# CITY OF SIOUX FALLS
# LIGHT, POWER & TRAFFIC

**PUBLIC WORKS | ADMINISTRATION & OPERATIONS BUILDING**

JULY 29, 2021

TSP Architecture Engineering Planning

STOCKWELL

SIOUX FALLS
SOUTH DAKOTA

**Qualifications to Provide Professional A/E Design Services for**
**Public Works Light, Power, & Traffic New Administration & Operations Building**

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1112 N. West Avenue
Sioux Falls, SD 57104
(605)336-1160
TeamTSP.com

Architecture
Engineering
Planning

July 29, 2021

Mr. David J. Dekker, Purchasing Specialist
City of Sioux Falls Public Works
224 W. Ninth Street
PO Box 7402
Sioux Falls, SD 57117-7402

**RE: Public Works New Administration & Operations Building**

Dear Mr. Dekker and Selection Committee Members,

This is another big moment in the history of Sioux Falls. You have been building your current facility inventory for more than 140 years. As times have changed, the City has required greater power generation and other updates while repurposing each facility for its next use. The City has been a good steward of these facilities, making wise investments to keep each department and service viable as the City grows its services to align with our community.

This project marks the next step in that evolution. As the City combines a new group of departments to better serve the public, co-locating staff from various street-infrastructure specialties will create some new synergies. Collaboration between these departments has great potential, just as the collaboration between our design team and the City has potential for a great facility. That potential starts here.

Your TSP team brings a wealth of knowledge from previous projects with City of Sioux Falls staff, and we'll also bring to bear the experience we've gained while planning facilities for other cities and counties. Of paramount importance is our ability to see beyond today's needs, looking toward the next 140 years. This new facility also must change with the needs of its users. Our job is to anticipate those changes. We'll design flexibility into each doorway and room wherever possible to craft this facility into a viable, long-term asset for the City. We have proven methods to get you to that point and beyond.

We have read the posted questions, answers, and addenda, and we have no exceptions to them. We are familiar with the City's contracts and terms from our past successful projects together. TSP will help mitigate the City's risk throughout this new effort, just as our firm has done since 1935—when founder Harold Spitznagel was commissioned to design City Hall. TSP remains dedicated to our long-lasting client relationships, and we're here to help the City of Sioux Falls usher in the next era of development.

The proposed schedule appears to be very realistic, and our staff size offers a unique ability to accelerate or adjust as needed to meet changing demands. The RFP enumerated requirements that we accept moving forward as well. Our team is at the ready to serve the City of Sioux Falls with the sort of service that you both expect and need from us. We commit to be your advocate in all things design and will stand with you throughout the process and beyond, as you have seen from us.

Sincerely,
TSP, Inc.

Sean Ervin, AIA, LEED AP
Principal & Project Manager
ErvinSO@TeamTSP.com

# UNDERSTANDING YOUR NEEDS

## PROJECT-SPECIFIC APPROACH

## KEY ELEMENTS & CONSIDERATIONS

### Flexibility for the future

A Public Works Light, Power, and Traffic Administration + Operations Building for the City of Sioux Falls has unique requirements. Your needs will shape those requirements and the resulting spaces they will occupy. The success of the design solution will be determined by the careful understanding of needs for the spaces. Any building that should be designed to stand the tests of time must thoroughly meet today's demands while anticipating future needs by addressing them directly or allowing an easy adjustment as needs present themselves in future decades. Our design team will use our expertise to both utilize your knowledge and our process to formulate your best solution possible.

### Equipment demands

The equipment you use will change over time, that is guaranteed. Our team will ask the pertinent questions to discover what those changes are likely to be and offer wisdom for you to consider so we can anticipate the future the best we can today. We demonstrated this on your past two fire stations in thinking about how the apparatus bays could be improved. This applied to not only the space dimensions, but to doors for access, the way the space should be heated, and how equipment could be most efficiently stored and remobilized. We will bring the same inquisitive nature to this project and help you noodle through the best possible solution.

### Operational decisions

Your equipment may change even how it is powered as an example. What happens if you transition to all-electric equipment in 20 years? Will your facility be able to handle that change? That is the kind of discussion we will guide you through as we go. We even will ask questions about how often you have accidents and suggest ways we can help prevent future incidents, leading to improved safety for your staff and facilities. We will leave no stone unturned as we work through many considerations.

### Traffic patterns

Even traffic flow through the building to allow equipment to safely enter, negotiate through, and leave the building will be considered and carefully formulated. Each option in this regard has a significant impact to space required (parking vs. drives), energy efficiency (door counts and heating recovery of spaces), and to preparation of equipment (loading, unloading, and materials replenishment).


**Outdated generator in existing City of Sioux Falls power building**

# METHODOLOGY

## FORWARD-THINKING & FOCUSED ON YOU

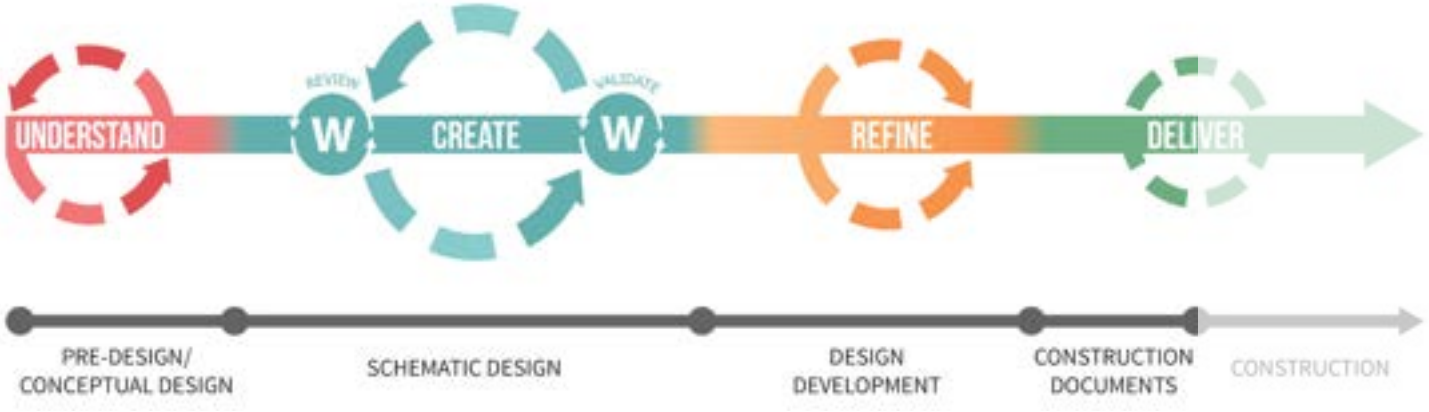
## OVERVIEW

The TSP team believes the best designs are built around—and with—the people they'll serve. That's why our highly collaborative process engages all key stakeholders to build trust and transparency among project-team member. This helps drive decision-making and leads to a clear understanding of the problems to be solved. As we describe in this methodology section, our process aligns with the traditional design phases. However, we describe each in a way that's customized for your project.

We group these phases into several major objectives: **Understand, Create, Refine, Deliver.** Each phase builds on the last to ensure we have the right information at the right time. This allows for a high-quality, tailored design. We will create a detailed work plan that breaks each phase into stages that tactically address specific items. This includes floor-plan options with supporting narratives and cost projections for each.

Based on the needs described in your RFP, **we'll press pause roughly halfway through the final stage (Deliver) for the purposes of the New Administration & Operations Building.** This aligns with your stated intent to issue a contract through Construction Documents. We've included the full process in the graphic below so you can see our clear approach. Earlier-phase work supports later decision-making for Bidding and Construction Administration as we fully develop your vision's tangible details and translate your preferred design into accurate and complete documents.

Throughout every stage, we apply comprehensive project-management techniques to customize, document, communicate, and continuously update our tools and tactics. This enables us to provide high-quality professional services and deliver your project within budget and schedule.



