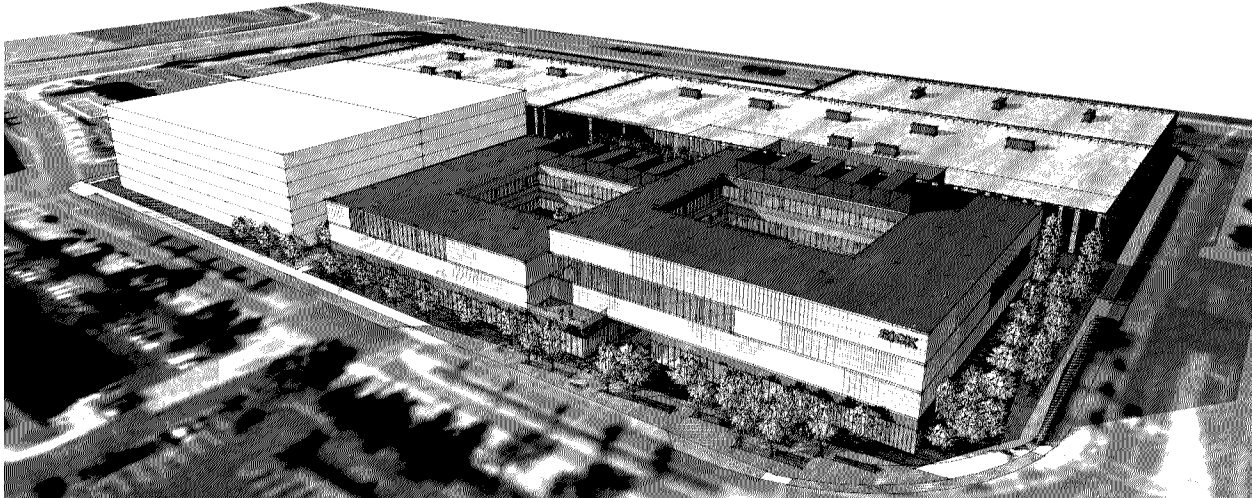


# SICK Technology Campus Development Application



## Project Narrative December 30, 2019

Developer:  
SICK Product & Competence Center Americas, LLC  
6900 West 110th Street  
Bloomington, Minnesota 55438

Prepared By:  
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**A. Project Location**

The Project is located on four existing parcels with the following address;

2501 American Blvd  
2601 American Blvd  
2701 American Blvd  
2600 Lindau Lane

**B. Project Description**

- a. North American Headquarters for SICK, including the following uses:
  - i. Offices
  - ii. Research and Development
  - iii. Production / Assembly
  - iv. Logistics and Warehouse
- b. The project will be completed over multiple phases:
  - i. Phase One will be constructed starting Summer of 2020 and completed in 2021
  - ii. Phase Two is anticipated for construction in 2025
  - iii. Phase Three is anticipated for construction in 2030
  - iv. Phase Four is anticipated for Construction in 2035
- c. Phase One will include the construction of a single building with two stories of offices, production assembly, and logistics warehouse, along with surface parking.

**C. Property Description**

- a. Plate information:

The existing four parcels will be re-plated based on the new master plan needs and recent right-of-way improvements to Lindau Lane and 28<sup>th</sup> Avenue South, into four parcels. The re-plating of the property is in process and will be submitted to the city and county for review and approval.
- b. Zoning:

The site is zoned Lindau Mixed Use and located within the South Loop District.
- c. FAA Height Restriction:

The site is in the AR-17 overlay district with FAA height restriction.
- d. Site drainage:

All storm water will be addressed with underground storage and disbursement, per the requirement of the South Loop District and the MSP Zoning Ordinance.
- e. Existing City improvements:

The City has complete street and sidewalk improvements adjacent to the site on American Blvd, 28<sup>th</sup> Avenue South, and Lindau Lane. These improvements will remain in place except for a few locations that will be modified for new entry drives or removal of existing entry drives.

