

UF Health Ortho OR Building Addition

60% Construction Documents
January 2024

LVL Committee
Tamera Baughman



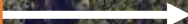
Project Overview



Project Overview



Project Limits
of Work



Project Overview

- The project is located at the existing **UF Health Ambulatory Surgery Center off of SW 34th Street and Hull Road.**
- The project proposes a **± 27,000 sf addition to the West end of the building and renovating ±7,000 sf of the existing building** to accommodate better patient/staff/material flows. The addition provides a new drop off zone for near the existing Adult entrance due to proximity of their services.
- The proposed building addition will be placed over the existing parking area and a new parking lot will be added that will increase the total parking by 16 patient spaces and 16 employee spaces. Due to the removal of the existing parking area the stormwater conveyance system will be relocated. The existing stormwater management facility to the north will also require expansion to accommodate the added runoff.

LVL Committee Meeting

December 2023 Summary

- The project was presented to the LVL committee in December 2023. The committee had concern over the amount of trees to be removed and was tabled until the January 2024 LVL Committee meeting. Items to clarify include providing a parking study to demonstrate the need for additional parking and the design team exploring the possibility of locating some parking/stormwater expansion to the parcel to the east.
- Determined after review by the project team that the parking is needed and cannot be significantly reduced enough to preserve trees.
- Since preserving the trees is not feasible with the project's proposed program requirements, the project team proposes the following:
 - We have proposed a total of 78 total 30-gallon trees as on-site mitigation.
 - Additionally, we have provided 44 Longleaf Pine and 136 Bald Cypress in 3-Gallon size within the basin to reforest the area north of the employee parking and within the stormwater basin.
 - The Planning team, Office of Sustainability, and Facilities Services have collaborated to identify the following four recommended sites to improve with the mitigation funding generated:
 1. Yulee Park
 2. Lake Alice Area behind Alpha Gamma Rho
 3. University Park Arboretum
 4. Gator Pond

LVL Committee Meeting

December 2023 Summary

1

Yulee Park

2

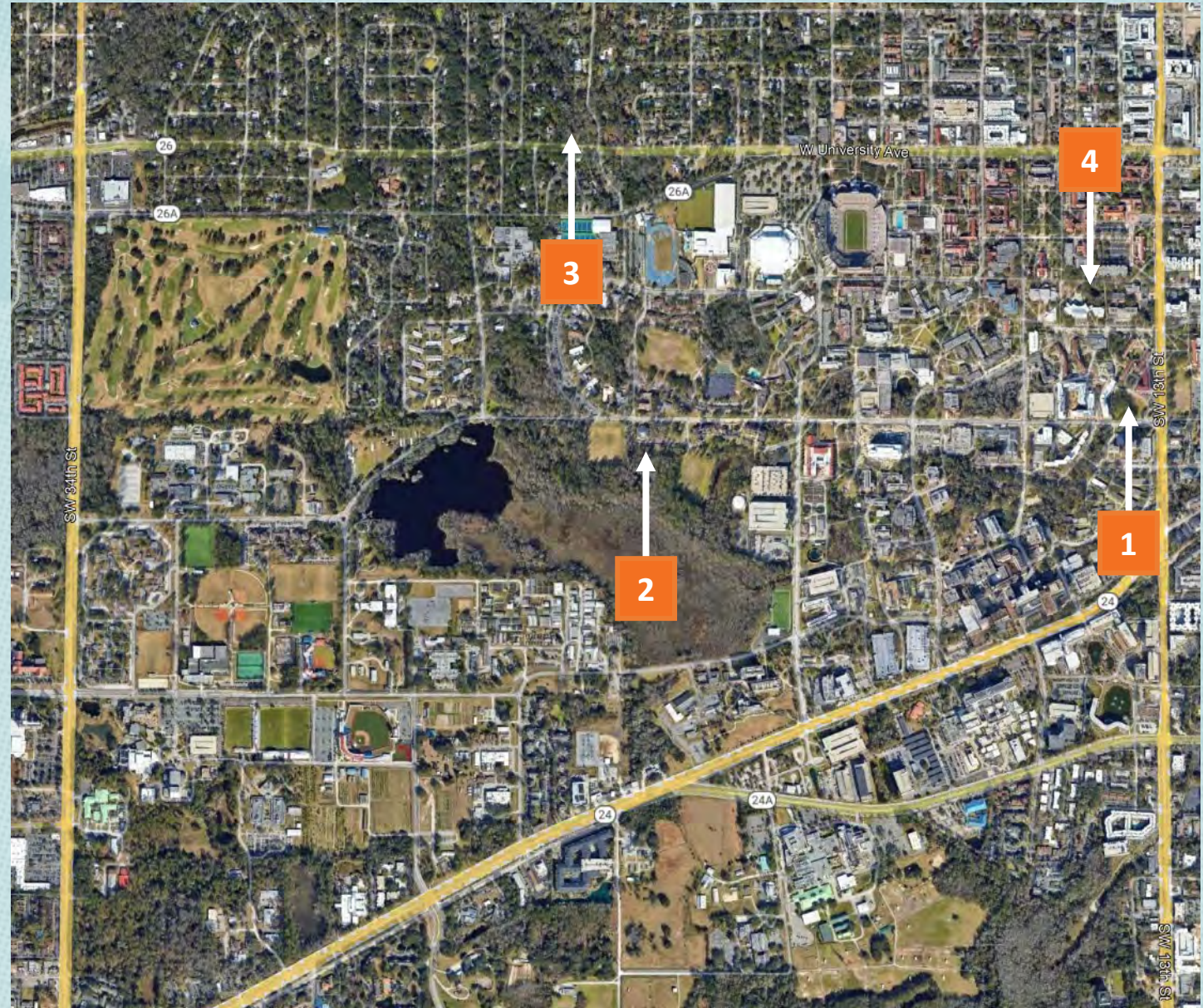
Lake Alice Area
behind Alpha Gamma Rho

3

University Park Arboretum

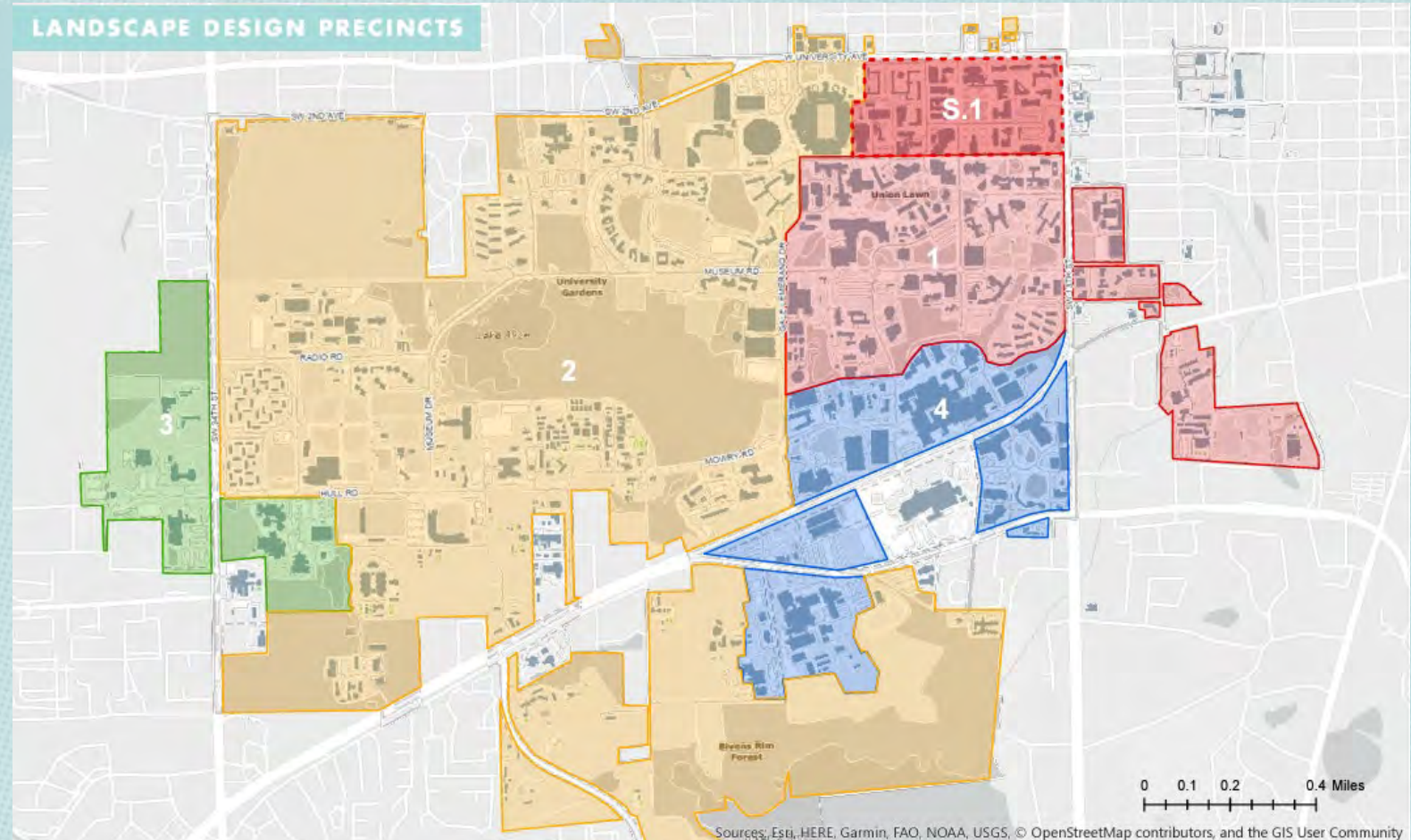
4

Gator Pond

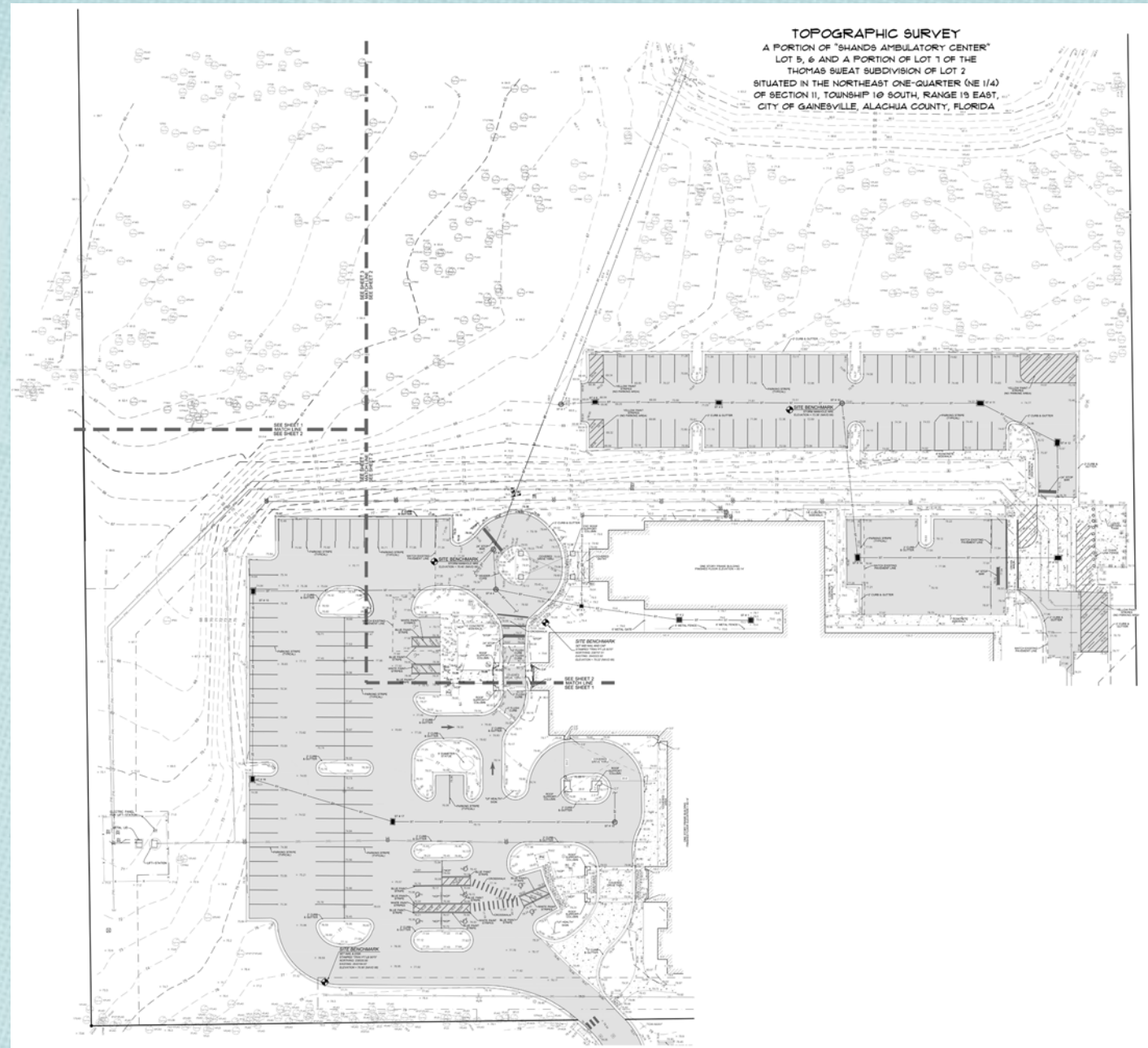


Landscape Master Plan

- The project is located within the Precinct 3 (Cultural) of the Landscape Master Plan.



Existing Conditions



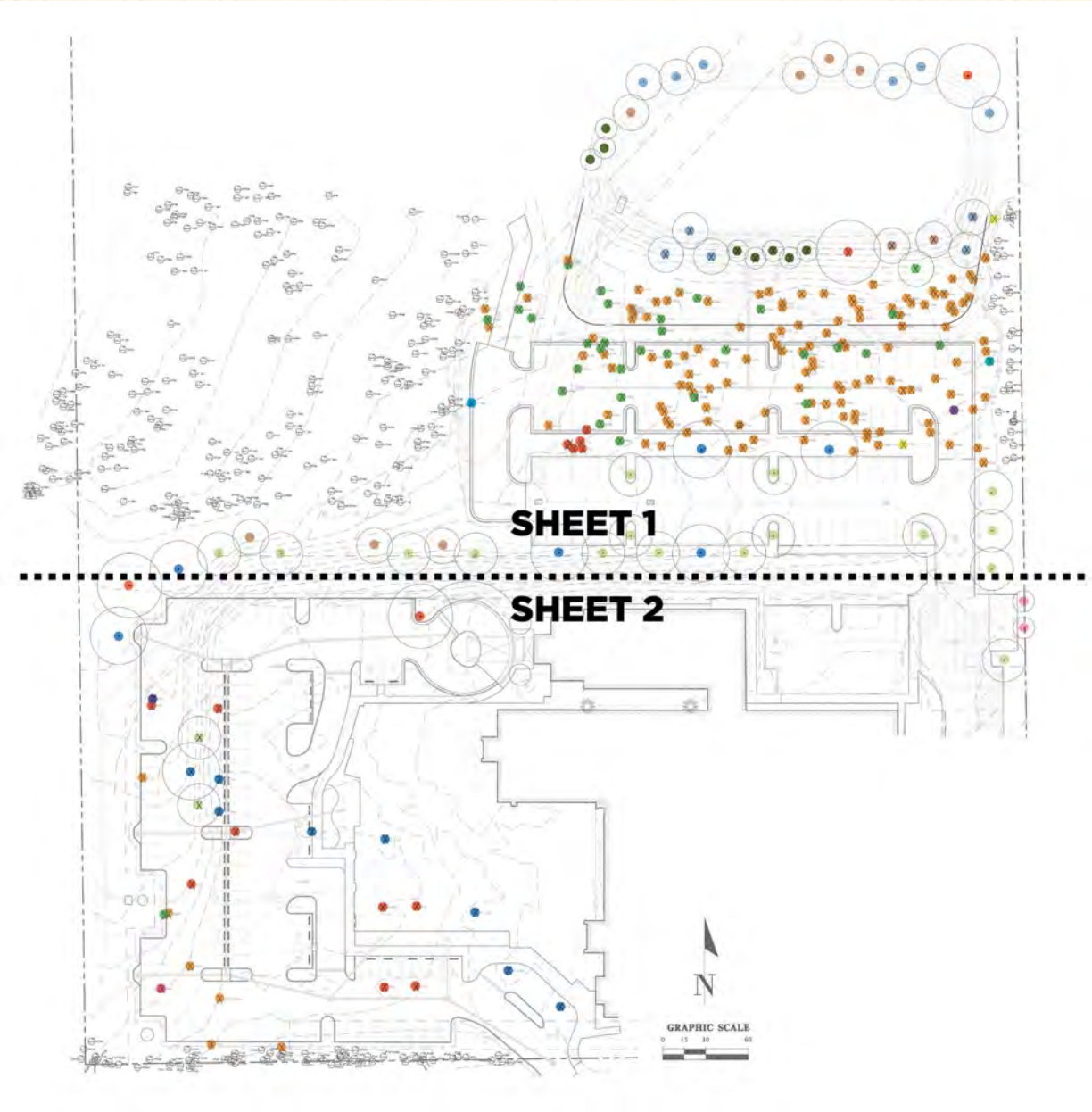
Existing Conditions



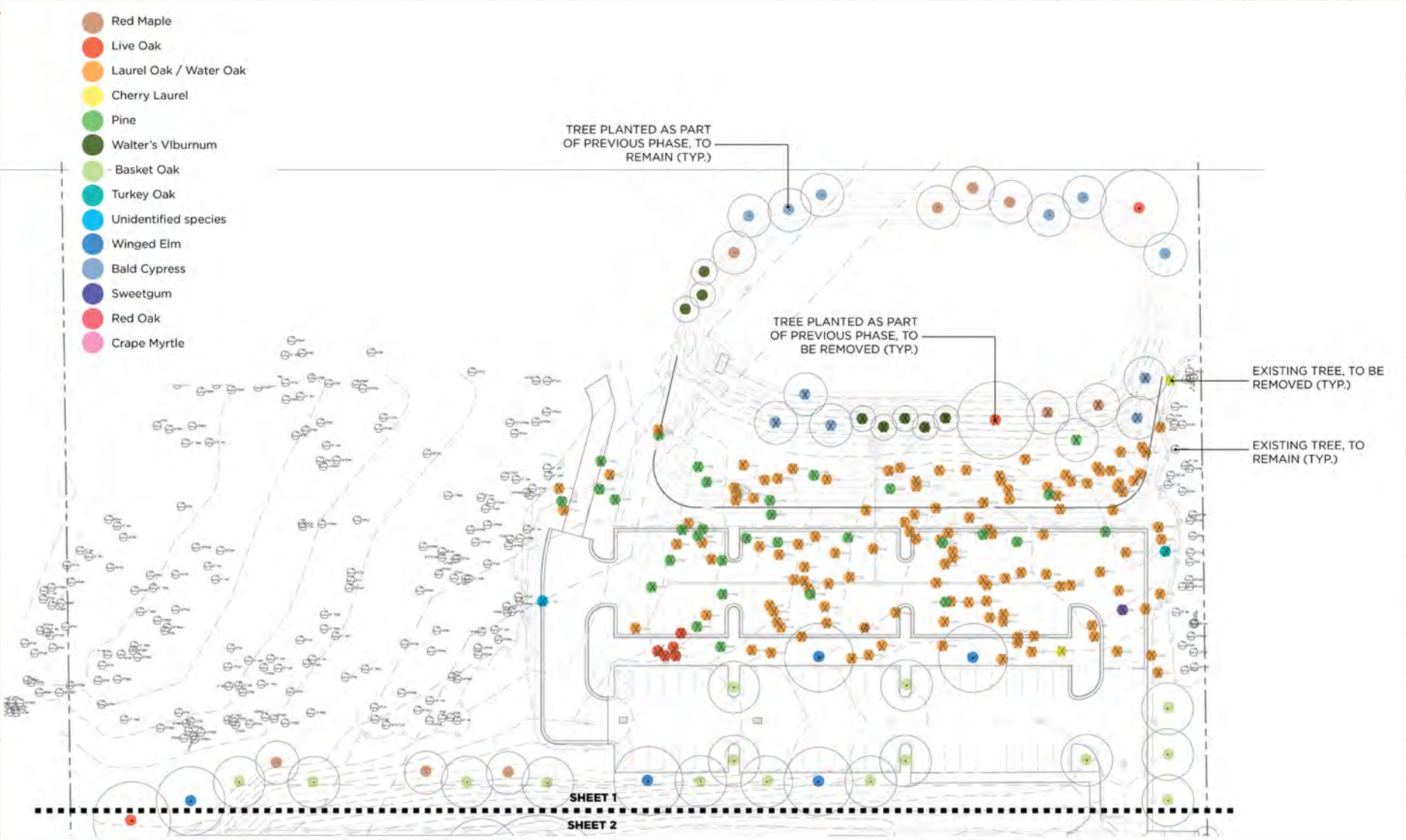
Site Plan



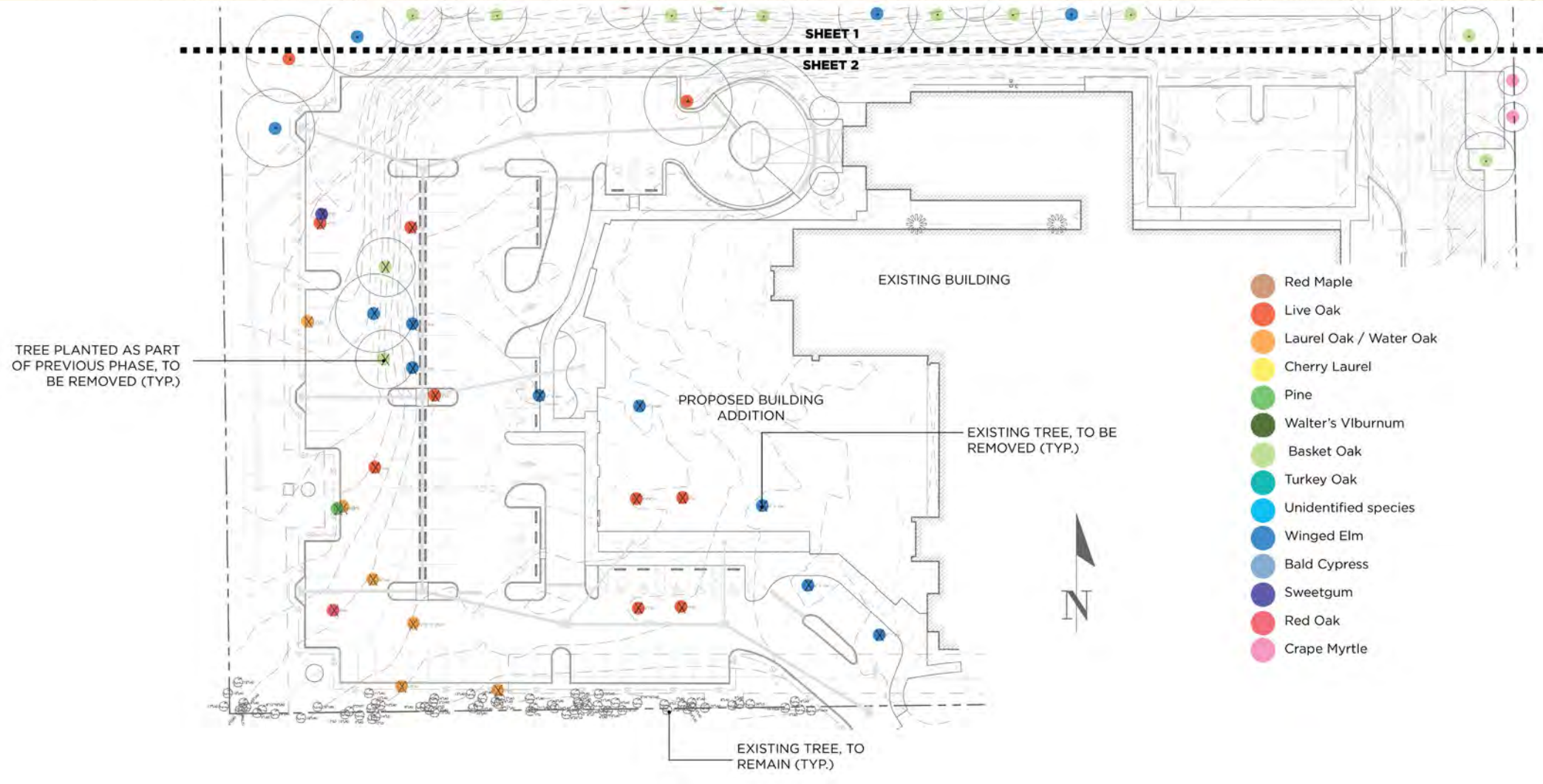
Tree Impact Summary



Tree Impact Summary



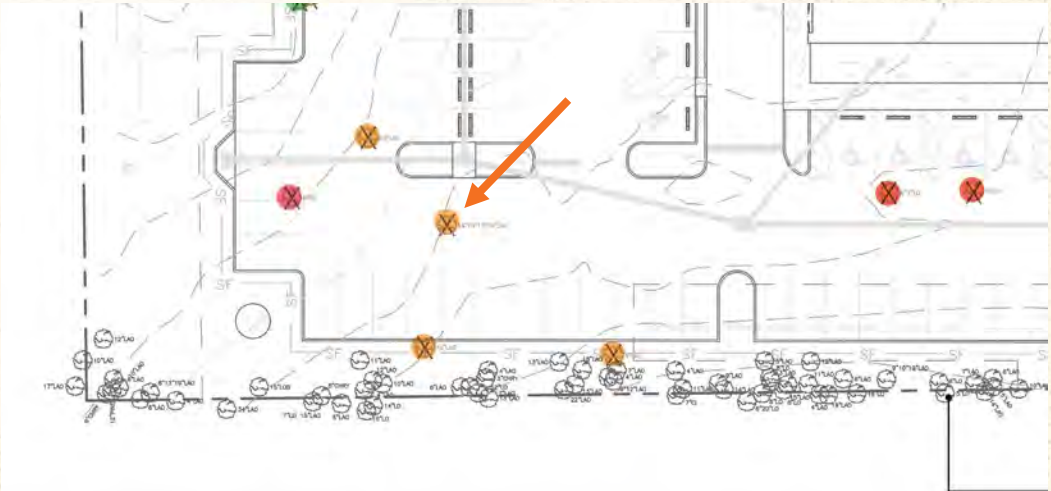
Tree Impact Summary



Tree Impact Summary



Request to eliminate mitigation for multi-trunk Laurel Oak in poor condition



Tree Impact Summary



Tree Impact Summary



Tree Impact Summary



Tree Impact Summary



Tree Impact Summary

Regulated Trees (2:1 Replacement)

