



From Previous Page

Exhibit f ORH ADA/DRI - EXISTING AND PROPOSED BUILDING SPACE SUMMARY

Table 10-2 – NOPC / 08-15-2006

B

C

(Revised to reflect added property, office space, hospital space, and hotel units)
 Phase 1 = 1999 – 2008
 Phase 2 = 2008 – 2013

E = Existing Space Previously Permitted and Concurrency Satisfied with Cash Payment.

Approved Land Use Summary NOPC 10-21-2003	
Residential	0
TOTAL	0
Office	
Adm'n. Office	20,000
Clinic/Office	485,000
Medical Office	27,455
Office	575,036
Office/Ancillary	25,000
Office/Clinic	76,868
Office/Condo	1,500
TOTAL	1,210,859
Retail and Service Development	16,500
TOTAL	16,500
Hotel and Motel Development	180 Rooms
TOTAL	180 Rooms
Hospitals	
Hospital	1,315,961
Ancillary	440,726
TOTAL	1,756,687
Hospital Beds	1059 beds
TOTAL	1059 beds
Industrial	
Ancil/W/Inse	80,644
CEP	20,000
Industrial	11,300
Warehouse	77,215
TOTAL	189,159
Petroleum Storage Facilities	0
TOTAL	0

Proposed Land Use Summary NOPC 08-15-2006	
Residential	0
TOTAL	0
Office	
Adm'n. Office	20,000
Clinic/Office	485,000
Medical Office	27,455
Office	575,036
Office/Ancillary	25,000
Office/Clinic	76,868
Office/Condo	1,500
TOTAL	1,210,859
Retail and Service Development	16,500
TOTAL	16,500
Hotel and Motel Development	180 Rooms
TOTAL	180 Rooms
Hospitals	
Hospital	3,890,000
Ancillary	750,000
TOTAL	4,640,000
Hospital Beds	1,944 beds
TOTAL	1,944 beds
Industrial	
Ancil/W/Inse	80,644
CEP	20,000
Industrial	11,300
Warehouse	77,215
TOTAL	189,159
Petroleum Storage Facilities	0
TOTAL	0

GUIDE

"A" = Approved Land Use Summary in ORHS First Amendment to the Amended & Restated Development Order

"B" = "A" consolidated Approved Land Use Summary consolidated by DRI category

"C" = Proposed Land Use Summary

Source: ORHS First Amendment to the Amended and Restated Development Order, dated 02/04/2004



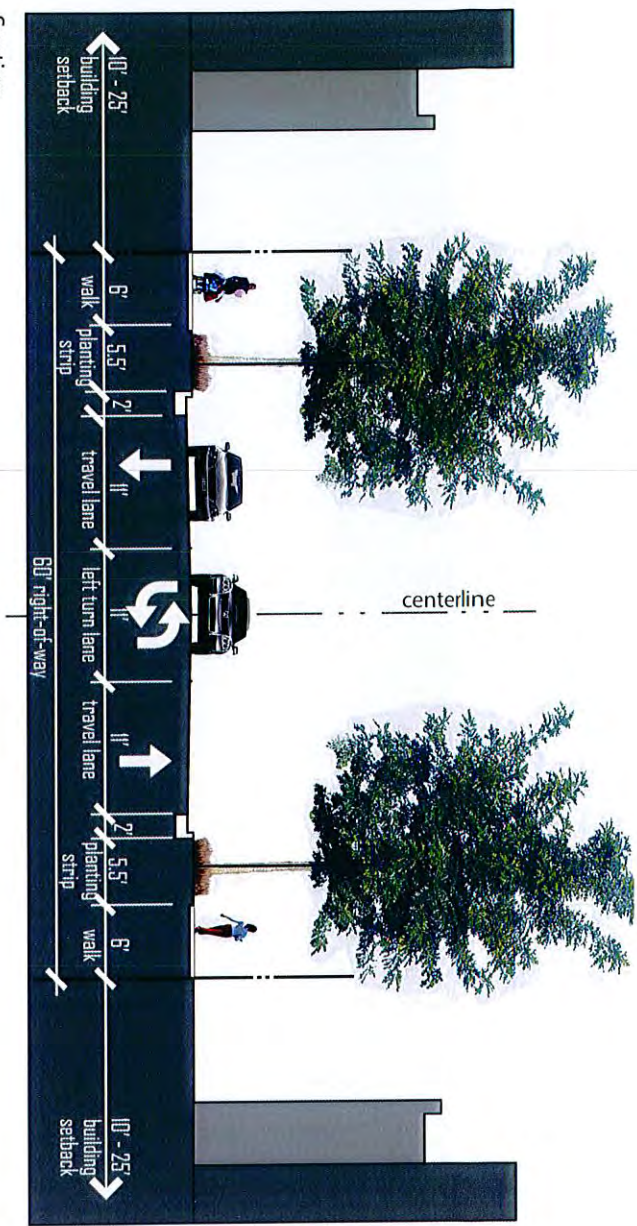
Exhibit F: TRIP EQUIVALENCY MATRIX

LAND USE (UNITS)	HOSPITAL (BEDS)	HOSPITAL (KSF)	GENERAL OFFICE (KSF)	MEDICAL OFFICE (KSF)	TO CHANGE FROM			
					CLINIC (KSF)	WAREHOUSE (KSF)	RETAIL (KSF)	HOTEL (ROOMS)
HOSPITAL (BEDS)		1.6202 KSF/BED	0.9903 KSF/BED	0.4004 KSF/BED	0.2365 KSF/BED	1.8429 KSF/BED	0.0803 KSF/BED	2.5103 ROOMS/BED
HOSPITAL (KSF)	0.6127 BEDS/KSF		0.6112 KSF/KSF	0.2471 KSF/KSF	0.1454 KSF/KSF	1.1375 KSF/KSF	0.0495 KSF/KSF	1.5494 ROOMS/KSF
GENERAL OFFICE (KSF)	1.0098 BEDS/KSF	1.6361 KSF/KSF		0.4043 KSF/KSF	0.2378 KSF/KSF	1.8610 KSF/KSF	0.0811 KSF/KSF	2.5350 ROOMS/KSF
MEDICAL OFFICE (KSF)	2.4975 BEDS/KSF	4.0465 KSF/KSF	2.4732 KSF/KSF		0.5882 KSF/KSF	4.6027 KSF/KSF	0.2005 KSF/KSF	6.2695 ROOMS/KSF
CLINIC (KSF)	4.2459 BEDS/KSF	6.8792 KSF/KSF	4.2045 KSF/KSF	1.7000 KSF/KSF		7.8248 KSF/KSF	0.3408 KSF/KSF	10.6584 ROOMS/KSF
WAREHOUSE (KSF)	0.5426 BEDS/KSF	0.8792 KSF/KSF	0.5373 KSF/KSF	0.2173 KSF/KSF	0.1278 KSF/KSF		0.0436 KSF/KSF	1.3621 ROOMS/KSF
RETAIL (KSF)	12.4590 BEDS/KSF	20.1859 KSF/KSF	12.3377 KSF/KSF	4.9885 KSF/KSF	2.9344 KSF/KSF	22.9607 KSF/KSF		31.2757 ROOMS/KSF
HOTEL (ROOMS)	0.3984 BEDS/ROOM	0.6454 KSF/ROOM	0.3945 KSF/ROOM	0.1595 KSF/ROOM	0.0938 KSF/ROOM	0.7341 KSF/ROOM	0.0320 KSF/ROOM	

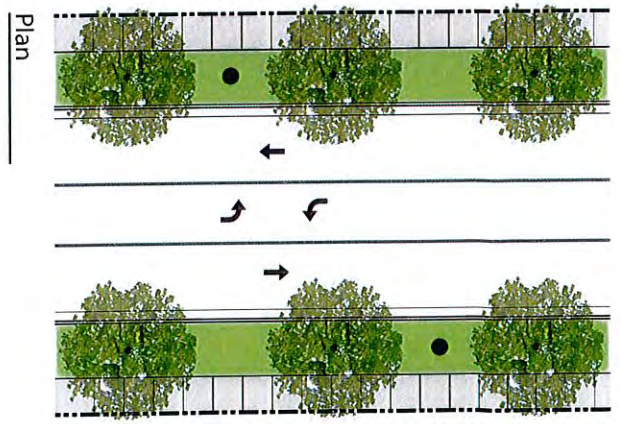
NOTE: TRIP MATRIX BASED UPON THE FOLLOWING PM PEAK HOUR TRIP GENERATION RATES FOR THE COMPLETE PROJECT BUILDOUT.