- f. Temporary Easements for construction:  
For Phase One, no temporary easements are needed for construction, other than for driveway additions or removals and utilities connections located in the public right of way.
- g. Right-of-Way Easements:  
As part of the re-plating process, the southernly parcel of 2600 Lindau is to be re-plated to address revisions to the Right-of-Way required for all ready constructed street, sidewalk and bikeway along Lindau Lane. A review the proposed adjustments will be completed with the City regarding the Right-of-Way easements for 26<sup>th</sup> Avenue South and its possible vacation and conversion to a public street.
- h. Utility Easements:
  - i. Existing Utility Easements are in place along 28<sup>th</sup> Avenue South, American Blvd and the west side of the 2501 American Blvd Parcel.
  - ii. Some of the existing utilities easements and drainage easements internal to the site will be abandoned during the re-plating process.
  - iii. The existing 15' wide NSP (Xcel) electrical easement running east to west across the center of the site is to be maintained as this has the main electrical feeder lines for the Mall of America, and additional capacity for feeding future development north of the Mall of America.
- j. Storm Water Easements:
  - i. A new shared stormwater easement will be created for the southern portion of the site to accommodate the storm water collection and containment on Parcel B, from a portion of Parcel A, and a future parking garage on Parcel D.
  - ii. A new shared stormwater easement will be created for the north portion of the site to accommodate the storm water collection and containment on Parcel A, from a portion of Parcel C.
- k. Access Easements:
  - i. A new alley easement will be created between the Phase One Parcel A, Parking Parcel D and Phase Four Parcel C. This alley will also provide access for the NSP (Xcel) electrical easement running east to west across the site, in addition to emergency vehicle access.
  - ii. A parking use agreement with adjacent parcels is to be established, to allow for parking under all four phases of development.
  - iii. Site access agreement will be established for Fire Access roadway with the adjacent parcels.

#### **D. Proposed Project**

- a. General Building Description:  
Occupancy and Use: Office, Production and Assembly, Research and Development along with Logistics and Warehouse.
  - i. Phase One will include: A two story Office located within a single-story Production, Logistic and Warehouse building.
  - ii. Phase Two will include: A four story Office Building and landscaped court yard.
    - a. One half of the master plan development's parking structure will be constructed as part of Phase Two, by the Bloomington Port Authority.

- iii. Phase Three will include: A single-story expansion of the production facility along American Boulevard and 28<sup>th</sup> Ave South.
- iv. Phase Four will include: A three story expansion of the Office Building.
  - a. A second half of the master plan development's parking structure will be constructed as part of Phase Four.

b. Code Compliance:

- i. The project will be designed per the upcoming Minnesota Building Code, based on the 2018 IBC.

c. Building Areas:

Description	Phase 2020	Phase 2025	Phase 2030	Phase 2035	
Logistics					
Warehouse	57,000	-	-	-	57,000 sf
Warehouse	-	-	-	60,000-	60,000 sf
Production	49,000	-	43,000-	-	91,000 sf
Office / Lab	28,000	-	-	-	28,000 sf
Office Building	-	144,000	-	108,000	252,000 sf
Total	134,000	144,000	43,000	168,000 sf	488,000 sf

d. Building Height:

- i. Phase One 35' (Roof top mechanical units extend to 43')
- ii. Phase Two 65' (Roof top mechanical units extend to 80')
- iii. Phase Three 35' (Roof top mechanical units extend to 43')
- iv. Phase Four 45' (Roof top mechanical units extend to 53')
- 65' (Roof top mechanical units extend to 80')
- v. Parking Ramp 80'

This site is governed by the AR-17 overlay district that imposes FAA height restrictions. These sites are restricted for building height, with 80 feet of height for the southernly parcels and 50 & 60 feet of height for the northly parcels.

e. Site Amenities:

i. Street Scape:

- i. Phase Two will include the development of enhanced plaza areas between the building and Lindau Lane and 28<sup>th</sup> Ave South, with landscaping improvements at the south east corner of the site to address the public plaza traffic circle. This is reflecting other public plazas seen at major intersections with in the South Loop District.
- ii. Phase Four will include the development of enhanced plaza and landscape areas between the building and Lindau Lane.
- iii. An internal court yard will be constructed and landscaped starting in Phase Two, between the Production and Logistics building and the new Office Building.

f. Exterior Architectural Design and Materials:

Phase One

- |                          |  |
|--------------------------|--|
| i. Walls                 | Precast Architectural Concrete, with integral color, varied textures.  |
| ii. Glazing              | Clear vertical ribbon windows and larger glazed wall areas   |
| iii. Truck court         | Landscape and earthen berm will screen the truck court and loading docks from American Boulevard.                              |
| iv. Screen walls         | Roof mechanical and electrical equipment located on the roof will be screened from view on the adjacent streets and sidewalks. |
| v. Trash Collection      | Trash and recycling for the buildings is internal and located adjacent to the loading docks                                    |
| vi. Recycling Collection | Trash and recycling for the buildings is internal and located adjacent to the loading docks                                    |

Phase Two

- |                           |  |
|---------------------------|--|
| vii. Walls                | Architectural curtain wall, Metal Panel and Precast Architectural Concrete, with integral color, varied textures             |
| viii. Glazing             | Clear vertical ribbon windows and larger glazed wall areas   |
| ix. Loading Dock          | Landscape and earthen berm will screen the service dock from 28 <sup>th</sup> Ave South.                                     |
| x. Screen walls           | Roof mechanical and electrical equipment located on the roof will be screen from view on the adjacent streets and sidewalks. |
| xi. Trash Collection      | Trash and recycling for the buildings is internal and located adjacent to the service docks.                                 |
| xii. Recycling Collection | Trash and recycling for the buildings is internal and located adjacent to the service dock.                                  |
| xiii. Parking Ramp        | Precast Architectural Concrete, with integral color.   |

Phase Three and Four:

- |    |   |
|----|---|
| i. | Will be designed consistent with Phase One and Two for a harmonious architectural appearance. |
|----|---|

g. Landscaping and Irrigation:

- |     |   |
|-----|---|
| i.  | Landscape screening of surface parking lots   |
| ii. | Landscape screening fences of mechanical and electrical equipment located at grade. |

h. Parking:

- |     |  |
|-----|--|
| i.  | Phase One parking will be surface lots located on the west and south of the Phase One building on Parcel C.  |
| ii. | Starting with Phase Two and a structured parking garage will be constructed and expanded in Phase Four. A shared parking agreement will be established to documented to ensure access. |

## E. ZONING CODE ANALYSIS AND PLANNED DEVELOPMENT FLEXIBILITY

a. Comprehensive Plan:

The project site is located within the South Loop District of the City of Bloomington. The current Comprehensive Plan (2008) Land Use Guide Plan designates the project site as Lindau Mixed Use (LX) District.

b. Zoning:

***The Lindau Mixed-Use District**, is intended for a dense mix of commercial, hospitality and office uses in a compact area with excellent accessibility to transit service and a high level of amenities.*

The City of Bloomington has modified the Lindau Mixed-Use District to include Technology Campus as a conditional use.

***Technology Campus.** A facility or group of facilities dedicated to development, manufacturing, and/or distribution of high-tech products and where a substantial proportion of the building floor area is dedicated to office uses as well as high-tech production and/or research and development.*

***The LX District provisions are intended to:***

- *Allow a broad mix of uses to create a vibrant, walkable and transit-supportive district;*
- *Encourage active uses along the street to create a safe and inviting pedestrian environment;*
- *Promote an attractive streetscape through building placement and design;*
- *Encourage sustainable best practices in building, site and infrastructure design;*

A Conditional Use approval is required for the Technology Campus use will be part of the Planned Development Application.

The project and operations are in line with the Technology Campus terminology of the required Conditional Use and aligns with the provisions of the LX District Provisions currently under review by the City of Bloomington.

c. Airport Zoning:

The project site is located within the Airport Runway (AR-17) Overlay District that codifies the 2004 MSP Zoning Ordinance. This overlay district has additional zoning requirements for the project.

FAA height restriction vary over the site.

FAA and MAC approvals are required. Application for review and approval of building, lighting and construction crane height are currently being developed.

d. Floor Area Ratio: The Lindau Mixed Use District has FAR requirement of 0.70 to 2.0.

The project will not meet this FAR requirement for Phase One. However, it is anticipated that the project will exceed the minimum 0.70 FAR with the completion of Phase Three. (Refer to following table for FAR of each Phase.)

**F. Parking Analysis:**

- a. Parking: City parking off-street parking requirements are in affect for the project site.
  - i. Office: 1 stall per 285 sf
  - ii. Manufacturing: 1 stall per 500 sf
  - iii. Warehouse: 1 stall per 1,000 sf

Additional parking calculations are provided as a supplement to this document.

