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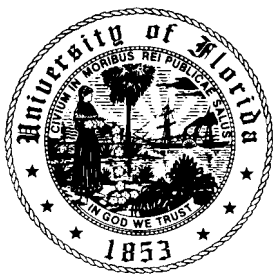
# EASTSIDE CAMPUS REDEVELOPMENT CONCEPT PLAN

## 2004-2170 WALDO ROAD

MARCH 29, 2004

FACILITIES PLANNING &  
CONSTRUCTION DIVISION

This document describes the University of Florida property located at 2004-2170 Waldo Road in Gainesville, Florida. It is a summary of known conditions, proposed uses, and assessment needs. The redevelopment concept plan presents one potential scenario for site layout. The University will refine this plan through additional site assessment, surveying and analysis including continued dialogue about future site occupants. Renovations and construction projects identified in this document for the 2004-2005 horizon are currently programmed, however, project descriptions and locations may be modified as the projects move through design development.



# UNIVERSITY OF FLORIDA

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## **Eastside Campus Redevelopment Concept Plan 2004-2170 Waldo Road**

A working group, including members of Facilities Planning & Construction Division and Physical Plant, were assembled in December 2003 to prepare this document. Working group members included Bahar Armaghani, Harold Barrand, Jay Beckenbach, Clark Collins, Linda Dixon, Dave Heather, Chuck Hogan, John McCaffrey, Clint Robinson, and Carol Walker. Other university representatives were consulted including Nina Barker/T<sup>2</sup> Center, Fred Cantrell/Bridges, Janet Carlson/BSD, Greg DuBois/Transportation & Parking, Chris Eastman/FPC, Charles Frazier/Office of the Provost, Fred Gratto/PPD, Bill Heitman/College of Engineering, Dave Kramer/EH&S, Al Krause/PPD, Vince McLeod/EH&S, Russ Poole/OIT, Kristina Raatama/General Counsel, Len Solt/PPD and Nick Vellis/UPD. The working group members also utilized information provided by URS Corporation, A.D. Morgan Corporation, Brown & Cullen, Inc., the Florida Department of Transportation, Alachua County Environmental Protection Department, and the City of Gainesville regarding stormwater, building demolition, E911 addressing, and FDOT environmental remediation.

### **FUTURE LAND USE**

**General Property Description.** The University of Florida has acquired the property lease from the Board of Trustees of the Internal Improvement Trust Fund for land located at 2004-2170 Waldo Road. As an FDOT site, this property was carried under Lease 3744 with the Department of Environmental Protection, Bureau of Land Management, Division of State Lands. In 2003, the property was amended into the University of Florida Lease 2734. The property has a legal description as follows:

*Commence at intersection of Glen Springs Road (NE 23 Avenue) & State Road 24, run 2 28 2/3 degrees west 672.32 feet to point of beginning northwest perpendicular to highway; 1045 feet southwest parallel to highway; 617 feet southeast perpendicular to highway; 1045 ft northeast along highway; 622 feet to beginning.*

This site was formerly used as a complex of offices, warehouses, testing laboratories and equipment maintenance facilities by the Florida Department of Transportation, State Materials Office. The UF intends to use this site for administrative offices and academic research facilities (offices, laboratories and training rooms). Several buildings will be demolished and others will be renovated. A concept site plan will be prepared for the entire site, which is being processed as an amendment to the Campus Master Plan. This document presents a preliminary site plan concept for the 5-Year horizon and the 20-Year horizon. However, a detailed site plan needs to be developed based on survey-quality data and technical site analysis for stormwater and utilities.

The Bridges Program, a UF administrative unit, will be located on the site with offices and training facilities to support financial, computing and operational administration of the University. A training facility will be incorporated into the Bridges Program space to accommodate thirty people. Other renovated meeting space will accommodate sixty attendees. The Department of Information Systems (IS) will have staff on the site in support of the Bridges Program. The Office of Information Technology (OIT) will also have a presence on the site, likely in its Computing and Network Services Division/Northeast Regional Data Center (NERDC) and in support of the Bridges Program. The College of Engineering (COE) will occupy other existing buildings with offices and training laboratories for education and outreach. Other buildings will accommodate engineering research with space for faculty

and some graduate students, but no significant daily influx of students or visitors. These COE uses are similar to those that operated on the site under a cooperative agreement with the FDOT. The UF/COE will construct a new 8,565 GSF Materials and Structures Laboratory on the site by March 2005. This facility will be located on an interior portion of the site and be well buffered from adjacent land uses. This Laboratory will accommodate semi-tractor trailers driving through and parking inside the facility. Associated noise and vibration will be contained within the laboratory facility. The COE also would like to locate a soils and geotechnology laboratory on the site.

As a UF Eastside campus, the increase in employees and visitors to the site will create economic benefits for the surrounding area. In addition, the revitalization of the site will improve the appearance and environmental condition of the site, while supporting transit opportunities between the airport and UF main campus. These changes will advance goals of the City of Gainesville’s Comprehensive Plan and the *Plan East Gainesville* report.

**Buildings.** The site currently contains twenty-four numbered structures plus additional storage bins, pods and temporary portable buildings. Of these buildings one has been identified for immediate demolition to make room for the new Materials and Structures Laboratory. Sixteen structures have been identified for immediate or near-term use, and some of these are slated to undergo renovation. Seven buildings have been identified for near-term demolition, with another nine are recommended for demolition in the 20-year time frame.

<b>1601</b>	FDOT 2036	2004 Waldo Road	2,661 GSF
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The COE McTrans Center currently occupies this building. The McTrans Center has sixteen employees and may add 2-3 additional staff over time. McTrans Center provides technical assistance, training and certification statewide. The building is currently on septic and needs to be connected to GRU sanitary sewer if it is to be occupied over the long-term. Building #1601 has two restrooms. Due to its prominent location along the road frontage, this building may best be demolished to make way for a new structure. Cost alternatives should be developed to confirm whether renovation/addition is more cost effective than demolition/reconstruction

<b>1602</b>	FDOT 2163	2006 Waldo Road	4,450 GSF
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The COE Construction Training Qualification Program (CTQP), currently occupies this building. The CTQP currently has 27 employees in Building #1602, and the program anticipates growing by approximately ten people. The building is currently on septic and needs to be connected to GRU sanitary sewer. Building #1602 has two restrooms. The CTQP intends to occupy Buildings # 1616, 1617, 1619, 1620, 1621 and 1622 with the additional ten employees in offices, training rooms and laboratories. The CTQP conducts continuing education classes, often using workshop formats in laboratory settings. Building #1602 is recommended for renovation and expansion to meet the

needs of CTQP and/or other COE units on the site. However, cost alternatives should be developed to confirm whether renovation/addition is more cost effective than demolition/reconstruction.