LAND USE	PEAK HOUR TRIPS	UNITS	PM PEAK HOUR TRIP RATE
HOSPITAL (PER BED)	N/A	N/A	1.220 TRIPS/BED
HOSPITAL (PER KSF)	1392	1,849,948 KSF	0.753 TRIPS/KSF
GENERAL OFFICE	897	713,269 KSF	1.232 TRIPS/KSF
MEDICAL OFFICE	291	95,507 KSF	3.047 TRIPS/KSF
CLINIC	976	188,434 KSF	5.180 TRIPS/KSF
WAREHOUSE	102	154,124 KSF	0.662 TRIPS/KSF
RETAIL	114	7.50 KSF	15,200 TRIPS/KSF
HOTEL	68	140 ROOMS	0.486 TRIPS/ROOM

Figure 1. Standard 60' R.O.W. Streets with 6' Sidewalks and No On-street Parking (No Easement)

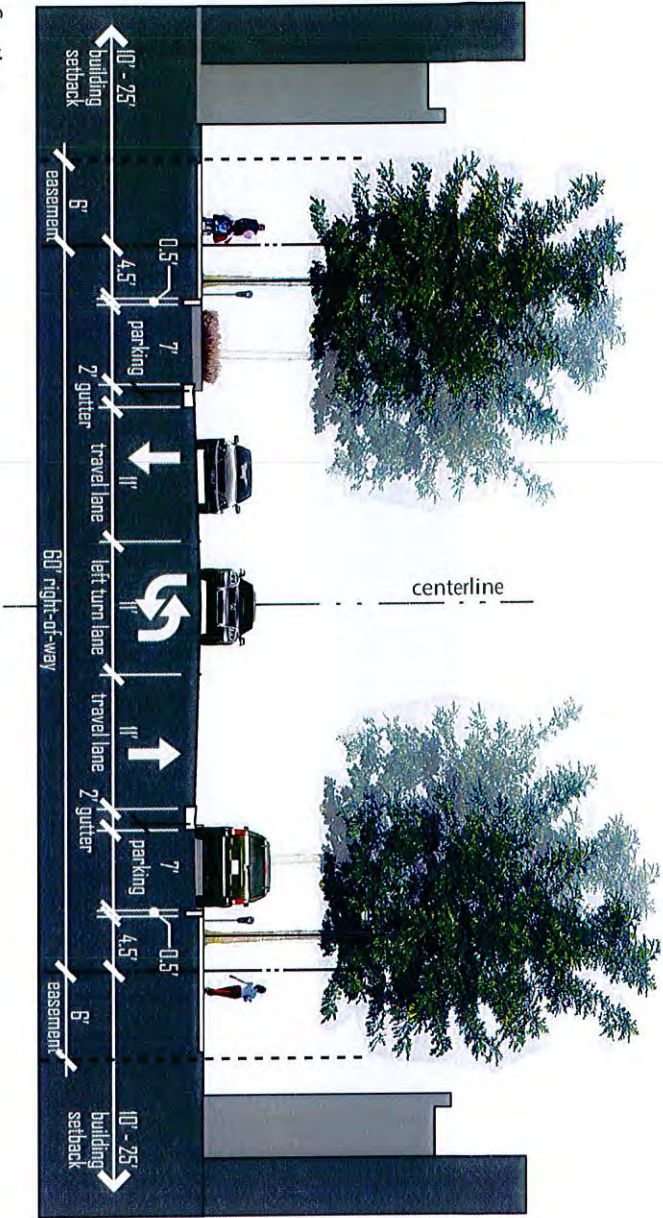


- Section**
- 2 travel lanes
 - Center turn lane
 - Tree lawn
 - 6' sidewalk
 - No easement



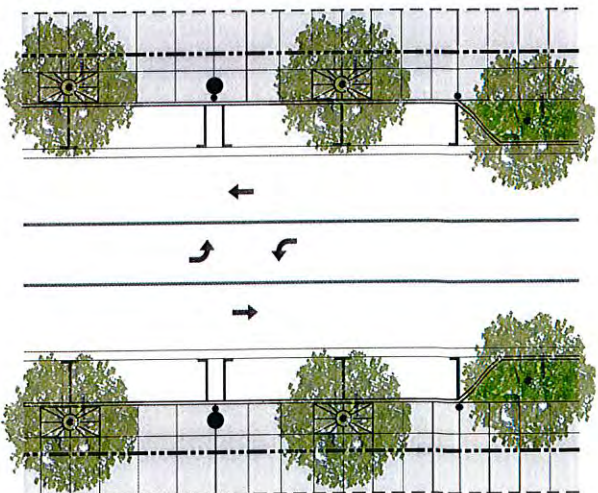
NOTE: All Right Of Way work is to be consistent with the Engineering Standards Manual (ESM).

Figure 2. Standard 60' R.O.W. Streets with 10' Sidewalks and On-Street Parking (With Easement)



Section

- Includes:
- 2 travel lanes
 - Center turn lanes
 - Parking lanes
 - 10' sidewalk
 - 6' easement



Plan

- Center trees on parking stripes
- Center street lights and parking meters on gap in parking spaces

NOTE: All Right Of Way work is to be consistent with the Engineering Standards Manual (ESM).



ORLANDO HEALTH PD
Exhibit G: Typical Street Section Options

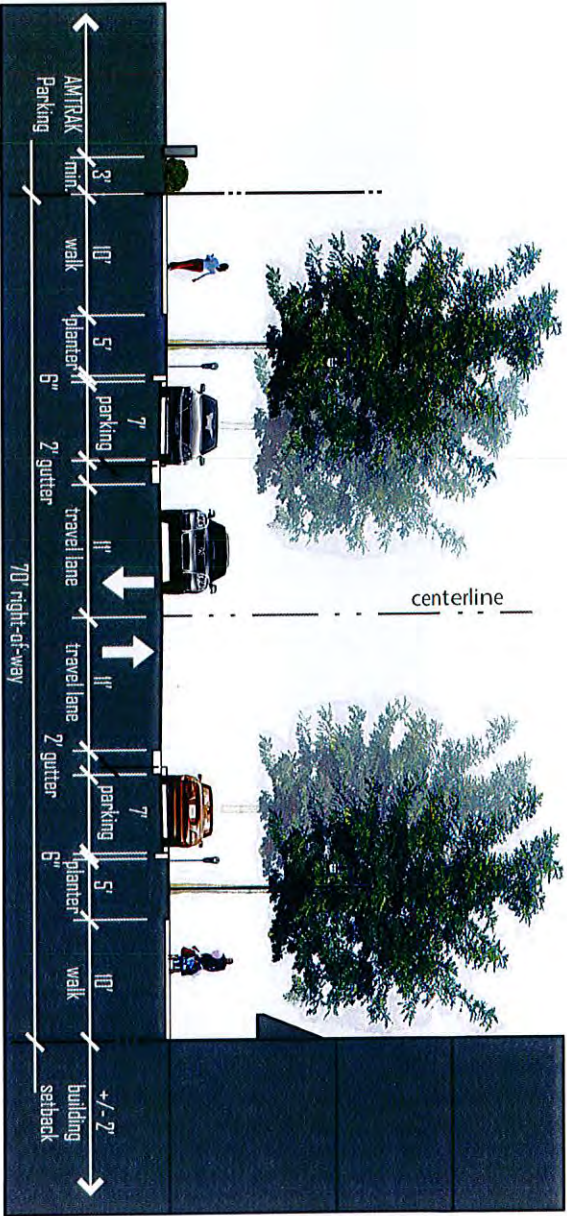


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Date: August 16, 2013

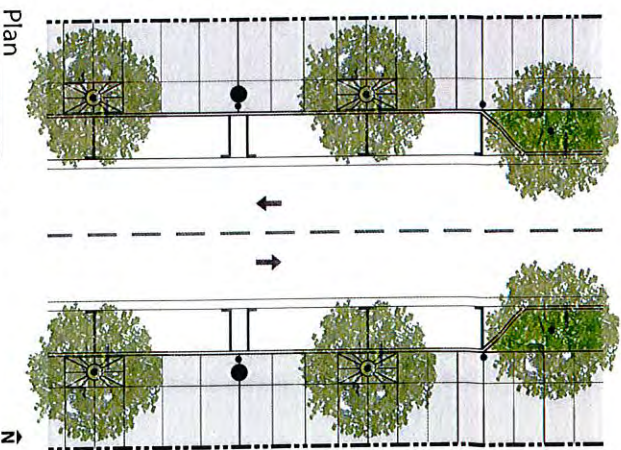




Figure 3. Sligh Blvd (70' R.O.W.) Section Option 1



- Section**
- Includes:
- 2 travel lanes
 - Parallel Parking on East Side
 - Trees in 5' x 8' grates
 - 10' clear sidewalk
 - Optional building setback



- Plan**
- Center trees on parking stripes
 - Center street lights and parking meters on gap in parking spaces

NOTE: All Right Of Way work is to be consistent with the Engineering Standards Manual (ESM).