**b. Transit Reduction:**

The Project is requesting a reduction on required parking counts based on the high level of mass public transit located within ¼ mile of the project site. This includes light rail, rapid buss line and eight standard bus routes.

**c. Parking agreements**

The Project is negotiating an agreement with the Bloomington Port Authority to provide parking as required for the project in a combination of a structured parking garage and surface lot parking on an adjacent parcels land throughout the master plans development.

**d. Parking Needs based on Building Occupancy**

For Phase One the projected building occupancy will be 200 people. The code required parking is 253. The project will provide 225 parking stalls based on available transit reduction and proof of parking as needed.

**G. Traffic:**

- a. A Traffic Study is needed and will be coordinated through the Bloomington Public Work.

**H. Stormwater Management:**

- a. Underground stormwater management will be provided in accordance with the Lower Minnesota River Water Shed District in coordination with the City of Bloomington.
- b. Underground stormwater storage will be constructed in phases as required by each phase of the development.
- c. A stormwater easement will be developed between all parcels within the development for shared development and use of the underground stormwater management.

**I. Lighting:**

- a. Exterior lighting requirements are being designed to comply with the city's lighting requirements.

**J. Utilities:**

- a. Phase One, utilities will be connected from the existing services located within the American Blvd or 28<sup>th</sup> Avenue South right-of-way.
  - i. Water
  - ii. Sanitary Sewer
  - iii. Storm Sewer
  - iv. Electrical
  - v. Natural Gas
  - vi. Communication
- b. Phase Two is anticipated to have separated utility services, these will be supplied from Lindau Lane and 28<sup>th</sup> Avenue South.
- c. Phase Three is anticipated to be serviced from the existing utilizes established in Phase One from American Blvd. or 28<sup>th</sup> Avenue South.

- d. Phase Four is anticipated to be serviced from the existing utilities established in Phase One from American Blvd for the expansion of the warehouse. Phase Four Office is anticipated to have separated utility services, these will be supplied from Lindau Lane.
- e. Anticipated water usage is provided as a supplement to this document. The water usage for the all phases of the project will be calculated based on the Metropolitan Councils standards. The project does not have any process water use or waste. The only water use is for domestic use.

## **Flexibility Requests**

### **Master Plan**

1. Conditional Use: The project is requesting to be granted conditional use for a Technology Campus.
2. FAR: The initial project will not achieve the required FAR for the individual parcels. However, with the completion of the master plan the entire project will meet the requirement, with an approximate FAR of 0.92. Flexibility on the FAR requirement is requested for Phase One, and Two.
3. Parking: The high level of mass transit options immediately adjacent to the project and anticipated increase in options are desirable and were part of the site selection Criteria for SICK. Flexibility on the Parking requirement is requested for Phase One, Two, Three and Four.
  - a. For Phase One this flexibility request is within the 13% that the City of Bloomington allows for within its Zoning Code.
  - b. For Phase Two through Four a more in-depth transit and traffic study will be completed to confirm building occupancy projections and available transit options.
4. Setbacks:
  - i. These properties have both a minimum and maximum setback from the street. Due the phased development meeting these maximum setbacks would hamper the future phase construction. Flexibility on the maximum setback is requested for Phase One, Two, Three and Four to address phased construction.
    1. Primary Street Setback: For the master plan the primary streets are Lindau Lane and 28<sup>th</sup> Avenue South. Flexibility on the maximum setback is requested for Phase Two and Four to allow a building design that address the street and the existing public plaza traffic circle located at the intersection of Lindau Lane and 28<sup>th</sup> Avenue South.
      - a. The future office building in Phase Two is being design in anticipation of the Phase Four office building and the development of public space pedestrian space along Lindau Lane.
      - b. The expansion of the office building in Phase Four will include the development a pedestrian public plaza with site furniture and sculpture. The building's Lindau Lane and 28<sup>th</sup> Ave South façades are to align with the north and west edge of the Lindau/28<sup>th</sup> public plaza traffic circle. This opens the sight lines along the Lindau lane and 28<sup>th</sup> Ave South. This accomplishes a few important functions. First this allows for a building massing plane change when the Phase Four office building engages the Phase One building. Second it provides space between the sidewalk and the building for a grade change from the office building's floor elevation of 810' and the sidewalk's elevation. And finally, this set back provide space for electrical utility equipment needed for the Phase Two office building.
      - c. The Phase Four office building along Lindau Lane also is set back more than the maximum setbacks of for a Primary Street. The distance is to be determined as the future phases are developed.