**1603**

**FDOT 2162/Johnny Walker Building**      2008 Waldo Road      26,277 GSF



This building has been identified for renovation and occupation by December 2004. The net assignable square footage (NASF) is 21,578, which translates to approximately 215 potential occupants. The Bridges and Information Systems group is anticipated to utilize about 13,000 NASF leaving approximately 8,578 NASF for Office of Information Technology/Northeast Regional Data Center staff. The Bridges space will be developed as offices and training rooms. Some OIT functions will support the Bridges program and some may also come out of the Newell Annex building to this site. Approximately 140 Bridges and associated Information Systems employees are anticipated to occupy the

building, along with about 75 OIT employees. The building is already on GRU sanitary sewer. A complete HAZMAT inventory has been performed on this building that found some asbestos, one mercury spill and a considerable amount of lead paint. These hazardous materials will be remediated during the renovation.

**1604**

**FDOT Admin. Addition**      2114 Waldo Road      16,120 GSF



This building has been identified for renovation and is on GRU sanitary sewer and utilities. The Office of Information Technology will occupy the ground floor of approximately 8,060 GSF. COE anticipates occupying the second floor of 8,060 GSF as support to the Structures and Materials Laboratory. This COE unit will employ approximately 35 people and experience about 2-3 visitors per day. The building has 13,684 NASF, which translates into about 136 potential occupants total. However, the OIT functions anticipated to occupy part of this building will require large areas for computer equipment, and the COE functions

anticipate some significant storage. Therefore, the OIT is expected to occupy Building #1604 with approximately 65 employees for a total of 100 building occupants. The south entrance to the building is not ADA-accessible and will likely need to have sidewalks and ramps reconstructed. Current and proposed disabled parking is located proximate to this building entrance.

**1605**

**FDOT 2088**      2110 Waldo Road      5,903 GSF



The cost of renovation is likely higher than the cost to raze and rebuild this wood structure. Due to its prominent location on the site and poor condition, this building is recommended for short-term utilization and eventual demolition. A T-1 communications line comes in to this building. The south side may be a HAZMAT location due to previous vehicle and misc. storage. Existing site grading causes surface water to flow toward the building, and the COE has recently sealed the

foundation. This building is currently on septic and needs to be connected to GRU sanitary sewer if it is to be retained. COE's Technology Transfer Center (T<sup>2</sup>) occupies this building with thirteen employees and a library. The T<sup>2</sup> Center anticipates growth by an additional 10-13 employees over the next five years, and experiences approximately 1-2 visitors per day. Building #1605 has only one restroom, and the occupants have requested the creation of second restroom in an existing storage area. The extent and expense of any renovations should consider the eventual demolition of this structure.

**1606** FDOT 2909/Nuclear Bldg. 2118 Waldo Road 3,611 GSF



This structure is recommended for demolition due to its poor condition, and the desire to increase building setbacks from the property line. This structure may have HAZMAT issues due to its previous use as a test pit. FDOT has documented that a radioactive contamination survey was conducted and verified clearance of any radioactive material from this building. There is no identified use for this building.

**1607** FDOT 2161/Test Pit 2122 Waldo Road 2,187 GSF



This concrete block structure may have roof damage and HAZMAT issues. It will continue to be used by FDOT for storage through June 2007. The COE is interested in utilizing this structure after 2007 for a soils and geotech laboratory. Careful consideration should be given to the long-term use of this structure due to its poor condition and prominent location on the site. The Concept Site Development Plan identifies alternative new building footprint locations that should be considered for this COE use.

**1608** FDOT 2904 2,400 GSF



This structure is an open shed that is recommended for demolition due to its poor condition, and the desire to increase building setbacks from the property line. This structure may have petrochemical HAZMAT issues due to its previous use as covered vehicle storage.

**1609** FDOT 2055 128 GSF



This structure is a temporary portable metal shed used for chemical storage. It is recommended for removal.

**1610** FDOT 2905 2126 Waldo Road 12,254 GSF



This building is a large warehouse structure that will be used by FDOT for storage through June 2007. The COE has not identified any space needs of the college that would be satisfied by this building. It is recommended for demolition due its condition and prominent location on the site.

**1611**

**FDOT 2906**      **2142 Waldo Road**      **7,992 GSF**



This large wood pole structure needs to be investigated for structural soundness, and may potentially be dangerous to occupy. It was used for chemical storage and may have HAZMAT issues associated with that former use. It has been identified to contain 1,100 square feet of asbestos. There is no identified need for this building and it is recommended for demolition.

**1612**

**FDOT 2907**      **2146 Waldo Road**      **6,578 GSF**



This large wood pole structure needs to be investigated for structural soundness, and may potentially be dangerous to occupy. It was used for chemical storage and may have HAZMAT issues associated with that former use. It has been identified to contain 2,160 square feet of asbestos. There is no identified need for this building and it is recommended for demolition.

**1613**

**FDOT 2908**      **2160 Waldo Road**      **4,281 GSF**



This open equipment shed can be utilized in the near term, but ultimately should be demolished to make way for a new building site. The COE currently uses the structure to store equipment and vehicles associated with the Hurricane Research/Florida Coastal Monitoring Program. A structure will need to be built on site to accommodate this equipment before Buildings #1613 can be

demolished. Currently, the storage occupies about half of the building, however, the Hurricane Research program is expected to purchase new equipment in the near future. Building #1613 has been identified to contain 3,780 square feet of asbestos.

**1614**

**FDOT 2036**      **2162 Waldo Road**      **3,516 GSF**



This building is recommended for demolition due to its poor condition. There is no identified need for the structure and it may be dangerous to occupy.

**1615**

**FDOT HazMat Storage 176 GSF**



This building is recommended for demolition due to its poor condition, and the desire to increase building setbacks from the property line. This structure may have HAZMAT issues due to its previous use for chemical storage. There is no identified need for the structure.

**1616**

**FDOT 2035 5,465 GSF**



This structure was previously used as an equipment repair shop and minerals warehouse. It should be investigated prior to a decision regarding demolition or renovation. The COE intends to occupy this structure with 2-5 employees and utilize it for CTQP classroom and lab space. This building occupies a very important location in the overall site, being positioned at the terminus of the main entryway and convenient to the access from NE 23

Avenue. In the long term, this structure should be demolished and replaced with a new building suitable to the site and overall space needs. Short-term renovations, if pursued, should be minimal with the anticipation of demolition. Building #1616 has been identified to contain 1,500 square feet of asbestos.

**1617**

**FDOT Restrooms 490 GSF**



This small structure contains restrooms on a septic system. The restrooms will be utilized in the near term for the CTQP employees and visitors, but ultimately should be demolished. There are very few restroom facilities on the west/northwest two-thirds of the site. The cost for renovation and sanitary sewer hook-up of Building #1617 would be unjustified, and the location is not ideal in the context of the overall site. The Materials and Structures Laboratory will provide new restrooms on part of the site. Building #1619 has two small restrooms and

#1620 has one restroom. Additional restrooms, including ones that meet ADA requirements, should be programmed into the renovations of Buildings #1619 and #1621. The demolition of Building #1617 should also include removal of the underground septic tank.

