site Design 10(c) states that, “If a building site is adjacent to Sandy Lake or Lake Pat, a minimum of one (1) improved pedestrian access 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.” The applicant proposes to meet this requirement. Details of the pedestrian circulation will be provided in the subsequent administrative master plan applications.

Waste Water
The site plan depicts a proposed parking garage in conflict with existing City sewer mains to remain. Unless approved by the Wastewater Division Manager, new buildings shall not be constructed over existing sanitary sewer mains that are left in service. Applicant shall provide certification of abandonment and removal of sewer mains and laterals deemed not in service.

Trees placed within the limits of utility easements for sanitary sewers, or within 10 ft. of sewer mains and laterals, shall be subject to review of the Wastewater Division Manager. Trees shall be selected for appropriateness to site-specific conditions and protection of infrastructure, including utilities, sidewalks, curbs, and streets. Special design techniques, including structural soils, soil cells, and root barriers may be required.

Aerial Photo
Existing Survey—Property A
Existing Survey—Property B
Architectural Site Plan—Property A

Note: MPB approval is for the exhibits shown and subject to the conditions of approval found within this staff report and as approved by City Council. All exhibits, project descriptions, and footnotes submitted as part of the application are superseded by this staff report.
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Architectural Concept Plan—Property A

LEGEND
1. Arrival – Hotel Lobby
2. Hotel Guestrooms
3. Service/BOH
4. Surface Parking Lot
5. Parking Garage
6. Pool Deck
7. Pool

Note: The renderings included in this report are conceptual and for illustrative purposes only. Architectural plans, landscape plans, and elevations are due at administrative master plan review and are subject to further review and conditions of approval.

Hardscape Plaza required: Must be of sufficient size to activate the corner, provide visual interest at the intersection, and act as a gathering spot for pedestrian activity along the I-Drive corridor.
Architectural Concept Plan—Property B

Hardscape Plaza required: Must be of sufficient size to activate the corner, provide visual interest at the intersection, and act as a gathering spot for pedestrian activity along the I-Drive corridor.

Note: The renderings included in this report are conceptual and for illustrative purposes only. Architectural plans, landscape plans, and elevations are due at administrative master plan review and are subject to further review and conditions of approval.

LEGEND
1. Arrival – Hotel Lobby
2. Hotel Guestrooms
3. Service/BOH
4. Surface Parking Lot
5. Parking Garage
6. Pool Deck
7. Pool
Perspective Rendering—West

Perspective Rendering—East

Note: The renderings included in this report are conceptual and for illustrative purposes only. Architectural plans, landscape plans, and elevations are due at administrative master plan review and are subject to further review and conditions of approval.
Site Photos
Site Photos
Findings

Subject to the conditions contained herein, the proposal is consistent with the requirements for approval of rezoning and abandonment applications contained in Section 65.000 of the Land Development Code (LDC):
1. The proposed use is consistent with the City’s Growth Management Plan.
2. The proposed use is consistent with the purpose and intent of the PD/SP zoning district and all other requirements of the LDC.
3. The proposed use will be compatible with surrounding land uses and the general character of the area.
4. The necessary public facilities will be adequate to serve the proposed use, or will be provided by the applicant as a condition of this approval.

Staff recommends approval of the Approval subject to the conditions below:

Conditions of Approval

Growth Management
No conditions of approval.