- d. The planed public plaza space at the intersection of Lindau Lane and 28<sup>th</sup> Avenue, is consistent with others public plazas that have been developed and plan with in the South Loop District, including at the NE and SE corners of Lindau and 24<sup>th</sup> Avenue and the SE corner of Lindau Land an 28<sup>th</sup> Ave.
    2. Secondary Street Setback: For the master plan along American Blvd, flexibility on the maximum setback is requested for Phase One. This flexibility will allow for the future expansion as part of Phase Three and Four, were expansion will bring the building closer to the street.
  - ii. Landscape: Flexibility is requested on landscaping due the phasing of the project including, a reduction in the required tree and shrub counts are requested due to the limited unbuilt green space area upon the completion of Phase Four.
    1. Phase One of the project will meet the landscape requirements for Parcel A.
5. Glazing Percentages: Flexibility is requested on glazing requirements due the phasing of the project. Several of the elevations of Phase One will be covered by future additions or blocked from view of public streets by future construction.

#### Phase One

1. FAR:
  - a. Phase One building located on the Phase One Parcel A does not meet the FAR requirement for the LX District. Request is for 0.46 FAR allowance versus the 0.70 required by the district. Future Phases will bring the development within the required FAR
2. Parking:
  - a. Counts: The parking counts required by the City code exceed the projected requirements of the Phase One project. A transit reduction is requested with proof of parking indicating the ability to provide the code require count if needed.
3. Setback:
  - a. Primary Street Setback: Along 28<sup>th</sup> Avenue South the request is for a setback 24'-0" in lieu of the 20'-0" maximum. There is a utility easement at 20'-0" requiring the face of the building to be pushed back to maintain footings outside of the easement.
  - b. Secondary Street Setback: Secondary building elevation as part of Phase One will not be meet the 30% minimum within the maximum setback. A Phase Three addition will bring the building closer to the street.
  - c. As part of Phase Three a 25'-0" maximum setback is requested in lieu of the 20'-0". The existing large radius corner of street and sidewalk impact the construction closer to the street. A Phase Three expansion will have a building constructed closer to American Boulevard and exceeding the 30% vertical element with-in the revised 25'-0" set back as desired by the code.
4. Building Massing Standard:
  - a. The project is requesting flexibility on the Building Massing Standard. The building has been designed to break up the façade with large segments of glazing from grade to parapet. With Phase Three any change in façade plane will be covered by a new building.

#### Phase Two

1. FAR:

Phase One and Phase Two located on the Parcels A and B is requesting a FAR reduction to 0.64 FAR allowance versus the 0.70 required by the district.

2. Parking:
  - a. Counts: A transit reduction is requested with proof of parking indicating the ability to provide the code require count if needed.
3. Setback:
  - a. Primary Street Setback: Along Lindau Lane Relief from the of the 20'-0" maximum. This will allow both the Phase Two Office Building and Phase Four Office Building to align with the traffic plaza and provide a public plaza space along Lindau Lane and 28<sup>th</sup> Ave South. The existing large radius corner of street, sidewalk and traffic plaza impact the construction closer to the street.
5. Landscape:

Tree Count and Landscape Reduction, to be determined with further development of the master plan.

#### Phase Three

1. Parking:

Counts: A transit reduction is requested
2. Setback:
  - a. Primary Street Setback: Along 28<sup>th</sup> Avenue South the request is for a setback 24'-0" in lieu of the 20'-0" maximum. There is a utility easement at 20'-0" requiring the face of the building to be pushed back to maintain footings outside of the easement.
  - b. Secondary Street Setback: Secondary building elevation as part of Phase One will not be meet the 30% minimum within the maximum setback. A Phase Three addition will bring the building closer to the street.
3. Landscape:

Tree Count Reduction, to be determined based on available open green space.