<u>Species</u>	<u>Total trees removed</u>	<u>Mitigation Required</u>
Live Oak	13	26 trees
Laurel Oak	123	246 trees
Water Oak	2	4 trees
Cherry Laurel	1	2 trees
Pine	32	64 trees
Turkey Oak	1	2 trees
Winged Elm	3	6 trees
Sweetgum	2	4 trees
Red Oak	1	2 trees
Drake Elm	4	8 trees
Total Required Mitigation		364 trees

Existing trees planted as mitigation as part of a previous phase to be removed (1:1 Replacement)

<u>Species</u>	<u>Total trees removed</u>	<u>Mitigation Required</u>
Red Maple	2	2 trees
Live Oak	1	1 trees
Pine	1	1 trees
Walter's Viburnum	5	5 trees
Basket Oak	2	2 trees
Winged Elm	1	1 trees
Bald Cypress	5	5 trees
Total Required Mitigation		17 trees

Heritage Trees

<u>Species</u>	<u>Total trees removed</u>	<u>Mitigation Required</u>
30" Laurel Oak	1	3 trees

Grand Total Required Mitigation

384 trees

Tree Impact Summary

Regulated trees to be removed (2:1 Replacement)

182 trees

Existing trees planted as mitigation as part of a previous phase to be removed (1:1 Replacement)

17 Trees

Heritage trees to be removed

30" Laurel Oak (3 Trees required)

Mitigation required

384 Trees

Mitigation provided

123 Trees

[Note: 3 gallon trees are counted at a rate of 4:1. (4) 3 gallon trees = 1 mitigation tree provided]

Total mitigation deficit

261 trees @ \$250 each = \$65,250 Mitigation Fee

Sustainability and Site Impact Analysis

- The project will pursue no sustainability certifications.
- Due to the removal of the existing parking area, the stormwater conveyance system, including inlets, will need to be relocated to accommodate the building expansion. Due to the additional impervious area associated with this development, the existing stormwater management facility to the north will need to be expanded to account for the added runoff.
- The existing water and fire service are adequate for the building addition/renovation. Some electric will need to be routed onsite.
- No modifications are anticipated to be required to the existing onsite GRU sewer lift station to accommodate the additional wastewater demand.

Plant Palette

All proposed plant material to be per the UF Landscape Master Plan plant palette.

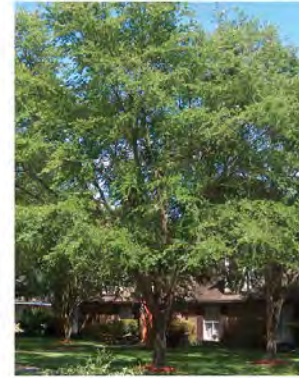
TREES



Bald Cypress
Taxodium distichum



Red Maple
Acer rubrum



Winged Elm
Ulmus alata



Basket Oak
Quercus chapmanii



Longleaf Pine
Pinus palustris

SHRUBS & GROUNDCOVERS



Mrs. Schiller's Viburnum
Viburnum obovatum 'Mrs. Schiller's Delight'



Oak-leaf Hydrangea
Hydrangea quercifolia



Pink Muhly
Muhlenbergia capillaris



Azalea
Rhododendron spp.



Agapanthus
Agapanthus africanus



Sand Cordgrass
Spartina bakeri



Coontie
Zamia floridana



Sasanqua Camellia
Sasanqua camellia



Holly Fern
Cyrtomium falcatum



Dwarf Yaupon Holly
Ilex vomitoria 'Nana'

Request a motion to approve the project as presented.



Appendix: List of Trees Removed

TREE REMOVED LIST

SIZE/SPECIES	MITIGATION	SIZE/SPECIES	MITIGATION
12" LAO	2 TREES	12"7" LAO	2 TREES
4" LAO	0 TREES	19" PINE	2 TREES
14"10"13"16" LAO	2 TREES	12" LAO	2 TREES
23" LAO	2 TREES	12" LAO	2 TREES
8" RO	2 TREES	17" LAO	2 TREES
13" PI	2 TREES	17" LAO	2 TREES
12" LAO	2 TREES	8" LAO	2 TREES
9" SG	2 TREES	5" LAO	2 TREES
4" TREE	0 TREES	10" LAO	2 TREES
26" LAO	2 TREES	11" LAO	2 TREES
6" LO	2 TREES	9" LAO	2 TREES
6" LO	2 TREES	7" LAO	2 TREES
8" LO	2 TREES	12" LAO	2 TREES
7" LO	2 TREES	18" PINE	2 TREES
7" LO	2 TREES	11" LAO	2 TREES
6" LO	2 TREES	9" LAO	2 TREES
9" PINE	2 TREES	15" LAO	2 TREES
21" LAO	2 TREES	6" LAO	2 TREES
9" PINE	2 TREES	16" LAO	2 TREES
19" LAO	2 TREES	15" PINE	2 TREES
14" LAO	2 TREES	12" LAO	2 TREES
24" PINE	2 TREES	15" PINE	2 TREES
12" PINE	2 TREES	7" LAO	2 TREES
11" PINE	2 TREES	15" LAO	2 TREES
13" PINE	2 TREES	13" LAO	2 TREES
4" LAO	0 TREES	11" LAO	2 TREES
4" LAO	0 TREES	11" LAO	2 TREES
15" PINE	2 TREES	9" LAO	2 TREES
6" LAO	2 TREES	9" LAO	2 TREES
10" PINE	2 TREES	10" LAO	2 TREES
15" PINE	2 TREES	10" LAO	2 TREES
11" PINE	2 TREES	5" LAO	2 TREES
10" LAO	2 TREES	9" LAO	2 TREES
22" PINE	2 TREES	13"8" LAO	2 TREES
11" PINE	2 TREES	7" LAO	2 TREES
12" PINE	2 TREES	7" LAO	2 TREES
10" LAO	2 TREES	15" LAO	2 TREES
11" PINE	2 TREES	9" LAO	2 TREES
11" PINE	2 TREES	10" LAO	2 TREES
11" PINE	2 TREES	10" LAO	2 TREES
6" LAO	2 TREES	10" LAO	2 TREES
16" LAO	2 TREES	10" LAO	2 TREES

6" PINE	2 TREES	10" LAO	2 TREES
11" PINE	2 TREES	16" LAO	2 TREES
14" LAO	2 TREES	14" PINE	2 TREES
3" TREE	0 TREES	11" LAO	2 TREES
8" LAO	2 TREES	12" LAO	2 TREES
8" PINE	2 TREES	16" LAO	2 TREES
6" WO	2 TREES	10" LAO	2 TREES
6" WO	2 TREES	15" LAO	2 TREES
4" WO	0 TREES	9" LAO	2 TREES
10" LAO	2 TREES	3" CL	0 TREES
3" LAO	0 TREES	14" LAO	2 TREES
13" LAO	2 TREES	8" LAO	2 TREES
12" LAO	2 TREES	16" LAO	2 TREES
4" PINE	0 TREES	13" LAO	2 TREES
11" PINE	2 TREES	10" LAO	2 TREES
8" PINE	2 TREES	12" LAO	2 TREES
23" PINE	2 TREES	30" LAO	\$1,000
24" LAO	2 TREES	6" SG	2 TREES
12" PINE	2 TREES	18" LAO	2 TREES
5" LAO	2 TREES	20" LAO	2 TREES
10" PINE	2 TREES	18"14"10" LAO	2 TREES
10" LAO	2 TREES	7" PINE	2 TREES
13" LAO	2 TREES	12" LAO	2 TREES
8" LAO	2 TREES	24" LAO	2 TREES
6" LAO	2 TREES	9" LAO	2 TREES
7" LAO	2 TREES	9" LAO	2 TREES
7" LAO	2 TREES	8" LAO	2 TREES
7" LAO	2 TREES	27" PINE	2 TREES
17" PINE	2 TREES	13" LAO	2 TREES
14" LAO	2 TREES	7" LAO	2 TREES
13" LAO	2 TREES	11" LAO	2 TREES
7" LAO	2 TREES	8" LAO	2 TREES
6" LAO	2 TREES	16" LAO	2 TREES
13" LAO	2 TREES	9" LAO	2 TREES
15" LAO	2 TREES	5" LAO	2 TREES
13" LAO	2 TREES	9" LAO	2 TREES
12" LAO	2 TREES	11"8" LAO	2 TREES
14" LAO	2 TREES	6" LAO	2 TREES
10" LAO	2 TREES	4" LAO	0 TREES
5" LAO	2 TREES	8" LAO	2 TREES
11" LAO	2 TREES	14" LAO	2 TREES
15" LAO	2 TREES	26" LAO	2 TREES
7" LAO	2 TREES	7" LAO	2 TREES
7" LAO	2 TREES	18" LAO	2 TREES
19" LAO	2 TREES	16" LAO	2 TREES
15" LAO	2 TREES	8" LAO	2 TREES
11" PINE	2 TREES	10" TO	2 TREES
13" LAO	2 TREES	9" CL	2 TREES
5" LAO	2 TREES		



MP08578 BUCKMAN DRIVE & FLETCHER DRIVE

ONE WAY PAIRS STUDY & DESIGN

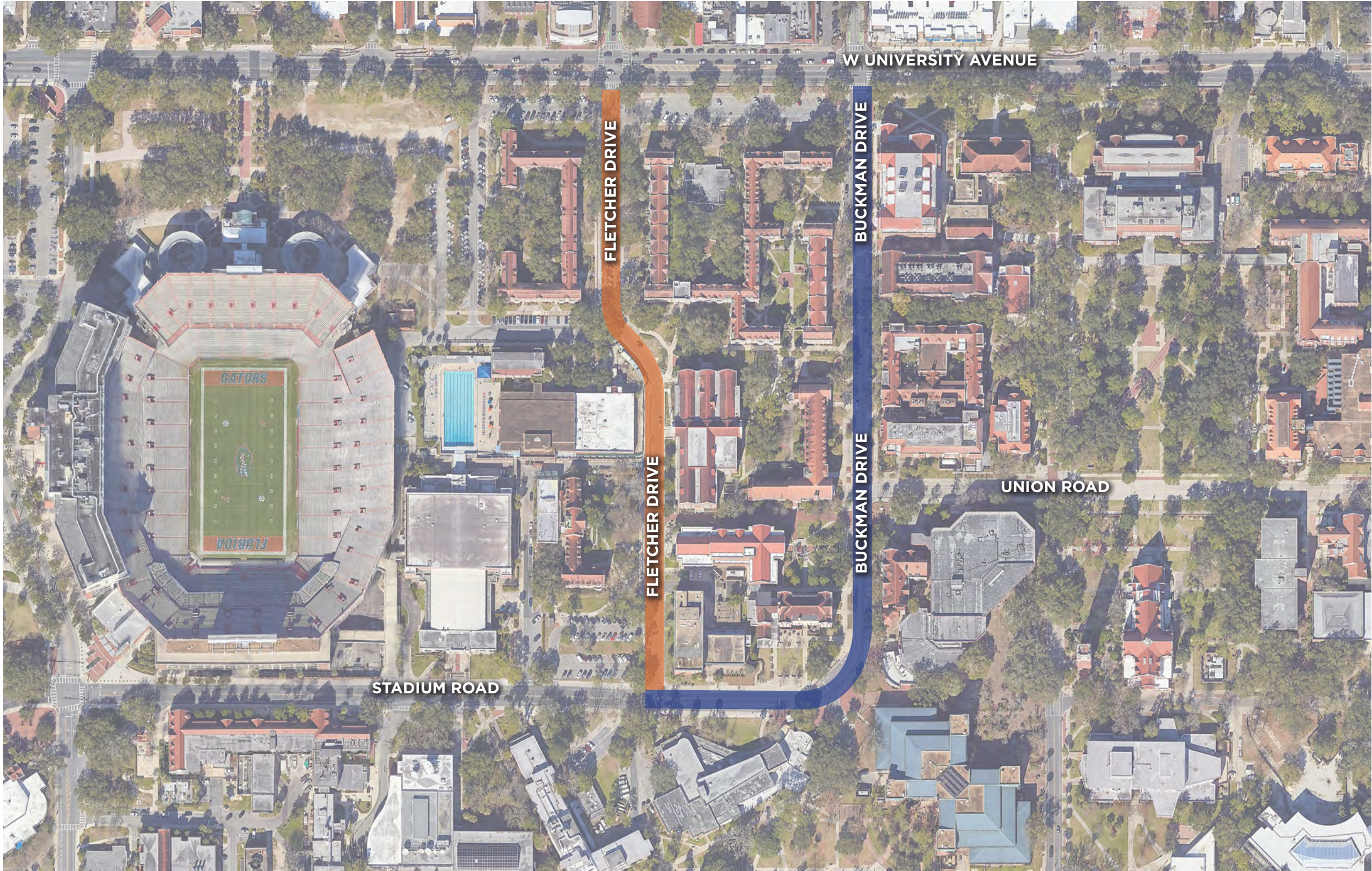
LVL Presentation
January 2024

Melanie Heflin, Project Manager



NOVEMBER				DECEMBER				JANUARY				FEBRUARY			
WEEK 1	WEEK 2	WEEK 3	WEEK 4	WEEK 1	WEEK 2	WEEK 3	WEEK 4	WEEK 1	WEEK 2	WEEK 3	WEEK 4	WEEK 1	WEEK 2	WEEK 3	WEEK 4
PTAC Meeting				11/28											
1st Stakeholders Meeting				12/05											
PDC/PTAC Meeting				12/12											
2nd Stakeholders Meeting				12/18											
LVL								01/04							
PTAC								01/09							
PHBS								01/16							
Land Use												02/06			
60% Drawings & Narrative/Presentation															





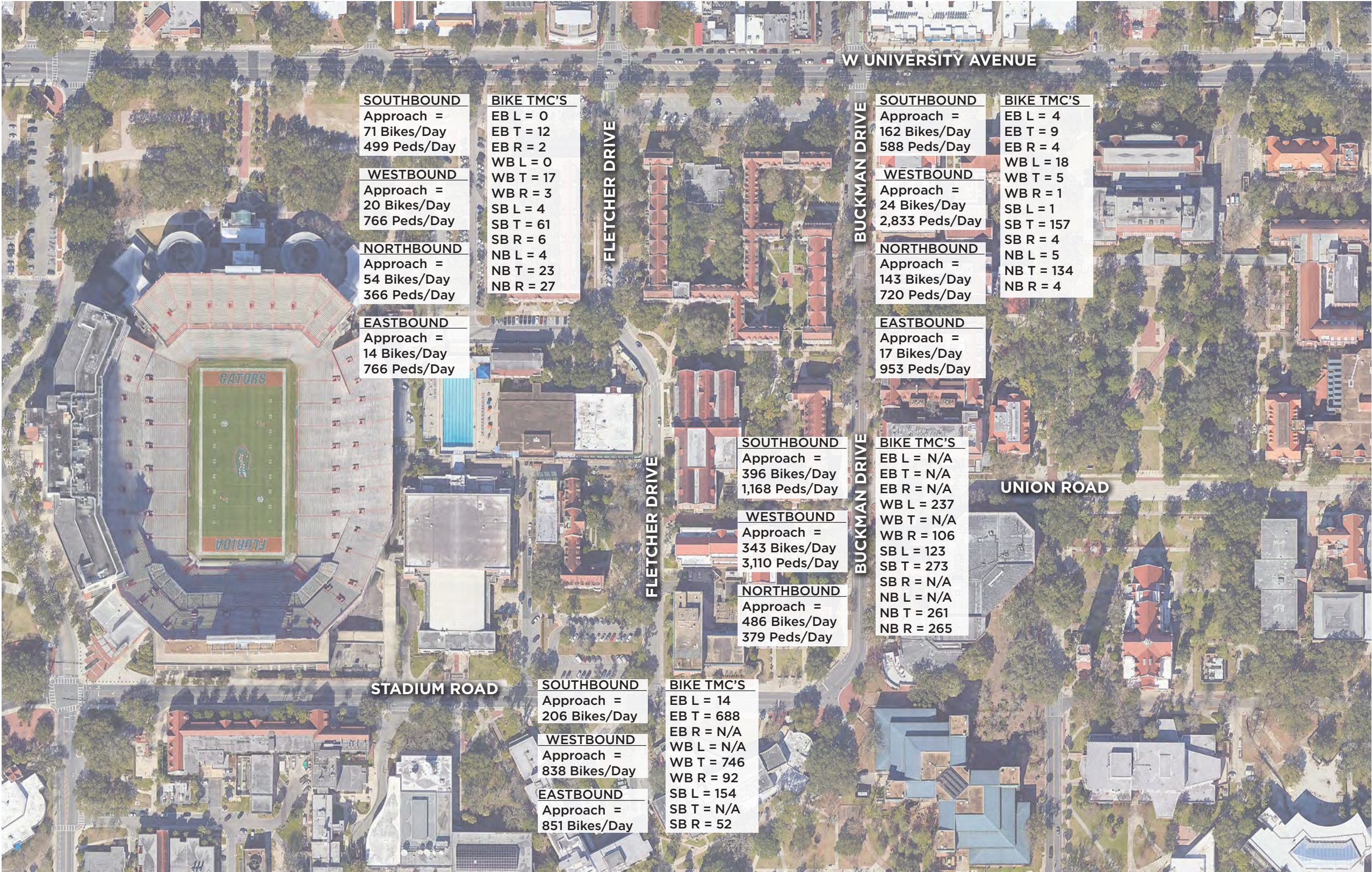
BUCKMAN DRIVE & FLETCHER DRIVE | PROJECT GOALS & OBJECTIVES

- Explore conversion of Fletcher Drive and Buckman Drive to one-way streets to integrate with one-way pair off-campus configurations recently implemented on NW 17th Street and NW 18th Street.
- Enhance pedestrian and bicycle travel and safer non-vehicular travel by reducing conflicts.
- Accomodate buses.
- Accomodate emergency vehicles
- Improve operations and safety on University Avenue.
- Improve loading zone for official vehicles and delivery vehicles. Discourage street parking of delivery vehicles.



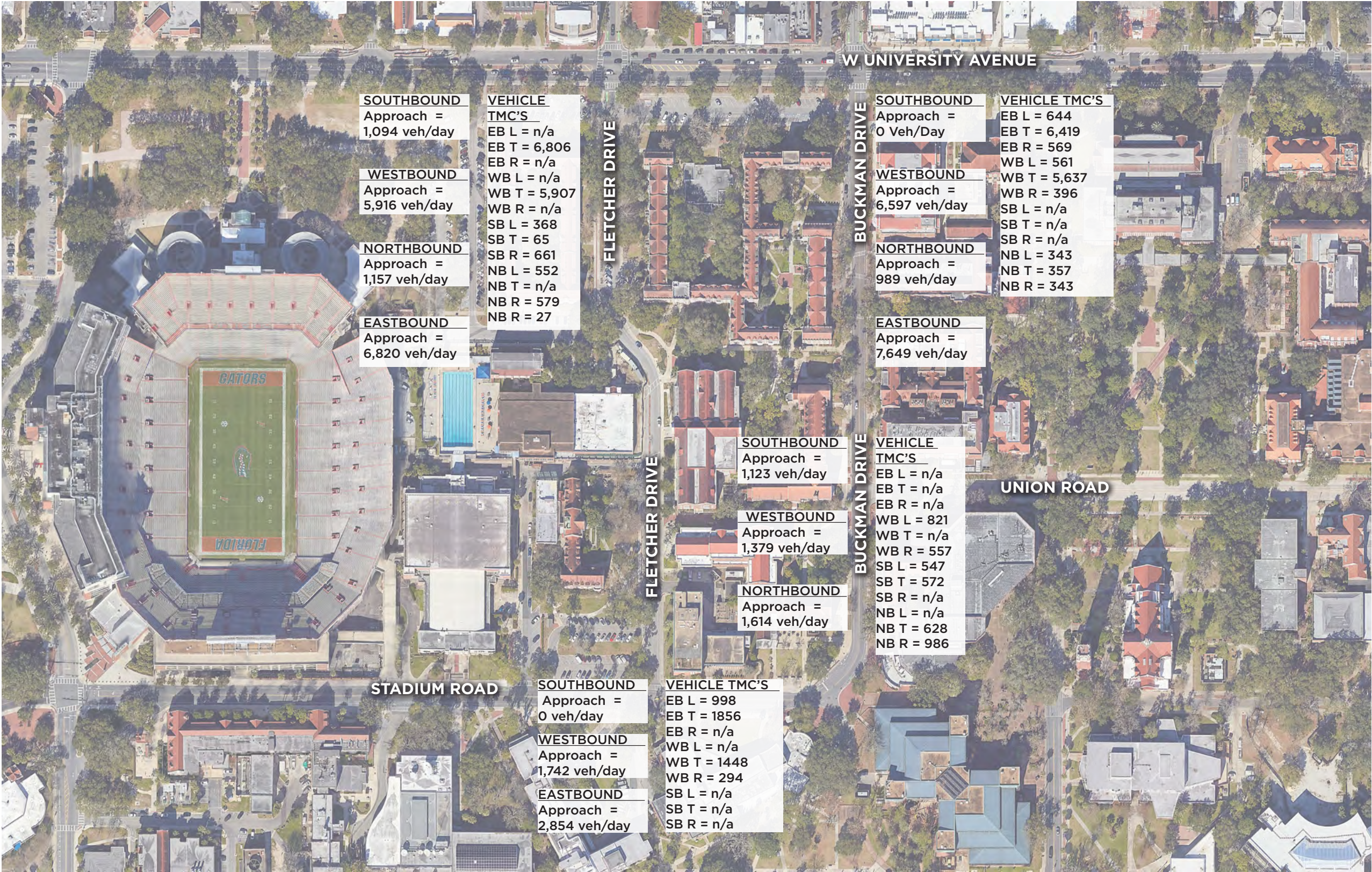
BUCKMAN DRIVE & FLETCHER DRIVE | BIKE VOLUME MAP

TURNING MOVEMENT COUNTS, DAILY BETWEEN 7AM AND 7PM



BUCKMAN DRIVE & FLETCHER DRIVE | VEHICLE VOLUME MAP

TURNING MOVEMENT COUNTS, DAILY BETWEEN 7AM AND 7PM



Build up the supporting traffic analysis

- Level of service at Buckman Drive/University Avenue and Fletcher Drive/University Avenue.
- Alignment with corridors (one-way pairs) on north side of University Avenue.
- Operational improvements and queue length in auxillary lanes on University Avenue.
- Improve green time for bike and pedestrian improvements on at Buckman Drive/University Avenue and Fletcher Drive/University Avenue.