**1619**

**FDOT 2903 & 2900 2166 Waldo Road 7,374 GSF**



This structure is currently used by the COE as a training laboratory for CTQP, and has two small restrooms. Three people currently occupy the building. Other building occupants will be attendees in the workshop labs and classrooms. Current renovations do not include expansion of restroom facilities. Workshop attendees utilize the restroom facilities in Building #1617. Employees and visitors utilizing this building access the site

from NE 23 Avenue. Building #1619 has been identified to contain 950 square feet of asbestos.

**1620** FDOT 2026 2168 Waldo Road 2,643 GSF



This structure was originally the warden's residence at the time that this property was a prison work camp. Its age qualifies the building as an historic structure, but its historic significance should be further investigated. The building is currently unoccupied, but COE anticipates renovating this building for use of 2-3 employees in support of the CTQP training. Building #1620 has been identified to contain 9,720 square feet of asbestos.

**1621** FDOT 2027 2154 Waldo Road 7,748 GSF



The COE is renovating this structure that was previously used by FDOT as a vehicle repair shop. The COE intends to occupy this structure with 2-3 employees in laboratories and warehouse space that supports CTQP training. The building has no restrooms. The proposed use will retain the roll-up doors on each end of the building to allow a vehicle to drive through.

Building #1621 has been identified to contain 900 square feet of asbestos.

**1622** FDOT 2028 2150 Waldo Road 3,096 GSF



This structure consists of open equipment storage bays with enclosed storage on each end. The COE utilizes this structure for storage in support of the CTQP.

However, careful consideration should be given to demolition of this structure because it is not fully enclosed, is made of inexpensive construction, and is located in a potentially prominent part of the site. COE has indicated that it has no use for the storage bins located south of Building #1622 and that they could be demolished. COE has recently installed a carport cover on the south end of Building #1622 that will need to be relocated in order to provide clearances to the Materials and Structures Lab circulation. A temporary relocation site is recommended north of and adjacent to Building #1624. Ultimately, Building #1622 and the carport cover should be removed in order to make more efficient use of the site. The 20-year Concept Site Plan identifies new building footprint locations where these uses could be relocated.

**1623** FDOT 2030 2138 Waldo Road 2,035 GSF



This structure consists of open and screened storage space. COE anticipates using this as project shop space for the Student Chapter of the American Society of Civil Engineers. Careful consideration will be needed to address student access to the site, particular for nights and weekends. Ultimately, this building should be demolished in order to make more efficient use of the site. The 20-year Concept Site Plan

identifies new building footprint locations where these uses could be relocated.



**1624**

FDOT 2031

2134 Waldo Road

3,771 GSF



This structure was previously used for vehicle storage. It has large roll-up doors on each end allowing drive-through access for large vehicles. The COE intends to use this building as storage for the Materials and Structures Laboratory, and will continue to use the roll-up doors. Building #1624 has been

identified to contain 500 square feet of asbestos. Ultimately, this building should be demolished in order to make more efficient use of the site. The 20-year Concept Site Plan identifies new building footprint locations where these uses could be relocated.

**1625**

FDOT 2029

2130 Waldo Road

940 GSF



This fueling station is planned for demolition. It is located on the site for the new Material and Structures Laboratory building, which will be completed by March 2005. It will assume the Building #1625 and street address of 2130 Waldo Road. It will have a footprint of approximately 8,500 square feet and will be occupied by up to 6 employees. There are significant HAZMAT issues related to the fuel pumping and storage tanks that are being addressed by

the ACEPD, and will need to be taken into account for construction of the new building.

**Un-numbered**



There is a small “lean-to” structure south of Building #1625 that should also be demolished as part of the Materials and Structures Laboratory construction.

**Other Facilities and General Site Conditions**



*Storage Bins Located Next to Building #1622*



*Storage Pods Located Next to Building #1607*



*Storage Bins Located along the South Property Line*



*Typical Examples of Paved and Semi-Paved Condition on the Site*

**IN SUMMARY, THE FOLLOWING BUILDING RECOMMENDATIONS ARE MADE:**

**Immediate Demolition**

- 1606
- 1608
- 1609
- 1611
- 1612
- 1614
- 1615
- 1625
- (7) bins near 1609
- (5) bins east of 1623/1624
- (4) bins south of 1622
- (5) pods south of 1605
- 64,500 square feet of impervious surface

**Renovation**

- 1602
- 1603
- 1604
- 1619
- 1620
- 1621

**Future Demolition**

- 1601
- 1605
- 1607
- 1610
- 1613
- 1616
- 1617
- 1622
- 1623
- 1624
- (7) bins near 1607/1610

The estimated cost of Immediate Demolition is estimated between \$512,030 and \$850,000 for 8 buildings consisting of 25,341 square feet, along with the additional storage bins, pods and impervious surface. Future Demolition is estimated to cost between \$1,053,575 and \$505,716 additional for 10 buildings consisting of 42,143 square feet. A comprehensive demolition study will need to be performed on each building to determine the actual cost, which will vary depending upon demolition process and material

disposal. Economies of scale may also be realized by contracting for multiple demolitions to occur simultaneously within a single work order.

In 1997, the FDOT prepared plans and specifications under State Project No.99990-3741 to demolish several structures and impervious surfaces on the site. However, these plans were never executed. Demolition was to include Buildings #1611, 1612, 1614, 1615, 1616, 1617, 1619, 1620, 1621, 1622, 1624 and 1625 along with removal of 4 storage bins, a septic tank and several areas of impervious surface.

**Building Occupancy.** Eleven buildings on the site will be occupied during the next ten years. Some of the uses are large laboratory space that will have few occupants compared to the amount of floor area. Other uses are office and classrooms that will have high numbers of occupants or visitors. Over time, several of these buildings are recommended for demolition and replacement. The 20-year Concept Site Plan identifies several potential building sites, but does not identify all of the potential occupants. Some of these sites will be utilized as replacement buildings for academic and support units that already occupy the site. Other new buildings may house new occupants or be put to new academic and support uses that are not already accommodated on the site. Ultimately, the ability to provide parking and other necessary support infrastructure will be a determining factor in the new building uses that can be placed on the site.

In the immediate time frame, an anticipated 321 total employees and 203 maximum daily visitors will utilize the site. Upon completion of the Materials and Structures Laboratory and renovation of Buildings #1603, 1604, and 1616 an anticipated 420 total employees and 252 maximum daily visitors will utilize the site. Since not all employees or visitors will be on the site at any given time, the estimated full-time equivalent employment will be about 370 employees (assumes 24%, or 100 employees, are part-time positions or are individuals with other office space that will be on this site only part of their time), and the maximum average daily visitors will be approximately 125 persons.

For comparison, FDOT had approximately 162 full time positions reporting at this site plus additional part-time and contractual employees. Many of the College of Engineering staff were already working from this site under a contract with the FDOT, and will remain on the site as part of the total number of employees listed above.