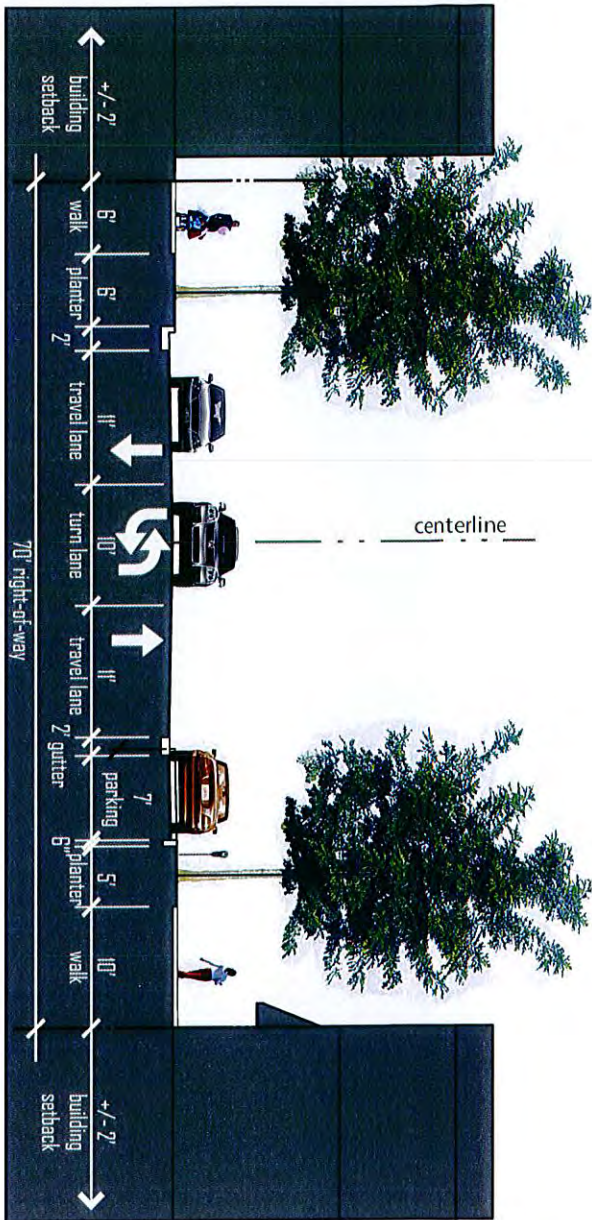
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Exhibit G: Typical Street Section Options



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Date: August 16, 2013

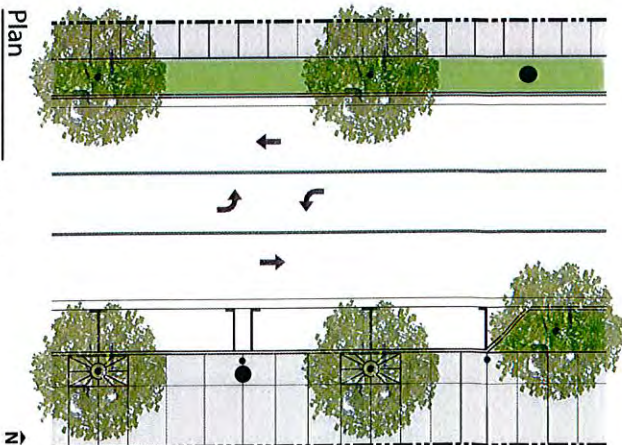


Figure 4. Sligh Blvd (70' R.O.W.) Section Option 2



Section

- Includes:
- 2 travel lanes
 - Center turn lane
 - Parallel parking on East side
 - Trees in 5' x 8' grates and 6' planter strip
 - 10' clear sidewalk adjacent to parking
 - 6' clear sidewalk adjacent to planter strip
 - Optional building setback



Plan

- Center trees on parking stripes
- Center street lights and parking meters on gap in parking spaces

NOTE: All Right Of Way work is to be consistent with the Engineering Standards Manual (ESM).



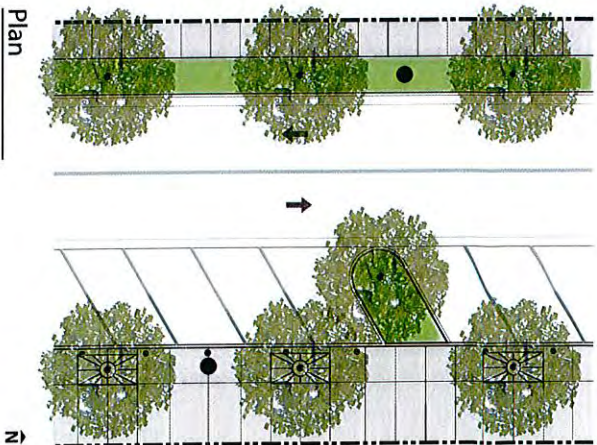
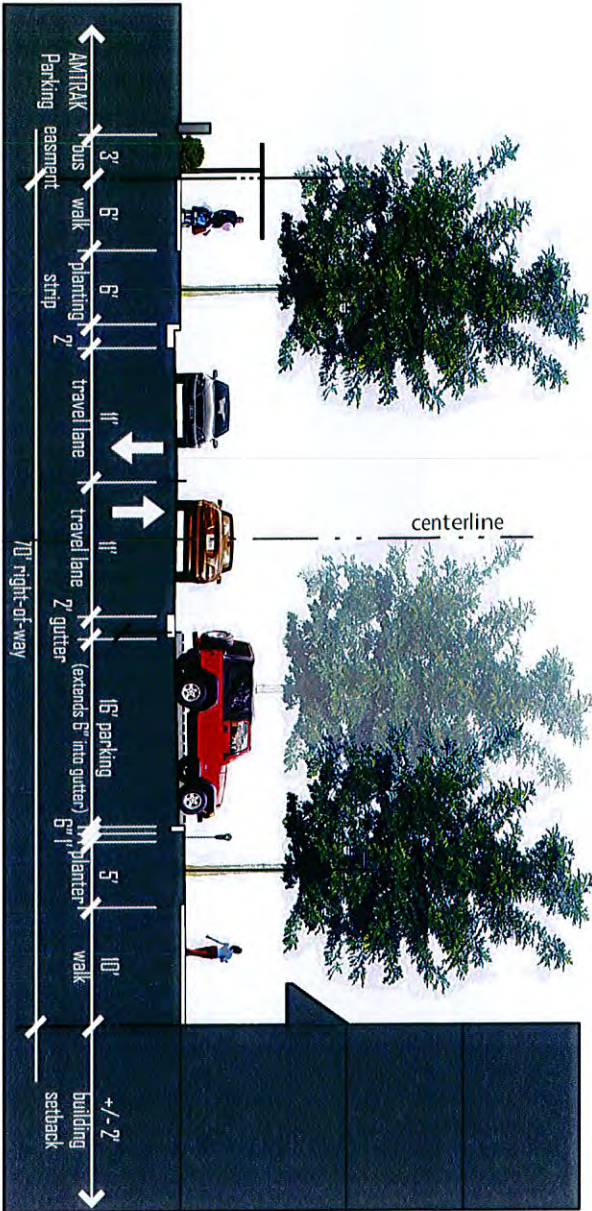
ORLANDO HEALTH PD
 Exhibit G: Typical Street Section Options



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 Date: August 16, 2013



Figure 5. Sligh Blvd (70' R.O.W.) Section Option 3



- Section**
- Includes:
- 2 travel lanes
 - Angled parking on East side
 - Trees in 5' x 8' grates & 6' planter strip
 - 10' clear sidewalk adjacent to parking
 - 6' clear sidewalk adjacent to planter strip
 - Optional building setback

NOTE: All Right Of Way work is to be consistent with the Engineering Standards Manual (ESM).