Safety benefits

- Provide dedicated bike, pedestrian, and multi-modal facilities to minimize conflicts with vehicles.
- Minimize conflicts between non-vehicular modes of transportation.
- Convenient access to transit.
- Provide loading zones and access to greater variety of delivery vehicles.
- Minimize street parking of delivery vehicles and deliveries blocking travel lanes and bike lanes.

FLETCHER

BUCKMAN

	Two Way	One Way (Northbound)	One Way (Southbound)
Two Way	<ul style="list-style-type: none">• Greatest vehicular flow through campus• Functional bike facilities (bike lanes) at 4 feet each	<ul style="list-style-type: none">• Add dedicated 2-way bike facility• Loading zones limited (Chemistry Building)• Ability to create NB multi-modal zone with NB official vehicles ONLY. Greatest access for deliveries. Difficulty in limiting to official vehicles.	<ul style="list-style-type: none">• Does not align with one way pairs north of University Ave• Requires realignment of bus station at HUB (northside boarding/alighting)
One Way (Northbound)	<div>EXISTING CONDITIONS</div> <ul style="list-style-type: none">• Functional/minimal bike facilities on Buckman Dr• Changes could be made to Fletcher to create formal bike facility (with removal of parking)	<div>DOES NOT MAINTAIN ACCESS AND FLOW THROUGH CAMPUS</div>	<ul style="list-style-type: none">• Does not align with one way pairs north of University Ave• Requires realignment of bus station at HUB (northside boarding/alighting)
One Way (Southbound)	<ul style="list-style-type: none">• Existing conditions on Buckman Dr• Allows dedicated bike facility on Fletcher Dr• Functional bike accommodations on Buckman Dr	<ul style="list-style-type: none">• Logical one-way pair option, aligning with roadways north of University Ave• Allows dedicated bike facility on both Fletcher Dr and Buckman Dr	<div>DOES NOT MAINTAIN ACCESS AND FLOW THROUGH CAMPUS</div>

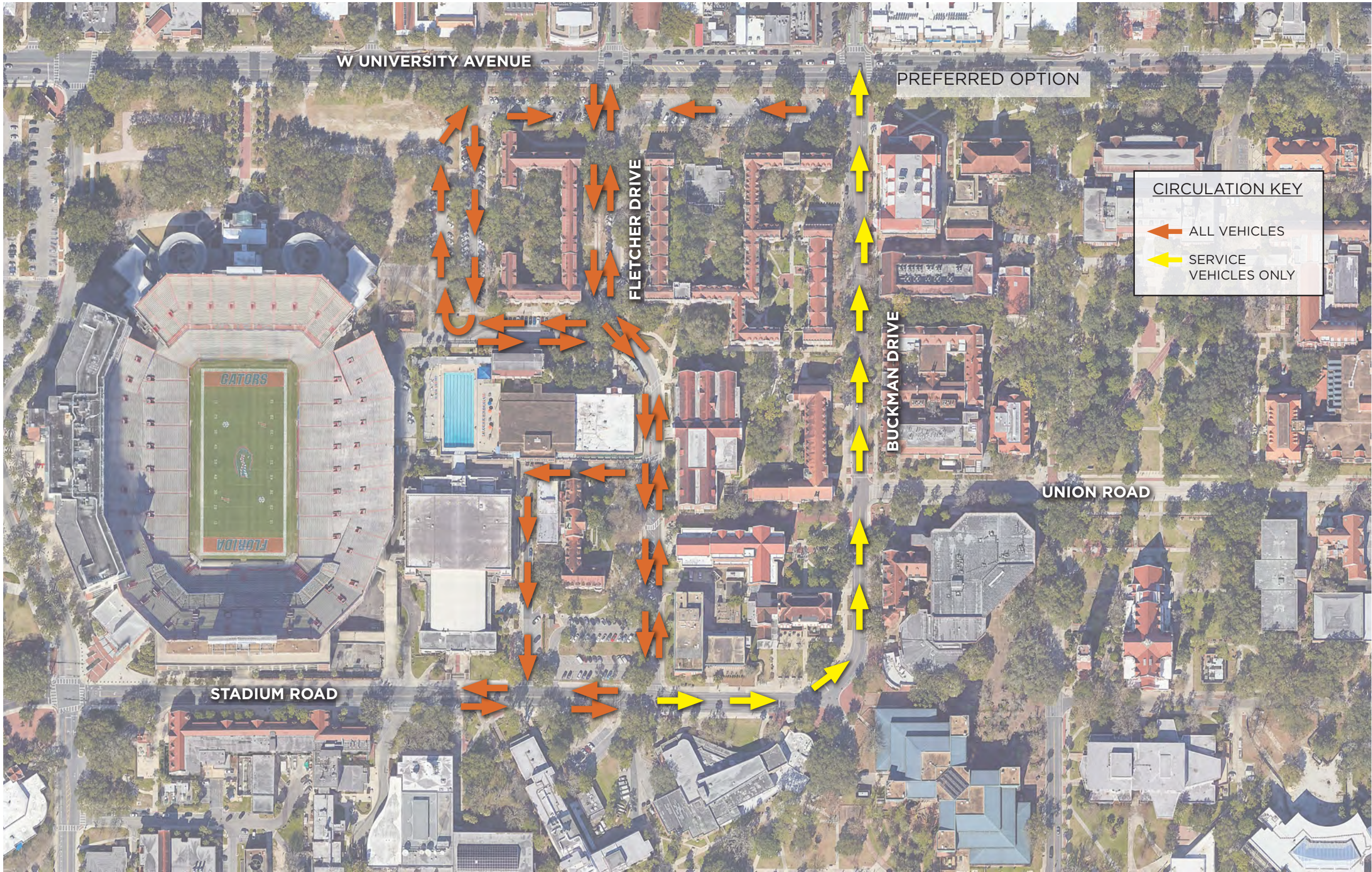


TWO WAY for both Fletcher Drive and Buckman Drive	TWO WAY for Buckman Drive and ONE WAY (SB) for Fletcher Drive	ONE WAY (NB) for Buckman Drive and TWO WAY for Fletcher Drive	ONE WAY (NB) for Buckman Drive and ONE WAY (SB) for Fletcher Drive
<ul style="list-style-type: none">Greatest vehicle circulation through campus.Eliminates parking on Fletcher.Functional/minimal bike facilities on both routes. <p>ISSUES:</p> <ul style="list-style-type: none">Vehicles are the priority.Loading zone at Chemistry building.Loss of parking on Fletcher Drive.	<ul style="list-style-type: none">Functional/minimal bike facilities on Buckman Drive.Dedicated bike facility on Fletcher Drive (more important due to Buckman Drive configuration). <p>ISSUES:</p> <ul style="list-style-type: none">Vehicles are priority on BuckmanLoss of parking on Fletcher Drive to add bike facility.Loading zone at Chemistry building.Garbage bay access on Fletcher Drive	<ul style="list-style-type: none">Redundant NB travel from campus to University allow pedestrian mall approach to Buckman Drive. <p>ISSUES:</p> <ul style="list-style-type: none">Multi-modal priority on Buckman Drive.Eliminates parking on Fletcher Drive to accommodate two-way flow.Limiting NB to official vehicles ONLY. <p>Loading zone at Chemistry building.</p>	<ul style="list-style-type: none">Aligns with 17th Street and 18th Street one way pairs.Adds roadway space for more generous bike/multi modal facilities.Enhanced bus facility. <p>ISSUES:</p> <ul style="list-style-type: none">Multi modal priority on both routes.Reduces parking on Fletcher Drive (options)Loading zone at Chemistry building.Garbage bay access on Fletcher Drive.



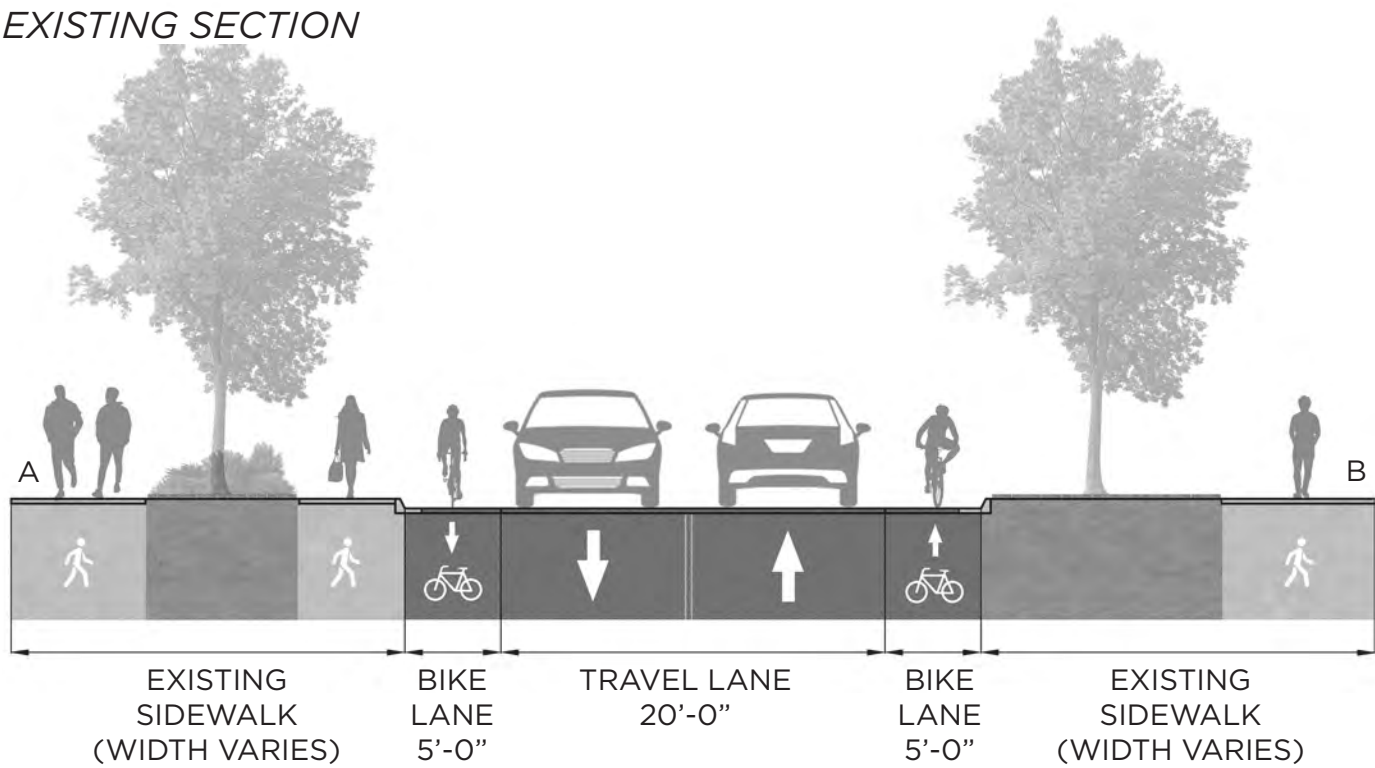
	TWO WAY for both Fletcher Drive and Buckman Drive	TWO WAY for Buckman Drive and ONE WAY (SB) for Fletcher Drive	ONE WAY (NB) for Buckman Drive and TWO WAY for Fletcher Drive	ONE WAY (NB) for Buckman Drive and ONE WAY (SB) for Fletcher Drive
Align Buckman Drive to match 17th Street north of University Parkway.	NO	NO	YES	YES
Align Fletcher Drive to match 18th Street north of University Parkway.	NO	YES	NO (W/ PED MALL APPROACH, FLETCHER WOULD BE 2-WAY)	YES
Enhance multi-modal facilities in entering and exiting the core of campus.	NO	MAYBE (ONLY ON FLETCHER DIVE)	YES (W/ PED MALL APPROACH ON BUCKMAN)	YES
Improve loading zones and access to facilities.	NO	NO	YES	MAYBE (W/ PED MALL APPROACH ON BUCKMAN)
Improve transit boarding and alighting.	NO	NO	YES	YES



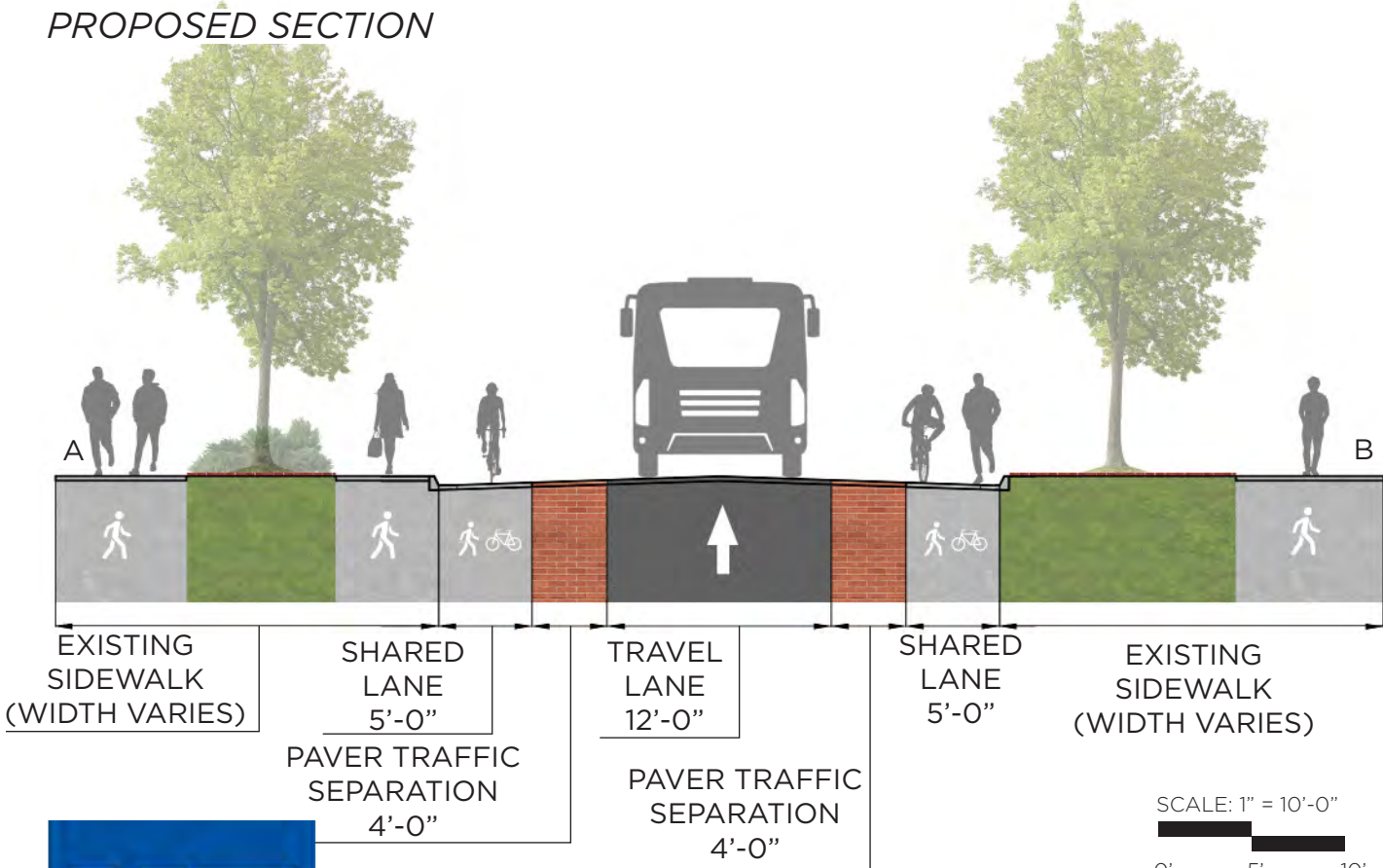


BUCKMAN DRIVE | BRICK FLUSH SEPARATOR / SEPARATED BIKE LANES (PEDESTRIAN MALL)

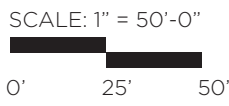
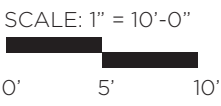
EXISTING SECTION