**Estimated Building Occupancy – 5-Year and 10-Year Horizons**

<b>Building No.*</b>	<b>Unit</b>	<b>2004-2005 Headcount Occupancy</b>	<b>2004-2005 Max. Daily Visitors</b>	<b>2005-2010 Headcount Occupancy</b>	<b>2005-2010 Max. Daily Visitors</b>
1601	COE/McTrans	16	2	19	2
1602	COE/CTQP	27	2	37	2
1603	Bridges/OIT	140	90	140	90
1603	OIT	75	3	75	3
1604	COE/M&S	35	3	35	3
1604	OIT	0	0	65	3
1605	COE/T2	13	2	26	2
1616	COE/CTQP	0	0	5	40
1619	COE/CTQP	3	40	3	40
1620	COE/CTQP	3	0	6	1
1621	COE/CTQP	3	40	3	40
1623	COE/ASCE	0	25	0	25
1625	COE/M&S	6	1	6	1
New #1	TBD / GSF				
New #2	TBD / GSF				
New #3	TBD / GSF				
New #4	TBD / GSF				
New #5	Storage				
<b>TOTAL</b>		<b>321</b>	<b>208</b>	<b>420</b>	<b>252</b>

\* Occupants of buildings that are recommended for demolition in the 20-Year Concept Plan are assumed to be relocated to new structures on the site.

**GENERAL INFRASTRUCTURE**

**Stormwater.** The site currently does not provide for any onsite stormwater treatment. Four collection points exist onsite that convey stormwater directly into the City of Gainesville system under Waldo Road and NE 23 Avenue. The Waldo Road stormwater system conveys water into Lake Forest Creek. The NE 23 Avenue stormwater system conveys water into Little Hatchet Creek. Each of these creeks flows into Newnans Lake, which is subject to Total Maximum Daily Load (TMDL) requirements. The University should anticipate that any development or site disturbance will need to address both water quality and water quantity issues. Even if some existing impervious surface is removed, any new impervious area constructed beyond a small diminuous threshold will likely require permitting by the St. Johns River Water Management District (SJRWMD). The University should also consider applying for a Master Stormwater Permit with the SJRWMD for the entire site.

The University of Florida pays a stormwater impact fee to the City for acceptance of this stormwater. Based upon impervious surfaces totaling 419,580 square feet, the University pays \$1,185.60 in monthly stormwater fees. The University could reduce site runoff and associated fees by demolishing buildings and paved areas, and providing onsite stormwater retention. Prior to this working group investigation, the City was charging the University for 651,222 square feet of impervious surface at a fee of \$1,840.41 per month. This investigation produced improved site inventory and mapping data that has resulted in a stormwater fee savings of \$654.81 per month and a rebate of overpaid fees. Additional removal of up to 200,000 square feet of impervious surface in the 5-Year Concept Site Plan would result in an additional

\$565 monthly cost savings. The monthly fee can be further reduced by decreasing stormwater production, increasing onsite retention, and providing other stormwater treatment measures.

Site topography is unknown and will require a survey in order to develop a stormwater management plan for the site. A stormwater management plan and master permit will identify opportunities to decrease or eliminate monthly fees by providing permanent stormwater infrastructure onsite. The University should anticipate that 10-15% of the site land area (1.5 to 2 acres) may be required for stormwater infrastructure if all retention needs are to be met onsite.

The 20-year Concept Site Plan identifies an area of approximately one acre on the southwest and west side of the property that may be used for stormwater treatment. A detailed stormwater plan needs to be performed to determine if this area can accommodate the necessary onsite water retention. Current stormwater infrastructure on the site, appears to direct water mostly to the west/northwest and east side of the property, so new piping would be required to redirect the flow to onsite retention areas. Stormwater retention facilities on the site should be designed with natural contours and vegetation in consultation with the University's Construction Standards and City of Gainesville stormwater retention design ordinance.

**Potable Water.** The property is on City of Gainesville water supply, and the University pays the Gainesville Regional Utility for this service. As part of water distribution analysis on the site, fire hydrant access and coverage should be evaluated. Currently, fire hydrants are only available on the road frontages external to the site. As buildings are constructed or renovated, the university needs to confirm that adequate access to fire hydrants is provided. This access may require additional hydrant facilities internal to the site.

**Sanitary Sewer.** The property is partially on City of Gainesville sanitary service, and the University pays the Gainesville Regional Utility for this service. Buildings #1604 and #1603 are on City service. The remaining buildings are served by septic systems, which require frequent service. Over the long term, the University of Florida intends to abandon the septic systems and purchase service from the Gainesville Regional Utility. There is sufficient capacity in the public system to accept additional sanitary sewer service from the property. A cost should be obtained for converting all occupied structures to GRU sanitary sewer. A preliminary design has been prepared by PPD for bringing buildings #1601, 1602, 1605, 1606, 1607, 1619, 1620 and 1621 onto the GRU system. The estimated cost of bringing these two areas onto GRU sanitary sewer is \$85,000. Buildings #1605, 1606 and 1607 will not need to be included if they are determined for demolition. These lines would be a connection point for the new Materials and Structures Laboratory.

**Solid Waste.** The University of Florida Physical Plant Division provides solid waste removal service from dumpsters on the site. Office paper recycling facilities and services are provided for the occupied buildings. Dumpsters are provided onsite for cardboard recycling and bulk, non-confidential paper products. Glass and can recycling are not currently provided because the site occupancy is too low to justify the cost of providing the services. Once more employees are moved onto the site, beverage recycling provisions can be implemented. PPD has also collected scrap metal from the site and can continue to provide this service as needed. Concrete, masonry, pallets and other such materials can be collected by PPD as needed. The 5-Year Concept Site Plan recommends relocation and screening of one existing dumpster adjacent to Building #1601.

**Hazardous Materials.** As noted in the Buildings section of this report, several structures on the site have asbestos material. Due to the age of the structures and the findings in Building #1603, lead paint should also be anticipated in other structures on the site. Many structures have potential chemical contamination due to their previous use for chemical storage, industrial painting and paint storage, or vehicle/equipment

storage and repair. Septic tanks and underground fuel storage facilities present further potential contaminants. Building #1625, a former fueling station is due to be demolished in conjunction with the Materials and Structure Laboratory construction. A HAZMAT survey was completed for Building #1603 at the cost of \$5,500 that documented lead paint, asbestos, and a mercury spill in a laboratory. A Level I HAZMAT survey for the entire site is estimated to cost \$7,500. The Level I survey will identify areas of concern and the extent to which a full assessment survey is required. The full survey would provide a detailed inventory and mitigation approach for the structures identified through the Level I survey. As part of a full survey, the FDOT asbestos inventory will likely need to be verified and the mitigation/demolition recommendations reconsidered since the study is more than three years old.

**Soil Contamination.** FDOT activities on the site from the 1940's through 1996, including the fueling station, vehicle repair facilities and chemical storage, have resulted in soil contamination that is currently being remediated. The primary plume of soil contamination is located in the vicinity of the former fueling station, Building #1625, at depths of eight and twelve feet. A benzene contamination plume has also been identified surrounding the north/northeast corner of Building #1623 and extending toward Building #1621.