Land Development
1. Default Zoning. The project must meet the AC-3 district requirements as amended by the North International Drive Special Plan with the following conditions:
2. General Code Compliance. Development of the proposed project should be consistent with the conditions in this report and all codes and ordinances of the City of Orlando, the State of Florida, and all other applicable regulatory agencies. All other applicable state or federal permits must be obtained before commencing development.
3. Variances and modifications. Zoning variances and modification of standards may be approved pursuant to the procedures set forth in Part 2J and Part 2F, Chapter 65, Orlando City Code, respectively. The planning official may also approve minor modifications and design modifications to fences, walls, landscaping, accessory structures, signs, and bufferyard requirements. Additionally, recognizing that development plans can change in small ways between the planning and permitting stages of development, the planning official may approve up to a 10% modification of any applicable numerical development standard if the planning official finds that the proposed modification is consistent with the applicable goals, objectives, and policies of the GMP, is compatible with nearby existing land uses, would not result in inadequate public facilities, and is otherwise consistent with the public health, safety, and welfare. When approving such a modification of a development standard, the planning official may impose one or more of the conditions of development provided at section 65.334, Orlando City Code, but such condition or conditions must be reasonably calculated to mitigate the identifiable land use impacts of the modified standard.
4. Conformance with PD Required. Construction and development shall conform to approved site plans, elevations, and landscaping plans on file with the City Planning Division and all conditions contained in this report, or as modified by the Municipal Planning Board and City Council. When submitting plans to the Permitting Division for permitting, the applicant shall attach to each submittal a copy of this staff report, and the excerpts of the Municipal Planning Board minutes.
5. Review by City Attorney’s Office. Municipal Planning Board recommendation of the conditions contained herein is subject to review by the City Attorney’s Office for legal sufficiency and drafting of implementing documents.
6. Phasing. If a phasing plan develops, the phases will be reviewed as separate Administrative Master Plan applications and must stand alone regarding FAR, ISR, and other zoning requirements.
7. Parking. If the project is phased, each phase of construction must maintain the required parking spaces per City Code, which can be satisfied across both sites.
8. Framework PD. Following the approval and adoption of the Project 566 Framework PD, Administrative Master Plans will be required prior to submitting for building permits for Property A & B.
   a. The Planning Official will determine if the proposed plans for the subsequent Administrative Master Plan applications meet the intent of this Framework PD or the North International Drive Special Plan as of the date of this approval. The Planning Official has the discretion to require a PD amendment to be approved by the Municipal Planning Board if the requirements are not met.

Urban Design
1. Waivers. The applicant has asked for the following waivers from the International Drive Special Plan:
   a. 40 ft. maximum front and side yard setbacks.
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i. The maximum 40 ft. setback is intended to ensure buildings are oriented towards the street creating an active pedestrian friendly public realm. In lieu of this setback requirement, the applicant is proposing alternative standards that meet the intent of activating the street and creating a comfortable and interesting walking environment. This can be achieved through interactive art displays, kiosks, water features, hardscaped public open spaces or other means that furthers the intent of the Special Plan. The lush landscaped berm alone is not deemed sufficient to meet this requirement. The proposed alternative standards will be reviewed at the time of administrative master plan review.

ii. The shelter proposed on the east parcel located along International Dr. must be accessible from International Dr. Although the transit system may be internal, the shelter must be open to the public. Appearance review is required for this structure at the time of administrative master plan review.

b. Maximum 3.5 ft. height for fences and wall located within the front yard between the building and the street.

i. The maximum height of 3.5 ft. was established in the Special Plan to provide public visibility both into and out of properties. Pedestrians tend to feel safer when they have open lines of visibility. The proposed maximum 6 ft. high fence will be permitted as long as there are intermittent opportunities for visibility both into and out of the property. This will provide an increased level of visual interest for the pedestrian, as well as site lines for security and CPTED purposes.

c. Prohibition of chain link fences, unpainted wood fences, and unpainted concrete block walls between a building and the front or street side right-of-way line.

i. A vinyl coated chain link fence may be permitted within the landscaped berms. However, as stated above, there shall be intermittent opportunities for visibility to and from the property. At these locations, a maximum 6 ft. high CPTED type decorative fence must be used in lieu of the chain link fence.

d. Limiting parking to the rear and side of principal buildings.

i. The parking garage on the west parcel fronting International Dr. shall be architecturally treated to appear more like a building and less like a garage. Screening it with landscaping alone does not meet this requirement.

ii. The proposed transit shelter must be integrated into the landscape berm and be located between the surface parking lot and International Dr.

e. Minimum ground floor building transparency of buildings abutting a pedestrian street shall be 15%.

i. The only buildings proposed to abut the street are the parking structure along International Dr. and the proposed transit transit. The minimum 15% transparency must still be met for both structures.

2. Streetscape. Street tree planting is necessary and shall be completed along International Dr. and Universal Blvd. The street trees shall be installed in accordance with City Code. In locations where installation of street trees within the street right-of-way or a City services easement is infeasible:

a. Street frontage along International Dr. must consist of street tree grates (5 ft. x 5 ft.). Tree grates must occur adjacent to street curbs. Sidewalk depth from the curb must be a minimum of 12 ft. Street trees are plant ed generally 25 ft. on center (this spacing may vary depending upon tree) and are provided with tree grates and guards. High-rise live oaks (or similar) are preferred.

b. Street Frontage Requirements along Universal Blvd. must consist of a planting strip (minimum 7 ft.), made up of trees and shrubs, located between the abutting edge of the minimum 10 ft. wide sidewalk.

c. Street trees must be 14-16 ft. in overall height with 3.5 inch minimum caliper and must be planted using suitable design techniques, such as the use of structural soil, soil cells, root tunnels, and root barriers. (as required by Chapter 63.)