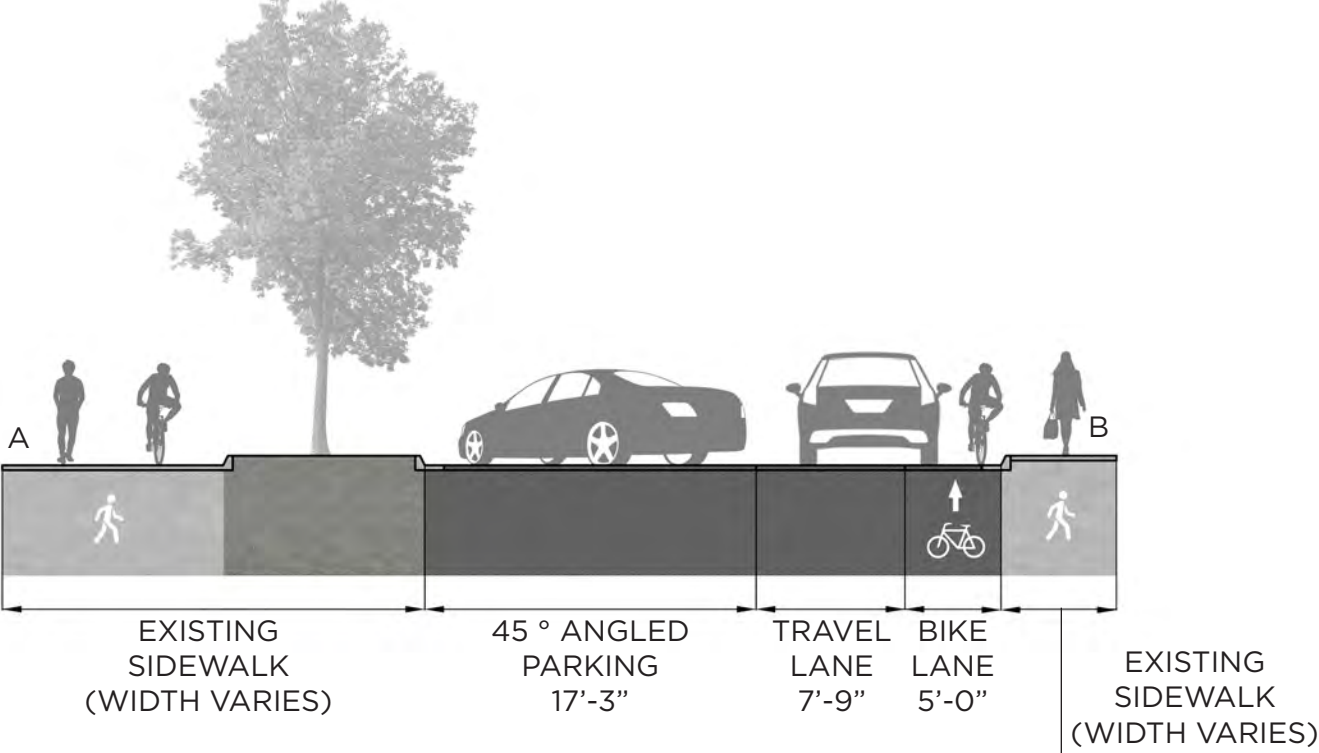
PROPOSED SECTION



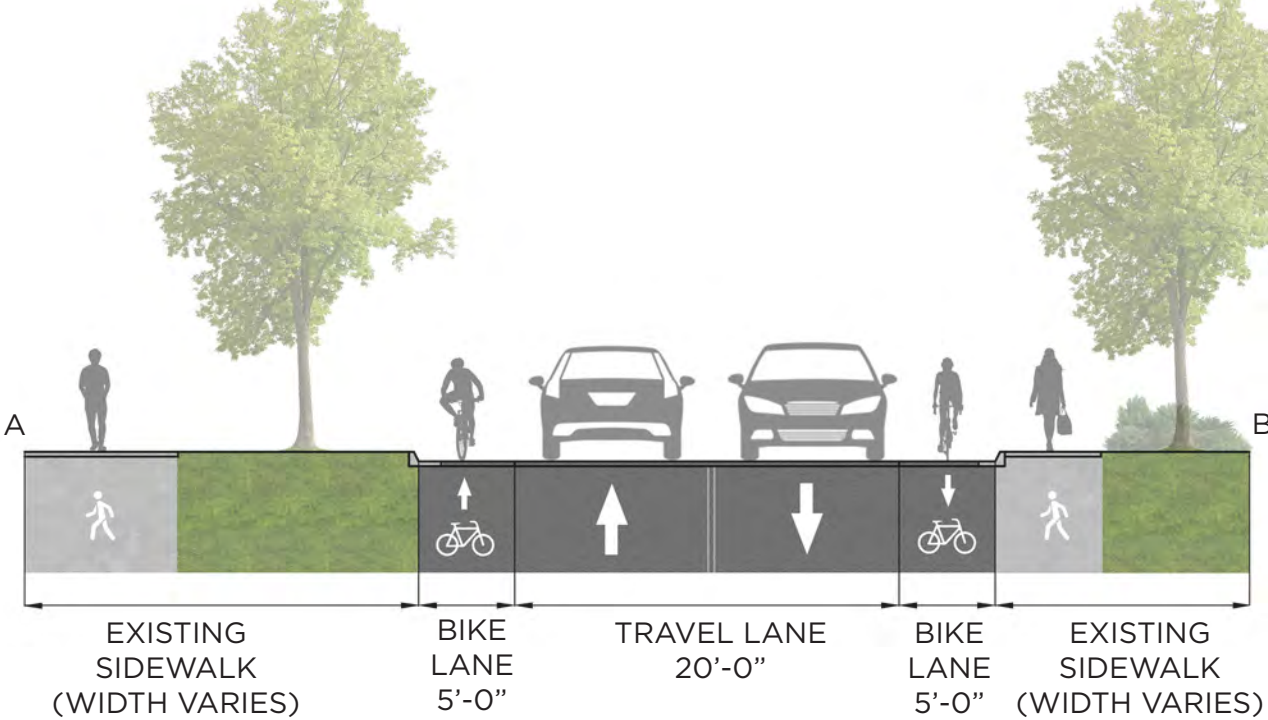
PROPOSED TYPICAL PLAN VIEW

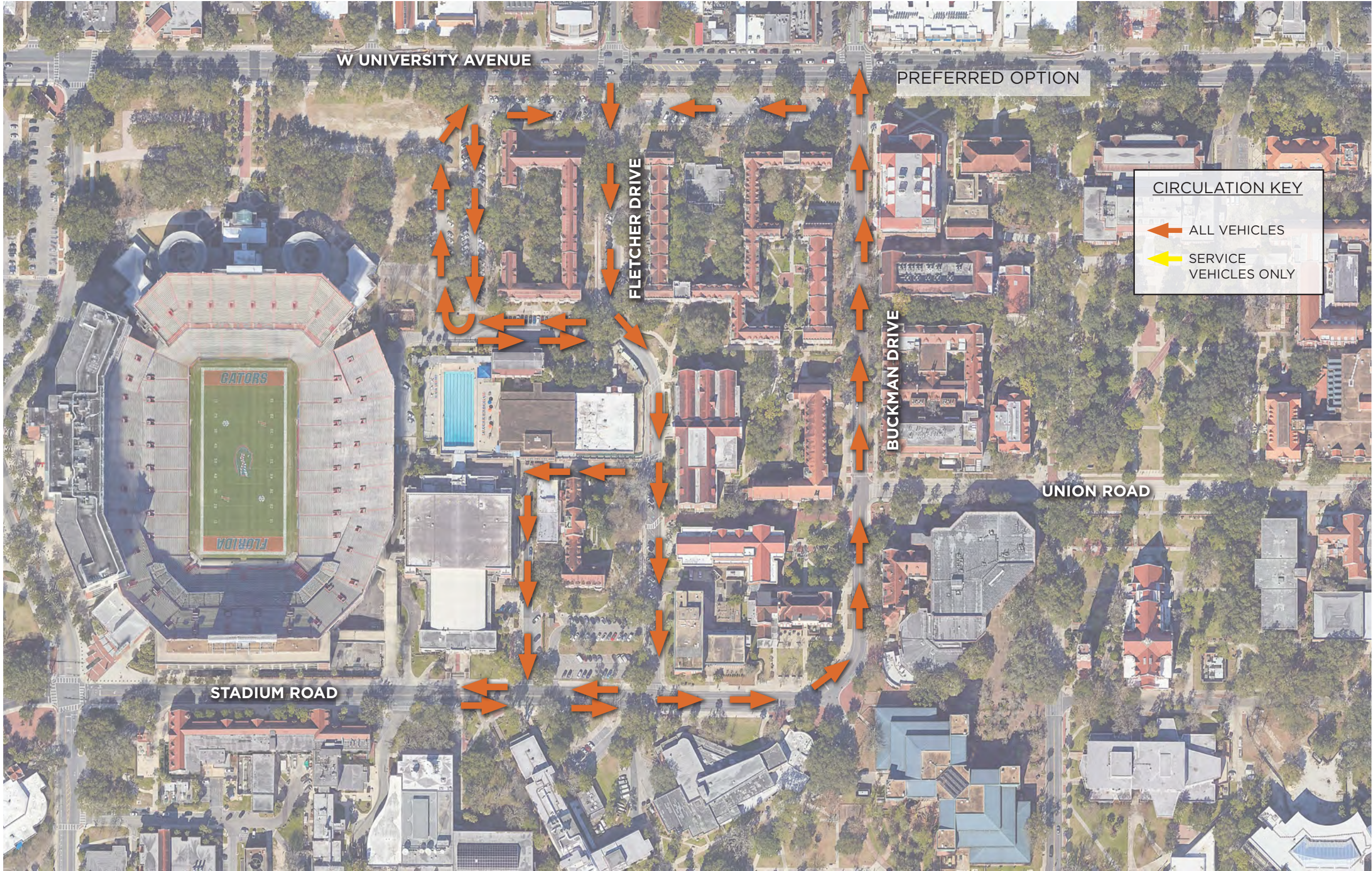


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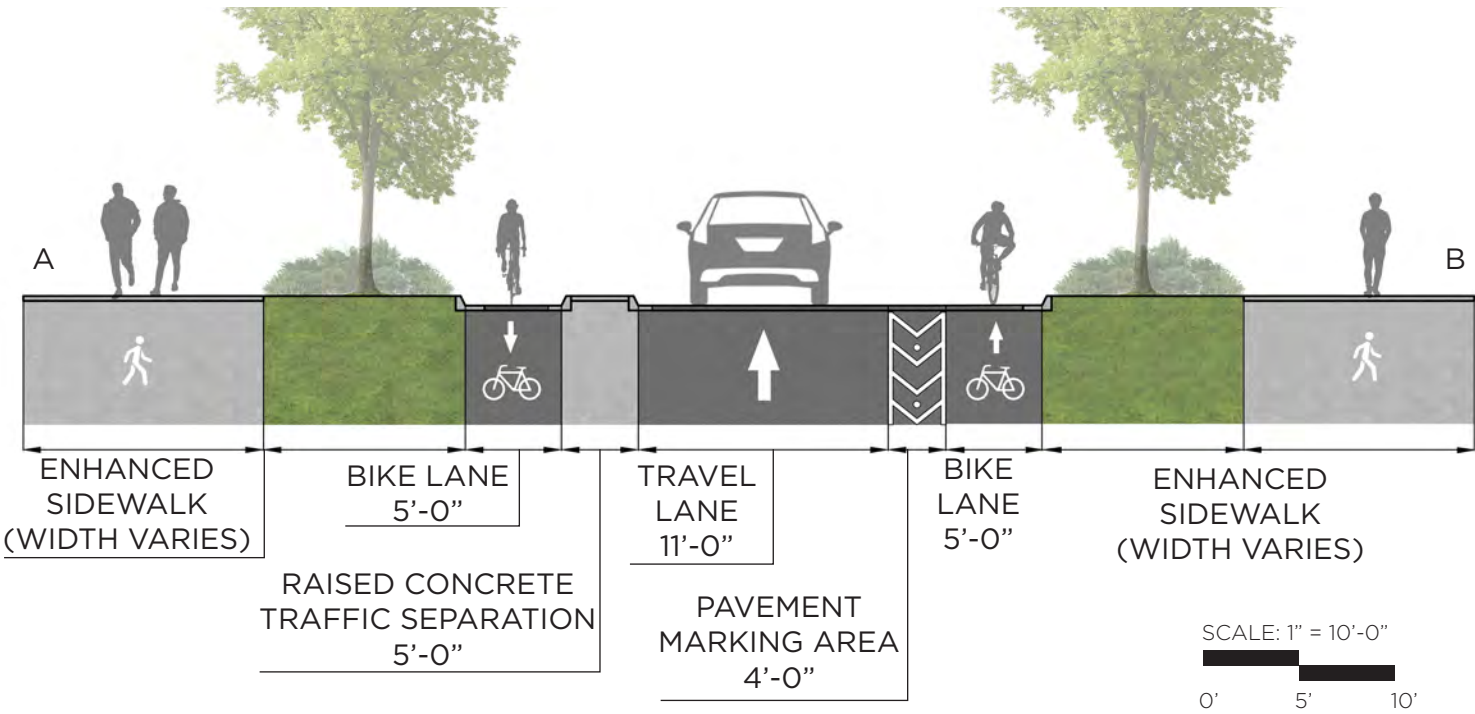


PROPOSED SECTION

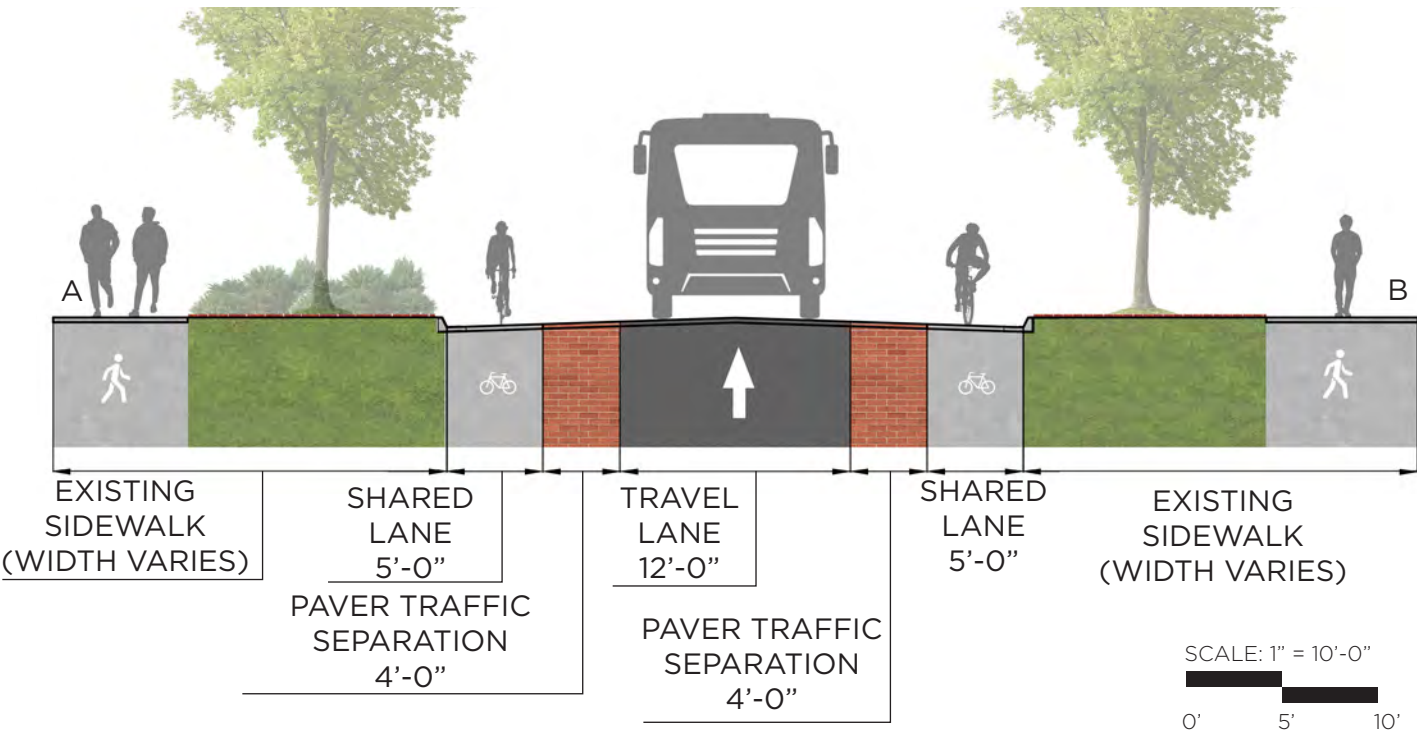




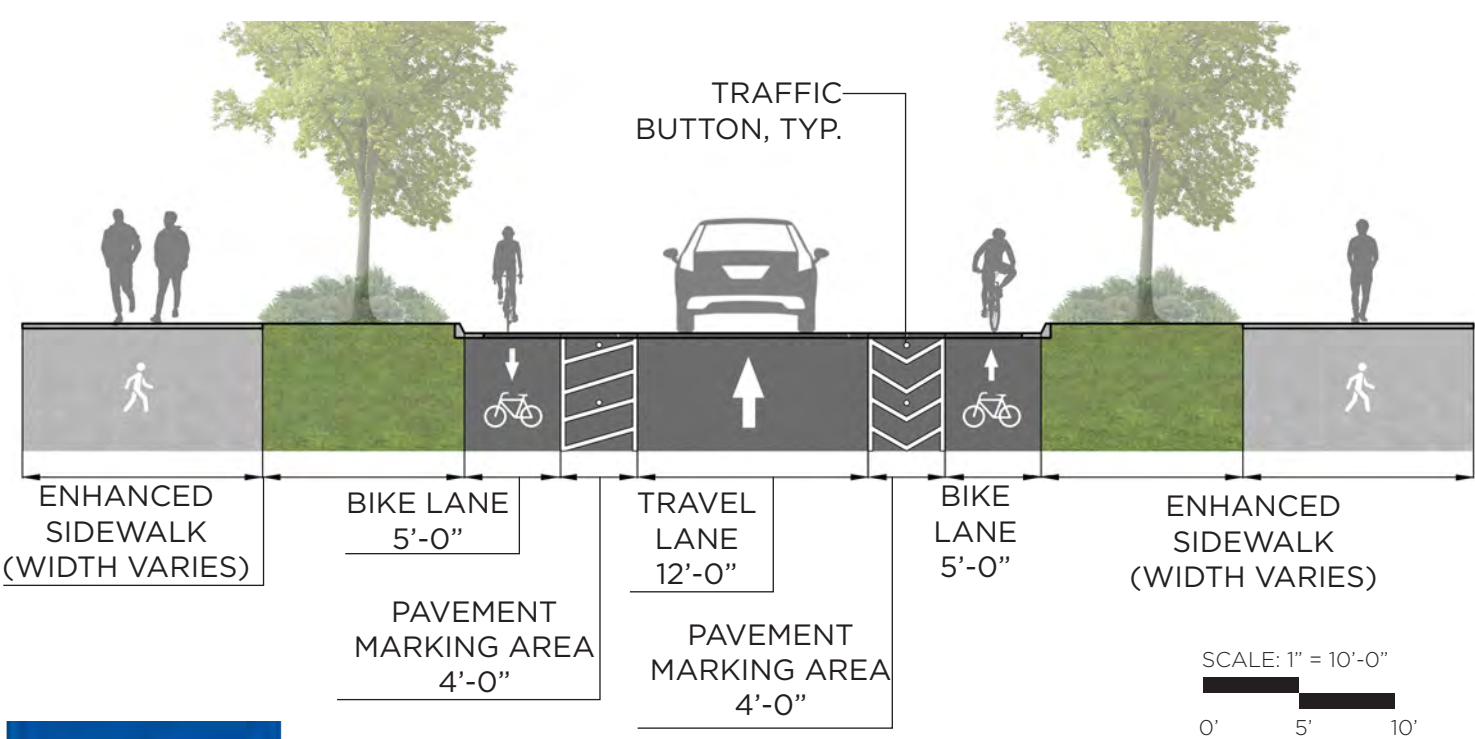
RAISED SEPARATOR



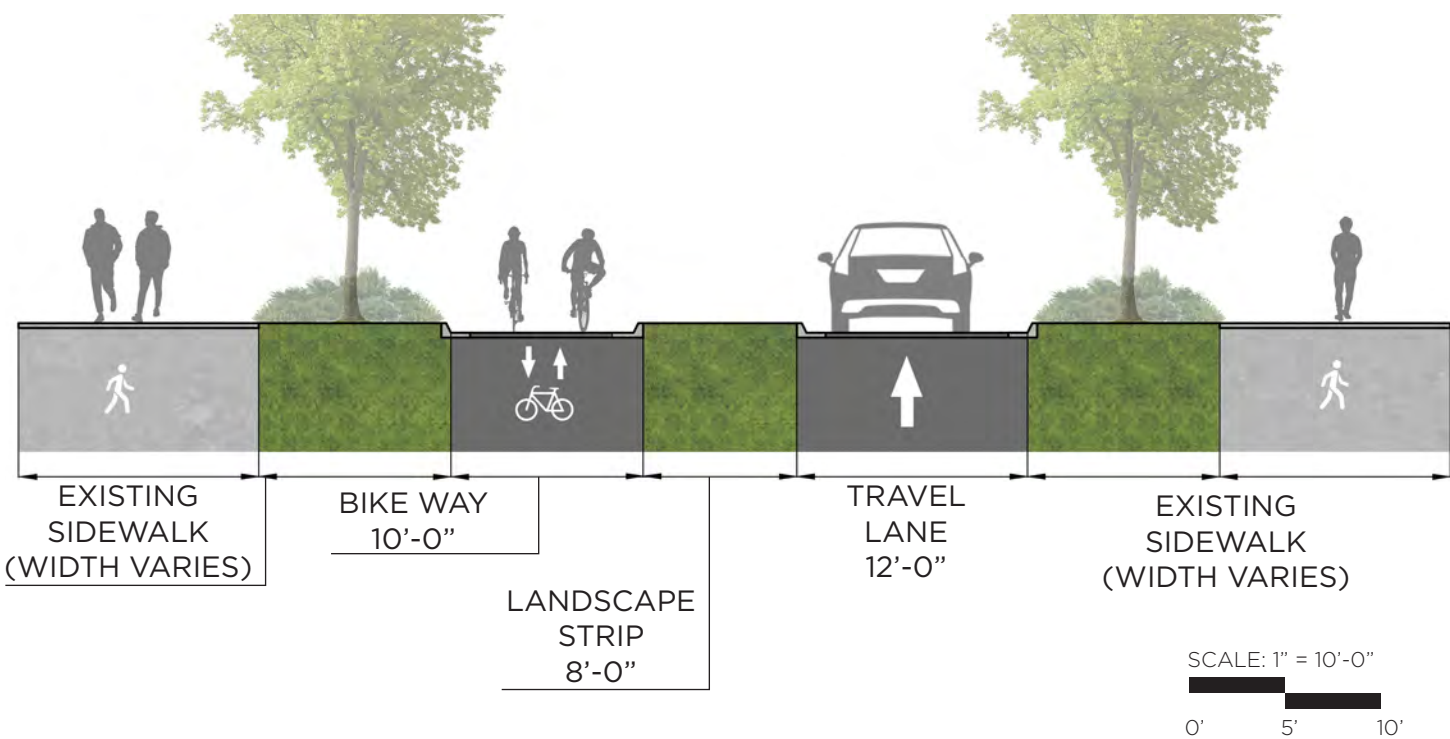
BRICK FLUSH SEPARATOR



PAVEMENT MARKINGS

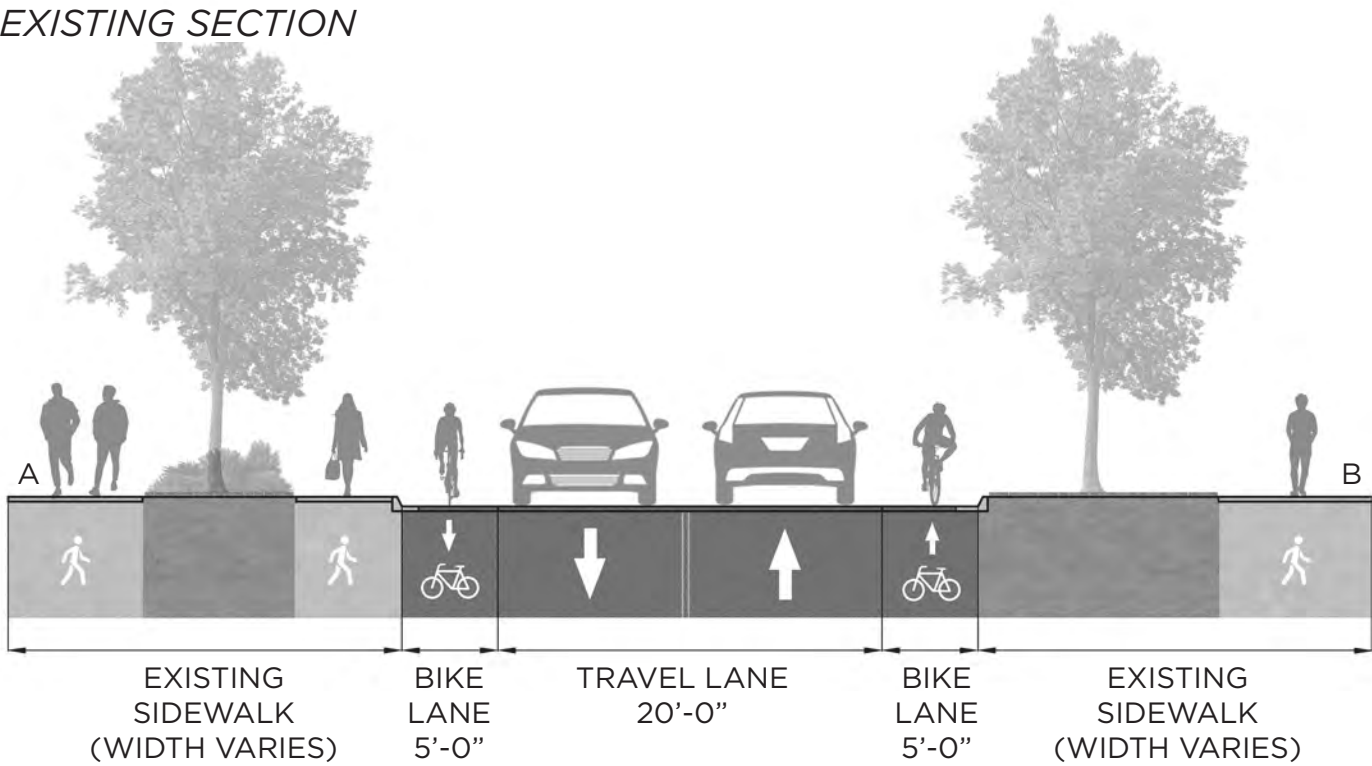


PLANTED MEDIAN

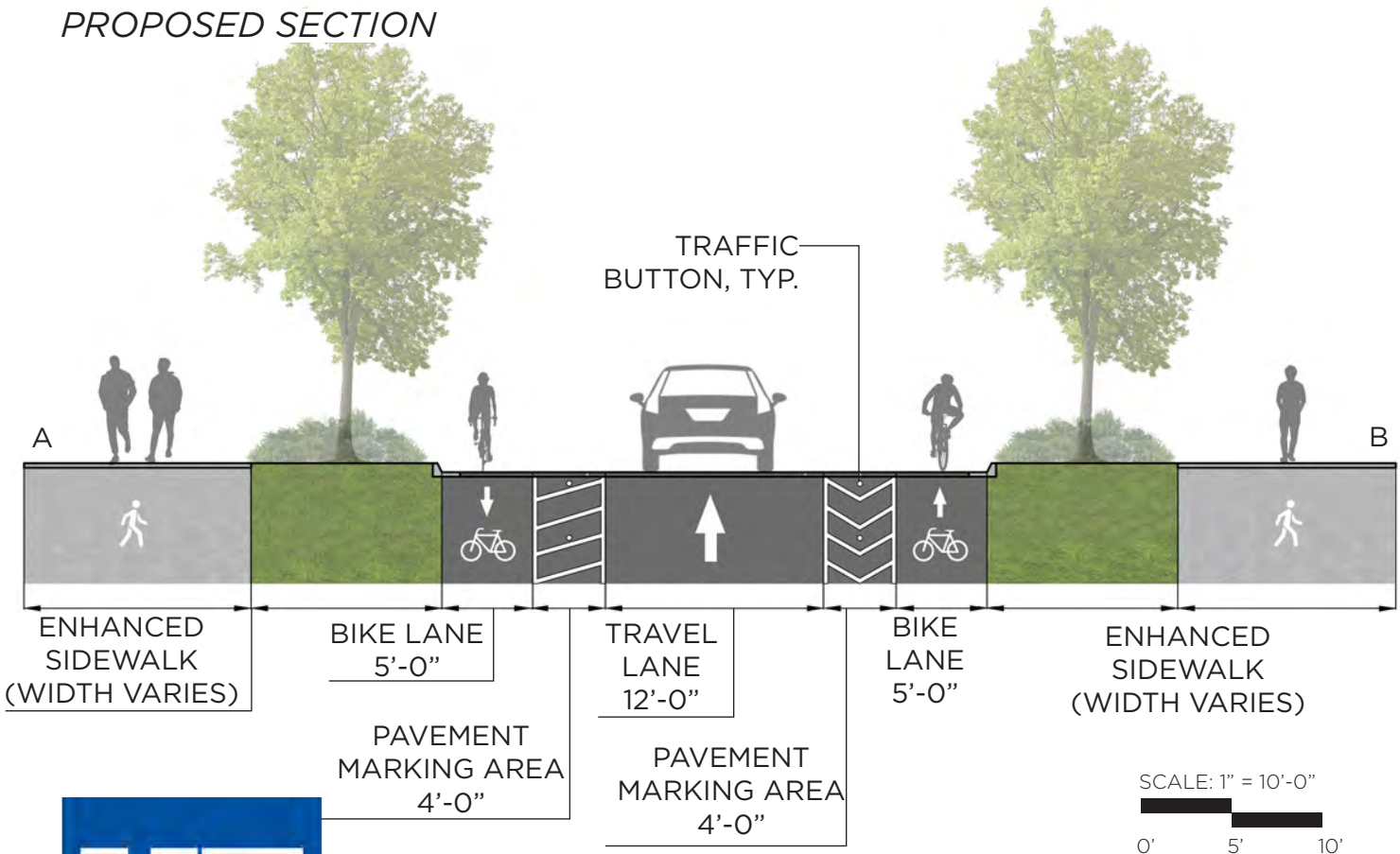


BUCKMAN DRIVE | PAVEMENT MARKINGS / SEPARATED BIKE LANES (ONE WAY PAIRS)