# OBJECTIVES BY PHASE

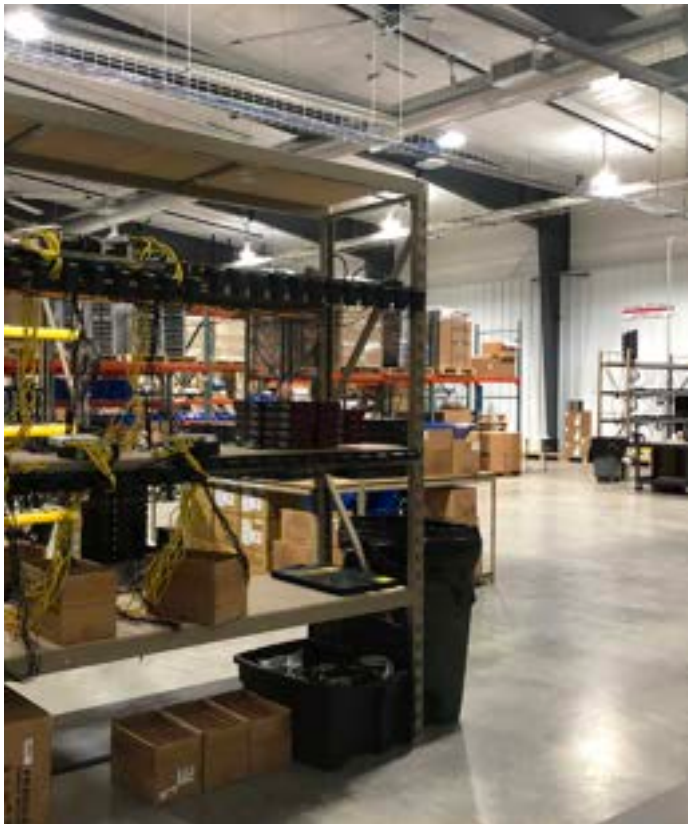
***Note:*** *A detailed Scope of Services describing the TSP team's work plan within each phase is organized in Section 3 of this proposal, to align with the RFP's stated format.*

## Pre-Design & Space Study/Conceptual Design

**KEY OBJECTIVE: UNDERSTAND**

Together, we'll gain a clear understanding of the complex set of diverse items to be solved so we can judge our work within the appropriate context and eliminate any flawed solutions quickly and early.

The initial step for this portion will be a Space Needs Study done with your input and crafted to answer questions about the scope of the project to get all participant's heads wrapped around what is needed, what can be shared, and what the future might look like for the constituent departments. We focus on asking the right questions and searching for the right answers to inform a design. The process serves as our foundation moving forward.



**Equipment and supplies storage at Midco Technical Operations Center & Warehouse, Sioux Falls, SD**

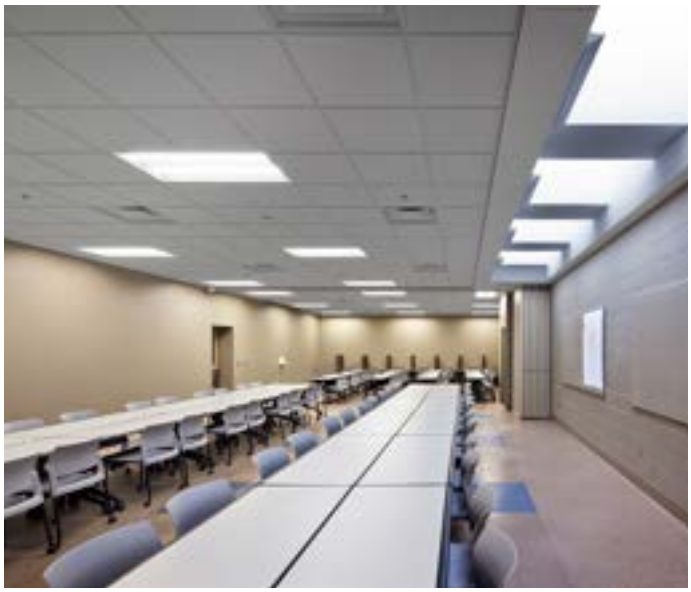
As a whole, this phase allows us to focus more time on making the good stuff even better. It's a rigorous, methodical gathering of all the project's appropriate design criteria, including building program review, site programming review, performance criteria and any other aspects that could affect the design outcome. These extra elements will build on the Space Needs Study to define other big-picture ideas needed to understand your project's scope. Bubble diagrams, for example, can help illustrate circulation requirements so our Space Needs analysis is as accurate as possible. We dive deep into the functional needs of the users and the facility. This phase will move quickly but is essential to ensure a successful project.

## Schematic Design

**KEY OBJECTIVE: CREATE**

We'll illuminate the issues and refine the work in collaboration with you and your stakeholders to establish a unified expectation of what the design will be.

Research is imperative to articulate the design, and the creative iteration process is every bit as crucial to find an optimized solution. Iteration is the act of solving, evaluating, and refining. It helps us define multiple design alternatives to address all functional requirements of the project's needs and then establish expectations for the building and site. Design is in part about making choices, and iteration is a key tactic to present and select the correct course of action.



**Large meeting room with divider (top) and employee locker room with showers, both within the Public Works & Transit Operations Center in Rochester, MN**

## Design Development

**KEY OBJECTIVE: REFINE**

We'll collaborate to optimize the design solution and ensure a balanced approach that allows us to meet the project's collective goals, objectives, and key results.

It's time to confirm any assumptions, define specific details of the design, select materials, resolve any open design issues at hand, and move forward in a singular, preferred direction. We'll also be certain that the proposed scheme can be adapted to regulatory requirements. As we near the end of this phase, we fully define design details, select materials, and confirm all building systems.

## 4 | Construction Documents

**KEY OBJECTIVE: DELIVER**

Now we mentally "build" each detail and start producing clear drawings and specifications that convey to your construction partners the design's intent—in actionable form that supports your vision. Construction Documents (CDs) reflect all decisions made in earlier phases. They provide the literal blueprints to coordinate among disciplines and project partners.

We'll ensure that regulatory requirements are met and that contract documents appropriately address requirements for operations, architecture, engineering, site work, furniture, and equipment. The TSP team also will make certain the document sets are appropriately organized for the later Bidding and Construction Administration services, which will be handled in a separate contract.

In the final portion of the work addressed by the RFP, the TSP team will secure any necessary formal regulatory approvals to acquire construction permits and final approvals. This paves the way for a seamless continuation once the project is ready to proceed.

*A detailed Scope of Services describing the TSP team's work plan is organized in Section 3 of this proposal, to align with the RFP's stated format.*

# TEAM MEMBERS

## A COHESIVE PARTNERSHIP

## LEAD FIRM

TSP is a multidisciplinary service leader with architecture, engineering, planning, and interior-design expertise all within a single company. What began as a one-man shop in 1930 has grown into a regional employee-owned practice. We feel a deep personal accountability to one another and to our clients. It's part of why each project is so much more than a building to us: We're forging lasting relationships alongside the projects we co-create.

TSP's people are passionate about beautifully functional designs that meet needs today and are flexible enough to have a meaningful purpose well into the future. Our collaborative culture puts "we" before "me"—and it's the engine that drives everything we do. We apply teamwork, service, and passion to develop a comprehensive understanding of each client's needs. We believe the best designs are built around—and with—the people they'll serve. Knowing exactly what clients need enables us to place those features precisely where they're needed. When everything just works, we give end-users the best possible experience.

## CONSULTANT

A history of success is one thing. Having people who can carry on that legacy each and every day is quite another. Stockwell's seasoned staff members in Sioux Falls routinely exceed our client's expectations. The firm strives to be regarded as the Midwest's most trusted and dynamic resource for innovative planning, civil engineering, and landscape architecture solutions.

Stockwell's areas of focused expertise include:

- Development site planning and design
- Preliminary surveys and route-design surveys
- Topographical, boundary, hydrographical, and legal surveys
- Drainage analysis and design
- Water and wastewater system analysis and design
- Street, highway, and parking-lot design
- Construction staking

### SEAN ERVIN, AIA, LEED AP

Project Manager

Sean understands that successful facilities require functionality, ease of operations, and careful stewardship of taxpayer dollars. He will provide oversight to ensure both the big picture and the details are addressed. Sean has led numerous planning and design projects for the City and Minnehaha County, giving him an expert ability to pinpoint potential problem areas and spot opportunities that will provide the best return on your investment.