By 1992, ten underground storage tanks had been removed from the property, although documentation of the removals is nonexistent. A Remedial Action Plan (RAP) was originally prepared for the site in 1992 (USEG, 1992) proposing the installation of a soil vapor extraction (SVE) system and a groundwater extraction and treatment system. Several monitoring wells were also installed on the site. Alachua County Environmental Protection Department (ACEPD) apparently never approved the RAP, along with several addenda, but the system was started in 1998. The system was determined to be inadequate and was shut down around June 2000.

A revised RAP was submitted to ACEPD by URS Corporation in February 2002 proposing treatment of on-site soil and groundwater petroleum contamination associated with the former fueling station. The soil remediation portion of the RAP has been implemented; resulting in the excavation and disposal of 575 tons of petroleum impacted soil in the vicinity of the former fueling station. The groundwater portion of the RAP will be combined with groundwater treatment in the FDOT right of way and the Tacachale Facility across Waldo Road from the site.

Groundwater contamination on the Tacachale facility was discovered in late 1997 when benzene and dichloroethene (DCE) were detected in the deep supply wells. Tacachale ceased operation of these wells and began receiving municipal water from the City of Gainesville. Subsequently, several assessments have been conducted at the Tacachale facility to identify possible sources of the groundwater contamination. No source has been identified at the Tacachale facility, and no connection has been established between the FDOT Maintenance Yard plume and the plume under the Tacachale facility. Several cracks and holes in the casing of Supply Well #2 were discovered and the well has been abandoned.

Currently, URS is preparing a Remedial Action Modification Plan to include air sparging and soil vapor extraction (AS/SVE) treatment of petroleum and chlorinated solvent groundwater contamination at the FDOT Maintenance Yard, the FDOT right of way, and the Tacachale facility. The conceptual design is to use horizontal wells along the length of the plume. These wells will extend from the former Maintenance Yard, under Waldo Road, and onto the Tacachale facility. The main treatment compound will be on the Tacachale facility.

A smaller treatment compound will be on the former Maintenance Yard facility if it cannot be accommodated on the Tacachale property. This smaller treatment compound will require a footprint of approximately 10'x20'. It will be enclosed by a solid wood fence of six-foot height. Carbon vessels will

treat air removed from the subsurface, and the air will be expelled through 6-inch diameter stacks of approximately fifteen feet height. The compound will include a blower that will run constantly creating some mechanical noise. The blower can be enclosed in a small housing to reduce noise. Ideally, the compound should be located in the front one-third of the site where the contamination plume exists largely around the former fueling station (Building #1625). Due to the appearance of the compound, a central and highly visible location is not recommended. An alternate location has been identified adjacent to Building #1623. Location in this vicinity provides an approximate 50' setback from the property boundary and is not visible from the main entrance, but still meets the treatment facility parameters. It can be built adjacent to Building #1623, potentially utilizing one of the building exterior walls for enclosure. The location must verify that it is sufficiently removed from the screened area of Building #1623. The COE intends to occupy Building #1623 occasionally with student club participants. In addition to these occupants, Buildings #1623 and #1624 are identified largely for storage and shop space. The necessity and final location of the treatment compound will be confirmed through further investigation by URS Corporation. The ACEPD anticipates design completion in April 2004, and installation of the compound in Fall 2004. Funds for the treatment compound are provided by the Florida PreApproval Petroleum program. New building construction on the site, including the Materials and Structures Laboratory, must be coordinated with FDOT, ACEPD, and any other appropriate authorities to ensure that building locations do not interfere with environmental monitoring and remediation on the site.

**Due Diligence.** Upon acceptance of the property lease, the University of Florida was assured that the FDOT would retain responsibility for hazardous substance contamination on the site. In written correspondence from Ken Morefield, FDOT Assistant Secretary for Transportation Policy, to UF President Charles E. Young, dated June 5, 2003, the Florida Department of Transportation stated that it

*“will continue to be responsible for all liabilities associated with the hazardous substances contamination currently on the site including, but not limited to, the on-going monitoring and remediation efforts. The University will have no liability, therefore, except that the University is accepting the buildings on the site in ‘as is, where is’ condition and will be responsible for remediating any asbestos containing materials therein, if, and as, required by law.”*

## UTILITIES

At this time, the University does not possess a complete and accurate utility survey for the site. This information needs to be generated and a comprehensive utilities plan should be developed based upon the proposed Concept Site Plan. This design work should be completed as soon as possible so that compatible solutions can be implemented during construction of the Materials and Structures Lab and renovation of Buildings #1603 and 1604. An appropriate approach is to establish a major utility corridor coinciding with the main street that runs westward from the northernmost driveway on Waldo Road. From that central corridor, a distribution system can stem to serve individual buildings. Joint trenching and other consolidated approaches should be considered. The primary utility corridor should be installed as soon as possible after completing design work in order to bring existing conditions up to university standards and provide the spine for future development. Current overhead electric and telecommunications are in violation of university protocols.

**Electric.** The property is on City of Gainesville electric, and the University pays the Gainesville Regional Utility for this service. The site currently has overhead power lines. At some point in the future, underground electrical distribution would be preferable.

**Energy and Other Fuels.** Natural gas service is present on the site; however, the extent of the utility distribution system and utilization is unclear. A former fueling station had provided petroleum dispensing

on the site, but this function and related storage tanks have been removed. The extent of natural gas and any possible heating oil facilities needs to be documented as part of an overall survey-quality site inventory.

**Telecommunications.** Site utilities include fiber and copper telecommunication lines mounted on overhead poles. The University of Florida telecommunication infrastructure standards require such lines to be installed underground. A T-1 telecommunications line currently services Building #1605, and the primary telecommunications feed and network is housed in Building #1603. Russ Poole, Marvin Sawyer and Dennis Mercier have been investigating telecommunication needs and existing infrastructure on the site. At this time, there are no final recommendations regarding the ability or preference to install direct fiber from the University of Florida main campus or lease existing lines for GRU.com, BellSouth or Cox Express. An estimate from BellSouth places the monthly service cost at \$3,000. As part of this ongoing investigation, a telecommunication distribution plan needs to be developed for the site. This plan should be developed jointly with the site and utility plans, and provide a 4-inch conduit in the central utility corridor from which distribution lines can be connected. A preliminary cost estimate of \$75,000 would provide a primary telecommunications trunk line on the site with four manholes and extensions to existing occupied buildings. The cost of additional extensions and actual connections into buildings would be borne by building renovation and construction projects.

## **TRANSPORTATION**

The site currently has large areas of paved, but mostly non-delineated parking. It has three access points – two on Waldo Road and one from the north property corner onto NE 23<sup>rd</sup> Avenue. The University needs to evaluate and implement the desired access control at these entrances. Funds should be identified to provide a bus shelter for an existing RTS bus stop on Waldo Road. The stop is currently in front of Building #1603, but should be moved south of the main driveway when a shelter is installed.