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 Exhibit G: Typical Street Section Options

Scale in Feet



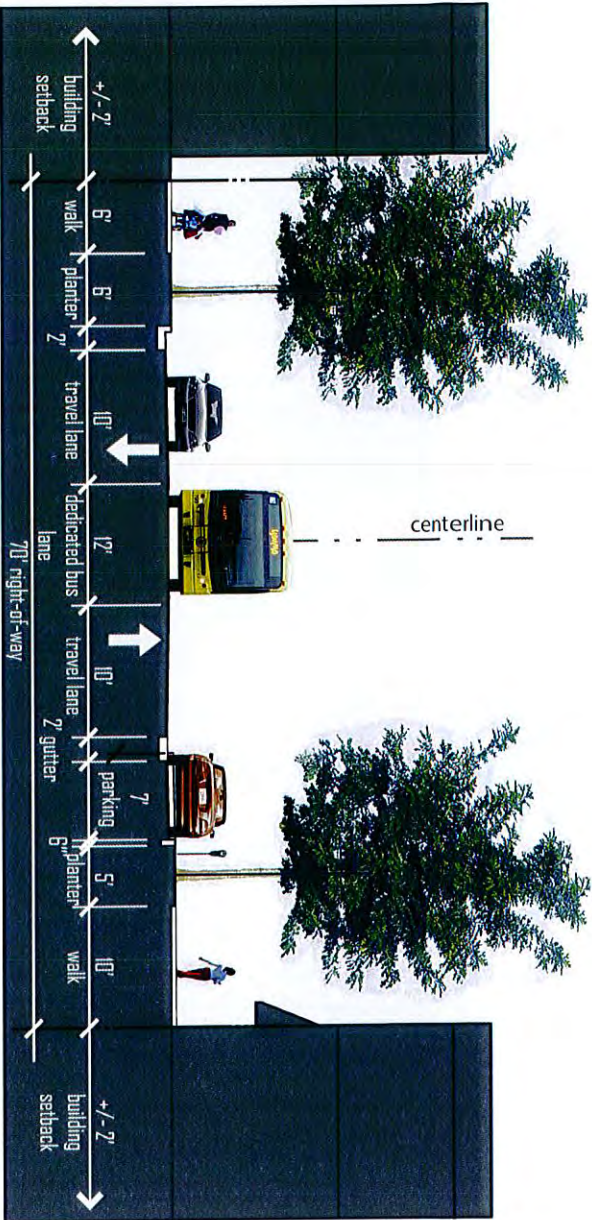
Note: plan views are 1/2 scale

Proj. No.: 60226062
 Date: August 16, 2013





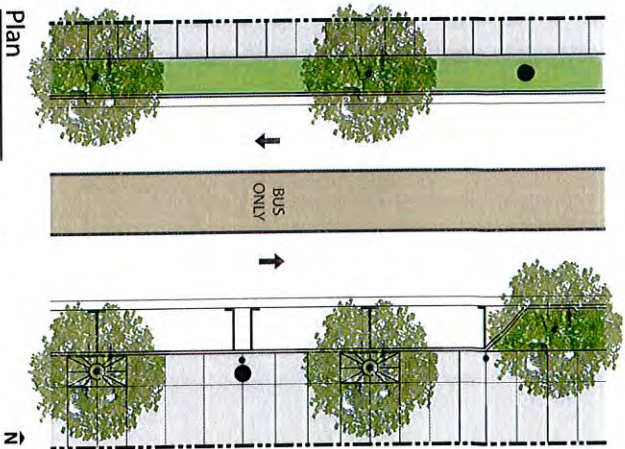
Figure 6. Sligh Blvd (70' R.O.W.) Section Option 4 (Dedicated Bus Lane)



Section

Includes:

- 2 travel lanes
- Dedicated bus lane
- Parallel parking on East side
- Trees in 5' x 8' grates and 6' planter strip
- 10' clear sidewalk adjacent to parking
- 6' clear sidewalk adjacent to planter strip
- Optional building setback



Plan

- Center trees on parking stripes
- Center street Lights and parking meters on gap in parking spaces

NOTE: All Right Of Way work is to be consistent with the Engineering Standards Manual (ESM).



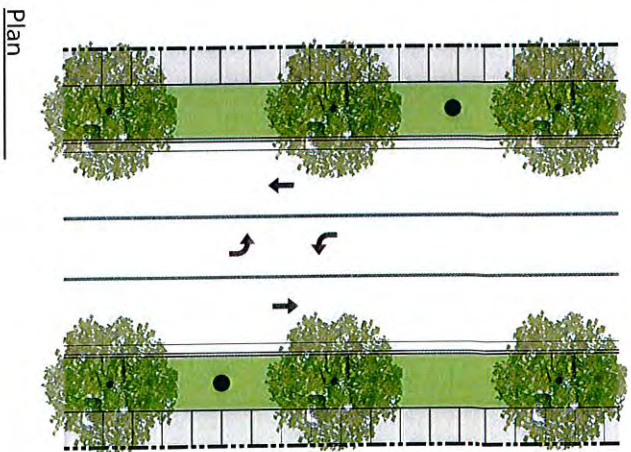
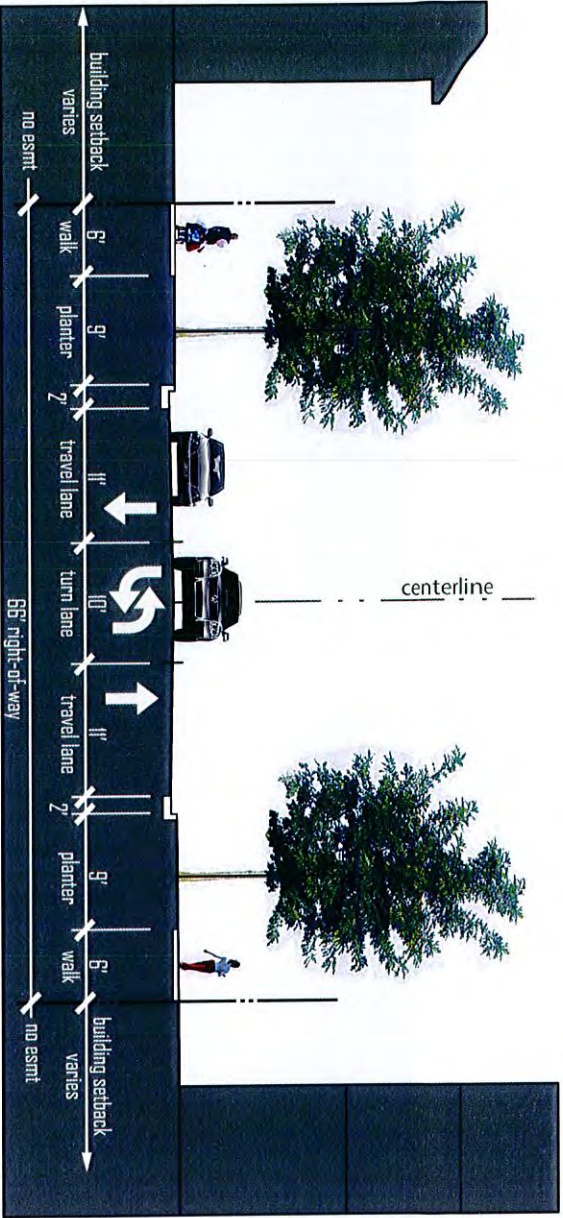
ORLANDO HEALTH PD
Exhibit G: Typical Street Section Options



Proj. No.: 60226062
Date: August 16, 2013



Figure 7a. Columbia Street (66' R.O.W.) Standard Section



- Section**
- Includes:
- 2 travel lanes
 - center turn lane
 - tree lawn
 - 6' sidewalk

NOTE: All Right Of Way work is to be consistent with the Engineering Standards Manual (ESM).