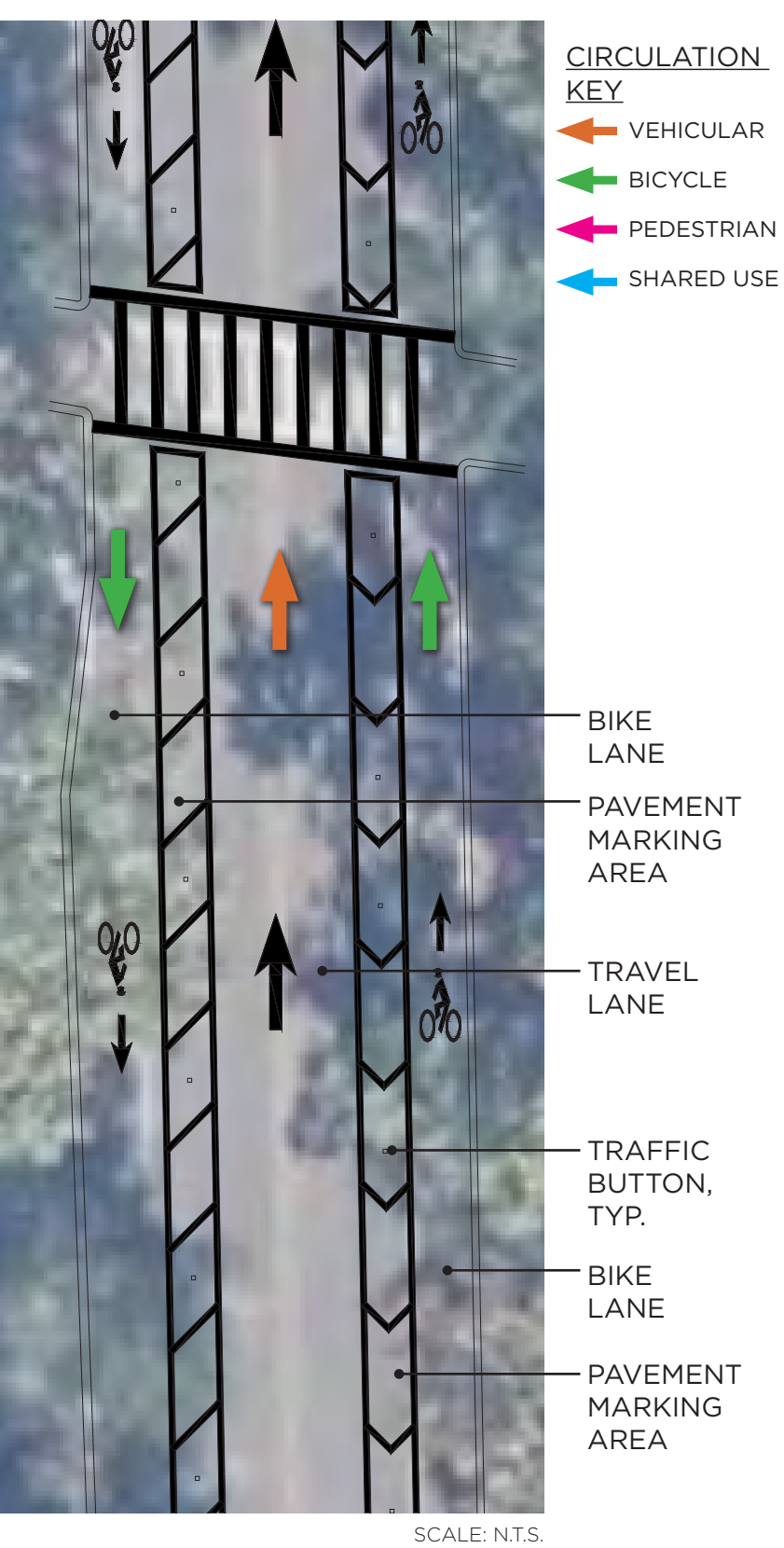
EXISTING SECTION



PROPOSED SECTION



PROPOSED TYPICAL PLAN VIEW



KEY MAP

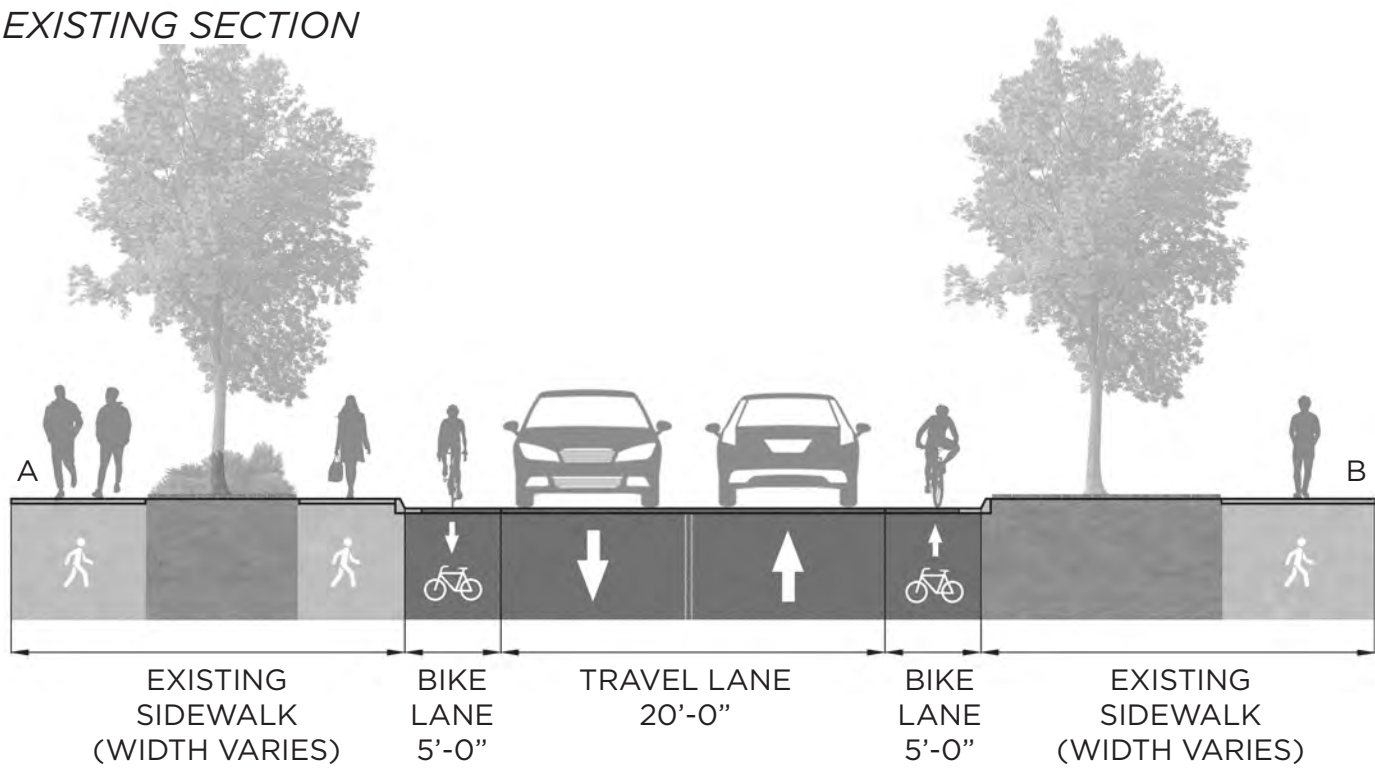


PROPOSED IMPROVEMENTS EXAMPLE

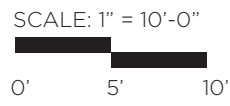
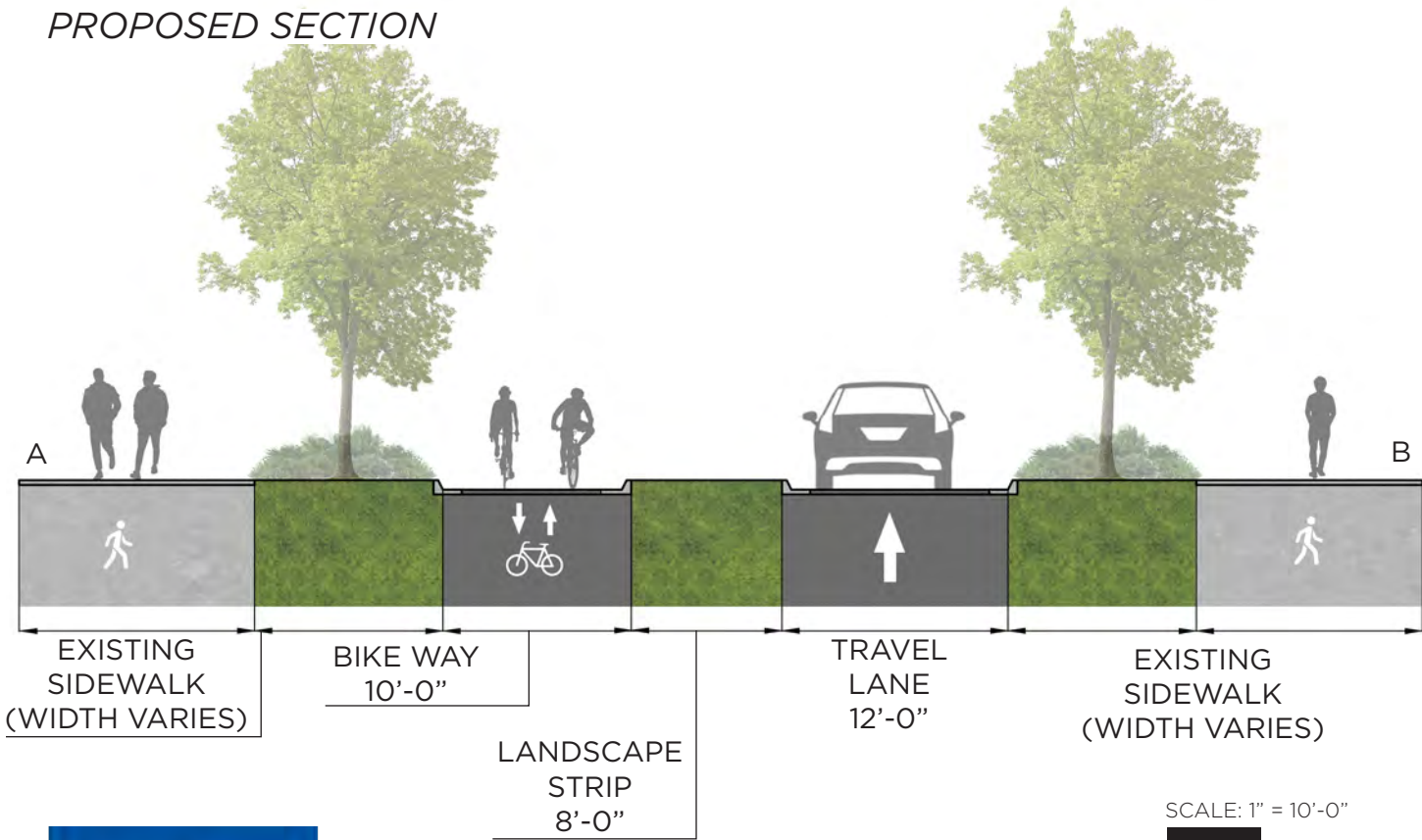


BUCKMAN DRIVE | PLANTED MEDIAN / TWO-WAY CYCLE TRACK (ONE WAY PAIRS)

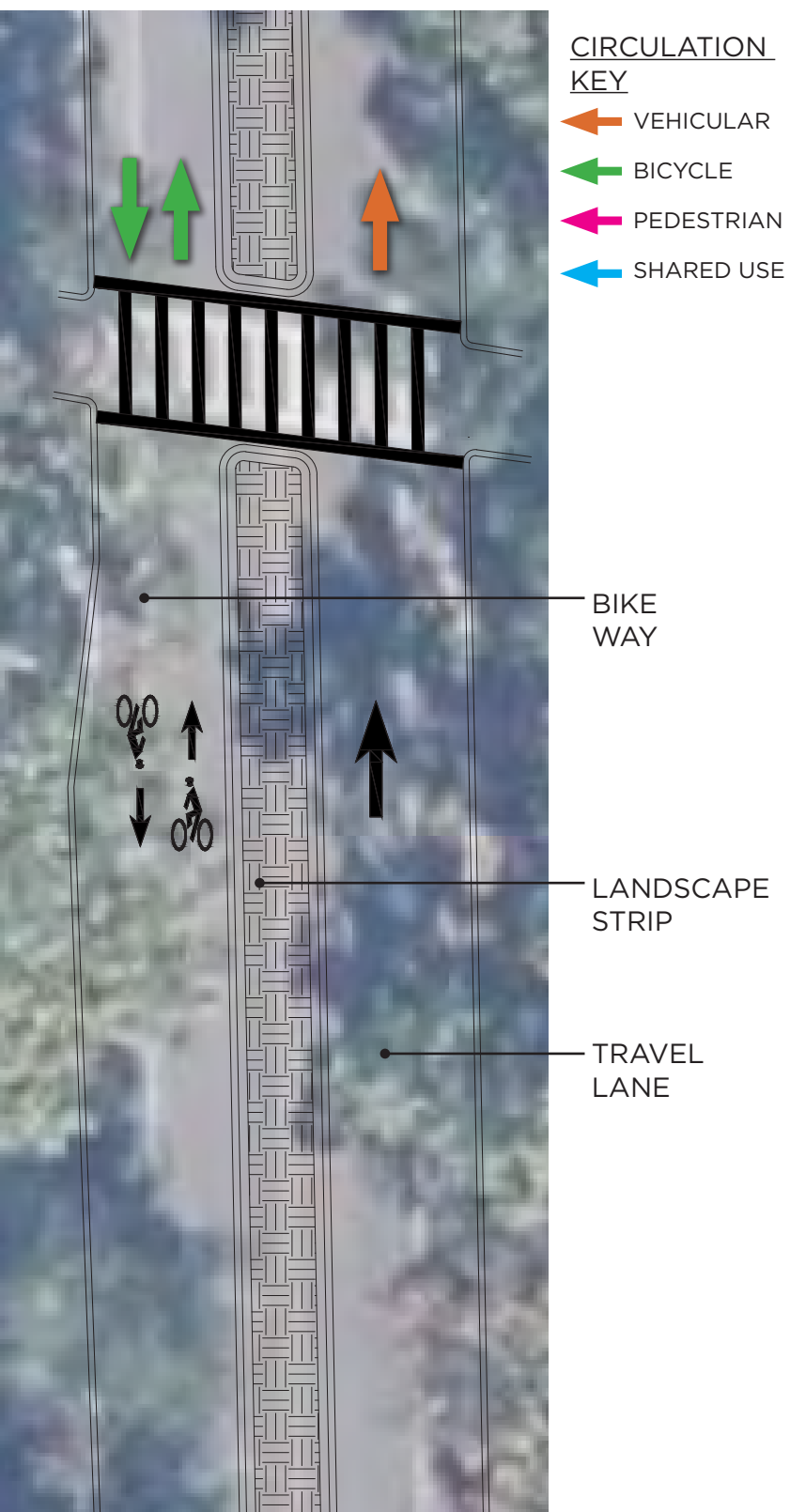
EXISTING SECTION



PROPOSED SECTION

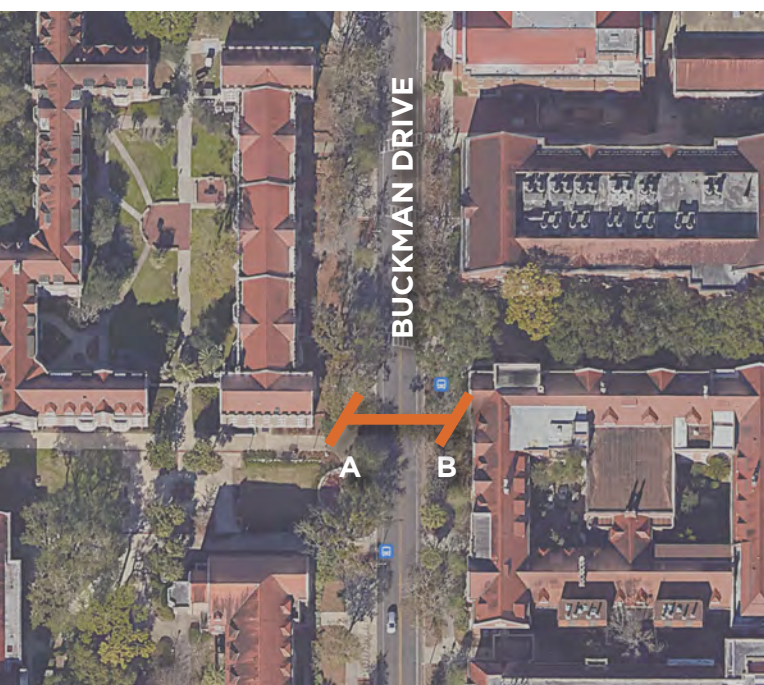


PROPOSED TYPICAL PLAN VIEW

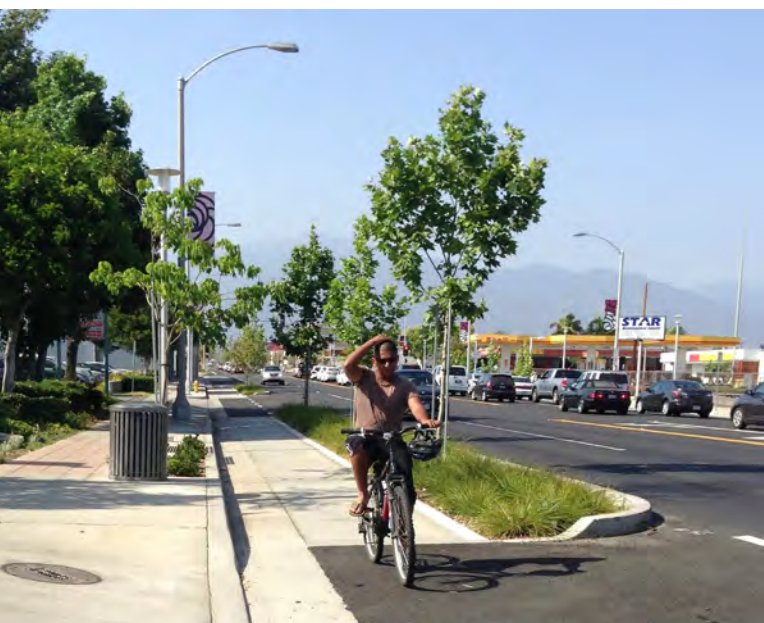


SCALE: N.T.S.