3. Landscape—Perimeter of the Site. An enhanced and intensive Tropical landscape plan with palm trees, upper and lower-story trees, as well as shrubbery and ground cover is required. Proposed plantings must be abundant and tropical. A mix of different size plants to create textured layers. To make the space more visually interesting, various shades of green are to be used to create texture with mixing leaves in different sizes and shapes, such as low-lying, fernlike palms and large broad leaf philodendrons. Flowers are not the only source of color in a tropical landscape.

a. Berms shall be undulating and/or meandering with a maximum height of three (3) ft.

b. Landscaping on berm shall be evergreen or deciduous materials mixed with native plantings, capable of providing a substantially opaque, hedge-like barrier.

c. Landscaping or screening installed in any landscaped area shall not obstruct the view along the entire perimeter of the property. Berms and landscaping along berm must be staggered at key locations to allow visibility.

d. Berm slopes must be protected from erosion by providing grass and knee walls at intermittent locations. Knee wall locations must have a minimum depth from the sidewalk of 8 ft.
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4. **Architecture.** Design guidelines are listed below. Appearance review of hotels and other structures onsite will be subject to further review in forthcoming administrative master plan applications.
   a. A base, middle, and top must be expressed on all buildings with finishes wrapped on all facades. Buildings shall be finished with durable, high quality materials that are authentic to the style of architecture for which the buildings are proposed. Incorporate different textures, colors, materials, and distinctive architectural features that add visual interest.
   b. All facades shall be finished with the same materials and architectural details. Side and rear building facades that are visible from a street shall contain architectural detail comparable in appearance and complexity to the front of the building.
   c. Scale and interest to the building facade must be achieved by articulated massing.
   d. The architectural style of the two sites must be differentiated as shown in the concept drawings.
   e. Roofs and roofing materials are critical visual elements in creating successful buildings and must be considered as a 5th façade, integrated into the building’s overall designs.
      i. The roof should include volumes and surfaces varying in form, massing and height, as well as design components that are attractive from both street level and adjacent buildings.
      ii. Mechanical units on flat roofs will either be set back or screened so as not to be visible. Mechanical equipment enclosures, mechanical and elevator enclosures, exit stair enclosures and other roofscape elements should be considered as sculptural forms that can add to the overall composition and visual interest of the building when viewed from a distance.

5. **Lighting.** Outdoor and exterior architectural lighting will play a large role with how pedestrians interact with the site at night.
   a. Special detail must be given to landscape lighting and the illumination of trees, shrubs, or other streetscapes and artwork in the perimeter of the sites. Likewise, lighting will be critical to creating an interesting and safe resort experience.

6. **Public Open Space.** A hardscaped public plaza shall be provided on both corners at the intersection of International Dr. and Universal Boulevard. These plazas must be of sufficient size to activate the corners, provide visual interest at the intersection, and act as a gathering spots for pedestrian activity along the International Dr. corridor. The size and design of these plazas will be reviewed an approved at the time of administrative master plan review.

Anything not specifically addressed in this report shall revert back to the Land Development Code and the North International Drive Special Plan.

**Transportation Planning and Engineering**

1. Transportation Dept. is supportive of the framework plan. Details on parking, access points, and other transportation related Code requirements and standards will be addressed as administrative master plans are submitted for review.

2. The final location and configuration of the access points to the site along International Dr. and Universal Blvd. will be determined when additional site layout detail is submitted to the City. The approved access points will be based on the available frontages, the roadway classifications, and City Code and Engineering Standards.

3. The median on Universal Boulevard along the frontage of the subject properties must be reconstructed to a raised, landscaped median meeting all City standards at the time of development on either parcel. Twenty-Six feet of pavement will be required on either side of the median in the final configuration. Additional space for widened pavement will be taken from the existing median width and the outside curb lines will not be required to be relocated for these changes.

4. Median openings, existing curb-cuts, and drop-off/pick-up areas on Universal Boulevard and International Drive that will not serve the final project access locations must be removed and restored by the owner at the time of construction on either parcel. Additional space for widened pavement will be taken from the existing median width and the outside curb lines will not be required to be relocated for these changes.

5. Pedestrian and bicycle access paths must be provided between the resort entrances and the perimeter sidewalks along Universal Bv and International Dr. These paths must provide reasonably direct connections to transit stops, crosswalks and other pedestrian or cyclist destinations outside the resort properties.