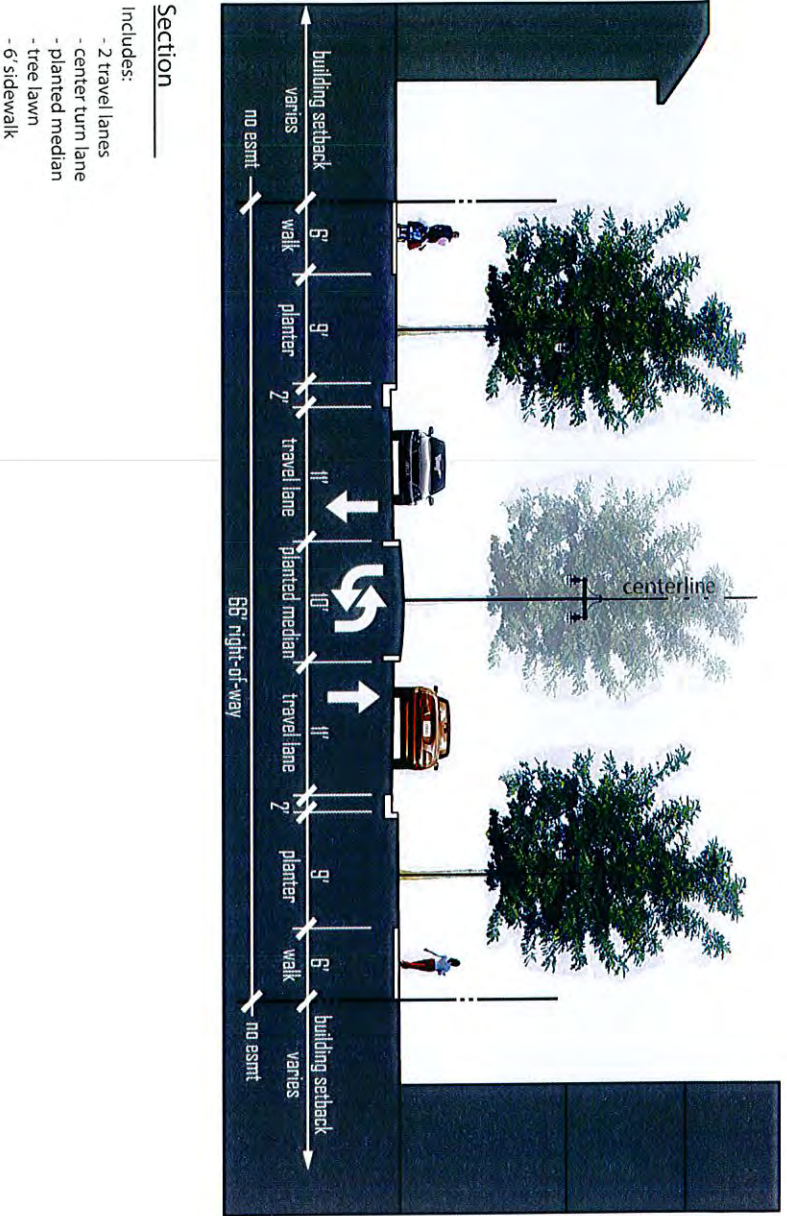
ORLANDO HEALTH PD
Exhibit G: Typical Street Section Options



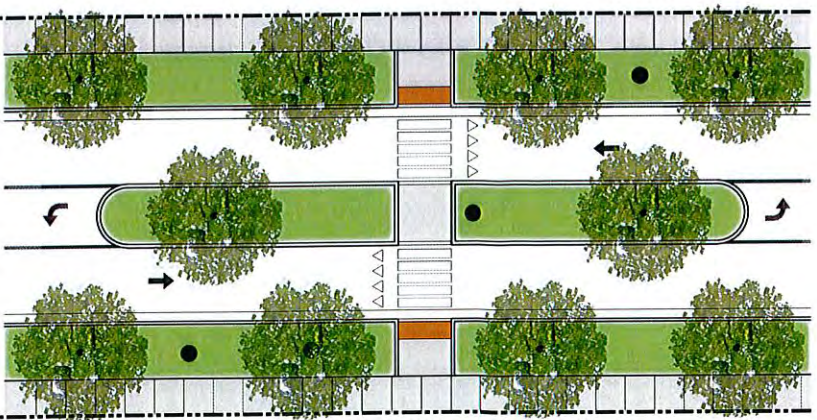
Proj. No.: 60226062
Date: August 16, 2013



Figure 7b. Columbia Street (66' R.O.W.) Standard Section with Median and Mid-Block Crosswalk



- Section _____
- Includes:
- 2 travel lanes
 - center turn lane
 - planted median
 - tree lawn
 - 6' sidewalk



Plan _____

NOTE: All Right Of Way work is to be consistent with the Engineering Standards Manual (ESM).



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 Exhibit G: Typical Street Section Options

Scale in Feet

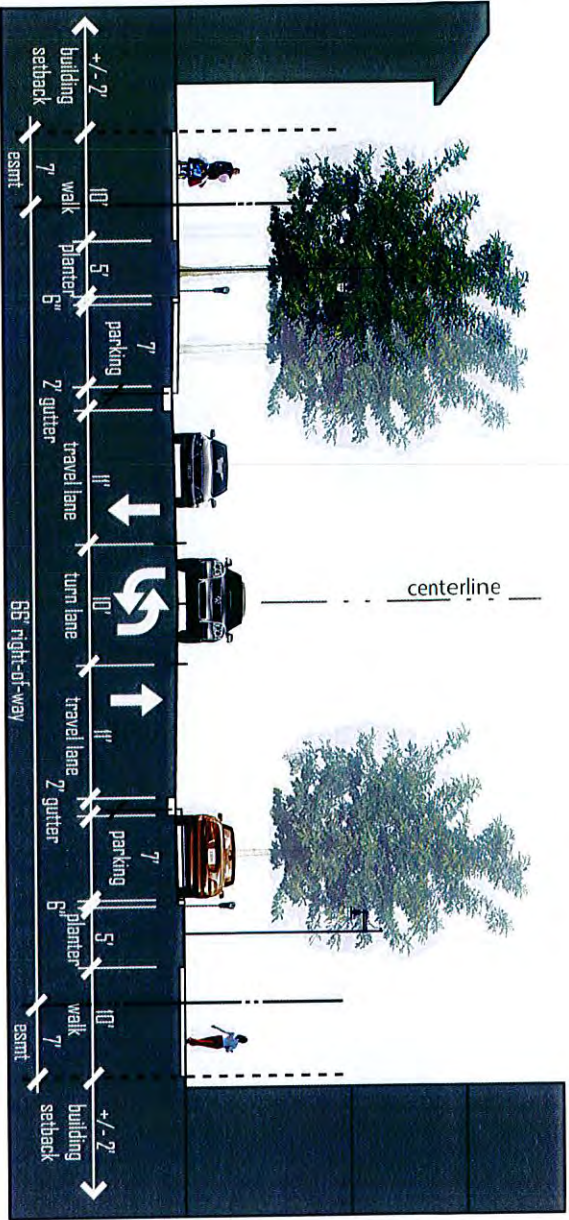


Note: plan views are 1/2 scale

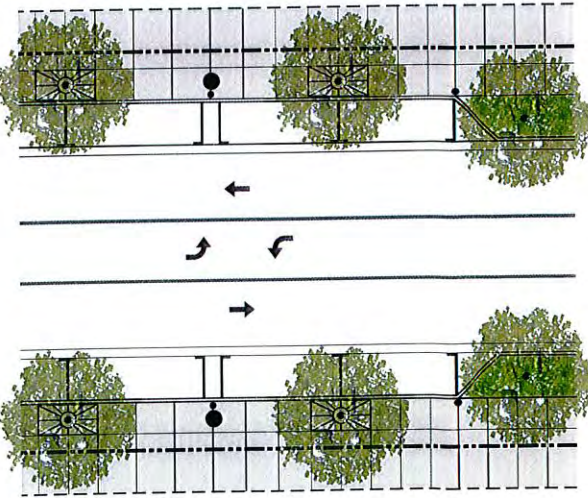
Proj. No.: 60226062
 Date: August 16, 2013



Figure 8. Columbia Street (66' R.O.W.) Optional Section



- Section**
- 2 travel lanes
 - center turn lane
 - parking lane
 - 10' sidewalk
 - 7' easement



- Plan**
- Center trees on parking stripes
 - Center street lights and parking meters on gap in parking spaces

NOTE: All Right Of Way work is to be consistent with the Engineering Standards Manual (ESM).