**Registered:** SD, IA, MN, NE

**Certification:** LEED Accredited Professional

**Education:** Master of Architecture and Master of Construction Management, Washington University-St. Louis

**Selected Experience:**

- City of Sioux Falls, SD
  - » City Hall Space-Needs Planning & Phased Renovations
  - » Sioux Falls Fire Rescue Station 12
  - » Sioux Falls Fire Rescue Station 11
  - » Sioux Falls Fire Rescue Station 4 and State 9 Siding Replacement
  - » Law Enforcement Center Master Planning Study
- Minnehaha County, Sioux Falls SD
  - » Administrative Building Remodel
  - » Public Safety Building Upper-Level Space-Planning Study
  - » Highway Department & Emergency Management Facility Planning
  - » Public Safety Building Elevator Refurbishment
  - » Highway Department & Emergency Management Facility Planning
- Rapid City Regional Airport Air Rescue Firefighting + Vehicle-Maintenance Facility, Rapid City, SD

# TEAM ROLES & WORKLOAD

Our commitment to the City of Sioux Falls builds upon our past relationship, our reputation for exceptional service, and our dedication to supporting community services on behalf of the City. We see our team as a critical extension of your staff, and we take that responsibility very seriously. You need to know we place the highest value on our repeat clients.

We've selected the team for the upcoming New Administration & Operations Building based on the needed skills and experience, as well as current workloads. We anticipate no changes to the core team of registered/licensed professionals noted above and intend that each will serve as the designer of record for their respective disciplines.

Should unforeseen circumstances arise, Project Manager Sean Ervin will consult with key City representatives for the project and redirect other in-house personnel to ensure no loss of time. Newly assigned team members also will have experience with relevant project types and/or facility features.

CITY OF SIOUX FALLS

## DESIGN LEADERSHIP

**SEAN ERVIN**
PROJECT MANAGER
TSP

## PLANNING & ARCHITECTURE

**REX HAMBROCK**
PROJECT ARCHITECT
TSP

**HEATHER MERGEN**
INTERIOR DESIGNER/FF&E
TSP

## ENGINEERING

**ROGER NIKOLAS**
MECHANICAL ENGINEER
TSP

**DARRELL BREN**
ELECTRICAL ENGINEER
TSP

**LUCAS LORENZEN**
STRUCTURAL ENGINEER
TSP

**GAARD ROPS**
CIVIL ENGINEER
STOCKWELL

## REX HAMBOCK, AIA, LEED AP

Project Architect

As Project Architect, Rex will work directly with stakeholders to understand and embrace your vision. He possesses a deep understanding of City codes the changing needs of the public sector. His designs incorporate sustainable design elements and maintainable, efficient facilities. Rex also brings attention to detail and considers staff utilization in his planning and space-programming work.

**Registered:** SD

**Certification:** LEED Accredited Professional

**Education:** Bachelor of Architecture and Bachelor of Science, Environmental Design, Ball State University

**Selected Experience**

- City of Sioux Falls, Sioux Falls, SD
  - » Fire Rescue Station 12
  - » Midco Aquatic Center
- City of Watertown, SD
  - » Repurpose Existing Wells Fargo Branch/Renovate to Create City Hall
  - » Building Services Code & Permitting Office Assistance Projects
- South Dakota Department of Transportation
  - » I-90 Welcome Center & Port of Entry, Valley Springs, SD
  - » I-29 Welcome Center, Wilmot, SD
- Southeast Tech, Sioux Falls, SD
  - » Campus Development Plan
  - » New Laboratory & Student Services "Hub" Facility
- City of Rochester Public Works Transportation & Operation Center Phase 6 (Bus-Garage Addition), Rochester, MN
- Runnings Farm & Fleet Warehouse & Office Expansion, Marshall, MN

## ROGER NIKOLAS, PE, LEED AP
Mechanical Engineer

Roger designs systems that contribute to long-term efficiency and seamless building operations. He evaluates existing-system attributes and identifies potential improvements that translate to maintenance savings. His designs consider climate control, energy conservation, indoor air quality, energy-management systems, and phased integration to occupied facilities. He has extensive experience in project phasing, scheduling, and management for complex facilities that require precise interaction among M|E|P designs.

**Licensed:** SD, MN, IA, NE, ND

**Certification**: LEED Accredited Professional

**Education:** Bachelor of Science, Mechanical Engineering, University of Minnesota

**Selected Experience**

- City of Watertown Repurpose Existing Wells Fargo Branch/ Renovate to Create City Hall, Watertown SD
- City of Bryant Auditorium Renovation to Create City Hall/ Community Center Addition, Bryant, SD
- City of Sioux Falls, SD
  - » Fire Rescue Station 12
  - » Fire Rescue Station 11
  - » Midco Aquatic Center
- Sioux Falls/Minnehaha County Human Services Center & Public Health Facility
- Southeast Technical College New Laboratory & Student Services “Hub” Facility, Sioux Falls, SD
- Lead Fire Protection Tax District New Fire Station, Lead, SD
- Wyoming Department of Transportation
  - » District 1 Office Remodel/HVAC Design, Laramie, WY
  - » District 2 Transportation Complex, Douglas, WY
- Beverage Wholesalers
  - » Warehouse & Office, Alexandria, MN
  - » Distribution Center/Warehouse & Office, Marshall, MN

## DARRELL BREN, PE, RCDD, LEED AP
Electrical Engineer

Darrell contributes seasoned design skills and knowledge. His extensive experience includes design for specialized pieces of equipment, unique power requirements, high-quality lighting, and electrical issues regarding system flexibility. He serves as TSP's director of mechanical and electrical engineering, overseeing both disciplines. Darrell also specializes in the electrical design of technology systems.

**Licensed:** SD, MN, IA, NE, ND

**Certificactions:** LEED Accredited Professional, Registered Communications Distribution Engineer

**Education:** Bachelor of Science, Electrical Engineering, South Dakota State University

**Selected Experience**

- South Dakota Department of Human Services
  - » Developmental Center Access Control Design, Redfield, SD
  - » Human Services Center Video Surveillance System, Yankton, SD
- South Dakota Department of Transportation
  - » I-90 Welcome Center & Port of Entry, Valley Springs, SD
  - » I-29 Welcome Center, Wilmot, SD
  - » Prairie Hills Intermodal Transit Facility, Spearfish, SD
- Lyon County Courthouse Expansion/Renovation Mechanical & Electrical Engineering Services, Marshall, MN
- City of Sioux Falls/Minnehaha County Human Services Center, Sioux Falls, SD
- South Dakota Army National Guard
  - » Watertown Readiness Center, Watertown, SD
  - » Correct Physical Security Deficiencies Building 420, Rapid City, SD
- City of Rochester, MN
  - » Public Works & Transit Operations Center Phases 1-6
  - » City Hall Security & Access Control Upgrades
- Dakota State University Campus Infrastructure Upgrades, Madison, SD

## LUCAS LORENZEN, PE
Structural Engineer

Lucas is an accomplished structural specialist with focused experience in steel-frame building design. He's worked with steel, concrete, masonry, light-gauge framing, wood, and composite materials. Along with his technical skills, Lucas has a strong background in project management for complex designs and product development projects. His structural solutions will stand the test of time. He believes that clear, open communication with clients produces the best results and enables him to add the greatest value to their assessment or design needs.