6. The final location and configuration of entrances into the project on Universal Boulevard will necessitate a traffic signal warrant analysis. This analysis will also need to determine the need for left or right turn lanes and the length of any turn lanes deemed necessary. If a signal is warranted at the entrances, the owner will be responsible for bearing
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the full design and construction costs to have this signal installed to City standards. This will include the cost of re-
moval of the pedestrian crossing signal immediately south of the subject properties. Mid-block, beacon protected
crosswalks may also be required if the final spacing of signals is determined to be too unreasonably far for pedestri-
an movements.

Engineering/Zoning
1. Construction activities including clearing, grading and excavating activities shall obtain an Environmental Protection
Agency (EPA) National Pollution Discharge Elimination System (NPDES) permit, except: Operations that result in
the disturbance of one acre total land area which are not part of a larger common plan of development or sale.
2. This project may require a Florida Department of Environmental Protection (FDEP) permit for the sanitary sewer sys-
tem.
3. The City Council Adopted the Engineering Standards Manual (ESM), Fifth Edition on April 18, 2016. All plans must
conform to the ESM and all construction must be accomplished in accordance to the ESM.
4. All future elevation shown on a boundary/topographic survey shall use the North American Vertical Datum of 1988
(NAVD 88).
5. All new construction, change in use, additions, or redevelopments are required to submit a Concurrency Manage-
ment application as a part of the building plan review process or provide a Concurrency Vested Rights letter.
6. At the time of development, the owner/developer is required to apply an on-site inspection fee that is a percentage of
the cost of the on-site improvements, excluding the building, in accordance with City Land Development Code, Sec-
tion 65.604.
7. This property is required to plat in accordance with Section 65.401 of the City's Land Development Code prior to
C.O.
8. Part of the site is located within a floodplain AE Zone. The finished floor elevation must be one (1) foot above the
100' flood elevation
9. In accordance with Federal Emergency Management Act (FEMA) requirements; a letter of map revision maybe re-
quired by the owner or engineer as part of this application review.
10. The owner/developer is required to design and construct all necessary storm water retention in accordance with City
requirements and approval from South Florida Water Management District. The system is to be privately owned and
maintained.
11. In accordance with City Code Section 28.6 (f) 1-3, the Office of Permitting Services is authorized to make a determi-
nation of approval/disapproval of refuse container sites.
The dumpster must have a minimum opening of 12' wide and a clear depth of 10' forward of any bollards within the
enclosure.
12. Approval/disapproval of the use of commercial hand pick-up of refuse from any non-residential entity shall be deter-
mined solely by the Refuse Collection Bureau Staff.
13. The owner/developer is required to pay the Sewer Benefit Fee in accordance with the Sewer Service Policy and
Chapter 30 of the Land Development Code.
14. As per Section 61.225 of the Land Development Code, a 5 ft. wide concrete sidewalk is required along all dedicated
rights-of-way. Any existing sidewalk damaged or broken is to be repaired.
15. The Orlando City Council approved a Resolution at the January 27, 1997 City Council Meeting. Section 61.226 of
the City's Land Development Code provides for a Street Tree Trust Fund. The developer is responsible for the instal-
lation of street trees prior to final of the building permit. The Street Tree speciations are 12'-14' height of canopy.

Police
The Orlando Police Department has no objections to the zoning request for Project 566 to be located around 6200 Inter-
national Dr. A full CPTED review of this project is located under project number ZON2017-00017.

We encourage developers and property owners to incorporate CPTED strategies in their projects. A brochure entitled
Crime Prevention Through Environmental Design, Your Guide to Creating a Safe Environment, which includes crime
prevention techniques for various land uses, is available by email.
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Fire
Fire review will be conducted in the subsequent, more detailed applications.