Vehicle access to the site will include employees, visitors, and some semi-tractor trailers associated with the COE research. These vehicles will be similar to those that accessed the site under FDOT utilization, but without the large number of highway maintenance equipment vehicles. With 370 full-time equivalent employees and 125 average daily maximum visitors, the site would generate approximately 1,730 trips per day (utilizing 4 trip ends per employee and 2 trip ends per visitor). However, Waldo Road/SR24 (S-12) currently operates at a Level of Service B with an available service volume of nearly 11,000 daily trips. Therefore, roadway level of service and concurrency should not be impacted by the university's proposal. The site is currently served by the Regional Transit Service and is along the proposed Bus Rapid Transit route in the Plan East Gainesville report. The site is also located directly across the road from the existing Waldo Road Rail-Trail providing bicycle and pedestrian access to the main campus.

## **SITE IMPROVEMENTS (URBAN DESIGN, LANDSCAPE AND ARCHITECTURAL)**

Over time, the site will be modified with new fencing, landscaping, lighting, parking and other site amenities. The UF anticipates removal of much impervious surface on the site that currently serves as building footprint, informal parking and driving surface. In this way, stormwater runoff production will be reduced. Some onsite stormwater retention will be accommodated over the long term. Landscaping modification proposals will include increased vegetative screening to adjacent land uses. Bus stop enhancements will also be provided at an existing stop on Waldo Road.



**Physical Address and Signage.** The City of Gainesville has assigned street addresses to each structure on the site with an address range of 2004-2170 Waldo Road. These addresses are used in the E911 grid system for emergency response and have been communicated to the U. S. Post Office, Emergency Dispatch Center, and BellSouth. Local emergency services policy dictates that all structures, even on a multi-building site, must have an individual address. These addresses have been noted in the above section on building information. A few small storage buildings were not assigned addresses and are recommended for demolition. There are some reserved numbers in the address range that can be assigned to future buildings on the site. Similarly, addresses can be reassigned from buildings that are demolished. The University will need to work with the City of Gainesville, Building Inspections Department, for any future new address assignments on the site.

In addition to the physical street address, each structure has been assigned a University of Florida building identification number as noted in this report. The buildings will be marked with plaquards on the northeast corner identifying the UF building number per university policy. The street address will be mounted on plaquards per City requirements in such a manner as to be clearly visible and legible from the public or private way on which the building fronts. The City also dictates that the street addresses will be posted on signs with Arabic font in letters six-inches high and minimum ½-inch wide. The PPD will coordinate with the building occupants to determine the most visible placement of street address signs in relation to public roadways and building entrances. The placement of street address signs is particularly critical for buildings with frontage along Waldo Road. A standard free-standing exterior building sign will be installed at the north entrance on Waldo Road to identify the University of Florida Eastside Campus with an address range of 2004-2170 Waldo Road. An existing exterior building sign at the south entrance will remain, which identifies the COE units on the site. An existing exterior building sign at the NE 23 Avenue entrance will remain, but will be modified to remove an incorrect street address and to identify the University of Florida Eastside Campus.

**Mail Delivery.** Departmental units housed at this site can continue to utilize main campus P. O. Box addresses, but will need to pay for off-site delivery or have their departmental courier pick up the mail from the main campus. Alternately, units are encouraged to use the assigned street address for their onsite building. If the units have multiple buildings, such as CTQP, they need to determine which building will receive their mail on the site. The CTQP mailbox at the NE 23<sup>rd</sup> Avenue entrance will need to be removed, particularly since it displays an incorrect address of 1805 NE 23<sup>rd</sup> Avenue. The University is coordinating installation of a consolidated mailbox that will allow one drop-off location for U.S. Postal Service with individual boxes for each departmental unit and street address.

**Parking.** The site currently has 140 designated parking spaces, 4 designated disabled parking spaces, and zero bicycle parking spaces. In general, existing parking spaces are located on asphalt surface that is in good condition although the pavement markings are in poor condition. Approximately 12 of these spaces, located in the northwest corner of the site, are on poor quality pavement. In addition, there are numerous paved or semi-paved areas on the property where vehicles park randomly.

The following table utilizes City of Gainesville parking standards to estimate the level of parking demand on the site during 2004-2005. This timeframe assumes full occupancy of Building #1603, partial occupancy of Building #1604, and full occupancy of the new Materials and Structures Laboratory. It does not include utilization of Building #1616. City of Gainesville land development code requirements were used to estimate demand, although the University is responsible for these provisions through its Campus Master Plan. Based on these assumptions, the required number of parking spaces is estimated to be **250 vehicle spaces** during 2004-2005. City of Gainesville codes would also require 25 bicycle parking spaces (13 racks) on the site. University of Florida standards would require 72 bicycle parking spaces (36 racks) based upon 1 space per 10 employees and 1 space per 40 seats in a lecture hall/training facility. Since this site is removed from the main campus and many attendees of the COE training

facilities come from outside the Gainesville area, a reduced number of bicycle parking spaces may be justified. Therefore, a quantity of **20-30 bicycle racks** is recommended during 2004-2005. The bicycle parking should be distributed throughout the site near the entrance of occupied buildings.

Parking locations are recommended in the 5-Year Concept Site Plan and the 20-Year Concept Site Plan. The 5-Year recommendations are further broken down into Phase I and Phase II based on ease of implementation. Many parking spaces can be designated in the near-term by simply re-striping existing hard-surface areas and removing internal chain-link fences. These Phase I parking improvements would provide 207 parking spaces on the site. Phase II parking improvements require demolition of Buildings #1606, #1608, and #1609, along with the addition of some limited new or resurfaced asphalt areas. Phase II parking improvements would provide 299 parking spaces on the site. An additional Phase II-B parking proposal is also included. This proposal requires relocation of the T<sup>2</sup> Center function into another building (recommended move to #1604) so that Building #1605 can be demolished and an additional 34 parking spaces can be provided for a total of 333 parking spaces. Ultimately, the 20-Year Concept Site Plan could provide 439 parking spaces in conjunction with new building construction. According to University of Florida standards and the ADA Accessibility Guidelines, the required number of disabled parking spaces is determined by the number of general parking spaces to be provided. Site parking of 151-200 spaces requires 6 disabled spaces; site parking of 201-300 spaces requires 7 disabled spaces; site parking of 301 to 400 spaces requires 8 disabled spaces; and site parking of 401-500 spaces requires 9 disabled spaces. The existing site provides 4 disabled parking spaces. The Phase I parking improvements in the 5-Year Concept Site Plan provide 5 disabled spaces, while Phase II will increase the total to 7 disabled spaces. Additional disabled parking spaces can be identified in a survey-quality site plan and developed in conjunction with future building and parking lot construction.