**Licensed:** SD, MN, IA, NE

**Education:** Bachelor of Science, Civil Engineering with Structural Engineering Concentration, South Dakota State University

**Selected Experience**

- South Dakota Department of Corrections State Penitentiary Jameson Annex Clinic Addition/Remodel Sioux Falls, SD
- South Dakota Department of Transportation—Sand & Salt Storage structures in Rapid City, Spearfish, and Sturgis, SD*
- Sioux Falls Regional Airport, Sioux Falls, SD
  - » Security Checkpoint Expansion/Lobby Remodel
  - » Baggage Claim Expansion & Baggage-Handling System Redevelopment
- Bell, Inc. Algonquin Facility Column & Roof Repair, Sioux Falls, SD
- Sanford Health, Sioux Falls, SD
  - » Acute Care/Orthopedic Clinic & Summit League Office
  - » Wellness Center Addition/Remodel
- Dakota State University Beacom Institute of Technology, Madison, SD
- South Dakota State University, Brookings, SD
  - » American Indian Student Center
  - » SDSU Foundation Alumni Center

*Previous experience with another firm

## HEATHER MERGEN, NCIDQ
Interior Designer/FF&E

Heather is a results-driven and highly qualified Interior Designer with civic and community project experience. In a recent public-sector effort, Heather ordered more than 1,500 items. Only 2% needed to be replaced, and the replacements were related not to ordering errors, but freight claims. Her portfolio of work includes multiple projects at the Sioux Falls Arena/Convention Center, Denny Sanford Premier Center Complex, as well as a Space Needs Study and Phased Remodel of Rapid City's Administrative Center.

**Registered:** National Council for Interior Desiqn Qualifications

**Education:** Bachelor of Science, Interior Design, South Dakota State University; Associate of Applied Science,

## GAARD ROPS, PE
Civil Engineer

Gaard has extensive experience with infrastructure design including the development of site, utility, grading, drainage, and erosion control plans, parking lot layout, and also in the design of residential, commercial, and industrial developments. His local, joint projects with TSP include Sioux Falls Fire Rescue Station 12 and the Jameson Annex Clinic Addition/Remodel at the South Dakota State Penitentiary.

**Licensed:** SD, MN, ND

**Education:** Bachelor of Science, Civil Engineering, South Dakota State University

# SIMILAR PROJECTS

## REAL-LIFE EXPERIENCE & REFERENCES

### CITY HALL SPACE-NEEDS STUDY & PHASED RENOVATIONS
### CITY OF SIOUX FALLS

TSP's team collaborated with City leaders on a series of renovations to modernize spaces and create consistency in overall design throughout the building. We began with a City Space-Needs Study. The assessment provided the City with needed information to make confident decisions about how departments and services are grouped, which divisions need the most space and greatest public accessibility, and how to plan for evolving needs as the city grows.

Following that Phase 1 groundwork, TSP developed designs for projects on the ground and second floors that respect the building's remaining historical elements while providing much-needed practical updates. TSP and City stakeholders developed open-concept workspaces, providing private offices for only a few staff positions. The project eliminated space-allocation inequities among staff with similar roles and responsibilities.

The guiding principles were the same across all aspects and involved numerous programmatic areas: Building Services, Zoning, Planning, Property Maintenance, Engineering, Finance, and Human Resources. An employee break room also got a makeover. And on the second level, we reclaimed a portion of an underused and oversized lobby to create 500 sf of additional functional space for office suites.

Informal gathering areas and nearby breakout rooms for internal (staff) and external (staff/public) meetings encourage teamwork and interaction without sacrificing defined areas for more focused use. Fixtures and furnishings carry through a color palette that complements the building's historic character.

**Location** | Sioux Falls, SD

**Space-Needs Study (Phase 1)**
Completed: 2012
Updated: 2014

**Ground Floor Remodel (Phase 2)**
Size: 12,500 sf Completed: December 2014
Construction Cost: $555,222

**Second Floor Remodel (Phase 3)**
Size: 11,500 sf Completed: August 2015
Construction Cost: $1,500,000

**Reference** | Sue Quanbeck Ettern, Former Director of Central Services, (605) 419-2642 or SQEtten@sio.midco.net

# PUBLIC WORKS & TRANSIT OPERATIONS CENTER COMPLEX
## CITY OF ROCHESTER

TSP designed this state-of-the-art facility after the City of Rochester's leaders decided to vacate the existing 70-year-old municipal garage. The City moved to a centralized fleet operation as a way to improve efficiency and reduce costs. Key issues addressed during master planning and complex design (Phases 1-5) included internal and site vehicle circulation, workflow, sharing and separation of functions, security, air quality, sustainability, and future growth.

The complex provides vehicle storage, operations, and maintenance for the Public Works and Transit fleet. It also accommodates a dispatch/office area, meeting rooms, and employee areas. The dedicated maintenance area includes fueling systems, parts and lubrication storage, air systems, hoists, and wash bays. There's also an additional Transit fleet garage and a cold-storage (unheated) building.

TSP partnered with transportation consultants from WSP to develop a master plan in 2009 and deliver this quality project to serve the greater Rochester area. It received a Committee on Urban Design and Environment Award—New Public Building from the Rochester Energy Commission in 2015.

The same team partnered for Phase 6, a bus-garage addition included in the TSP team's master plan for the site. The project expanded the complex to accommodate a larger fleet of diesel buses in the short term and includes infrastructure needed to transition to Battery Electric Buses in the future.

TSP now is at work as part of a new team developing another expansion, this time to serve the Rapid Transit program. The initiative operates looped routes continuously during the service day. This freestanding new building at the complex will house diesel buses displaced by the new 60-foot-long electric-battery buses in the main facility but also must support electric buses, including accommodations for future electric-depot charging infrastructure and maintenance bays. The project will include toilet rooms for bus operators.

**Location** | Rochester, MN

**Master Plan through Construction (Phases 1-5)**
Size: 231,100 sf new on 40-acre site
Construction Cost: $35,825,595
Completed: October 2012

**Bus-Garage Expansion (Phase 6)**
Size: 41,844 sf addition
Construction Cost: $3,190,000
Completed: November 2019

**Rapid Transit Expansion**
Size: 40,000 sf new (estimated)
Construction Cost: $5,000,000 (estimated)
Status: In design

**Reference** | Monty Meyer, Fleet & Facilities Division Head, (507) 328-2438 or MMeyer@rochestermn.gov

# FIRE RESCUE STATION 11
## CITY OF SIOUX FALLS


A housing boom in the northwest portion of Sioux Falls fast-tracked this project to provide vital life-safety services to families moving into the emerging development. Our team's architects and engineers listened to City officials and Fire & Rescue leaders to create a highly functional emergency hub and set the stage for future growth in the neighborhood.

Close collaboration with Fire Rescue staff, in particular, resulted in several enhancements to the City's standard firehouse design. Our experts solved several recurring problems at recently built fire stations and gave fire crews dependable building systems and equipment. Rigid, outboard insulation meets more stringent energy codes while keeping the station's living quarters comfortable for crew members during long shifts. Inadequate insulation in earlier designs caused interior condensation and even frost. TSP's team also worked with the garage's overhead door vendor to calibrate custom sensor settings for opening and closing sequences.

**Location** | Sioux Falls, SD

**Construction Cost** | $1,745,265

**Size** | 7,371 sf new

**Completed** | March 2015

**Reference** | Jeff Helm, Division Chief, (605) 367-8078 or JHelm@SiouxFalls.org

# FIRE RESCUE STATION 12
## CITY OF SIOUX FALLS


Collaborating for the second new fire station in five years, TSP and the City of Sioux Falls kept the best of what worked in the our initial overhaul of Fire Rescue's old prototype. Our team reoriented the plan to fit the site and adapted certain features to fit the vision for Fire Station 12, which now serves the southeast portion of town.

There are some other important design differences, too. The newer station's apparatus bays feature glass doors that provide a stronger connection to the surrounding residential area. Station 12 also is upsized to include a storm shelter. The recent code requirement for facilities of this type gives occupants a protected space designed to withstand winds of up to 250 miles per hour.

**Location** | Sioux Falls, SD

**Construction Cost** | $2,620,000

**Size** | 10,200 sf new

**Completed** | December 2020

**Reference** | Jeff Helm, Division Chief, (605) 367-8078 or JHelm@SiouxFalls.org

# AIR RESCUE FIREFIGHTING & VEHICLE-MAINTENANCE FACILITY
## RAPID CITY REGIONAL AIRPORT


The Air Rescue Firefighting & Vehicle Maintenance Facility (ARFF) provides the expansion opportunities needed to meet the needs of a growing community for the long term and meets current NFPA standards. Designed to meet Category B classification, expansion to Category C will allow the facility to meet future standards and demands.