Sewer
1. The Architectural Site Plan depicts a proposed parking garage in conflict with existing City sewer mains to remain. New buildings shall not be constructed over existing sanitary sewer mains, unless approved by the Wastewater Division Manager.
2. Unless approved by the Wastewater Division Manager, the location of existing buildings shall be such that, upon completion, the buildings will lie outside of existing and proposed utility easements. Easement location shall be based on actual location of the sewer main with the sewer pipe within 1 ft. of center of the easement.
3. Trees placed within the limits of utility easements for sanitary sewers, or within 10 ft. of sewer mains and laterals, shall be subject to review of the Wastewater Division Manager. Trees shall be selected for appropriateness to site-specific conditions and protection of infrastructure, including utilities, sidewalks, curbs, and streets. Special design techniques, including structural soils, soil cells, and root barriers may be required.
4. Applicant shall provide certification of abandonment and removal of sewer mains and laterals deemed not in service prior to C.O.
5. A sewer capacity analysis shall be prepared for review by the Water Reclamation Division. The analysis shall include the capacity of gravity mains, lift station #29, and the force main network originating from LS #29. Contact the Water Reclamation Division about the required scope of the capacity analysis.
6. Landscape berms, “Dune” landscaping or other proposed adjustments to the finished grade shall be coordinated with the Water Reclamation Division. Under no circumstances shall sanitary sewer mains, sewer laterals or sewer force mains be subjected to non-compliant condition with regard to City Standards resulting from landscape berms, “Dune” landscaping or other regrading.
7. Framework PD assumes part of Precision Drive will be abandoned as part of ABN2017-00001. Admin Master Plan shall show how perpetual City access to Lift Station 29 will be provided and maintained for the future.
8. Documents uploaded do not depict how this development would be served by sanitary sewer or reclaimed water. Documents uploaded shall show how wastewater will be collected onsite and where it will be discharged to the City's collection system.
9. A pre-application meeting is required to discuss sewer capacity analysis to be prepared for review by the Water Reclamation Division. The analysis shall determine the impacts of the proposed development on the downstream collection system. Please contact David Breitrick david.breitrick@cityoforlando.net.

Public Works
1. Parts of the proposed site are located in a zone AE floodplain. Floodplain compensation will need to be provided. A CLOMR will also have to be issued.
2. A proposed stormwater report will need to be submitted that shows required and provided treatment volumes.
3. Since the site is over 1 acre, a NPDES permit will need to be submitted to the City of Orlando before a City of Orlando permit can be submitted.
4. A permit will need to be submitted to the water management district. When the permit has been approved, please submit the water management district permit to the City.
5. If piping is being proposed on site please submit stormwater tabulations that use the 10year-6hour storm as the design storm and the 25year-6hour storm as a check. Please refer to chapter 7.04.04 of the City of Orlando Engineering Standards Manual 5th Edition.
6. When submitting plans, please submit a signed and sealed survey that uses the City of Orlando benchmark and elevations in NAVD88. Also submit a grading.

Building
Building Plan Review is not applicable to this case at this time.

Parks
No review by Parks Planner necessary unless residential units are added to project.
Informational Comments

Transportation Impact Fees

1. Any new construction, change in use, addition, or redevelopment of a site or structure shall be subject to a review for Transportation Impact Fees. An estimated Transportation Impact Fee in the amount of $34,335.00, based on the construction of 4,000 hotel rooms, will be due at the time of building permit issuance, subject to change upon final permit plan review.

   For a copy of the complete ordinance or impact fee rate chart, you may reference our website at: http://www.cityoforlando.net/transportation-planning/wp-content/uploads/sites/30/2014/03/Ex_A_2013_Rate_Schedule.pdf

2. Any exemptions or credits against the Transportation Impact Fee must be reviewed prior to permit issuance. All Transportation Impact Fee Credits shall be initiated and processed by the Transportation Impact Fee Coordinator. Credit shall be available for the previous theme park use located on the subject site.

Contact Information

Growth Management
For questions regarding Growth Management plan review, please contact Mary-Stewart Droege at 407.246.3276 or mary-stewart.droege@cityoforlando.net.

Land Development
For questions regarding Land Development review, please contact Katy Magruder at 407.246.3355 or kahtleen.magruder@cityoforlando.net.

Urban Design
For questions regarding Urban Design plan review, please contact Shannon Stegman, at 407.246.2861 or Shannon.stegman@cityoforlando.net, or Terrence Miller at 407.246.3292 or Terrence.miller@cityoforlando.net.

Transportation
For questions regarding Transportation Planning plan review, please contact John Rhoades at 407.246.2293 or john.rhoades@cityoforlando.net.

Engineering/Zoning
For questions regarding Concurrency Management contact Keith Grayson at 407.246.3234 or keith.grayson@cityoforlando.net. To obtain plan review status, schedule/cancel an inspection and obtain inspection results, please call PROMPT, our Interactive Response System at 407.246.4444.

Police
For questions regarding Police plan review, please contact Audra Rigby at 407.246.2454 or Audra.rigby@cityoforlando.net.

Fire
For any questions regarding fire issues, please contact Charles Howard at 407.246.2143 or at Charles.howard@cityoforlando.net.

Building
For questions regarding Building Plan Review issues contact Don Fields at 407.246.2654 or don.fields@cityoforlando.net.

Review/Approval Process—Next Steps

1. June 20: MPB Hearing
2. July 10: MPB minutes and first reading of the ordinance scheduled for review and approval by City Council (tentative).
4. Administrative Master Plan Reviews.
5. Final Site Plan (if required)