**Estimated Parking Demand, 2005**

<b>Building No.</b>	<b>Primary Use</b>	<b>GSF</b>	<b>2004-2005 Employees</b>	<b>2004-2005 Visitors</b>	<b>Parking Requirement***</b>	<b>Required No. Parking</b>
1601	Office	2,661	16	2	1/300 GSF	9
1602	Office	4,450	27	2	1/300 GSF	15
1603	Training *	3,500	-	90	1/employee plus 1/3 students of design capacity	30
1603	Office/Equipment	22,777	215	3	1/300 GSF	76
1604	Office/Equipment	8,060	35	3	1/300 GSF	27
1605	Office	5,903	13	2	1/300 GSF	20
1619	Training	7,374	3	40	1/employee plus 1/3 students of design capacity	17
1620	Office	2,643	3	0	1/300 GSF	9
1621	Training	7,748	3	40	1/employee plus 1/3 students of design capacity	17
1623	Assembly/ Storage (Lodges, Union Halls, etc.)	2,035 (967)	0	25	1/40 GSF in principal area of assembly	24
1625	Laboratory **	8,500	6	1	4 plus 1 for each 300 GSF in excess of 1,000 GSF	6
<b>TOTAL</b>			<b>321</b>	<b>208</b>		<b>250</b>

\* The training space in Building #1603 assumes 2,000GSF for a 60-person capacity training room, and 1,500 GSF for a 30-person capacity conference room. Remaining space in #1603 is assumed as office.

\*\* The City’s definition of laboratory space applies only to medical laboratories, therefore the standard of 1/employee was used.

\*\*\* City of Gainesville codes sometimes specify GSF as the area for calculation. Other times, it is calculated by a Gross Floor Area figure which, when compared to UF space assignments, would be less than GSF but more than NASF. By using the GSF figures for all structures onsite, a maximum parking requirement is calculated.

### Estimated Parking Provisions By Phase

Phase	Requirements	Timeline	Estimated Cost	No. of Parking Spaces
I	Re-stripe existing parking, install (12+/-) wheel stops and remove internal chain-link fence	December 2004	\$5,000	202 + 5 Disabled
II	Demolish 3 Structures, construct new asphalt, and install parking	TBD	\$255,000	90 + 2 Disabled
II B.	Demolish 1 additional structure, relocate occupants, and install parking	TBD	\$175,300	34
III	New parking lot construction concurrent with building construction	TBD	TBD	106

**Circulation.** Over time, all of the driving and parking ways on the site will need to be resurfaced. Several areas within the main internal driving aisles are constructed with concrete testing slabs. These slabs are composed of different materials, often at different finish grades, and will need to be removed to construct a final driving surface. Areas identified for Phase I parking improvements have reasonably well-maintained hard-surface areas. Areas identified for Phase II and Phase III parking improvements will require new or resurfaced asphalt. These impervious surface installations need to be designed in coordination with the stormwater management plan. Installation of curb-and-gutter roadway cross-sections may not be desirable on this site in order to provide for more surface infiltration across grassed areas. The creation of new impervious areas must be balanced against removal of existing impervious surface so as not to increase stormwater quantity. A firm cost estimate for new paving on the site cannot be provided until a survey-quality site plan is developed in coordination with stormwater permitting.

**Lighting.** The site currently provides minimal security lighting mounted on buildings and wooden poles with cobrahead light fixtures. An overall site lighting plan should be developed with phased implementation to coincide with the phased occupation of the site buildings. Site and building entrances should be emphasized. Lighting fixtures and levels should be consistent with the University of Florida standards. Underground electrical conduit should be provided with new lighting installations, and existing overhead electric on wooden poles should be removed. A firm cost estimate for new lighting on the site cannot be provided until a survey-quality site plan is developed in coordination with a utilities distribution plan.

**Landscaping.** Over time, enhanced landscaping needs to be provided in conjunction with building and parking lot construction. In the short term, a landscape feature should be installed in conjunction with the new entryway sign at the north entrance from Waldo Road. Additional landscape improvements along the road frontage should also be provided with the installation of a bus shelter. A large evergreen hedge

should be planted along the south and north property lines to screen single-family residences from the university property. These short-term landscape enhancements should be installed as soon as possible.

**ADA Accessibility.** The current site and buildings will require some modifications to fully comply with ADA requirements. A full site and building assessment is required to determine the full extent of needs. These assessments should be completed as buildings are constructed or renovated, and parking and other site improvements are installed. The basic sidewalk circulation on the east side of the property is largely ADA-accessible with proper curb ramps and parking provisions. The current site provides 140 marked parking spaces and 4 disabled parking spaces. According to standards of the ADA Accessibility Guidelines, one more disabled parking space should be installed for compliance. Additional disabled parking will be required in conjunction with other parking number increases. The south entrance to Building #1604 will need to have reconstructed sidewalk and ramps in order to be accessible. The south entrance to Building #1619 should also be evaluated to ensure that the ramp slope and railing is satisfactory. Throughout much of the site, rough asphalt and gravel surface presents a deterrent to adequate ADA accessibility. The provision of ADA-accessible restrooms on the site also needs to be addressed.

**Fencing.** A chain link fence currently surrounds the property. There are also chain link fences erected internal to the property that should be removed. A concrete wall exists along a portion of the southern property line, which is recommended for demolition. The chain link fence around the perimeter of the property is recommend to remain, but it should be inspected and repaired as needed.

Each of the three driveways has a roll-away lockable chain link fence. Over time, these should be replaced with decorative card-swipe gate systems. Black iron or aluminum fencing with brick bases, similar to those installed around GRU's Kelley Plant is recommended for improved appearance at the entrances. These fences can be installed with electronic gates that can be programmed to accept UF-ID cards similar to gate arms at many main campus parking facilities. Due to the remote location and lack of 24-hour onsite security, the fencing systems on the site should be designed to prohibit unauthorized access after business hours. Some functions on the site will require access after normal business hours. This can be provided with the UF ID-card swipe gate system.

**Site Security and Access.** In addition to fencing, screening, parking and lighting improvements on the site, the University of Florida will need to address security responsibilities. The University Police Department provides surveillance on the main campus and Tanglewood Village. UPD also responds to investigations at remote sites such as Lake Wauberg, TREEO Center and IFAS Dairy Research. This Waldo Road site is in the jurisdiction of the City of Gainesville Police Department, and they will be the likely responders to any emergency call on the site. Ultimately, the responsibility for surveillance and investigation on the site needs to be formalized. Surveillance may be provided through a private security contract, in combination with video cameras, alarm systems and card swipe systems for building and site access. PPD is currently developing an architecture standard, the central Lenel Electronic access system, for comprehensive building access management that should be considered for implementation on this site. Some site uses will require access after normal business hours. Uses such as the ASCE shop space will need to be supervised by a responsible employee of one of the COE units. FDOT will need to retain 24-hour access through the gate system as long as they are utilizing Buildings #1607 and 1610 (anticipated through the year 2007). Access will also need to be provided to FDOT and other appropriate agencies for activities associated with ongoing hazardous materials monitoring and remediation. Since the site is currently occupied, appropriate security measures should be identified and implemented as soon as possible.

## CAMPUS MASTER PLAN

A campus master plan amendment has been prepared that will bring this property within the jurisdiction of the University of Florida Master Plan. As such, any major construction or renovation will be subject to the review of the four committees: Lakes, Vegetation and Landscaping; Preservation of Historic Buildings and Sites; Transportation and Parking; and University Land Use and Facilities Planning.

