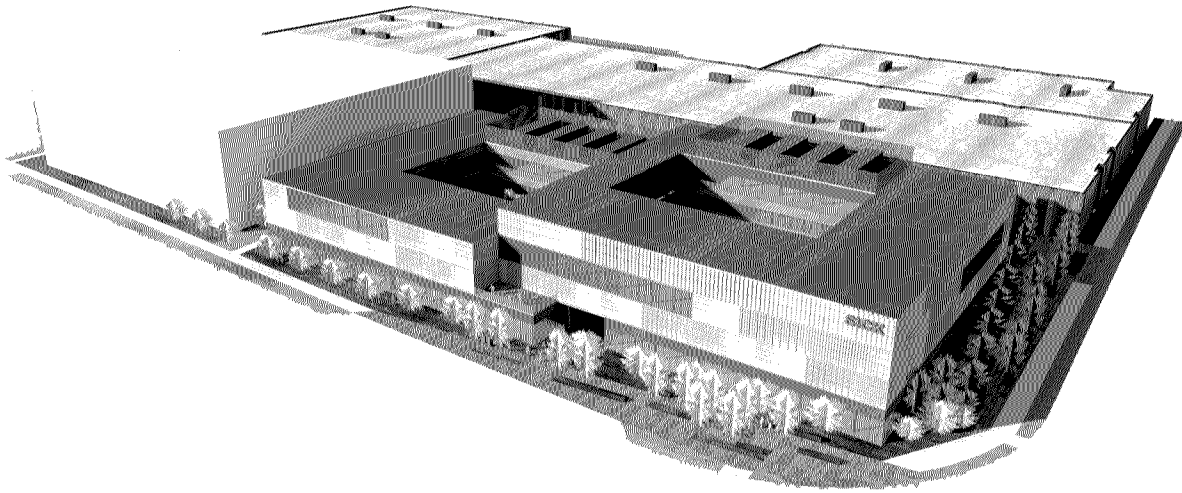


SICK Technology Campus

Development Application



Project Narrative

January 15, 2020

Developer:
SICK Inc.
6900 West 110th Street
Bloomington, Minnesota 55438

Prepared By:
Cunningham Group Architecture, Inc
Kimley Horn and Associates
Meyer Borgman Johnson
Emanuelson-Podas Consulting Engineers
Mortenson Construction

A. Project Location

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

2501 American Blvd E
2601 American Blvd E
2701 American Blvd E
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, and one-story 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 requirements and recent right-of-way improvements to Lindau Lane and 28th Avenue South, into four parcels. The re-platting of the property is in process and will be submitted to the city and county for review and approval.

Additional re-platting of the property will be completed as the phases advance to join parcels A & B, and A, B & C.
- b. Zoning:

Rezoning with a Planned Development Overlay is need for the project.

Three of the existing parcel sites are zoned Lindau Mixed Use (LX) and the fourth, 2601 American Blvd E., parcel is zoned Lindau Mixed Use with a Planned Development overlay (LX-PD).

The project sites are located within the South Loop District.
- c. FAA Height Restriction:

The site is in the AR-17 overlay district with FAA height restriction. Approvals are need for the project from the FAA, MSP and the City.

- 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, 28th Avenue South, and Lindau Lane. These improvements will remain in place except for a few locations that will be modified for new entry drives to the site 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 replated to address revisions to the Right-of-Way required for all ready constructed street, sidewalk and bikeway along Lindau Lane. A review of the proposed adjustments will be completed with the City regarding the Right-of-Way easements for 26th Avenue South and its possible vacation and conversion to a public street as part of the preliminary plat review..
- h. Utility Easements:
 - i. Existing Utility Easements are in place along 28th 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 (northern edge of 2600 Lindau Lane) 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 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 between the parcels is to be established, to allow for parking under all four phases of development.
 - iii. Site access agreement will be established for a fire access roadway with the four 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, and Logistic / Warehouse building.
 - ii. Phase Two will include: A four story Office Building and landscaped court yard.
 - a. A at grade enclosed breeze way will connect the Phase One building and the Phase Two office building.
 - b. 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 28th 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 Year	Phase 1 2020	Phase 2 2025	Phase 3 2030	Phase 4 2035	
Logistics/ Warehouse	60,000	-	-	-	57,000 sf
Warehouse	-	-	-	60,000-	60,000 sf
Production	42,000	-	43,000-	-	91,000 sf
Office / Lab	36,000	-	-	-	28,000 sf
<u>Office Building</u>	-	144,000	-	108,000	<u>252,000 sf</u>
Total	138,000	144,000	43,000	168,000 sf	492,000 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 28th 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 Architectural Precast 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 Trash for the buildings is internal and located Collection adjacent to the loading docks
- vi. Recycling Recycling for the buildings is internal and located Collection adjacent to the loading docks

Phase Two

- vii. Walls Architectural curtain wall, Metal Panel and Architectural Precast 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 truck court / service dock from 28th 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 Trash for the buildings is internal and located Collection adjacent to the service docks.
- xii. Recycling Recycling for the buildings is internal and located Collection adjacent to the service dock.
- xiii. Parking Garage 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 and truck courts.
- 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 of the Phase One building on Parcel C. Visitor parking will be provided on the south side of the building.