ORLANDO HEALTH PD
 Exhibit G: Typical Street Section Options



Proj. No.: 60226062
 Date: August 16, 2013



Figure 9. Asphalt to Pavers Transition

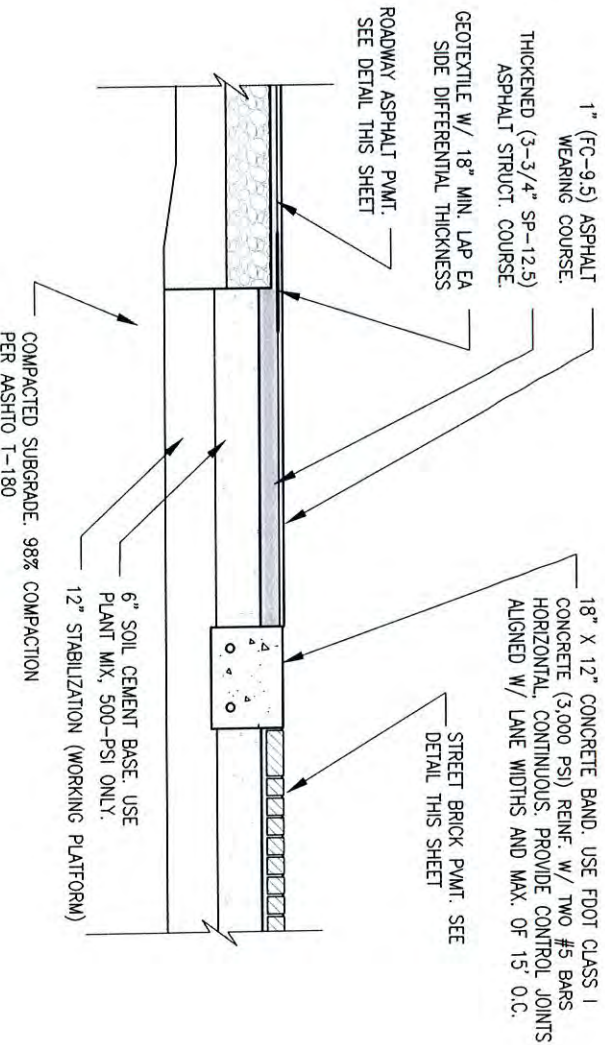
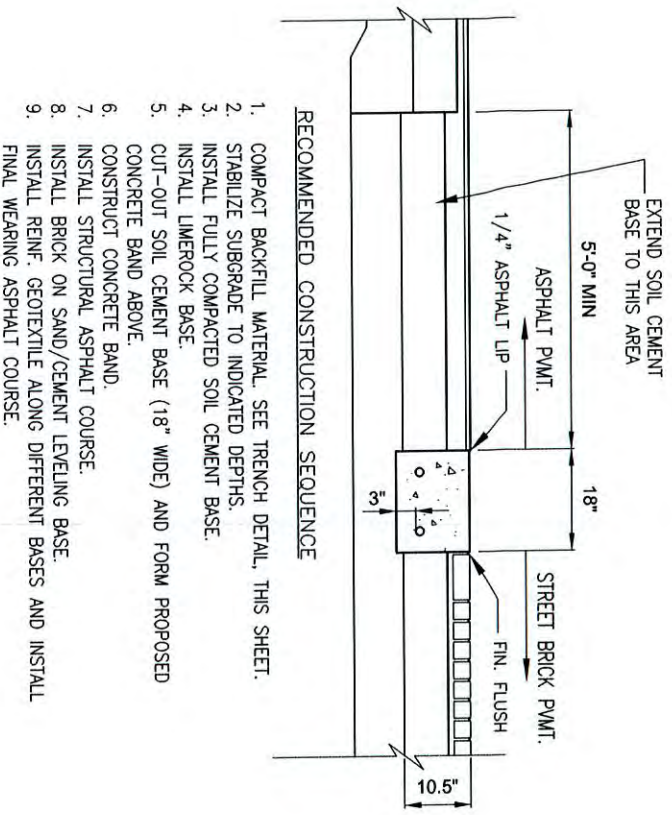


Figure 10. Structural Soils and Sidewalk Control Joints

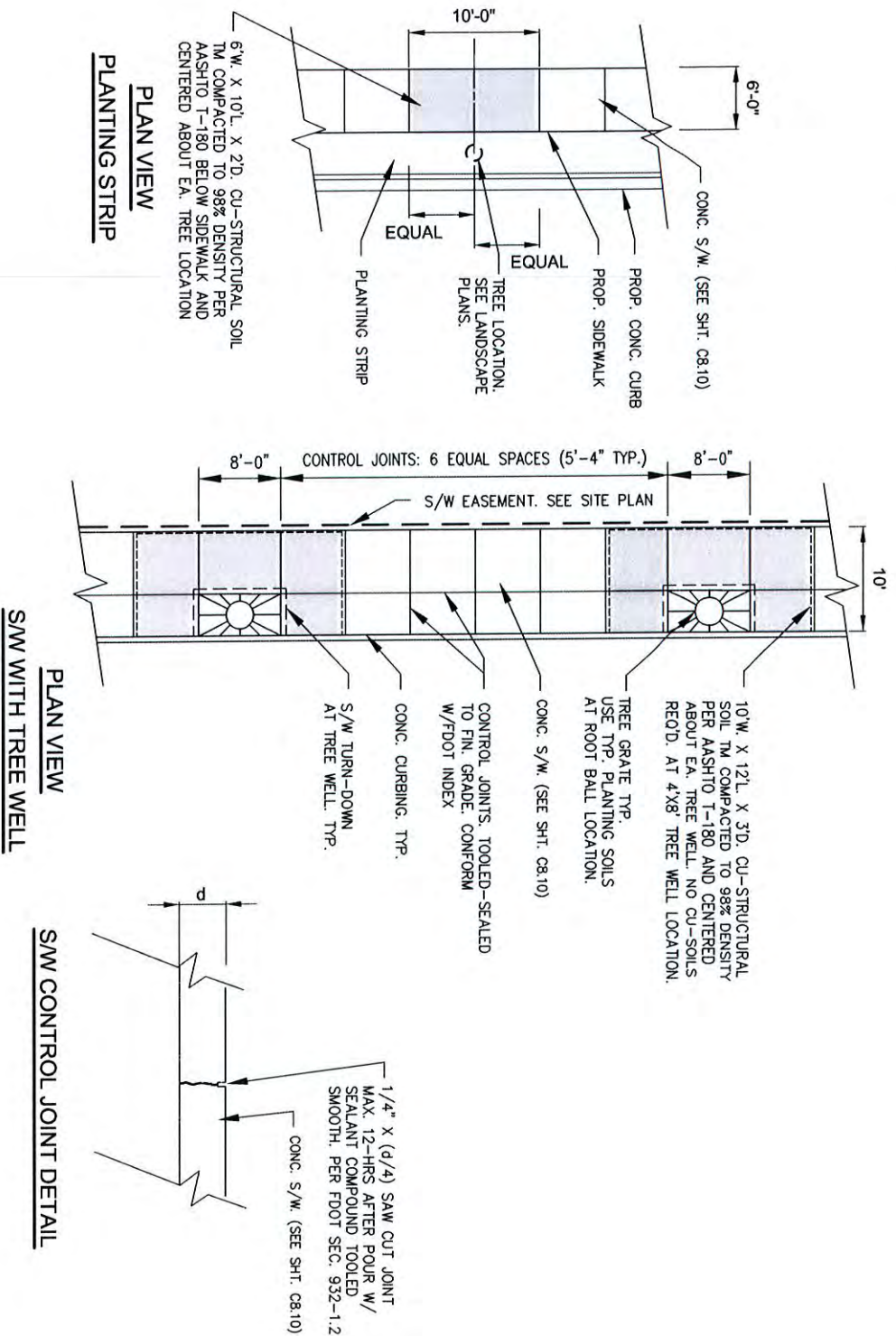
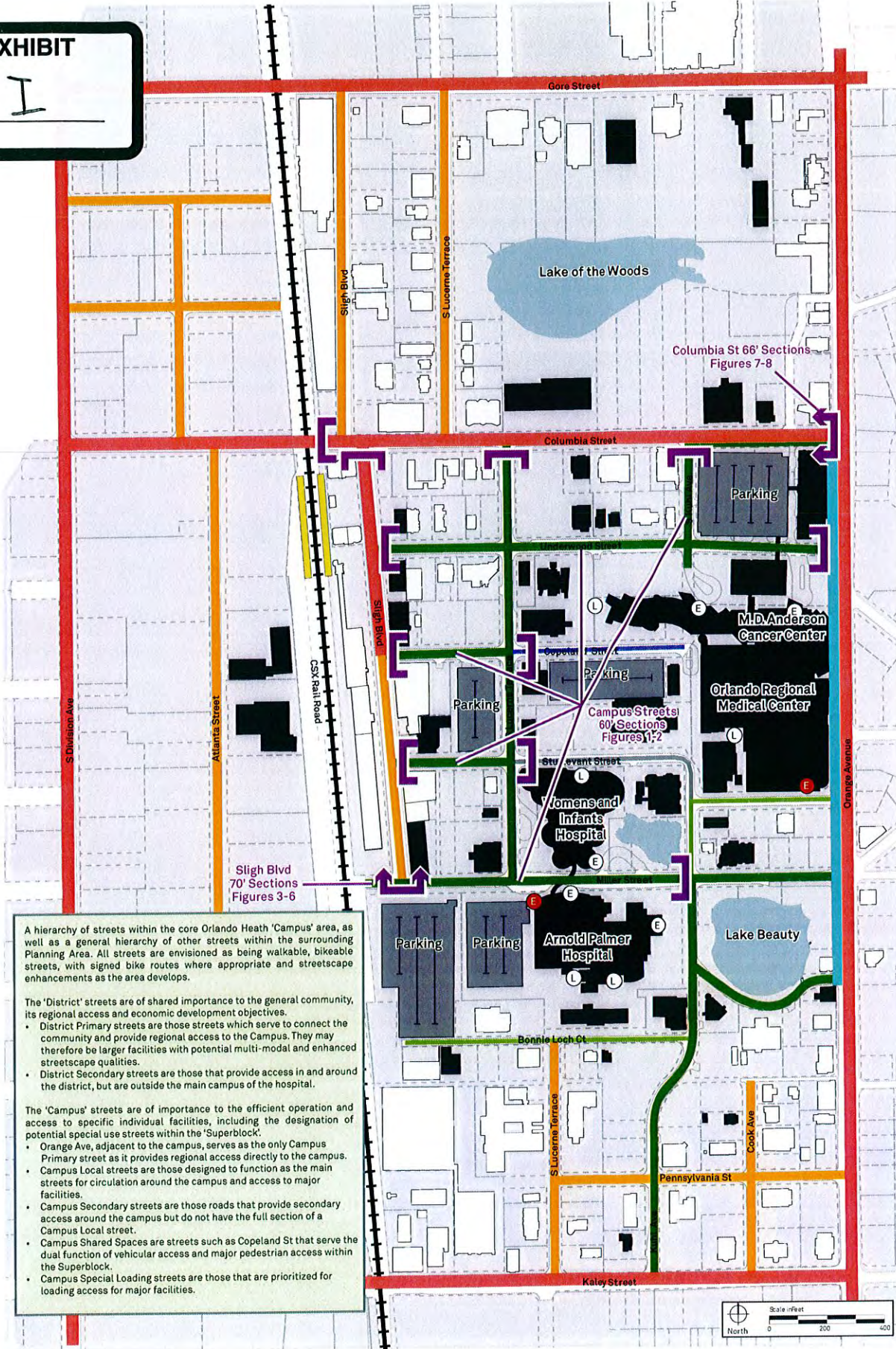