With three dual-access vehicle equipment bays, the facility services both the airport facility groups and the neighboring region of Rapid City. Glazing protects equipment in the bays from UV rays. In-floor heating in the bays and at the outside entry reduces problems caused by harsh winter weather.

New support staff spaces include conference room, offices, separate sleeping quarters, day room, kitchen, and dining and locker rooms. The additional space and accommodations allow for personnel changes and training as required by the three-day rotational staffing model. Site and building security access concerns were addressed with cameras, alarms, and keyed and card-reader locking systems.

**Location** | Rapid City, SD

**Construction Cost** | $4,713,000

**Size** | 13,600 sf new

**Completed** | November 2010

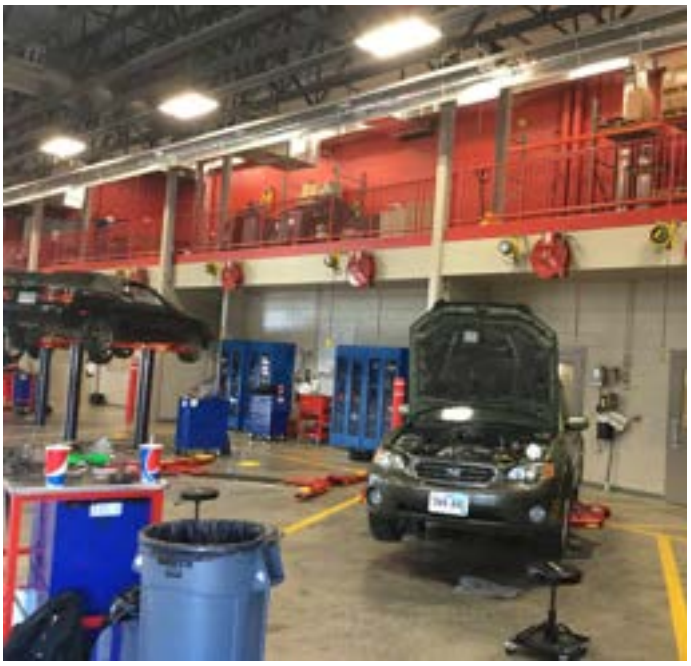
**Reference** | Cameron Humphries, Former Director, (505) 709-7906 or Cameron.Humphres@lacnm.us

# NEW LEARNING LAB & CAMPUS 'HUB' FACILITY
## SOUTHEAST TECHNICAL COLLEGE

An all-new laboratory facility and campus "Hub" for Southeast Tech provides two large-format laboratory environments: one for the heavy-diesel equipment program and the other, for the automotive-technology program. The layout in each accommodates one-way traffic, with overhead doors on both sides so vehicles easily can be brought in an out of the bays.

In the large-equipment area, two five-ton bridge cranes enable students and faculty to work safely and more effectively in the heavy-equipment area. In-ground lifts also were installed. The automotive-tech lab features a mix of in-ground and surface lifts. To maximize space, storage was moved from the lower level to the mezzanine. A materials lift was installed to move the equipment, which the students access through a stairway. The new facility also breakout rooms and student lounges, three traditional classrooms, and a theater-style auditorium, food court, and administrative offices.

**Contract included 27,481 sf in additions/renovations to the Ed Wood Industry & Trades Center, plus site/road upgrades.*



**Location** | Sioux Falls, SD

**Construction Cost** | $21,276,149*

**Size** | 90,750 sf new

**Completed** | December 2016

**Reference** | Jeff Kreiter, Operational Services Director, (605) 367-7965 or JHelm@SiouxFalls.org

# TECHNICAL OPERATIONS CENTER & WAREHOUSE
## MIDCO


The new Midco structure in northwest Sioux Falls serves a dual purpose for the company. Midco team members are the building's only user group, as the facility is home to offices and workspaces for technical operations team members across the region. On-site meeting/training spaces will host internal gatherings of employees from many Midco facilities throughout the area. Midco President & CEO Pat McAdaragh calls it a “perfect solution” to the long-running problem of a dated, undersized facility.

The company had housed its technical operations staff in leased spaces. That arrangement provided some areas suited for Midco's needs and other areas that were less than optimal for specialized services. TSP's architects and engineers collaborated with end-users and administration to determine what worked and what needed improvement. Then, we designed the new facility's spaces around their goals—resulting in a more effective way to work. That's especially important to technicians preparing equipment for installation or other service calls.

The warehouse can serve multiple roles, including storage for "Ike," Midco Sports Network's mobile video command center. The large trailer broadcasts live events and interviews from the field, track, and court.

The new facility provides efficient interface between office and warehouse functions. The office portion of the building is traditional construction with a steel structure, masonry exterior, and metal accent panels. The warehouse is a pre-engineered metal building whose surface treatments echo those of the office space. This ties different components together. The facility also includes a kitchen/break room and adjacent patio space for staff gatherings.

**Location** | Sioux Falls, SD
**Construction Cost** | $4,726,000
**Size** | 35,553 sf new
**Completed** | August 2018

**Reference** | Richard Mell, Facilities Manager, (605) 357-5858

# TRANSIT FACILITY EXPANSION
## CITY OF SIOUX FALLS

This one-level, slab-on-grade addition provided vehicle parking and maintenance space. Construction included concrete footing and foundation, masonry walls, structural steel and steel bar joist roof framing, steel deck, and a single-ply roofing system.

Due to heavy vehicles and equipment housed within the building, special design attention was given to weight loads and structural requirements. The project also included selective remodeling of the office and employee support areas

**Location** | Sioux Falls, SD

**Construction Cost** | $1,025,000

**Size** | 9,655 sf addition

**Completed** | 2000

# SCOPE OF SERVICES

## ADDRESSING ALL COMPONENTS

## WORK PLAN

### Project Management/Interactions

**TASKS 1.1-1.2**

TSP's multidisciplinary approach integrates the work of architects, engineers, planners, and interior designers—all interlaced with a strong focus on project management. This phase actually spans throughout the project effort and is not a separated task. Each team member contributes to the whole while thinking about the whole project. This enables us to deliver quality solutions in a well-coordinated framework.

Our architecture lead coordinates the rest of the team while also leading the interactions with the City to ensure we stay on task, and on schedule. Our TSP "Project Road Map" defines each significant task and ensures we guide you in making the decisions in the right order to minimize backtracking.

We recognize that many staff members who will be involved in these efforts have never before participated in facility-design work. Our highly visual process uses design models, diagrams, images, and on-site observations. Tours or remote reviews of peer or aspirant facilities also may help inform everyone's goals and expectations. This is an opportunity to discuss trends in Utility maintenance and where other equipment impacts are heading. Users can react to tangible examples and provide real-time feedback—so we can deliver real-time refinements to concepts.

The purpose of meetings is to work interactively. Everyone attending has a voice and should know they will be actively engaged at each opportunity. The workshop approach very definitely highlights this intention. Of course, there will be agendas and minutes that record decisions made and why decisions were made, but the results of interactions will also be very graphic for maximum clarity of the resulting decisions moving forward. Each decision will potentially affect the budget and the decisions must be timely to stay on track with the schedule. Each workshop will encompass intense interaction that will advance the cause at every turn.

By the end of these workshops, project proponents will reach consensus on workable solutions and will know they have been heard. We find that participants feel energized by seeing how their input has shaped the options as we progress through the different phases.

### TSP 'PROJECT ROAD MAP'

Our comprehensive Project Road Map serves two purposes. First, it lays out all the design-related tasks necessary to coordinate the multidisciplinary effort, from visioning, planning, and programming through construction. Second, it establishes the correct sequence for this work, assigning dates for milestones we must reach before taking the project forward. This not only keeps team members on track but also informs City decision-makers and other stakeholders of progress and crucial dates that may require input or approval.