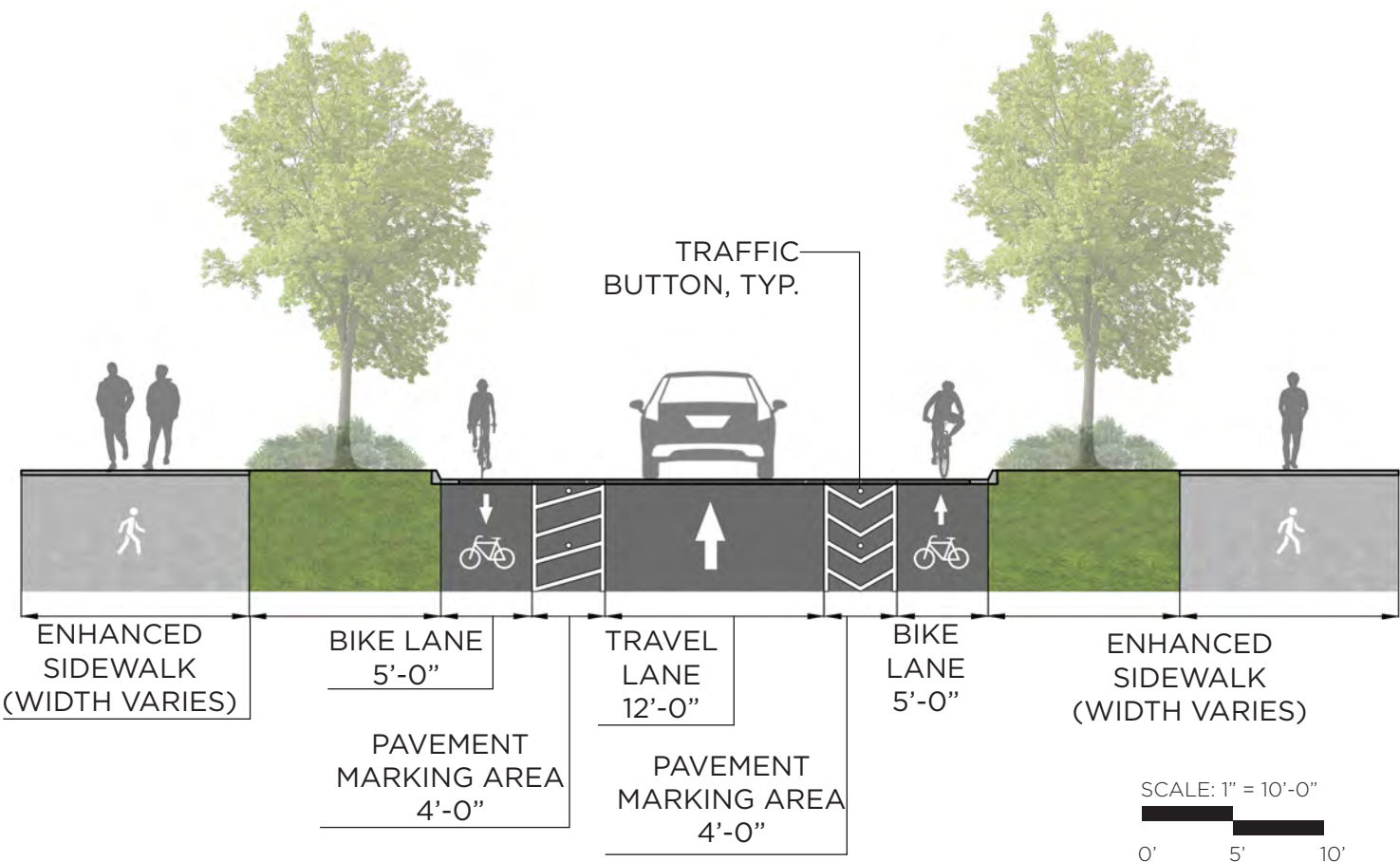
KEY MAP



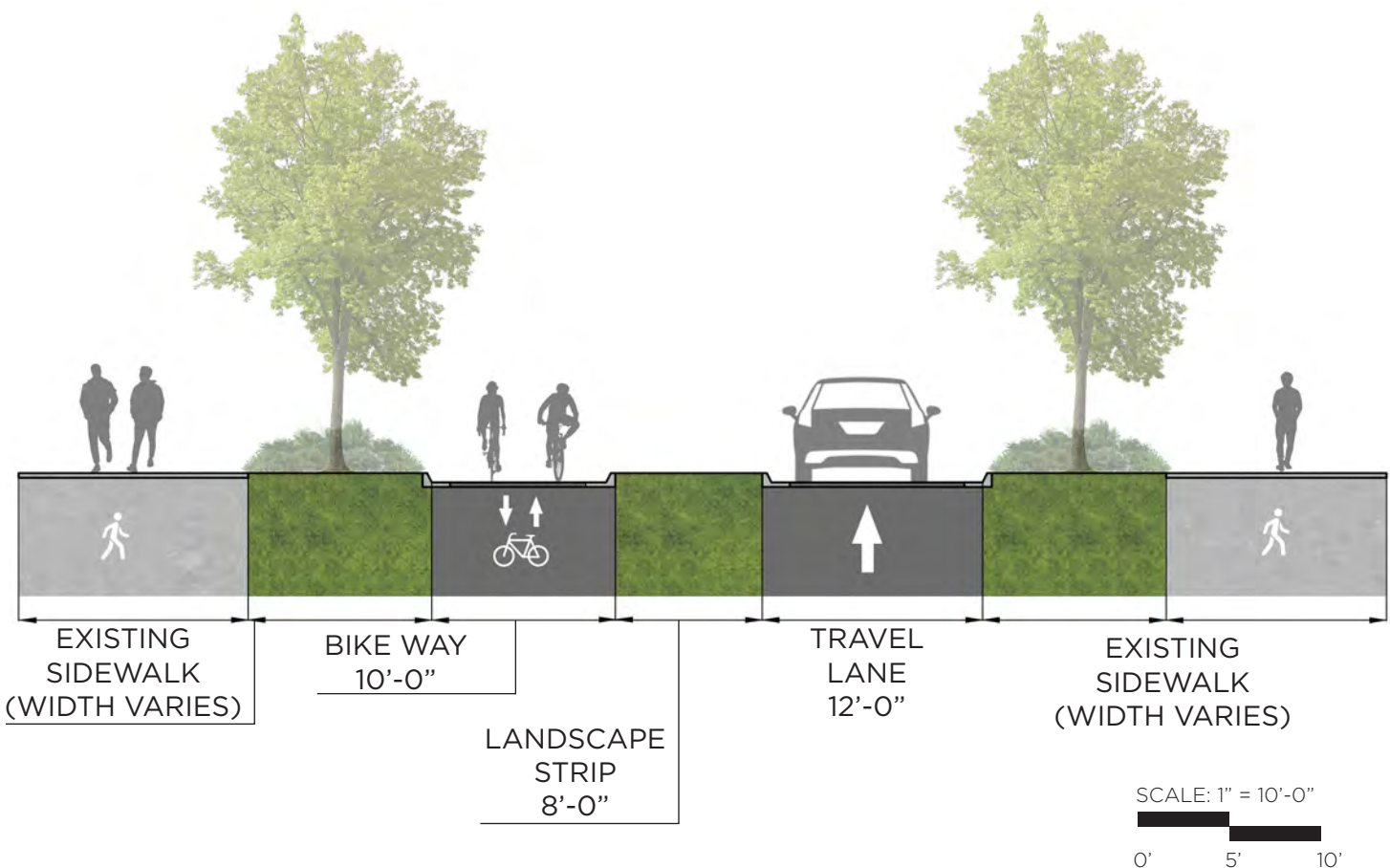
PROPOSED IMPROVEMENTS EXAMPLE



SEPARATED BIKE LANES

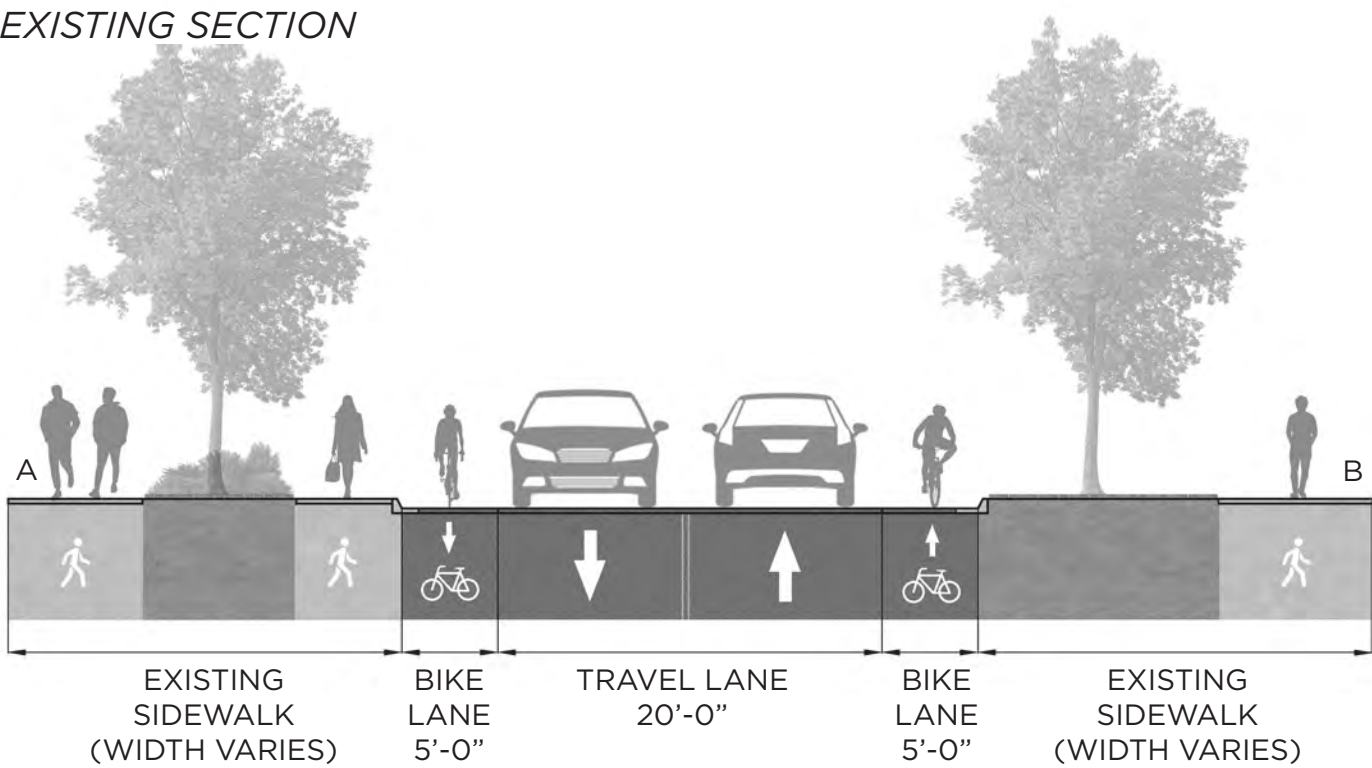


TWO-WAY CYCLE TRACK

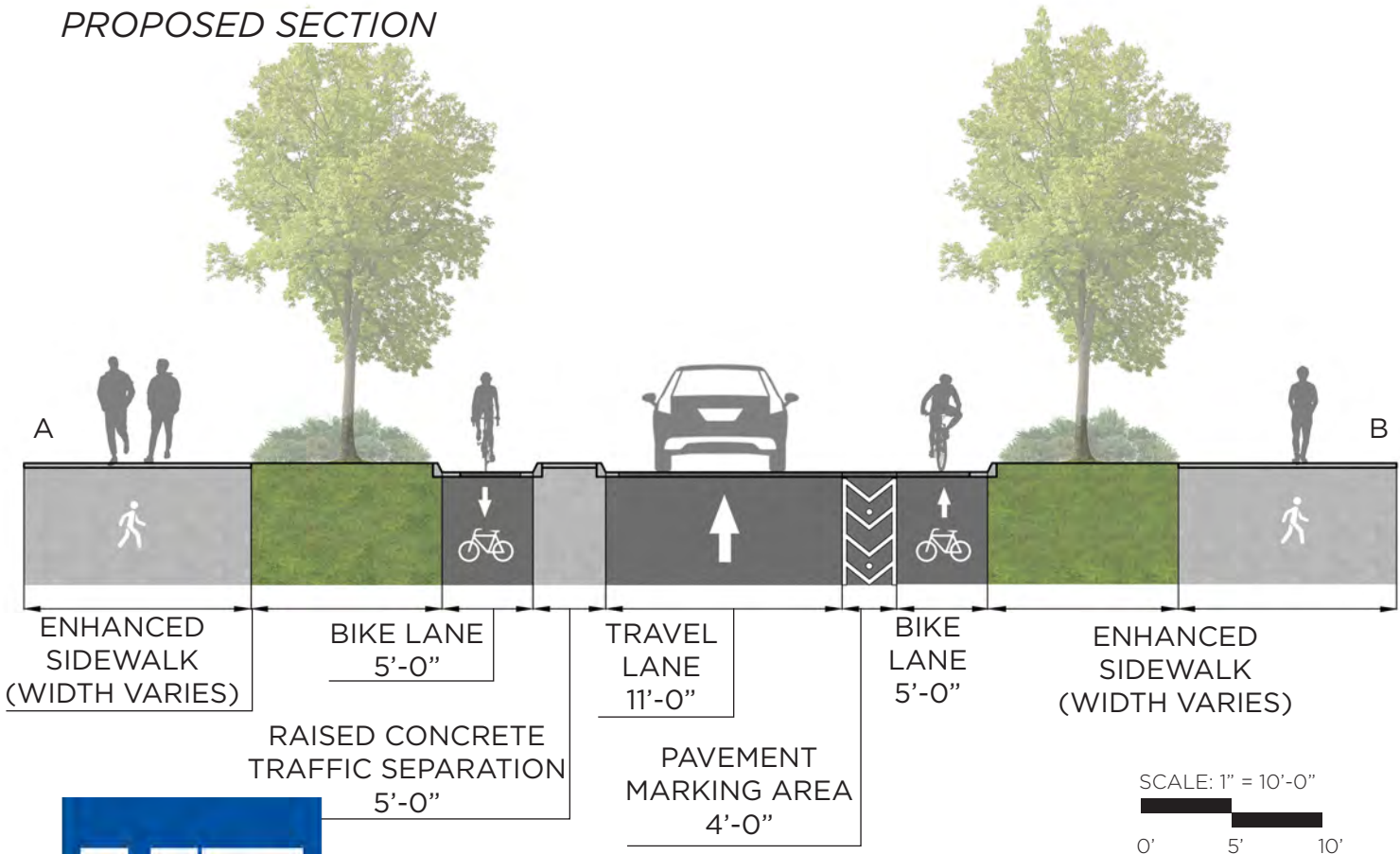


BUCKMAN DRIVE | RAISED SEPARATOR / SEPARATED BIKE LANES (ONE WAY PAIRS)

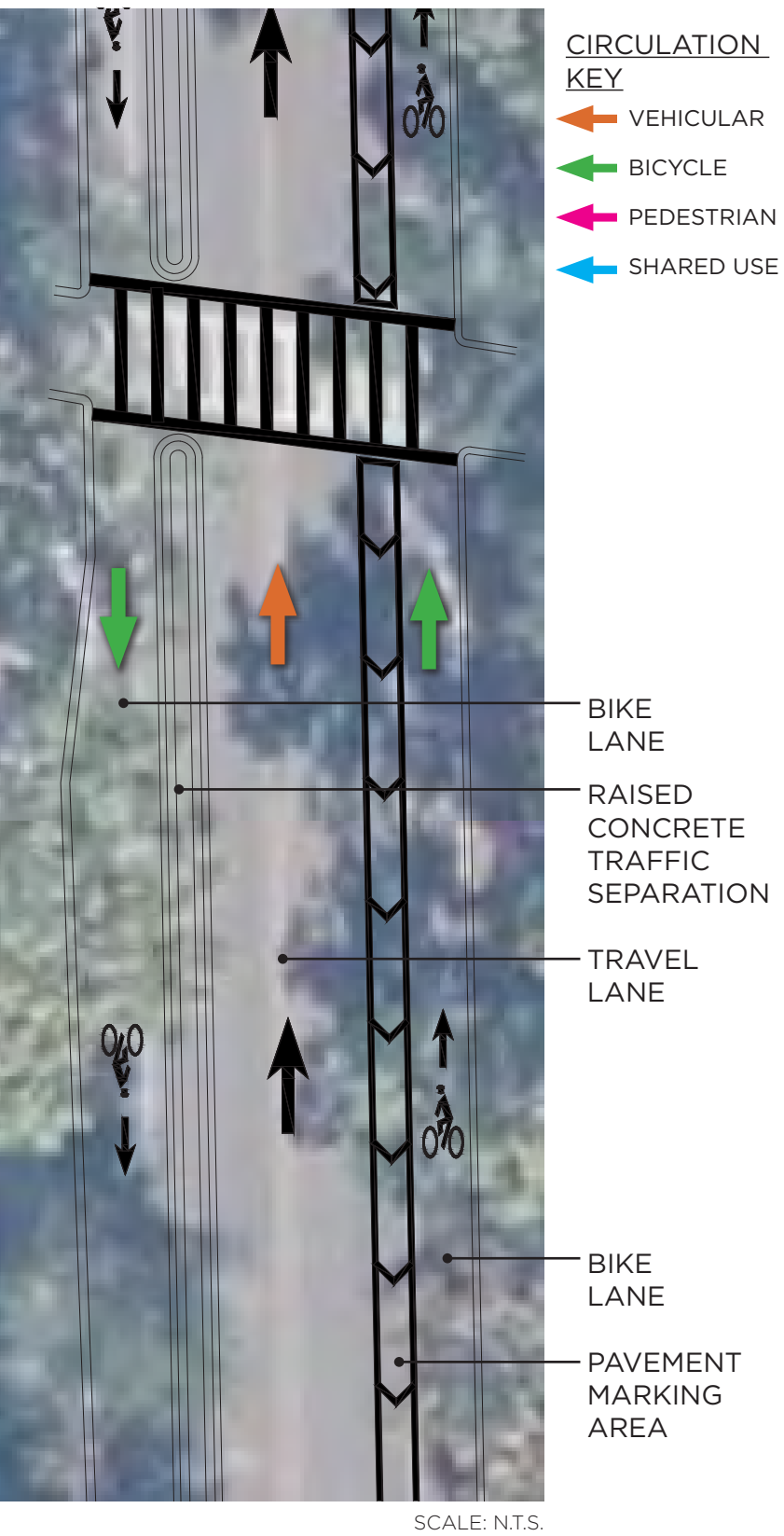
EXISTING SECTION



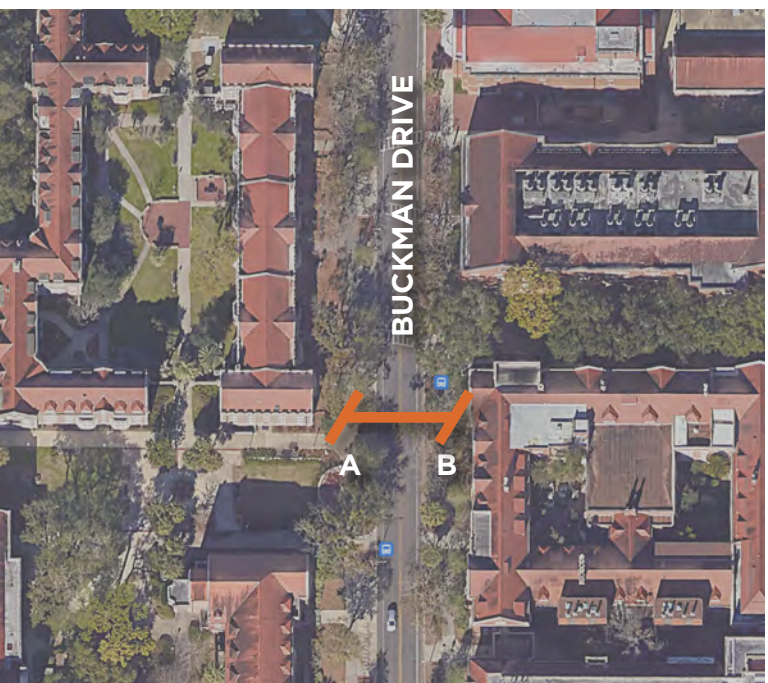
PROPOSED SECTION



PROPOSED TYPICAL PLAN VIEW



KEY MAP

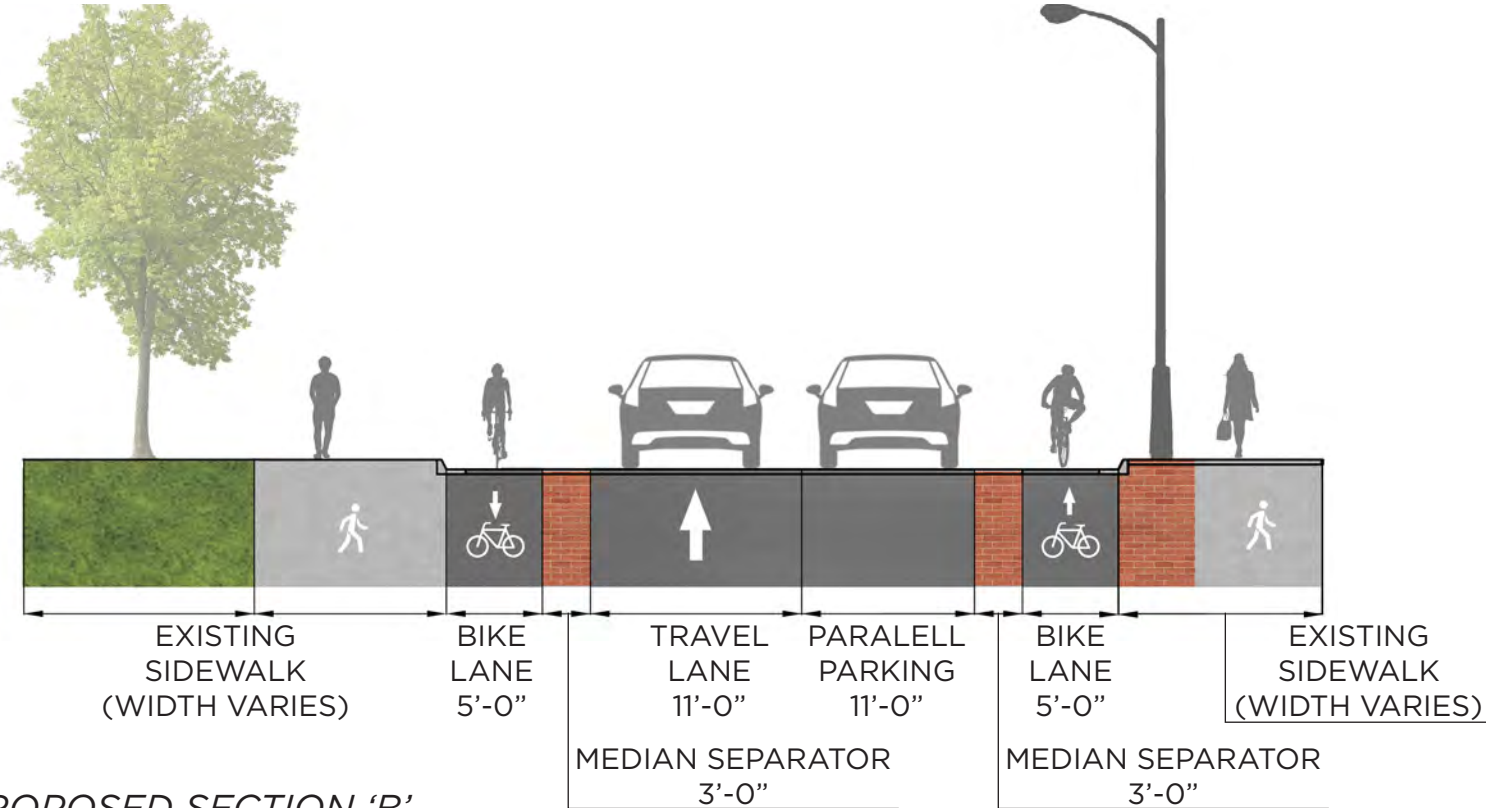


PROPOSED IMPROVEMENTS EXAMPLE



FLETCHER DRIVE | SERVICE TREATMENT (ONE WAY PAIRS)

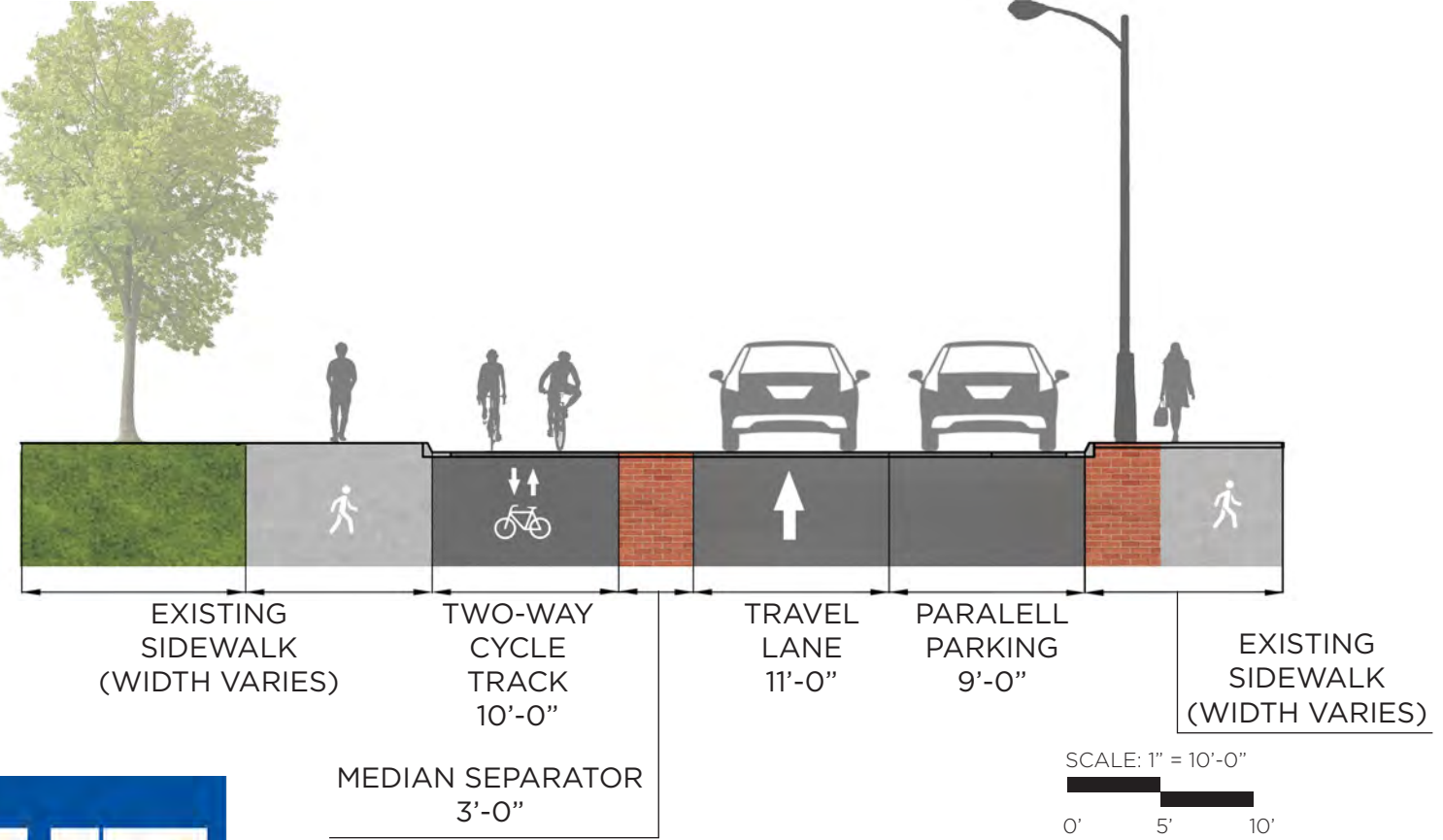
PROPOSED SECTION 'A'

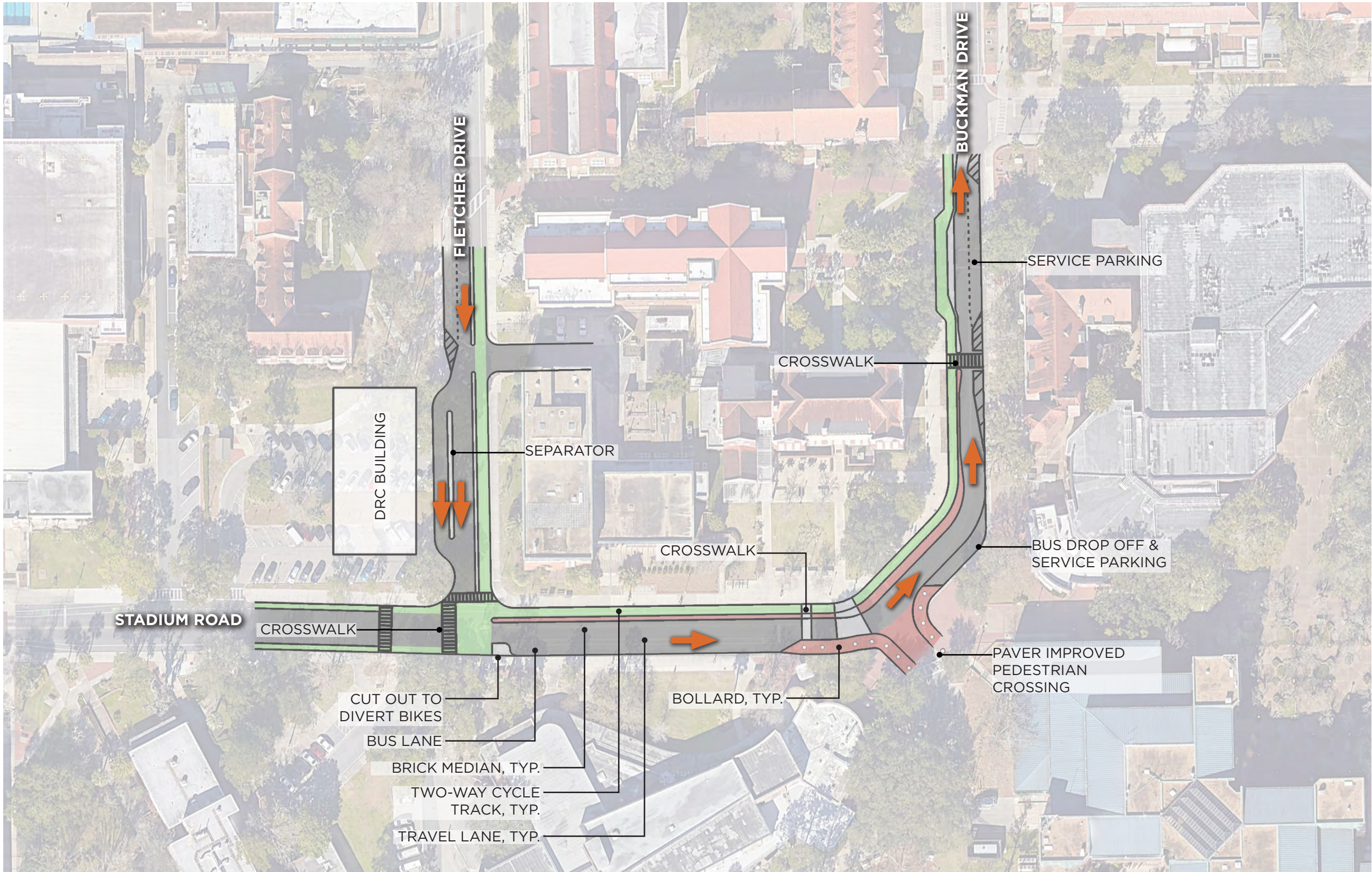


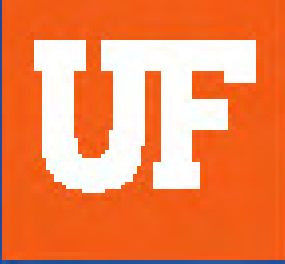
KEY MAP



PROPOSED SECTION 'B'