At this time, the amendment has been approved by all four of these committees and awaits final approval by President Machen via Vice President Ed Poppell. Prior to finalizing this amendment, the University has agreed to hold an informational meeting with neighbors per a policy amendment requested by the City of Gainesville. This neighborhood meeting will be scheduled in April 2004. Once that is completed, the master plan amendment can be adopted.

The University of Florida has worked closely with the City of Gainesville to review plans for this site. A complete copy of the master plan amendment documentation can be found at [www.masterplan.ufl.edu](http://www.masterplan.ufl.edu). The City and University have concluded that the current City of Gainesville zoning designation of Public Facilities is consistent with the proposed University uses. This designation is also in place at the Alachua County School Board Administration/Kirby Smith Building, the SFCC/Kirkpatrick Criminal Justice Training Center and the City's NW 39<sup>th</sup> Avenue Compound. In addition to the Master Plan process, Florida statutes also subject the property to the Florida Building Code and place building permit authority with the university's Environmental Health and Safety Office (EH&S).

## IMPLEMENTATION AND FUNDING

**Detailed Site Development Plan.** A detailed, survey-quality site development plan should be created prior to the end of calendar year 2004. An engineering firm on state contract has been contacted to begin developing a scope of work for this task. Funding is anticipated to come from the University of Florida Campus Master Plan funds, as this site is a satellite property within the Campus Master Plan. This task should be completed prior to completion of the Materials and Structures Laboratory building design. Components of the final site plan can be incorporated as appropriate into the Materials and Structures Laboratory site development.

Task	Estimated Cost
Utilities and Exterior Lighting Master Plan	TBD
Stormwater Master Plan and Permit	\$ 9,000
HAZMAT Level I Survey	\$ 7,500
Property and Topographic Survey	\$ 15,000
Telecommunications Master Plan	TBD
General Site Layout and Parking	TBD
Demolition Study and Cost Estimate	TBD
<b>TOTAL</b>	<b>TBD</b>

**5-Year Concept Site Plan.** A near-term concept site plan has been developed to assist with immediate decisions related to building utilization, parking, and construction of the Materials and Structures Laboratory. This concept plan seeks to preserve buildings that can be utilized in the near-term, and remove structures that have no identified use. It also forms the foundation of the long-term site goals including establishment of a primary circulation route and utility corridor. The overall approach to this site is to retain support functions near the front of the site, and place academic functions further west into the site as identified in the Campus Master Plan Future Land Use map. The site layout provides for a

primary “main street” with pedestrian circulation and road frontage for future new building construction. It retains the three vehicular access points and addresses buffering requirements along the property boundaries.

The following tasks and cost estimates are for site improvements only and do not include building construction or renovation. The costs are in current dollars and do not account for inflation. These are planning-level estimates and should not be used for budgeting. As such, they can be used to set priorities and timing for those activities that should advance to programming and budgeting. Many tasks in the 5-Year Concept Site Plan cannot be estimated without further investigation including a survey-quality site plan.

<b>Task</b>	<b>Estimated Cost</b>
Building Demolition (8 buildings)	Range from High of \$642,062 to Low of \$304,092
Impervious Surface Demolition	\$208,000
Short-Term Landscaping, Sod & Irrigation	\$33,000
Phase I Parking Improvements*	\$5,000
Phase II Parking Improvements**	\$255,000
Phase II-B Parking Improvements***	\$173,300
Main Entrance Fence and Gate Replacements with ID Card Swipe	\$50,000
Bicycle Parking	\$1,500
Bus Stop Enhancement	\$13,000
Sanitary Sewer Upgrades	\$85,000
Dumpster Enclosure	\$4,000
Telecommunications Trunk Line and Distribution	\$75,000
Exterior Lighting	TBD
Stormwater Retention	TBD
Utility Upgrades	TBD
Site Security Infrastructure – video surveillance, card swipe building access, alarms systems, etc.	TBD
Full Assessment HAZMAT Study	TBD

\* These improvements require removal of five storage bins.

\*\* These improvements require removal of Buildings #1606, 1608, and 1609, and installation of additional asphalt. Demolition of these three buildings is included in the Phase II Parking Improvements and also as part of the eight-building Demolition cost estimate.

\*\*\* These improvements require removal of Building #1605 and relocation of its occupants into another structure on the site. Building demolition cost is included in Phase II-B and also as part of the eight-building Demolition cost estimate.

**20-Year Concept Site Plan.** A 20-year concept site plan has been developed to identify a progression from current conditions and near-term modifications to build toward a long-term strategy. This planning sequence seeks to maximize the usefulness of short-term modifications in the long-term scheme. The 20-Year Site Concept Plan identifies 81,000 GSF of new building footprint that could be located on the site. The potential new buildings could be multi-story, however, their final size and utilization will need to consider parking and stormwater constraints on the site. The building occupants are not determined at this time, but it is assumed several COE functions will relocate from demolished buildings into new structures. The Campus Master Plan amendment envisions support and office functions on the front eastern-most third of the property with academic research and training functions on the remainder of the property. The site plan concept depicts a central “main street” from which major circulation, utilities and building entrances will be oriented. Parking is organized around the site periphery and adjacent to new

structures. Landscaped buffer and stormwater retention functions are located around the site perimeter. Site improvements in the 20-year Concept Site Plan, such as landscaping, lighting, parking and utility upgrades should be funded in conjunction with building renovations or construction. The demolition of ten buildings necessary to implement the 20-Year Concept Site Plan will cost between \$436,524 and \$909,425. The 5-Year Concept Site Plan implementation will provide basic infrastructure on the site that is a foundation of the 20-Year Concept Site Plan. Further cost estimates cannot be determined until a survey-quality site plan is prepared.

**Funding.** Site redevelopment funds will need to be identified from various sources including the Capital Improvement Program – Utilities/Infrastructure/Capital Renewal, and funding associated with specific building construction or renovation on the site. All entities occupying the site should be expected to contribute toward overall site improvements through their individual capital projects. Academic units occupying the site should pursue research grant and donor opportunities to develop new structures and associated site improvements on the property.

Additionally, the University of Florida should seek grant opportunities related to economic development and brownfield sites that would be appropriate for the redevelopment of this site. The U.S. Environmental Protection Department provides various grants and revolving loan funds for this purpose. Other grant opportunities may be available at the state and federal level.

Another potential source of funding may come from the fact that this is state property for which the Florida Department of Transportation retains hazardous materials responsibility. The UF legislative program should explore the feasibility of special earmarked funds from FDOT or other state sources for implementing site clean-up and redevelopment. These funding approaches should be pursued collaboratively with local government agencies in an effort to revitalize this large potential employment site in east Gainesville.

## **APPENDIX A Site Map Series**

Campus Master Plan, Future Land Use 2010: Eastside Campus

Eastside Campus Existing Conditions

Eastside Campus Demolition Plan

Eastside Campus 5-Year Concept Site Plan

Eastside Campus 20-Year Concept Site Plan