**QUESTIONING ASSUMPTIONS**

It can be difficult to keep so many pieces in their proper order once a project gains momentum. Initiating key conversations at critical points uncovers layers of information about you, your operations, and your project needs. Our goal is to discover each detail at the exact moment it can be incorporated most effectively into your design. It costs time and money to make changes after certain elements are in place.

**MOVING FORWARD**

The Road Map also helps us maintain a sense of urgency in the communication process. The early stages of Conceptual Design can feel a bit like a roundabout at an intersection. Every choice seems to depend on everything else. But at several points in each project, we must decide which direction we'll take. If we put off those decisions, we push back other deadlines and jeopardize the schedule.

**KEEPING YOU INFORMED**

The Road Map holds team members accountable within TSP and across our consultant firms. The tool also sets clear expectations for Owner involvement. It outlines a schedule for regular check-ins to share updates and gather input from all stakeholders. You'll know in advance when you'll need to direct the team to explore one option over another.

**Staff locker room at Concrete Materials/Sweetman Construction, Sioux Falls, SD**

## 1 | Pre-Design & Space Study/Conceptual Design (TASK 2.1)

This phase sets the path for everything else that follows, laying the solid foundation for the entire design through comprehensive data-gathering, analysis, and programming.

**Problem-seeking and data collection**

This is a highly user-driven stage. Together, we will examine the true nature of the problems to be solved. We'll dive deep into the functional needs of the users and the facility from many aspects. We resist the urge to pick up a pencil and start designing too soon. Learning and empathy are key components so we can fully discover your particular set of requirements.

We will spend a great deal of time asking questions, documenting, and processing the information that you provide. We will also analyze your existing spaces for how you are accustomed to working, recognizing that you have adapted your process to your building. Here is our chance to optimize your process and design spaces around you. Our team will gather essential information to support the identification of feasible, responsive options for space and layouts.

**Participation**

Our methods are built to engage stakeholders early and continuously communicate with these and other important end-user groups. Our process moves the TSP team on site for several workshops.

The conceptual kick-off with City Departments and stakeholders groups will take place in tandem with the design team's "First 1% Meeting"—an internal workshop that follows soon after to coordinate multidisciplinary details, including engineering for each system for the project. It may seem early for this sort of discussion, but initial thoughts may impact space needs in a significant way that should be captured to represent the holisitc view necessary.

**'First 1%' meeting**

Complex projects demand an even closer working relationship among architecture and engineering leaders on the design team. In these cases, we convene a "First 1%" mini-retreat either as part of our initial kick-off with the Owner or as soon as possible afterward.

We know we need to hear directly from our client and key stakeholders before we assign priority their project challenges. Feedback from the kick-off gives us a deeper understanding of our client's mission, culture, and project goals. This vital input also enables us to develop a framework centered on what matters most to the client. It keeps us accountable to client needs when intricate technical details threaten to bog us down in the logistics.

Getting all the questions out on the table reveals all the variables that we must consider. In turn, the process gives our design and problem-solving experts an early reading on how we'll address these interrelated factors together.

**Programming**

Space Needs Programming will extend far beyond today's project and needs, to be captured in a visionary master program. This interactive space and function list will both define your vision and establish success measures for the project to come. It will incorporate thoughts you have already shared and build upon those initial ideas. It also will anticipate future needs and wants so we can consider those as part of today's decision-making.

We listen, learn, and empathize to fully discover your specific set of requirements through interaction with each stakeholder. This helps us gain a deep understanding of your ideal environment and the needs of various end-users. While relatively non-graphic to begin, this method of finding consensus around the spaces needed will help limit competing agendas and encourage more complete and effective input from everyone.

During the programming stage, it will be crucial to find synergies among the department programs sharing these spaces and define which single-use spaces are essential to achieve outcome goals.

The TSP team will create an adjacency matrix to identify and track those related spaces that should be in close proximity and which areas should be isolated from others. This informs our Building Master Plan, and we will work with stakeholders to define which elements best address the moment's most immediate priorities. To minimize conflicts with future, yet-unplanned development, we also will determine how near-term space uses might conflict with future needs and how future needs may be addressed.

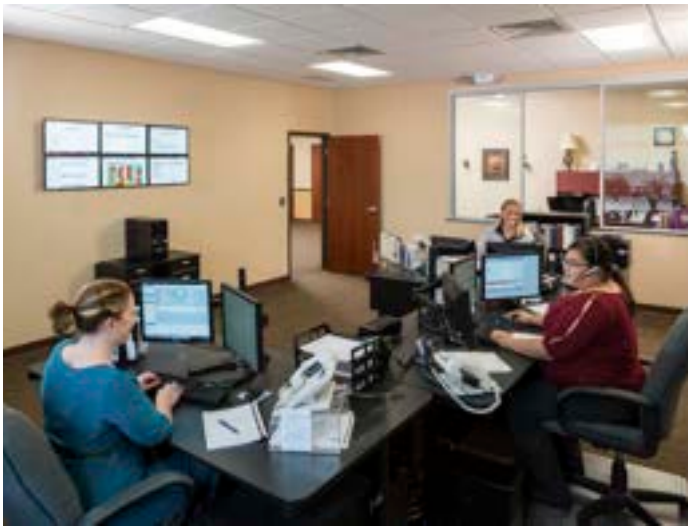
**Employee break room (top) and mix of private/open-concept office spaces with Raven Industries Engineered Films Building Addition, Sioux Falls, SD**

**Midco Technical Operations Center & Warehouse, Sioux Falls, SD**

**Conceptual design**

We then begin to rough out a concept that arranges spaces in a way that makes sense for you and your stakeholders. It's here that we start to illustrate the aesthetic and functional impacts of those decisions.

As we review a graphic layout, we can make our circulation calculations more accurate so they are neither under nor over a realistic value. We also can see how effective our adjacencies are to the intended arrangement. This early step into conceptual design makes the Space Needs Study more pertinent while retaining the rest of the conceptual design during the design-decision process.



**Dispatch (left) and workshop areas within South Dakota Department of Transportation Prairie Hills Regional Facility, Spearfish, SD**

## CRITICAL RESPONSIBILITIES

*Mobilize to confirm and discuss all the foundational building blocks for the project.* This includes but is not limited to design and construction schedule, construction and project budget, expectations for deliverables, meeting and workshop schedules and participants, and definition of goals, objectives and key results.

*Confirm functional requirements.* We'll define gross square footage, and program adjacencies through active participation by staff members to create a space needs analysis. Related topics will include initial structural, civil, landscaping, and mechanical and electrical design criteria that may impact the final space needs or layouts that may require a unique building configuration.

*Conduct an existing site review.* This task comprises several key elements, such as seeing your existing building and site for how they are used and could be more efficient. This must be focused on staff efficiency since staff effectiveness has a long-term impact to the city while the space has primarily an up-front impact. We always want to replicate the elements that work well, while changing the things that hinder daily operations so your new building can be designed around the revitalize departments that share it.

*Identify any site forces to be considered in concept development.*

## MEETINGS & WORKSHOPS

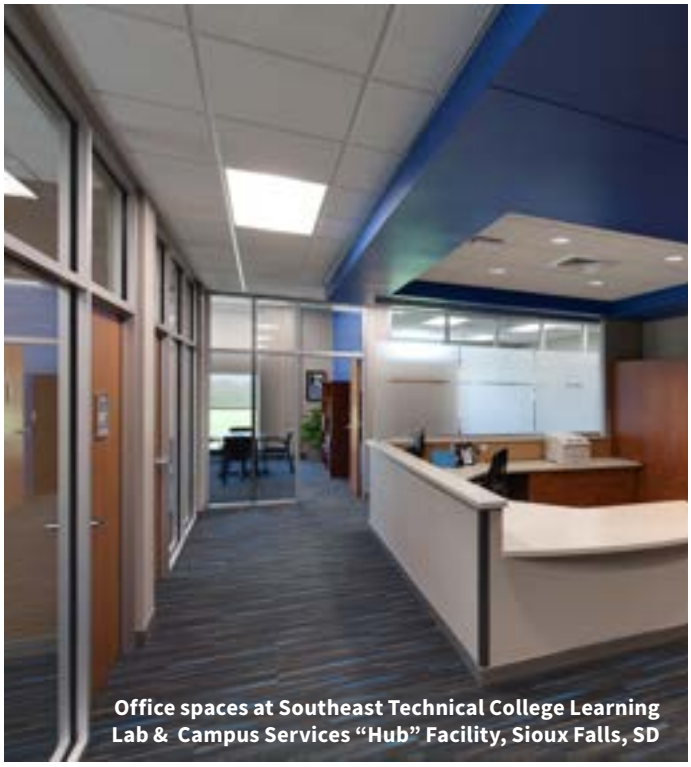
*Kick-off meeting.* Review scope of work, schedule, budget, deliverables, and remaining schedule of meetings and workshops. To make good use of face time, we also will dive into project review items as outlined in the next meeting.