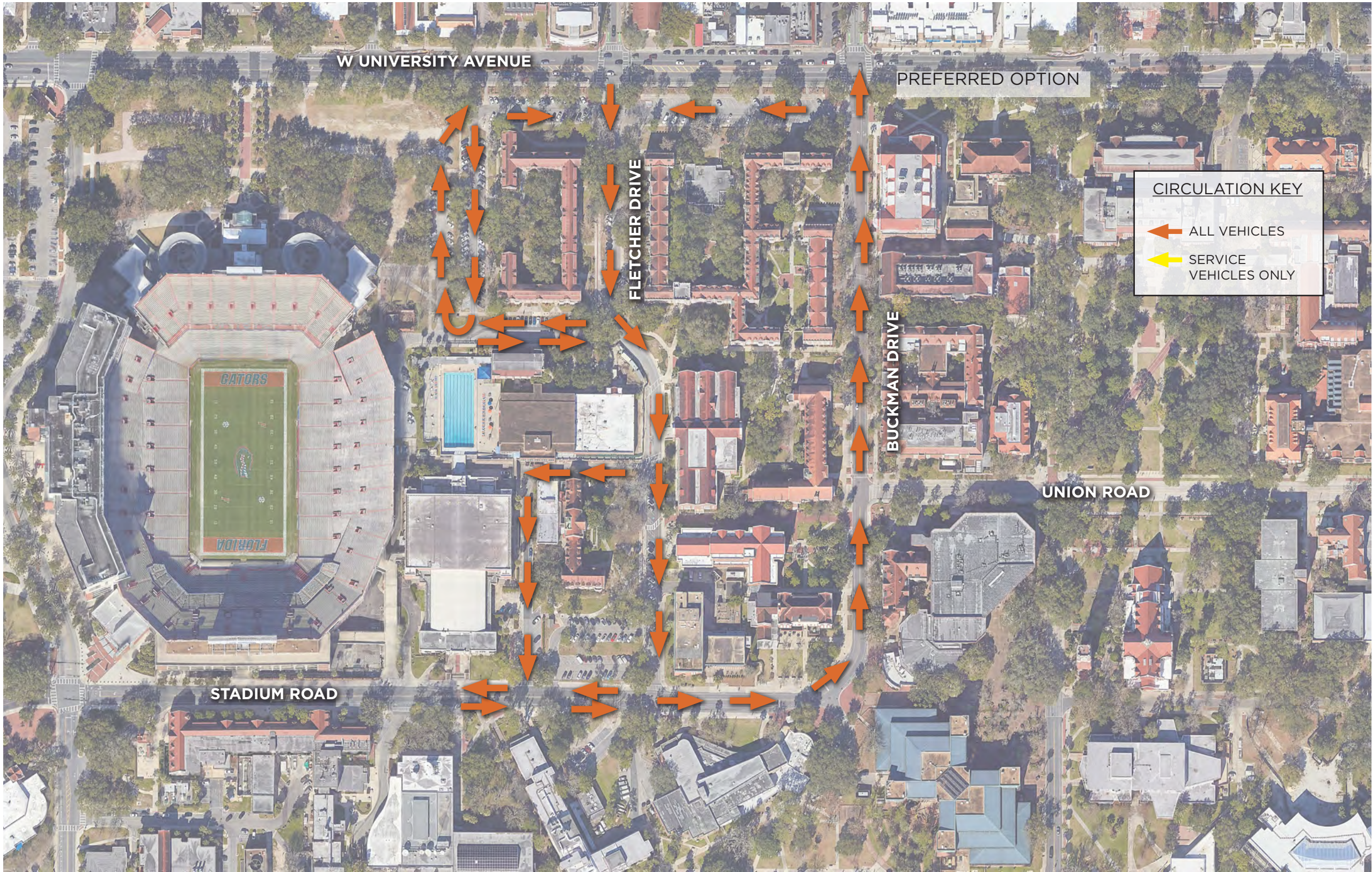






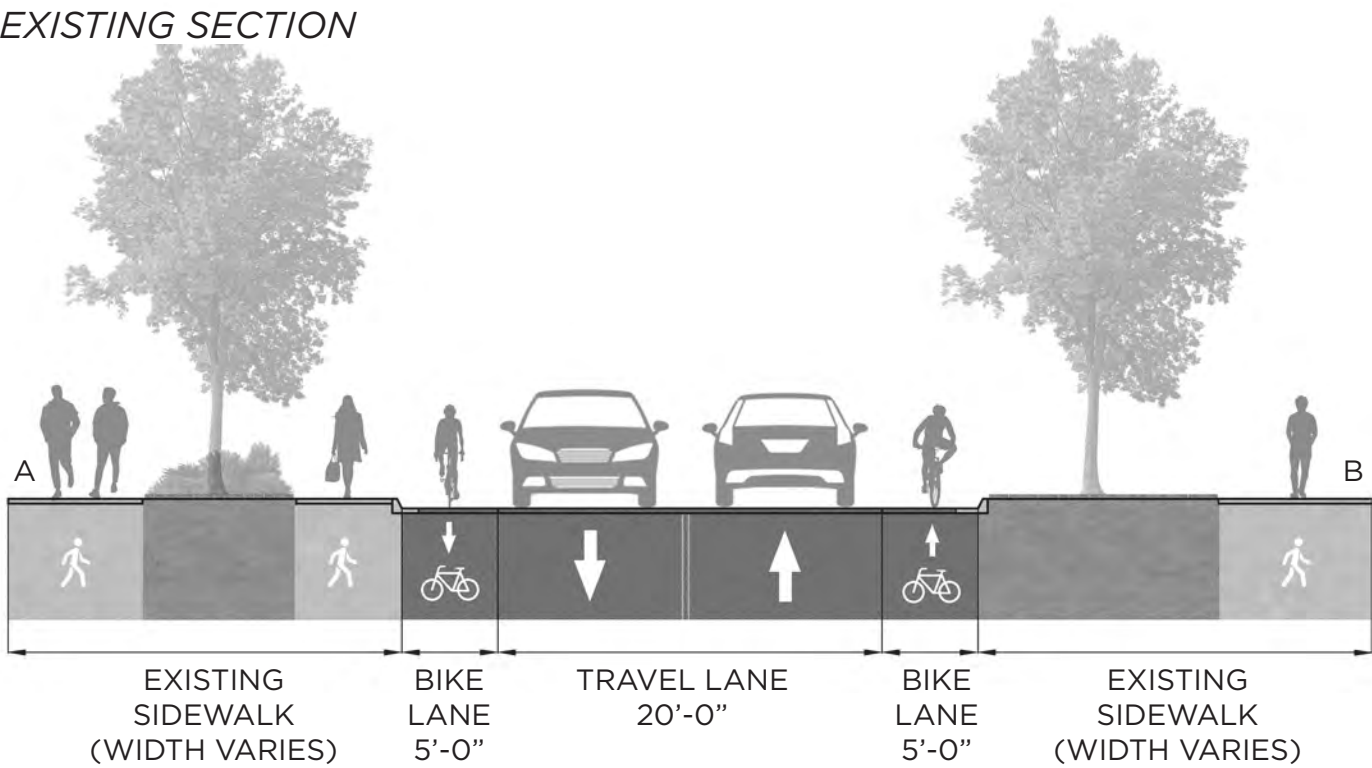
RECOMMENDED OPTION



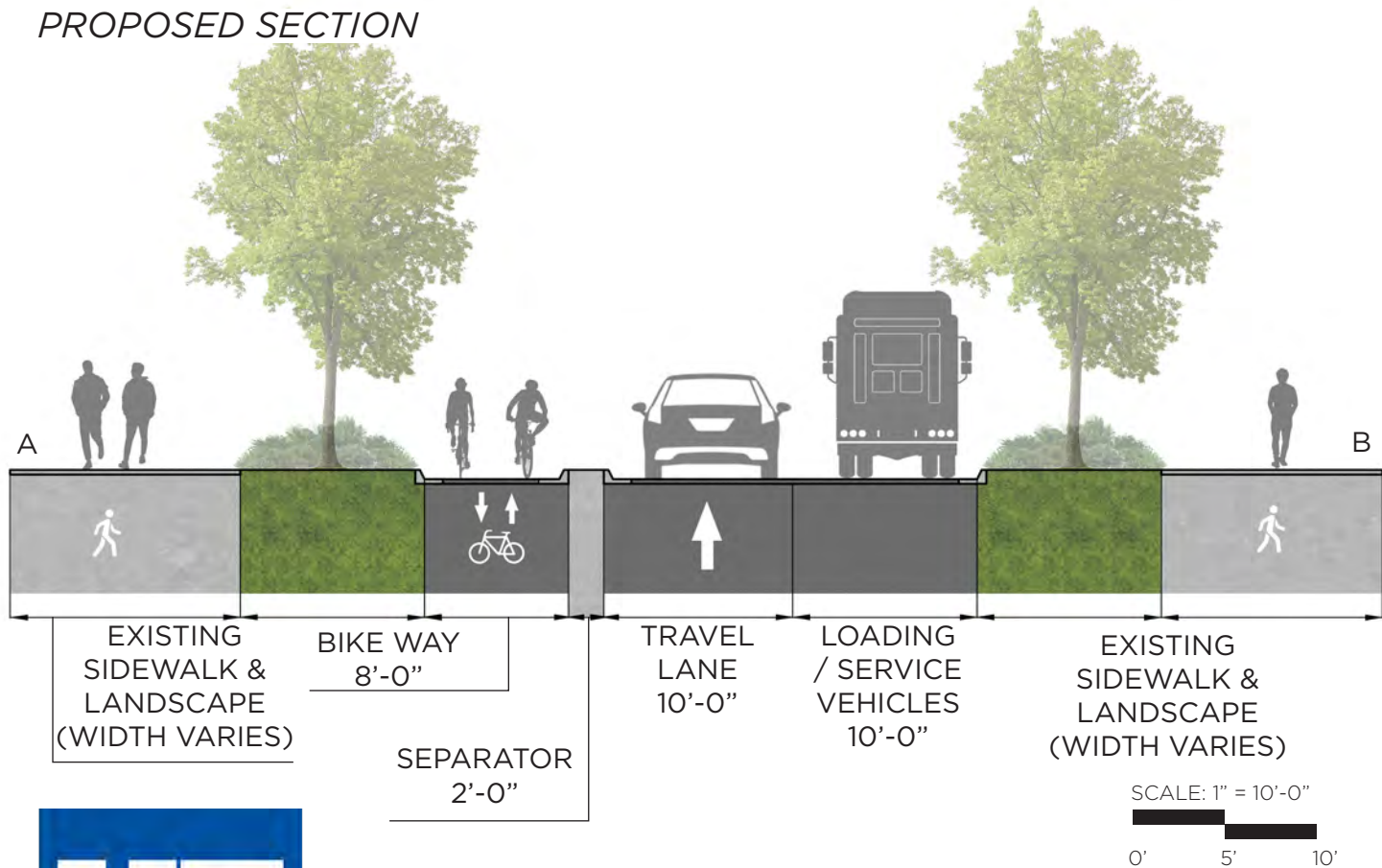


BUCKMAN DRIVE | SEPARATOR/TWO-WAY CYCLE TRACK (ONE WAY PAIRS)

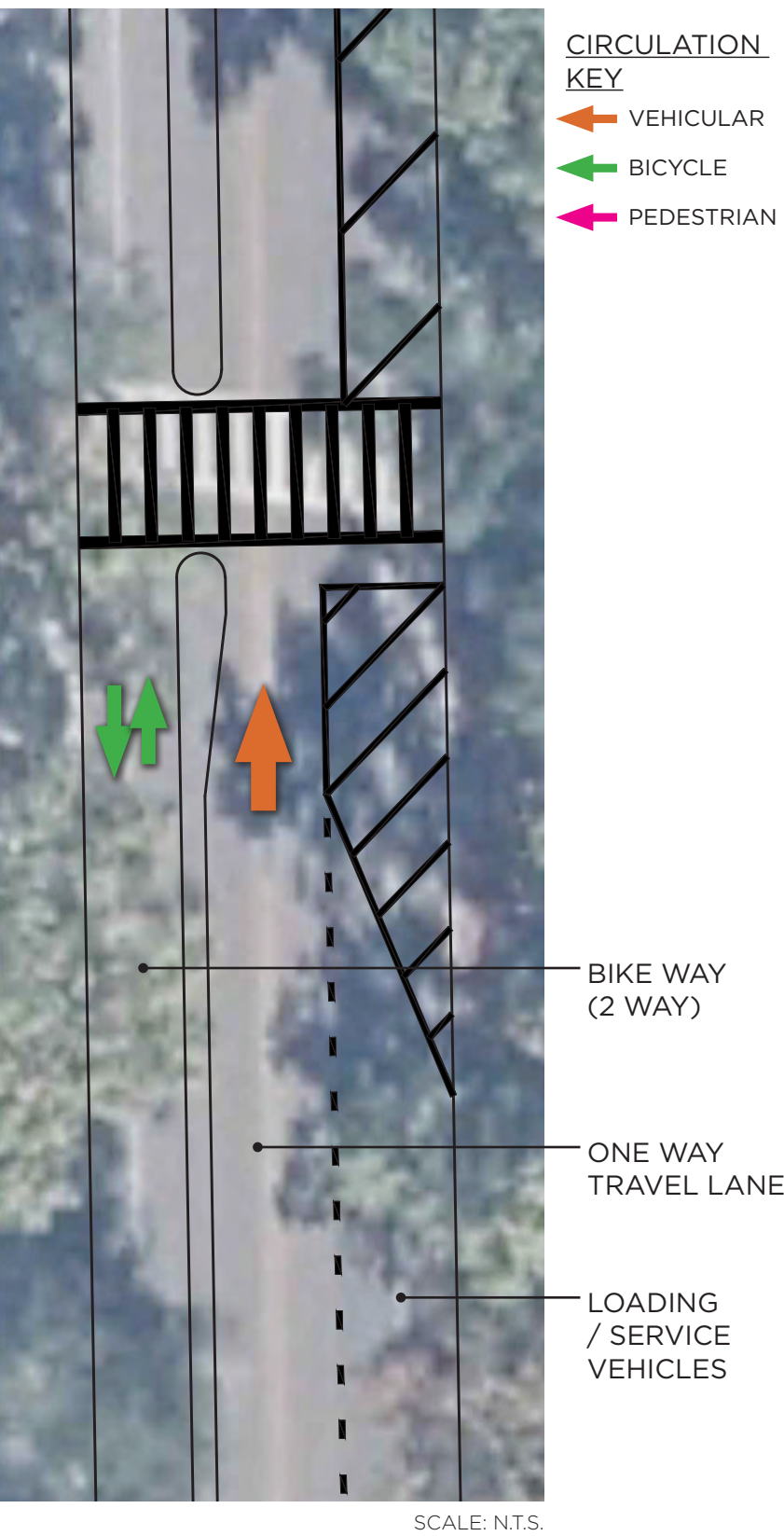
EXISTING SECTION



PROPOSED SECTION



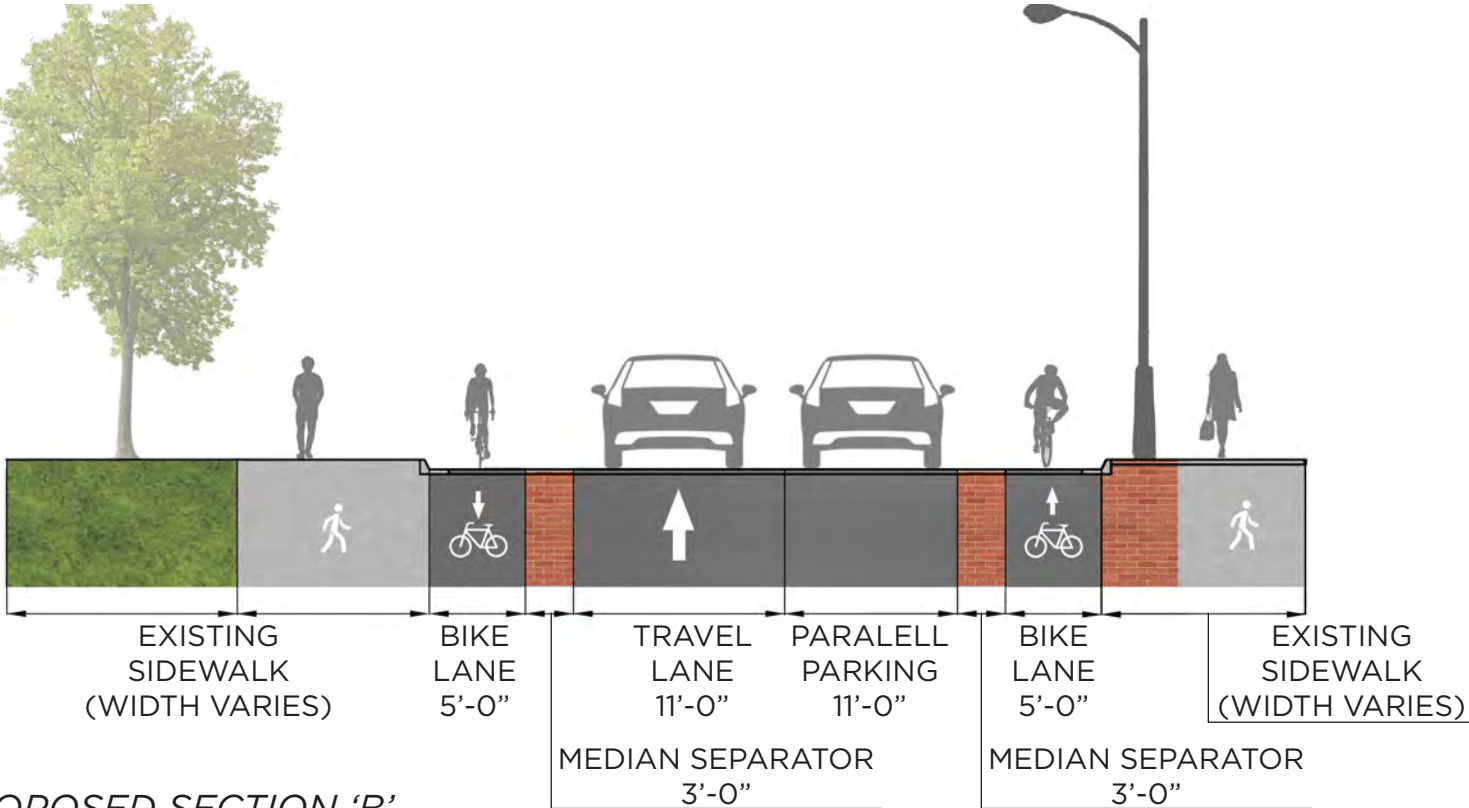
PROPOSED TYPICAL PLAN VIEW



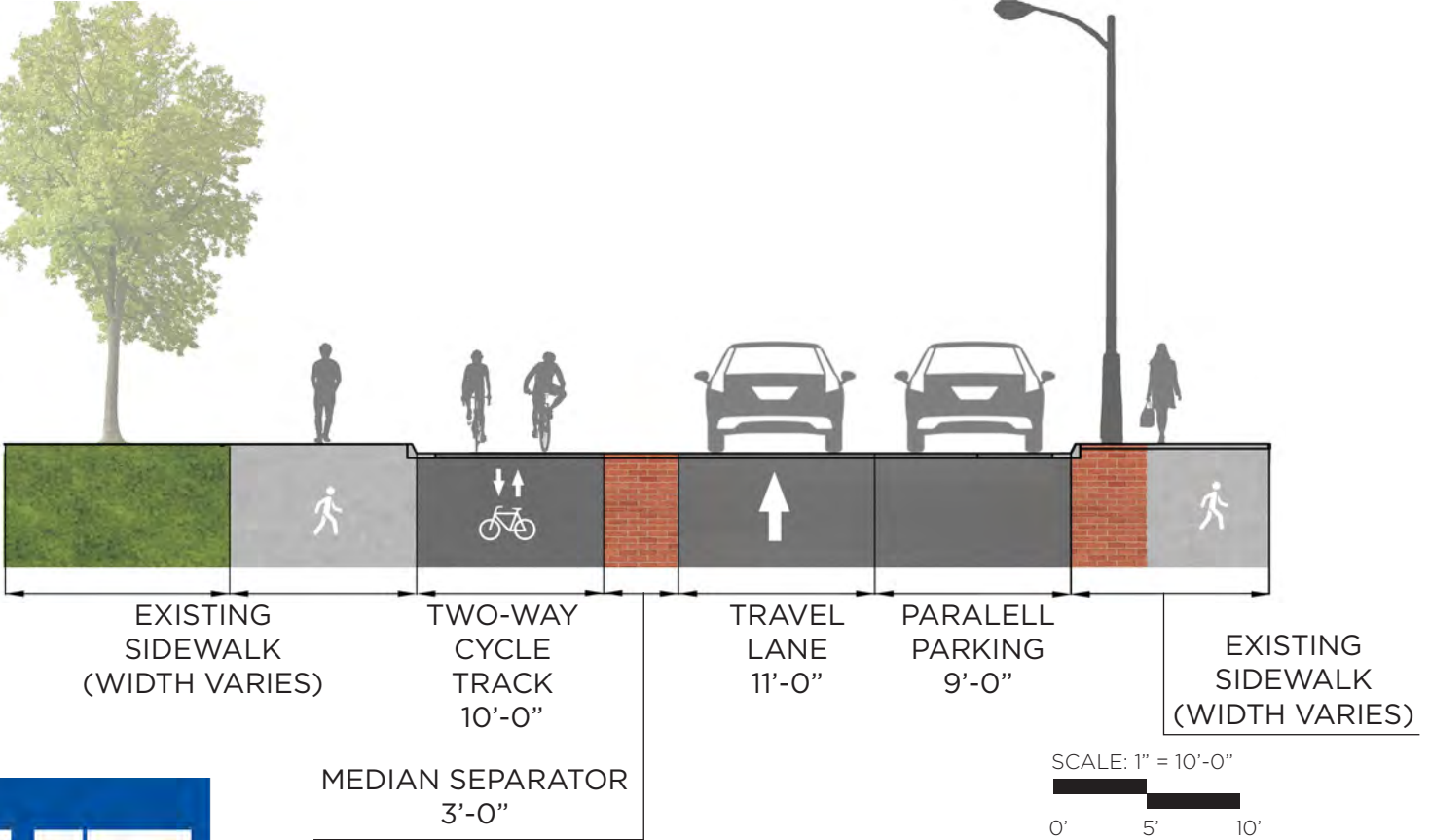
KEY MAP



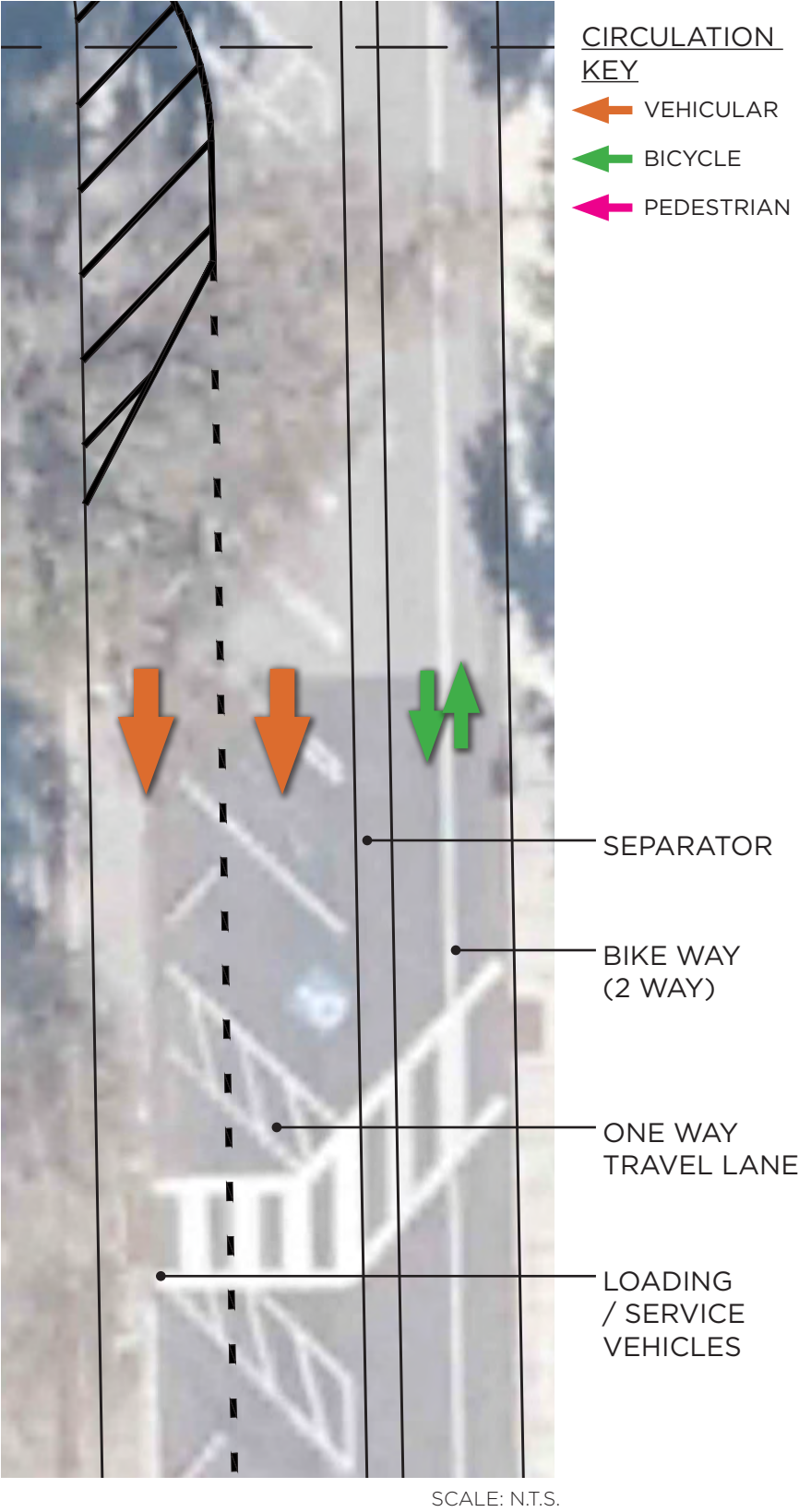
PROPOSED SECTION 'A'