EXHIBIT
I



A hierarchy of streets within the core Orlando Health 'Campus' area, as well as a general hierarchy of other streets within the surrounding Planning Area. All streets are envisioned as being walkable, bikeable streets, with signed bike routes where appropriate and streetscape enhancements as the area develops.

The 'District' streets are of shared importance to the general community, its regional access and economic development objectives.

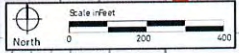
- District Primary streets are those streets which serve to connect the community and provide regional access to the Campus. They may therefore be larger facilities with potential multi-modal and enhanced streetscape qualities.
- District Secondary streets are those that provide access in and around the district, but are outside the main campus of the hospital.

The 'Campus' streets are of importance to the efficient operation and access to specific individual facilities, including the designation of potential special use streets within the 'Superblock'.

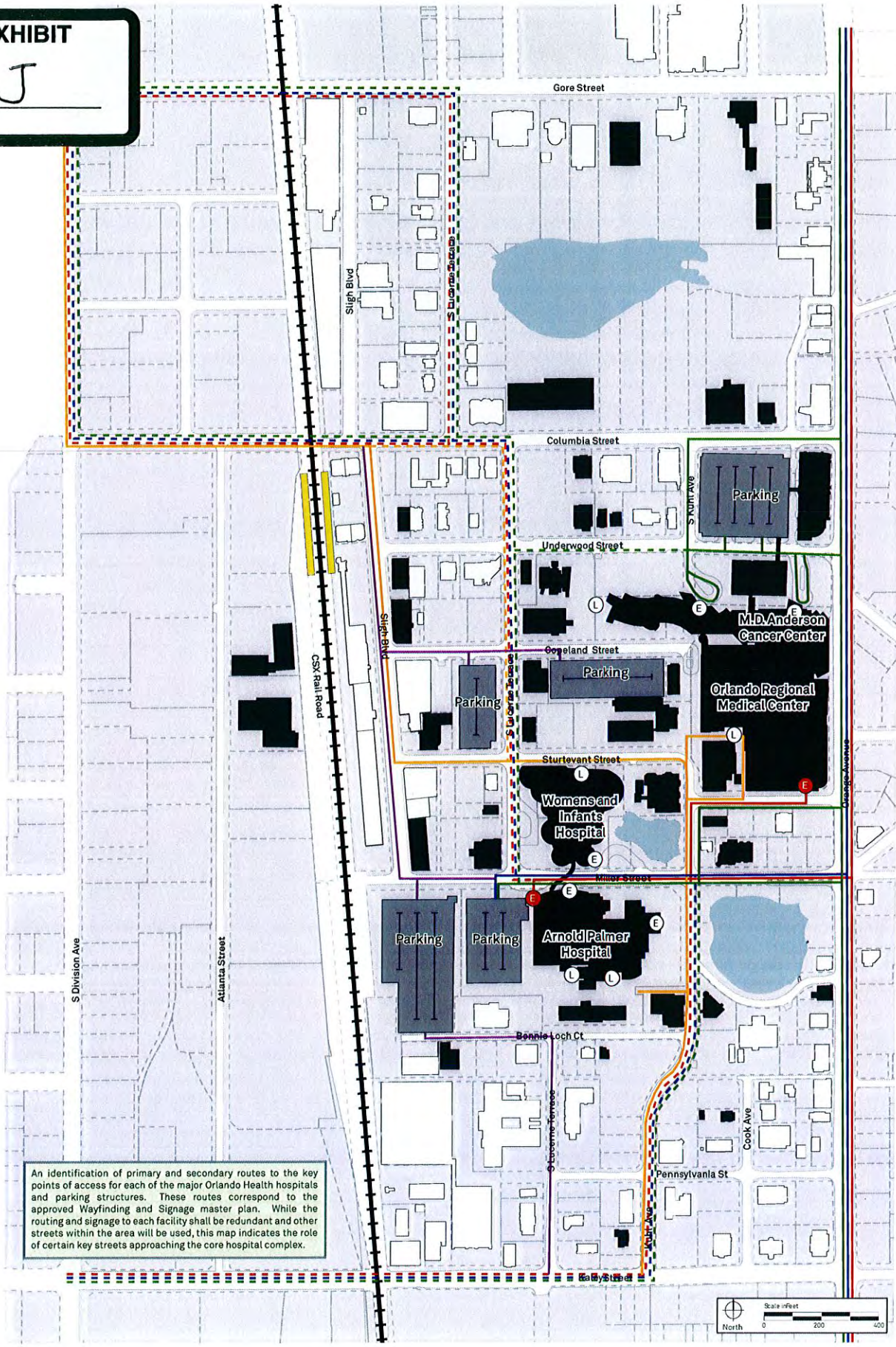
- Orange Ave, adjacent to the campus, serves as the only Campus Primary Street as it provides regional access directly to the campus.
- Campus Local streets are those designed to function as the main streets for circulation around the campus and access to major facilities.
- Campus Secondary streets are those roads that provide secondary access around the campus but do not have the full section of a Campus Local street.
- Campus Shared Spaces are streets such as Copeland St that serve the dual function of vehicular access and major pedestrian access within the Superblock.
- Campus Special Loading streets are those that are prioritized for loading access for major facilities.

LEGEND

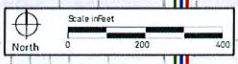
- | | | | |
|--------------------------|--------------------|------------------|------------------------|
| Emergency Entrances | Burial Station | Campus Primary | Campus Shared Space |
| Entrance | District Primary | Campus Local | Campus Special Loading |
| Loading/Service Entrance | District Secondary | Campus Secondary | PD Building |



tabbles®
EXHIBIT
J



An identification of primary and secondary routes to the key points of access for each of the major Orlando Health hospitals and parking structures. These routes correspond to the approved Wayfinding and Signage master plan. While the routing and signage to each facility shall be redundant and other streets within the area will be used, this map indicates the route of certain key streets approaching the core hospital complex.