*Project Review Meeting.* Discuss programming indications, building-systems concepts, utility requirements, fire and safety access, potential code issues, and other initial discussions on design expectations. The first of these will be in tandem with our First 1% meeting to identify first thoughts and find out what we don't yet know.

*Weekly or biweekly touch-base meetings.*

## DELIVERABLES

*A Space Needs document that includes an Area Tabulation, space lists, and future needs projections.* In order to confirm circulation needs, a preliminary layout will be provided to graphically represent adjacencies, along with an adjacency matrix to confirm the layout coordinates with the intent of the interactions with the City. We will include notes from our interactions, such as the summary of the First 1% meeting and the workshop's finding. This helps conceptually justify the defined need for the space and resulting facilities.



**Office spaces at Southeast Technical College Learning Lab & Campus Services "Hub" Facility, Sioux Falls, SD**

### SITE DEVELOPMENT & INTEGRATED DESIGN DOCS (TASK 2.2)

The balance of the design process is relatively standard throughout the industry, but results are not standard at all. Our integrated approach includes architects and engineers at every step to design a facility solution that works as a unified whole, just as our design team does on a daily basis.

We'll also examine with base site and building information such as building code, zoning, and related requirements or best-practice guidelines.

## 2 | Schematic Design

In this phase, we begin to craft a proposed building around the Space Needs and adjacencies already established. Together, we'll generate multiple alternatives that solve your real problems.

The thorough information-gathering and programming conducted during Pre-Design & Space Needs Study/ Conceptual Design reveal their value here. Schematic Design brings the most tangible solutions to the group for critical evaluation. These end-user meetings focus on certain elements while being mindful of the whole.

**Conceptual design completion**

Collectively, our team can offer the best-available information to make decisions, drive better solutions, and result in stronger outcomes. Sharing baseline information at our kick-off meeting assures we're all working from the same starting point. It creates excitement and enthusiasm for your project and starts to gather buy-in from groups affected by our design decisions. It also creates an expectation that we all must participate for the project to be successful.

Early deliverables within this context will define a preliminary budget and schedule that aligns with your stated objectives. Our end goal is yours: establish a design solution that everyone can support going forward and that strengthens your whole program at the same time.

We'll uncover layers, evaluate ideas, and incrementally refine the concept through a series of workshops that help us create increasingly sophisticated iterations. Each layer is a filter to understand the inter-workings of a concept from a particular point of view.

**Collaboration**

This is your project, and we never lose sight of that fact. Everything we do depends on our understanding of your vision for all of these departments and any future departments to be considered. Much like the Fire Station #12 project and potential for a Police Report to Work facility, we will always ask questions to maximize the utility of the site's long-term usage for the City. We'll create the overall design direction together as we communicate through drawings, models, and finishes—both exterior and interior. This dialog will be very visual and interactive, setting the stage for truly great conversations.

**Review**

The immediate feedback provided as part of this environment helps the entire project team work through complex issues, reaching compromise in an effective, respectful manner.

Throughout the life of the project, we'll engage this conversation-and-review component during a series of workshops, charrettes, and status meetings, utilizing sophisticated graphic tools to create imagery that can gather buy-in from every level of the City's involvement. As always, we also will verify the scope of the project and the budget to ensure it meets your constraints.

## CRITICAL RESPONSIBILITIES

*Obtain the survey.* Also obtain geotechnical information from the Owner and study these reports.

*Confirm existing stormwater drainage strategy.* Coordinate with local authorities.

*Develop a strategy to assure full compliance with city code and zoning requirements.* The TSP team will hold initial meetings with local jurisdictional authorities. This affords opportunities to discuss any potential design requirements and/or regulatory reviews and review jurisdictional procedures and timelines.

*Prepare drawings of the City's preferred alternative.* Clearly articulate expectations for site improvements, building shape, and functional relationships of items identified in the programming validation. Drawings will include a site plans, floor plans, building elevations, and sections.

*Outline the building's technical and front-end specifications.*

*Compare the cost estimate to budget.* Review with the City to make any adjustments necessary to keep project within established budget. (This element will be completed by the time of Owner review.)

*Prepare and submit an updated project schedule and budget.* Submit to City for review and approval.

## MEETINGS & WORKSHOPS

*Schematic Design Workshops.* Continue discussion and development of building design. This will be our opportunity to finalize any refinements as we move toward completing the Schematic Design phase. fire and safety access, potential code issues, and other initial discussions on design expectations.

*Weekly or biweekly touch-base meetings.*

## DELIVERABLES

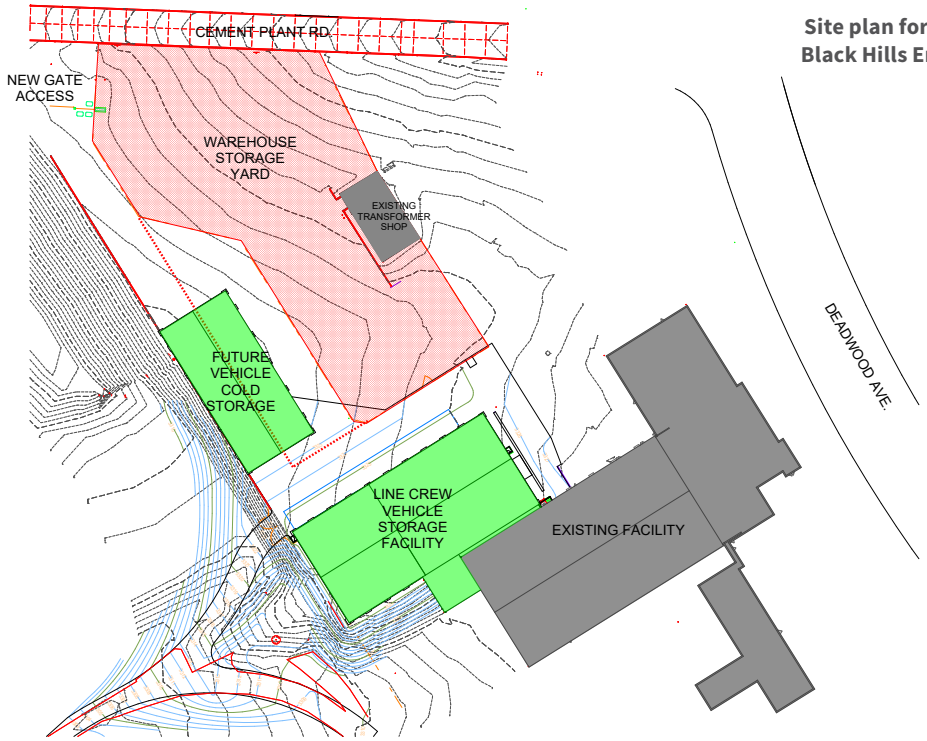
*Design Criteria Document.* A concept-design report describing design criteria, concept alternatives, estimated costs, and other recommendations.

*Schematic Design drawing set.* Includes applicable building and site information.

*Technical Memorandum.* Includes written narrative of other design criteria not explicitly indicated on drawings and Basis of Design documents outlining expectations for products, furniture, equipment, etc.