#### Phase Four

1. Parking:

Counts: The parking counts required by the City code far exceed the projected requirements of the master plan through Phase Four project. A reduction is requested with a reduction for proximity to the transit.
2. Setbacks:

Primary Street Setback: Along Lindau Lane Relief from the of the 20'-0" maximum. This will allow both the Phase Two Office Building and Phase Four Office Building to align with the traffic plaza and provide a public plaza space along Lindau Lane and 28<sup>th</sup> Ave South. The existing large radius corner of street, sidewalk and traffic plaza impact the construction closer to the street.
3. Landscape:

Tree Count Reduction, to be determined based on available open green space.

**Parking Counts**

**Phase One**

Space	SF	SF/Stall	Required	ADA/HC
Logistics / Warehouse	57,000	1,000	57	
Production One	49,000	500	98	
Office	28,000	285	98	
Sub-Total			253	7
Transit Reduction of 10%			25	
Total			228	7
Provided			225	9
Proof of Parking			3	

**Phase Two**

Space	SF	SF/Stall	Required	ADA/HC
Logistics / Warehouse	57,000	1,000	57	
Production One	49,000	500	98	
Office	28,000	285	98	
Office Bldg One	144,000	285	505	
Sub-Total			759	15
Transit Reduction of 10%			75	
Total			683	14
Provided Surface Lot			220	5
Provided Structured Parking			550	10
Proof of Parking			0	

**Phase Three**

Space	SF	SF/Stall	Required	ADA/HC
Logistics / Warehouse	57,000	1,000	57	
Production One	49,000	500	98	
Office	28,000	500	98	
Office Bldg One	144,000	285	505	
Production Two	43,000	285	86	
Sub-Total			845	17
Transit Reduction of 10%			105	
Total			760	15
Provided Surface Lot			220	5
Provided Structured Parking			550	10
Proof of Parking			75	

**Phase Four**

Space	SF	SF/Stall	Required	ADA/HC
Logistics / Warehouse	57,000	1,000	57	
Production One	49,000	500	98	
Office	28,000	500	98	
Office Bldg One	144,000	285	505	
Production Two	43,000	285	86	
Office Bldg One	108,000	285	379	
Warehouse	60,000	1,000	60	
Sub-Total			1,283	26
Transit Reduction of 13%			160	
Total			1,123	22
Provided Surface Lot			15	2
Provided Structured Parking			1,140	20
Proof of Parking			128	

## **Building Occupancy**

### **Phase One**

Space	SF	SF/Occ	Code	Actual
Logistics / Warehouse	57,000	500	114	
Production One	49,000	100	490	
Office	28,000	100	280	
Total			884	

### **Phase Two**

Space	SF	SF/Occ	Code	Actual
Logistics / Warehouse	57,000	500	114	
Production One	49,000	100	490	
Office	28,000	100	280	
Office Bldg One	144,000	100	1,440	
Total			2,324	

### **Phase Three**

Space	SF	SF/Occ	Code	Actual
Logistics / Warehouse	57,000	500	114	
Production One	49,000	100	490	
Office	28,000	100	280	
Office Bldg One	144,000	100	1,440	
Production Two	43,000	100	430	
Total			2,754	

### **Phase Four**

Space	SF	SF/Occ	Code	Actual
Logistics / Warehouse	57,000	500	114	
Production One	49,000	100	490	
Office	28,000	100	280	
Office Bldg One	144,000	100	1,440	
Production Two	43,000	100	430	
Office Bldg Two	108,000	100	1,080	
Warehouse	60,000	500	60	
Total			3,954	