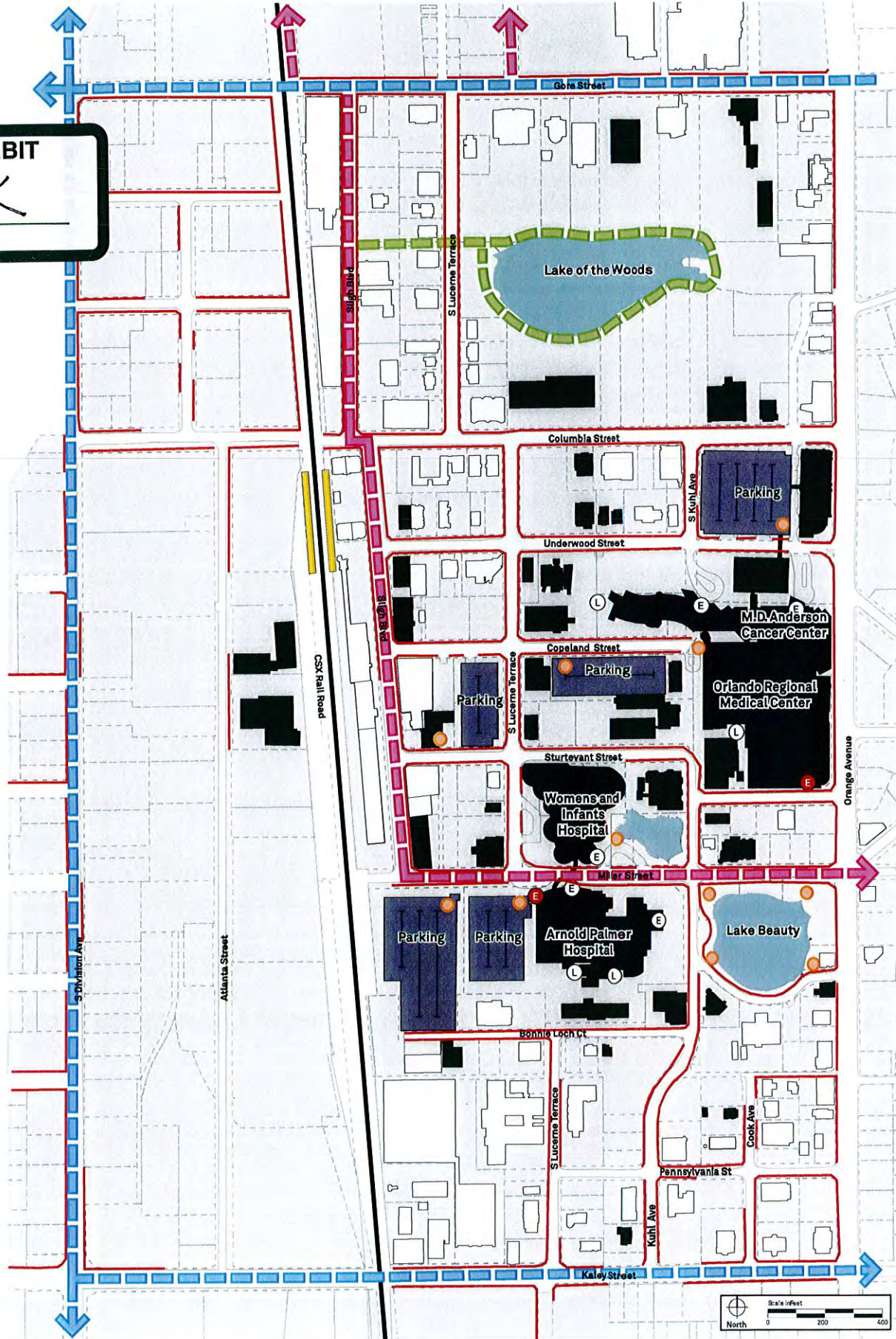


LEGEND

Emergency Entrance	Sunrail Station	ORMC/OMA Primary	RD Secondary	Loading/Service Primary	Employee Access
Entrances	WPMAPH Primary	ORMC/OMA Secondary	RD Primary	Loading/Service Secondary	P&M Building
Loading/Service Entrances	WPMAPH Secondary				

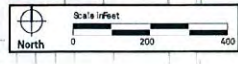


tabbles' **EXHIBIT**
K



- LEGEND**
- Ⓢ Emergency Entrance
 - ⓔ Entrance
 - Ⓛ Loading/Service Entrance
 - ☐ Sunrail Station
 - ▬ PD Building
 - Existing Sidewalks
 - Internal Pedestrian Way
 - Bicycle Facilities

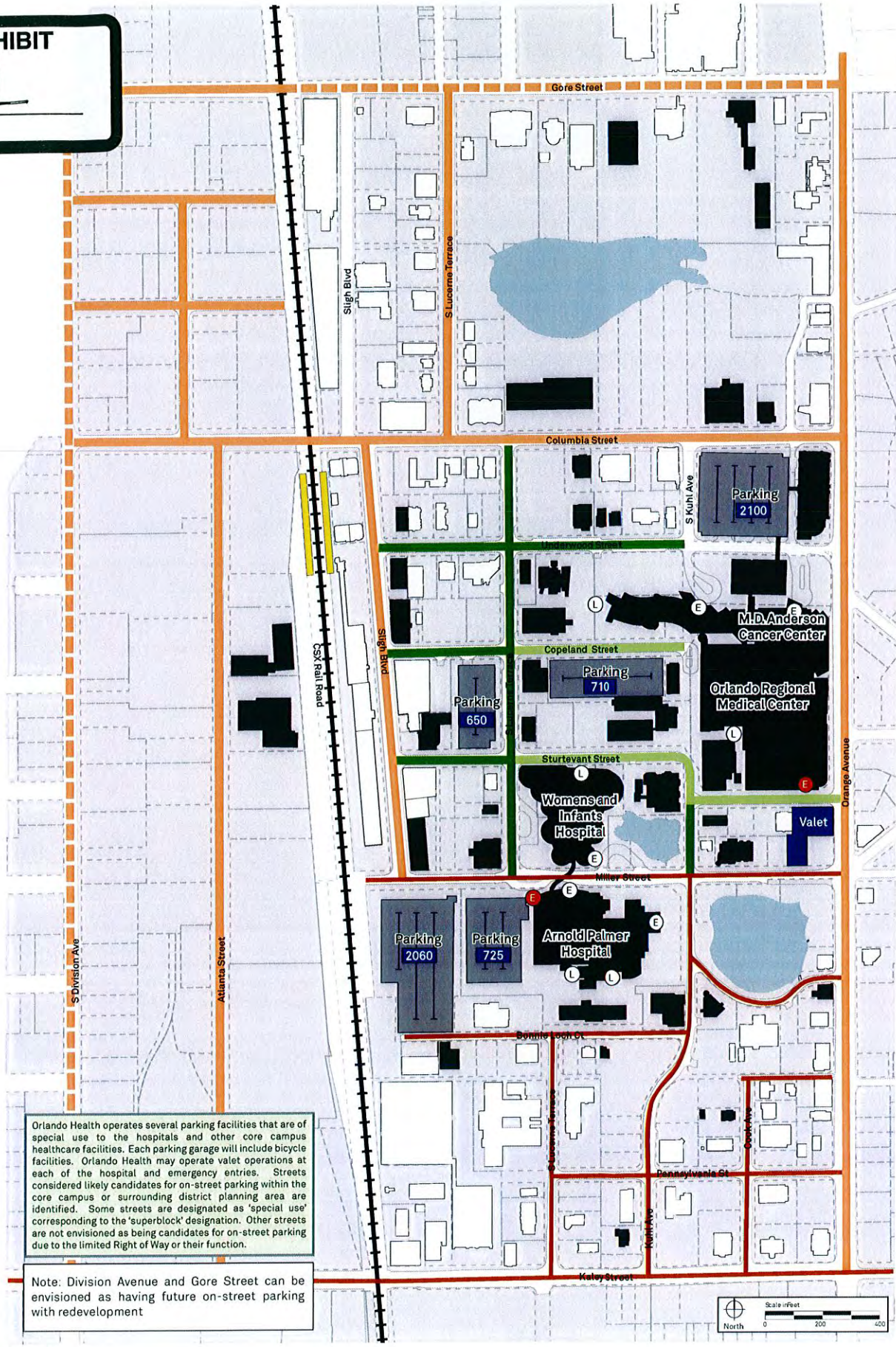
- City of Orlando Planned Bikeways 2030
- ▬ Bike Lane
- ▬ Bike Route-Signed
- ▬ Off Street/Dual Use



EXHIBIT

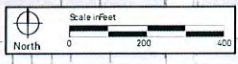
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L



Orlando Health operates several parking facilities that are of special use to the hospitals and other core campus healthcare facilities. Each parking garage will include bicycle facilities. Orlando Health may operate valet operations at each of the hospital and emergency entries. Streets considered likely candidates for on-street parking within the core campus or surrounding district planning area are identified. Some streets are designated as 'special use' corresponding to the 'superblock' designation. Other streets are not envisioned as being candidates for on-street parking due to the limited Right of Way or their function.

Note: Division Avenue and Gore Street can be envisioned as having future on-street parking with redevelopment



- LEGEND**
- Emergency Entrance
 - Special Station
 - Campus On-Street
 - 725 Number of Parking Spaces
 - Entrants
 - District On-Street
 - Campus Special Use
 - Loading/Service Entrants
 - District On-Street Candidates
 - On-Street Not Envisioned
 - PD Building