*Minimum of two perspective images.* These communicate how the design will integrate with the site context.

*Reconciled construction-cost estimate and updated schedule.*




**Site plan for Black Hills Corporation/ Black Hills Energy Deadwood Avenue Service Center Addition, Rapid City, SD**

## 3 | Design Development

The emphasis during Design Development is on bringing in the building's details as they apply to engineering, construction technology and systems, program requirements, and user needs. This includes a detailed inventory of the existing and future equipment to be accommodated within the facility design.

This phase's workshop series concentrates on reviewing and developing the plans and interior of each vital program space, confirming room layout and finishes, and coordinating all built-ins, fixtures, equipment, power and data, and other device locations.

**Communication**

We certainly will use the tools of the day to keep the team at-large updated on progress and needs. These include email, web-based portals, video chats, and conference calls. The communication provided through our drawings and graphics is important as well, and we'll update the imagery first developed in Schematic Design as we refine the project.

But our project success stories come from going above and beyond the normal, day-to-day communication. As your trusted advisor, we must be both proactive in anticipating your needs and responsive in answering your questions. Whether we're making a formal presentation or joining you in a team workshop, we believe it's important to recap the decisions already made and let you know which input we'll need next. It's a great way to bring new members up to speed and maintain a shared focus, regardless of where we are in the design process.

Public Works & Transit Operations Center, Rochester, MN

### CRITICAL RESPONSIBILITIES

*Develop the site and building design.* This is accomplished through drawings and specifications that incorporate schematic review comments from the City. Each building system will be described in the drawings and specifications including architectural, civil, structural, mechanical, electrical, and plumbing.

*Illustrate and describe the project.* Establish scope, relationships, forms, size, and appearance of the project by means of plans, sections, elevations, typical construction details, and furniture layouts. The specifications will identify major materials and systems and establish their quality levels.

*Update utility and regulatory compliance requirements.* Meet with utility and regulatory officials as required.

*Develop a construction-cost estimate based on Design Development.* This will include an evaluation of construction techniques and materials to assure their availability and compatibility with local building trades.

*Compare the construction-cost estimate with the construction budget.* Review with the City to make any adjustments.

*Prepare and submit an updated design and construction schedule.*

### MEETINGS & WORKSHOPS

*Design Development Workshop 1.* Present and review the design and make final selections for interior and exterior materials as well as building systems.

*Design Development Workshop 2.* Finalize heights needed, utility requirements, equipment options, and long-term energy goals.

*Design Development Workshop 3.* Finalize typical layouts for rooms of each type and review exterior appearance. Review a-day-in-the-life of staff members.

*Design Development Workshop 4.* Finalize any design details needing Owner input.

*Weekly or biweekly touch-base meetings.*

**Employee break room at Concrete Materials/Sweetman Construction, Sioux Falls, SD**

## 4 | Construction Documents

TSP will use the graphics created in Design Development to produce the Construction Documents (CDs) that ultimately will provide instructions to your construction partners. Quality CDs are at the heart of efficient bidding and construction practices, and you'll have the opportunity to review and help advise various "coordination sets" as we approach the final CDs.

At the end of this phase, we'll package the CDs into a bid-letting request (or multiple requests, if your project requires more than one phase of construction) and help coordinate these notices to qualified construction professionals.

### CRITICAL RESPONSIBILITIES

*Prepare permit and bid documents (drawings and specifications).* Ensure these materials incorporate the City's comments from the Design Development Review. These sites and building technical designs will be described in drawings and specifications for both the site and the building itself—including architectural, civil, structural, mechanical, electrical, plumbing, and interior design.

*Develop Division 0 and 1 specification.* Seek assistance from the City of Sioux Falls.

*Submit 100% bid-ready Construction Documents for building-plan examination and plumbing-plan review.*

*Review contractor questions.* Respond to those queries as well as any contractor requests for substitutions.

*Prepare any needed addenda.* Clarify the intent of the bid documents.

### DELIVERABLES

*Full-size set of Design Development Drawings.* The set is representative of what the TSP team will deliver in the Construction Documents phase yet to come.

*Outline specifications.* Identify materials and equipment as well as quality-level requirements.

*Reconciled construction-cost estimate and updated schedule.*

*Public information and updates.* Includes supporting materials for City Council informational meetings.

*Presentation materials.* For sharing as Owner sees fit.

### MEETINGS & WORKSHOPS

*Construction Documents 75% Coordination Set Meeting.* Review final items included in the specification Divisions 0 and 1 that still need coordination.

*Weekly or biweekly touch-base meetings.*

### DELIVERABLES

*Bidding documents (drawings, specifications, and bid conditions).*

*Public information and updates.* Includes supporting materials for City Council informational meetings.

*Presentation materials.* For sharing as Owner sees fit.

*Reconcile last adjustments with budget.* Provide Owner with an estimate to assist when comparing future bids (to be received in the next phase).

# PROPOSED FEES & SCHEDULE

## HITTING THE MARKS

## WORK BREAKDOWN (TASK 3)

This table attempts to project the effort involved to give you both high-quality services and highly practical work products co-developed through our interactions. We know the City of Sioux Falls must rely on these materials to communicate with City Council members and public entities. We also know you rely on our expertise to develop these instruments.

We've built the Scope of Services and the Work Breakdown based on our current understanding of the City's stated requirements. We may adjust the details somewhat as we advance into our shared work and uncover additional needs. Professional architecture and engineering fees are highly dependent on the unique nature of each specific project. The fees proposed below align with the efforts anticipated to align with the Scope of Services. Like the tasks themselves, these fees can be adjusted if the scope varies from our projections. The TSP team proposes these fees in good faith and with the understanding that further discussions will be useful to finalize our figures.

| | Task Description | Project Management | Project Meetings | Space Needs Study | Architecture & Engineering Design |
|---|---|---|---|---|---|
| | **TASK NUMBER** | **1.1** | **1.2** | **2.1** | **2.2** |
| | Scheduled Start* | 10/4/2021 | 10/4/2021 | 10/4/2021 | 1/15/2022 |
| | Scheduled Completion* | 6/16/2022 | 6/16/2022 | 11/22/2021 | 6/16/2022 |
| **TEAM MEMBER** | **ROLE** | **ESTIMATED HOURS** | | | |
| Sean Ervin | Project Manager | 35 | 30 | 30 | 65 |
| Rex Hambrock | Project Architect | 53 | 30 | 52 | 180 |
| TBD | Architectural Design Support | 0 | 0 | 28 | 460 |
| Heather Mergen | Interior Designer | 0 | 8 | 42 | 280 |
| Lucas Lorenzen | Structural Engineer | 0 | 4 | 6 | 80 |
| Austin DeJong | Structural Engineering Support | 0 | 0 | 0 | 115 |
| Roger Nikolas | Senior Mechanical Engineer | 0 | 8 | 3 | 100 |
| Sidney Smith | Mechanical Engineer/Designer | 0 | 4 | 10 | 296 |
| Darrell Bren | Senior Electrical Engineer | 0 | 8 | 3 | 80 |
| Jake Buckmiller | Electrical Engineer/Designer | 0 | 4 | 5 | 186 |
| Paula Reiff | Administrative Support | 0 | 15 | 3 | 135 |
| Lindsey Dacy | Administrative Support | 8 | 0 | 3 | 0 |
| Gaard Rops | Civil Engineer | 0 | 12 | 5 | 50 |
| David Locke | Landscape Architect | 0 | 12 | 2 | 20 |
| TBD | Civil/Site Development Support | 0 | 0 | 0 | 150 |
| | **Total Hours Per Task** | **96** | **135** | **192** | **2,197** |
| | **Proposed Fees Per Task** | ***See separate sealed envelope for Work Pricing figures*** | | | |

**This schedule represents time for inputs to the design through meetings and two-week review periods at the conclusion of each process phase described in the Methodology section of this proposal (SD, DD, CA), as is normally required by the City. The schedule may be shifted or stretched to hit optimum bidding schedule as defined by the City at a later time.*

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Architecture
Engineering
Planning

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