## Water and Waste Water

### Phase One Production and Logistic Building

People:			Retail	
	FTE	Student/Visitor	Customer	
Total	620	50	0	
Female	310	25	0	
Male	310	25	0	
Annual Days Operational: 260				
	USES PER DAY			Proposed Daily Qty (gal)
Fixture	FTE	Student/Visitor	Retail Customer	
Water Closet				1206.4 400
- Female	3	0.5	0	
- Male	1	0.1	0	
Urinal				0 315
- Female	0	0	0	
- Male	2	0.4	0	
Lavatory (15sec)				117.8125 117.8125
- Female	3	0.5	0	
- Male	3	0.5	0	
Shower (300sec)				348.75 348.75
- Female	0.15	0	0	
- Male	0.15	0	0	
Kitchen Sink (15sec)				116.25 116.25
- Female	1	0	0	
- Male	1	0	0	
Mop Sink (3 Min)				100
5 Gallons	20	0	0	
Coffee Maker				20
1 Gallons	20	0	0	
Water Fountain				155
1/4 Gallon	1	0	0	
Total Daily:			3362.025 gal	
	Peak Hour Uses			Proposed Peak Qty (gal)
Fixture	FTE	Student/Visitor	Retail Customer	
Water Closet				412.8 214.4
- Female	1	0.5	0	
- Male	0.5	0.5	0	
Urinal				0 77.5
- Female	0	0	0	
- Male	0.5	0	0	
Lavatory (15sec)				161.25 161.25
- Female	1	0.5	0	
- Male	1	0.5	0	
Water Fountain				77.5
1/4 Gallon	1	0	0	
Peak Hour:			1104.7 gal	

## Water and Waste Water

### Phase Two Office Building

People:			Retail	
	FTE	Student/Visitor	Customer	
Total	700	100	0	
Female	350	50	0	
Male	350	50	0	
Annual Days Operational: 260				
	USES PER DAY			Proposed Daily Qty (gal)
Fixture	FTE	Student/Visitor	Retail Customer	
Water Closet				1376 454.4
- Female	3	0.5	0	
- Male	1	0.1	0	
Urinal				0 360
- Female	0	0	0	
- Male	2	0.4	0	
Lavatory (15sec)				134.375 134.375
- Female	3	0.5	0	
- Male	3	0.5	0	
Shower (300sec)				393.75 393.75
- Female	0.15	0	0	
- Male	0.15	0	0	
Kitchen Sink (15sec)				131.25 131.25
- Female	1	0	0	
- Male	1	0	0	
Mop Sink (3 Min)				100
5 Gallons	20	0	0	
Coffee Maker				20
1 Gallons	20	0	0	
Water Fountain				175
1/4 Gallon	1	0	0	
Total Daily:				3804.15 gal
	Peak Hour Uses			Proposed Peak Qty (gal)
Fixture	FTE	Student/Visitor	Retail Customer	
Water Closet				480 256
- Female	1	0.5	0	
- Male	0.5	0.5	0	
Urinal				0 87.5
- Female	0	0	0	
- Male	0.5	0	0	
Lavatory (15sec)				187.5 187.5
- Female	1	0.5	0	
- Male	1	0.5	0	
Water Fountain				87.5
1/4 Gallon	1	0	0	
Peak Hour:				1286 gal

## Water and Waste Water

### Phase Four Office Building

People:			Retail	
	FTE	Student/Visitor	Customer	
Total	700	100	0	
Female	350	50	0	
Male	350	50	0	
Annual Days Operational: 260				
	USES PER DAY			Proposed Daily Qty (gal)
Fixture	FTE	Student/Visitor	Retail Customer	
Water Closet				1376 454.4
- Female	3	0.5	0	
- Male	1	0.1	0	
Urinal				0 360
- Female	0	0	0	
- Male	2	0.4	0	
Lavatory (15sec)				134.375 134.375
- Female	3	0.5	0	
- Male	3	0.5	0	
Shower (300sec)				393.75 393.75
- Female	0.15	0	0	
- Male	0.15	0	0	
Kitchen Sink (15sec)				131.25 131.25
- Female	1	0	0	
- Male	1	0	0	
Mop Sink (3 Min)				100
5 Gallons	20	0	0	
Coffee Maker				20
1 Gallons	20	0	0	
Water Fountain				175
1/4 Gallon	1	0	0	
Total Daily:				3804.15 gal
	Peak Hour Uses			Proposed Peak Qty (gal)
Fixture	FTE	Student/Visitor	Retail Customer	
Water Closet				480 256
- Female	1	0.5	0	
- Male	0.5	0.5	0	
Urinal				0 87.5
- Female	0	0	0	
- Male	0.5	0	0	
Lavatory (15sec)				187.5 187.5
- Female	1	0.5	0	
- Male	1	0.5	0	
Water Fountain				87.5
1/4 Gallon	1	0	0	
Peak Hour:				1286 gal