PROPOSED SECTION 'B'



PROPOSED TYPICAL PLAN VIEW



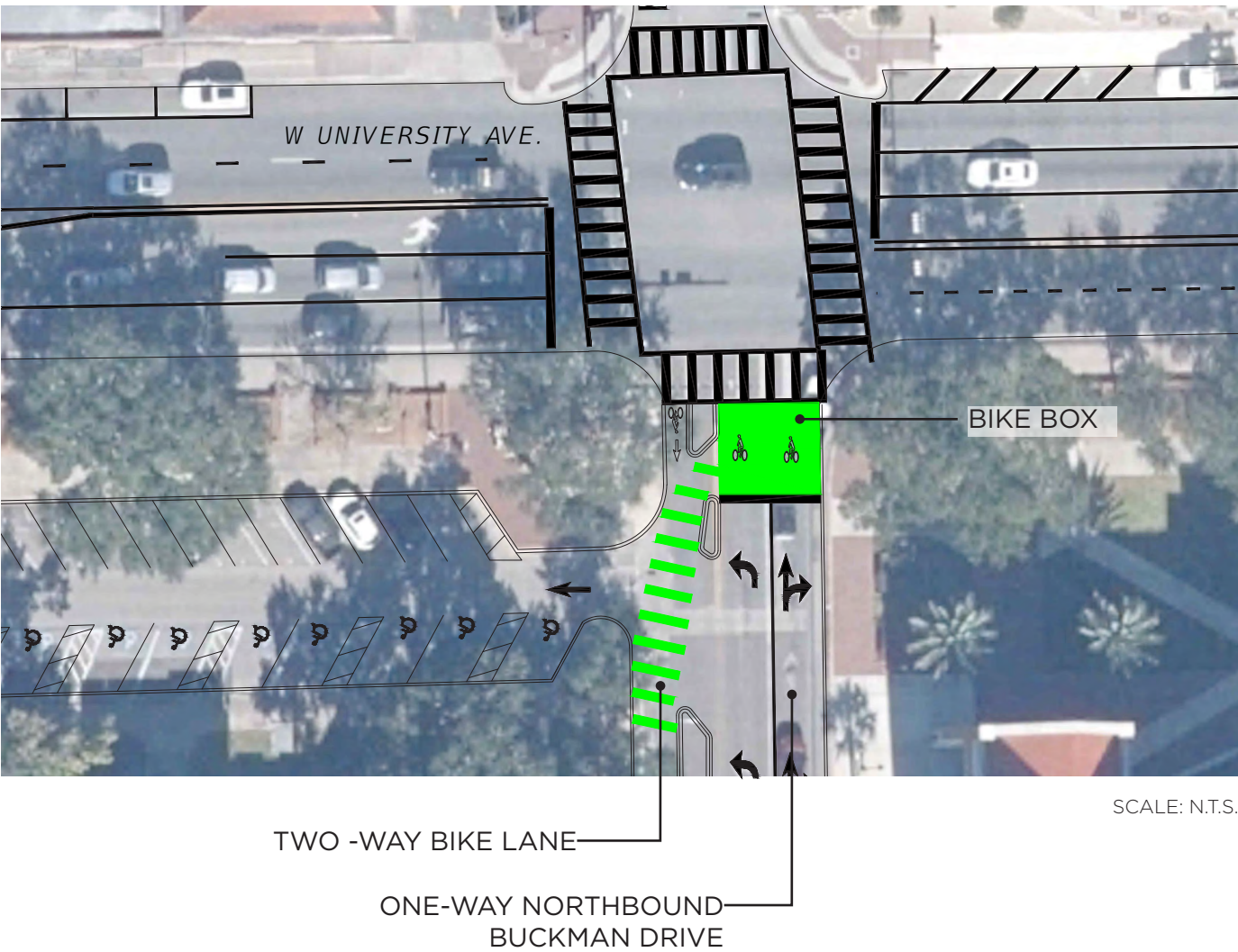
KEY MAP



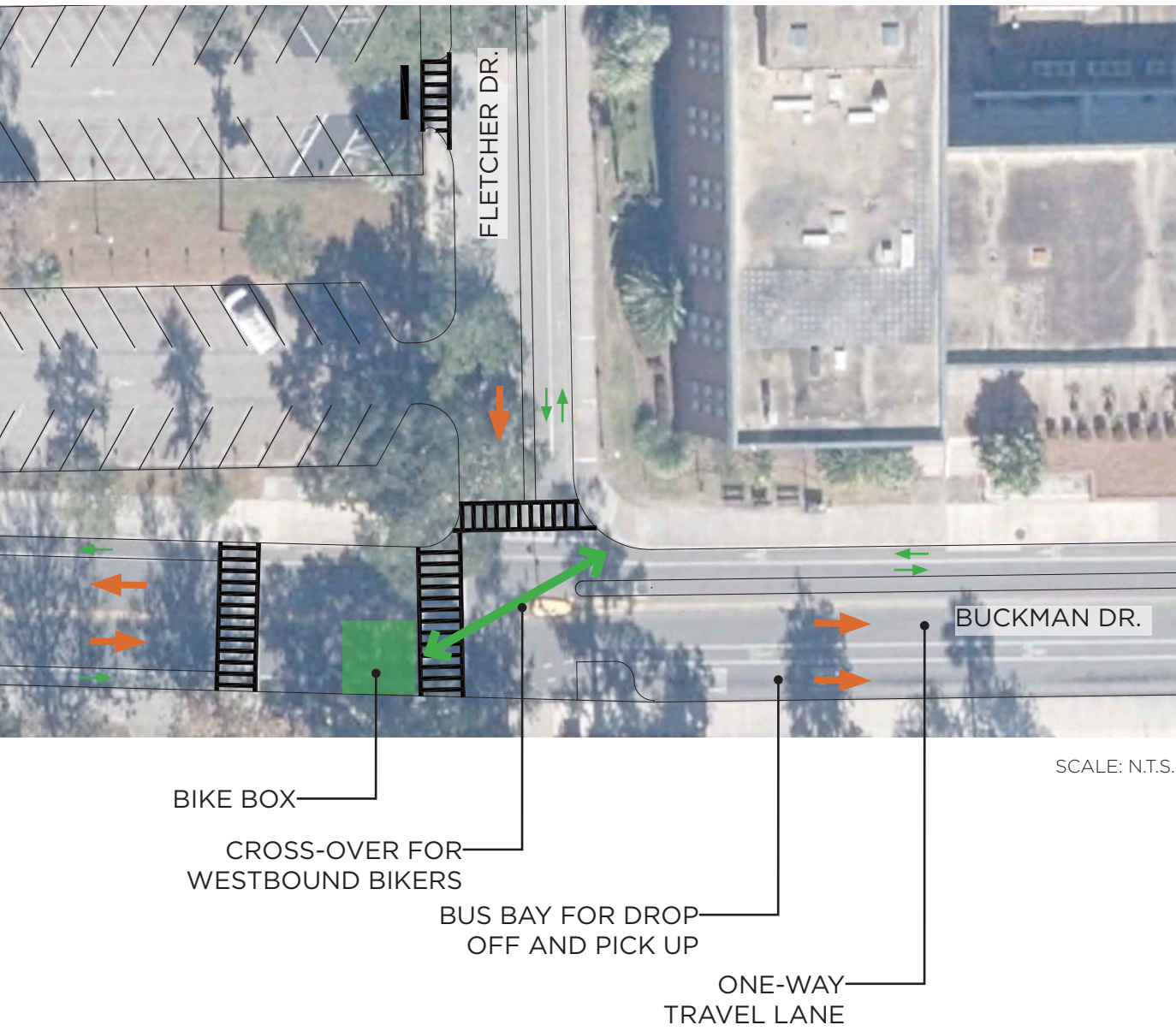
CIRCULATION KEY

- VEHICULAR
- BICYCLE

1 PLAN ENLARGEMENT
BUCKMAN DRIVE & UNIVERSITY AVE BIKE BOX



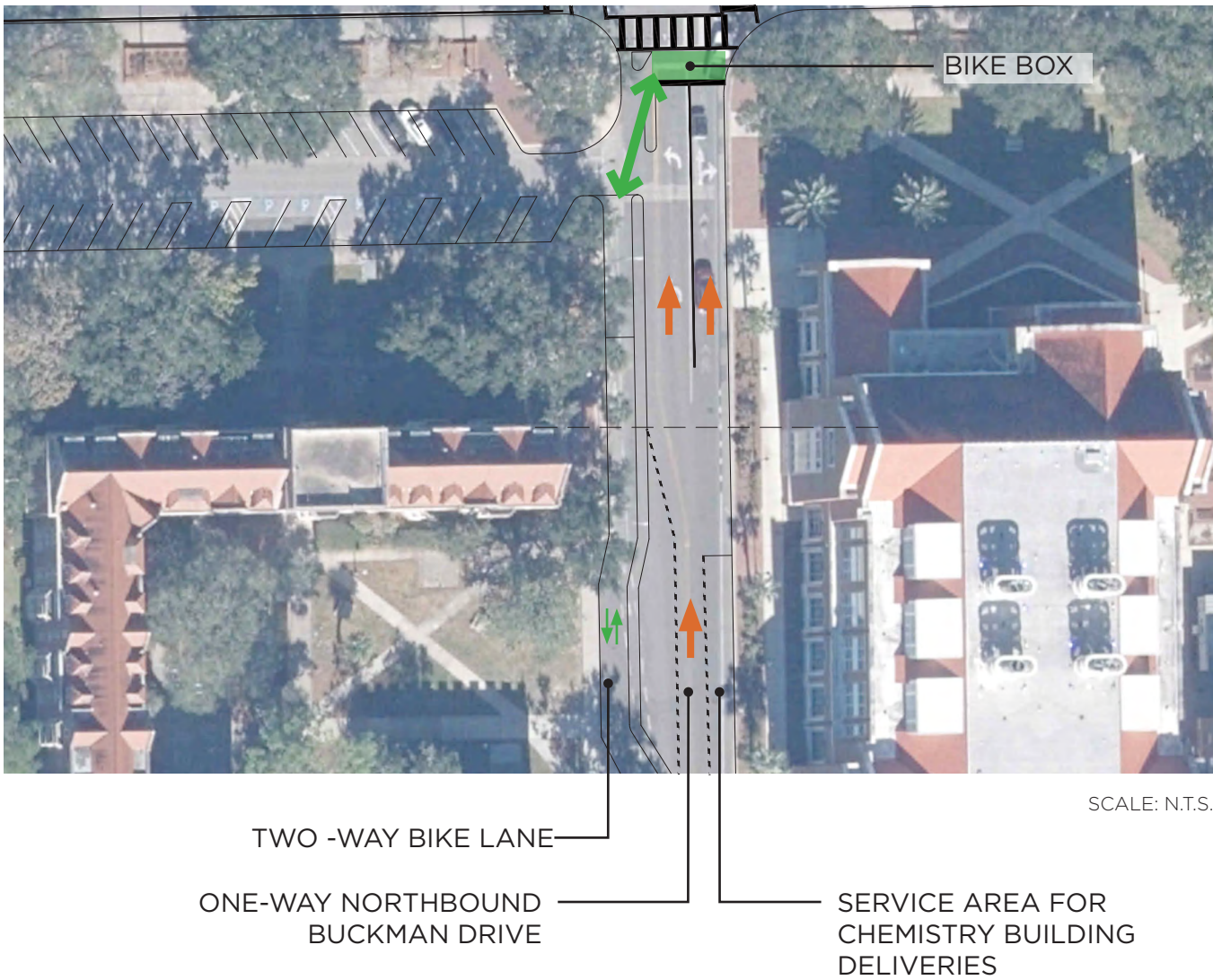
2 PLAN ENLARGEMENT
BUS HUB



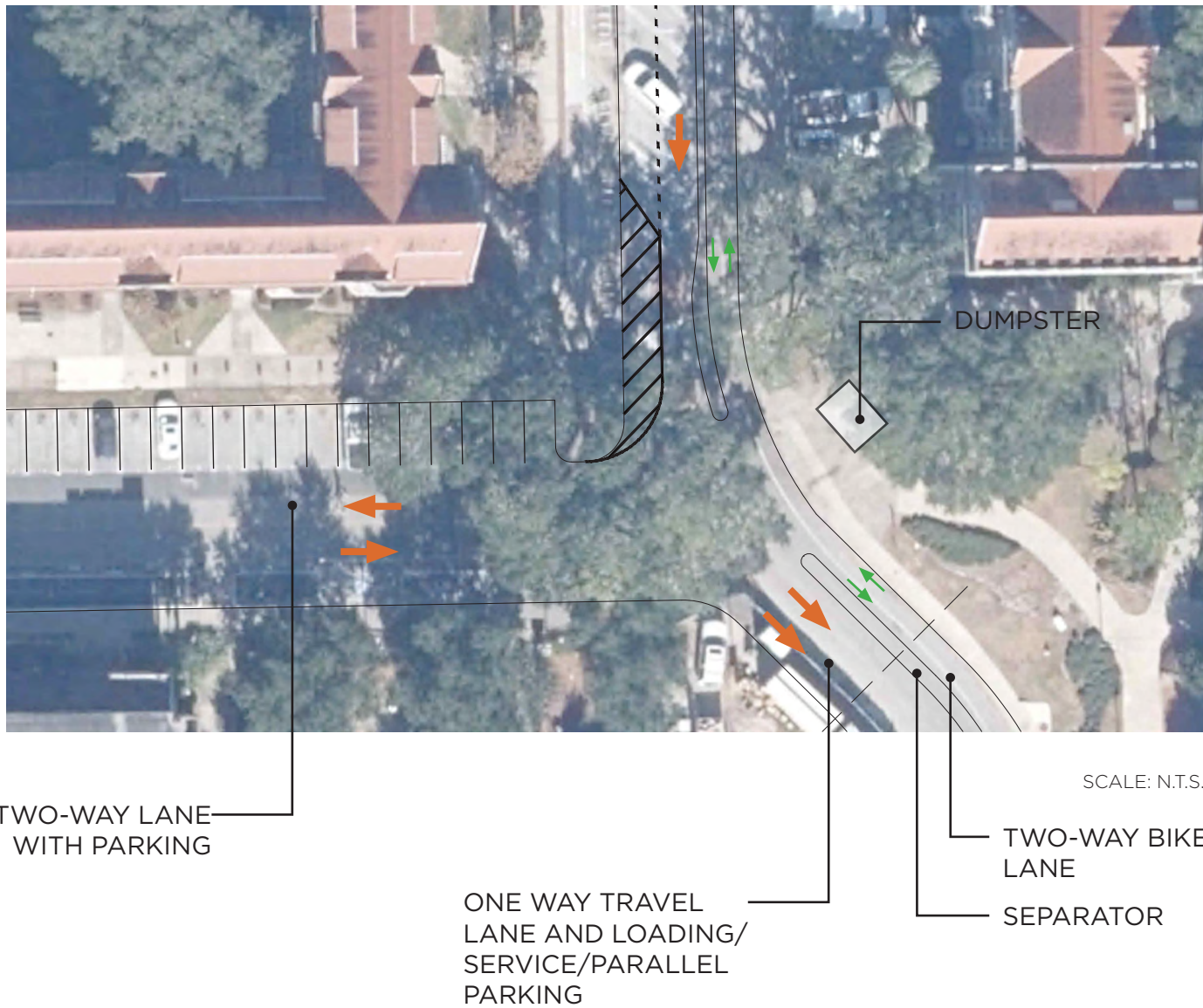
CIRCULATION KEY

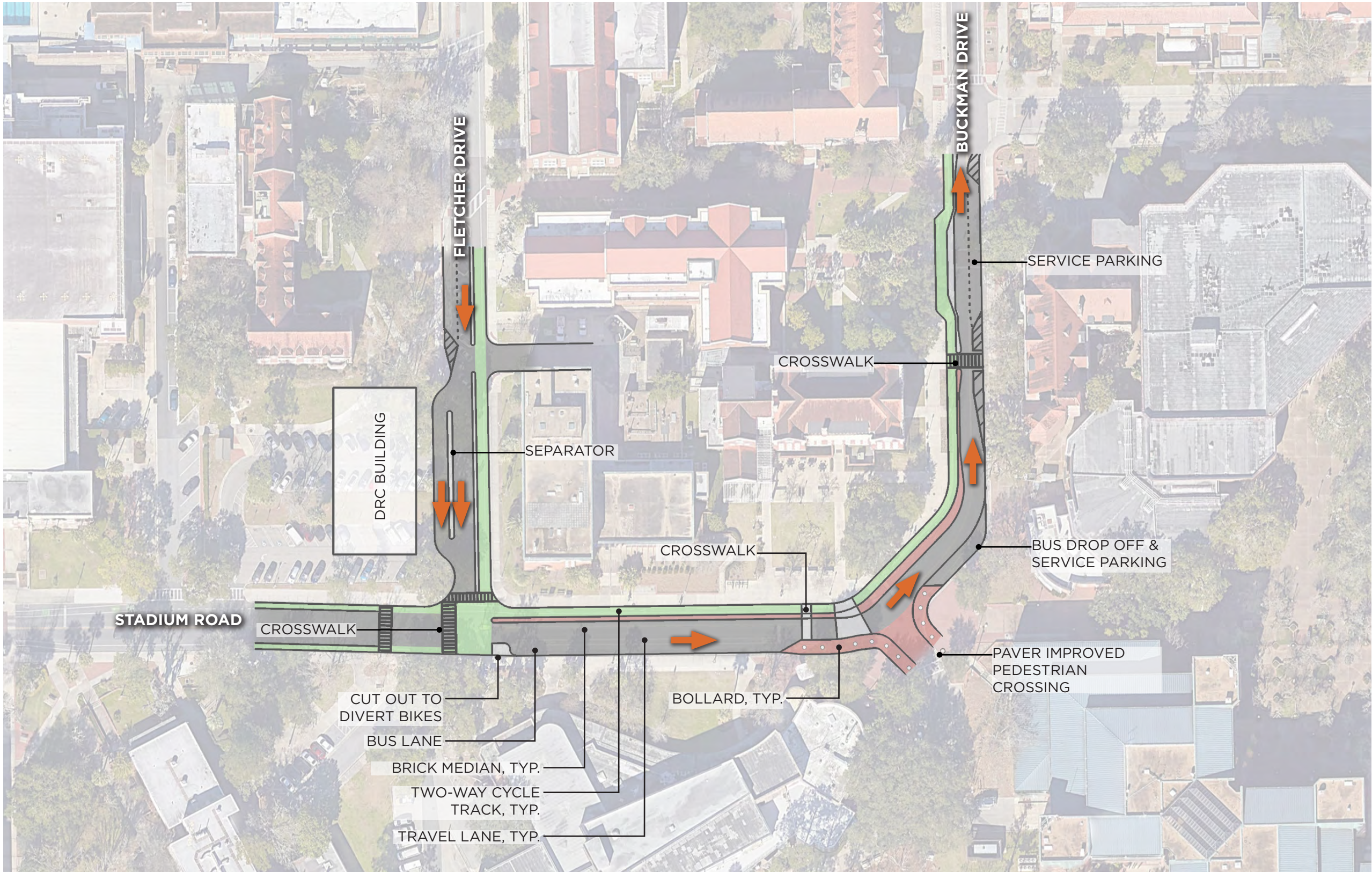
- VEHICULAR
- BICYCLE

3 PLAN ENLARGEMENT
CHEMISTRY BUILDING SERVICE AREA ON BUCKMAN



4 PLAN ENLARGEMENT
FLETCHER DRIVE DUMPSTER





Request a motion to approve the project as presented.



*January 4, 2024
Facilities Services*

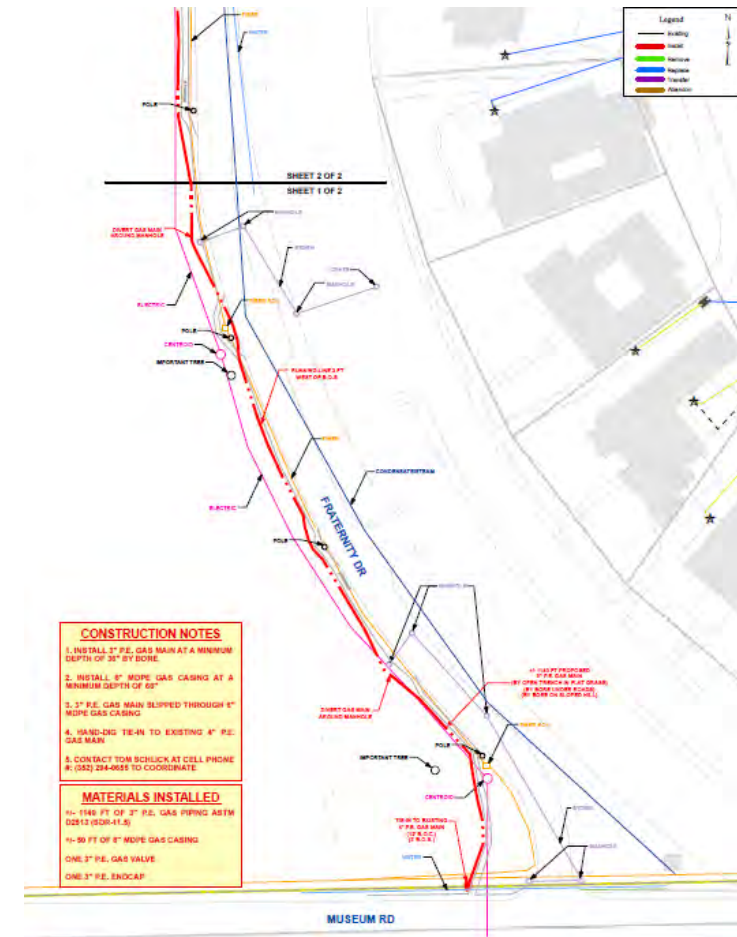
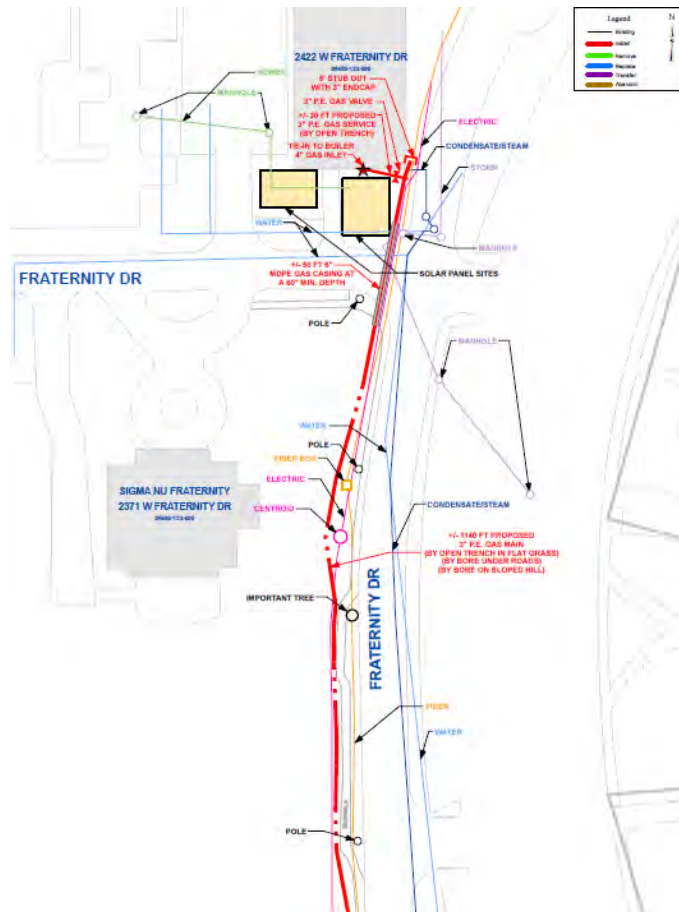


Landscaping and Natural Resource Projects

Maintaining the aesthetics and functions of our natural areas

Holland Law Heating Hot Water Conversion

- An updated route has been developed in coordination with GRU. The line will be primarily bored underground to avoid significant trees.



Upcoming Work

Planned Tree Removals

Reitz Union Laurel Oaks

- A cluster of three laurel oaks located at Reitz Union Drive will be removed. Due to the high congestion in this area, the work is currently planned for Spring Break.