- ii. Starting with Phase Two 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. Planned Development:
The project requires rezoning for a Planned Development. This will allow for the design flexibility needed to complete the project over the four Phases.
- d. 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.

- e. Floor Area Ratio: The Lindau Mixed Use District has FAR requirement of 0.70 to 2.0. The project requests design flexibility on the FAR requirements to allow for the Phased development. The project will not meet this FAR requirement for Phase One. However, it is intended that the project will exceed the minimum 0.70 FAR with the completion of Phase Three, for Parcels A, B and C, and Phase Four for all four parcels.

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, at the current date.

- c. Parking agreements

The Project is negotiating an agreement with the Bloomington Port Authority to provide parking as needed 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 270. The project will provide 231 parking stalls based on available transit reduction and proof of parking as needed.

G. Traffic:

- a. A Traffic Study is needed and is being coordinated through the Bloomington Public Work and its consulting engineers.

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 for 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 28th 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 28th Avenue South.
- c. Phase Three is anticipated to be serviced from the existing utilities established in Phase One from American Blvd. or 28th 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 building 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. There is no water used in the production and assembly process for SICK at this location.

Design Flexibility Requests

Master Plan

1. Conditional Use: The project is requesting to be granted Conditional Use as 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 0.80. Flexibility on the FAR requirement is requested for Phase One, Two and Three.
3. Parking: The high level of mass transit options immediately adjacent to the project and anticipated increase 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 12.5%, or 33 stalls.
 - 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. At the current time it is anticipated that a 10% to 15% reduction will be needed to achieve the master plan based solely on the code based occupancy.
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 and site grade and flood level conditions.
 1. Primary Street Setback: For the master plan the primary streets are Lindau Lane and 28th 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 28th 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 pedestrian space along Lindau Lane.
 - b. The office building in Phase Two will include the development a pedestrian public plaza with site furniture and sculpture. The building's Lindau Lane and 28th Ave South façades are to address the north and west edges of the Lindau/28th public plaza traffic circle. This will open the sight lines along the Lindau lane and 28th Ave South. This accomplishes a few important functions. First this allows for a building massing plane change between two Phase Two office building and 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 and the sidewalk's elevation to address the required freeboard of the flash flood requirements. And finally, this set back provide space for electrical utility equipment needed for the Phase Two office building and 28th Ave south.
 - 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 28th 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 24th Avenue and the SE corner of Lindau Land an 28th 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 to allow the phasing of the project. It is desired to landscaping based on each phase rather than the entire master plan.
1. Phase One of the project will meet the landscape requirements for Parcel A & C.
5. Platting Variance for Park Dedication: Flexibility is requested to make park dedications at each phase based on actual phased construction rather than on the initial master plan.

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 0.45 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 28th Avenue South the request is for a setback 25'-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 utility 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 within the design flexibility easement of 25'-0" setback, as desired by the code.
- 4. Building Height:
 - a. Flexibility is requested on the required street façade height of 50'. This site has height restrictions imposed by MSP airport.
- 5. Building Massing Standard:
 - a. The project is requesting flexibility on the Building Massing Standard. The building has been designed to with breaks in the primary building mass plane. It is desired to have a few of the building mass planes exceed the 100' limit by up to 10'.
- 6. Building Materials:
 - a. The use of Architectural Precast Concrete, with integral color, varied textures is requested.

Phase Two

- 1. FAR:

Phase One and Phase Two located on the Parcels A and B is requesting a FAR reduction to 0.65 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 additional require parking as 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 address the traffic plaza and provide a public plaza space along Lindau Lane and 28th Ave South. The existing large radius corner of street, sidewalk and traffic plaza impact the construction closer to the street.
- 4. Building Massing Standard:
 - a. The project is requesting flexibility on the Building Massing Standard. The building has yet to be designed. It is desired to have a few of the building mass planes exceed the 100' limit.

Phase Three

- 1. Parking:

Counts: A transit reduction is requested
- 2. Setback:
 - b. Primary Street Setback: Along 28th Avenue South the request is for a setback 25'-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.
 - c. 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.

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:
 - 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 28th Ave South. The existing large radius corner of street, sidewalk and traffic plaza impact the construction closer to the street.
7. Building Materials:
 - a. The use of Architectural Precast Concrete, with integral color, varied textures is requested.
8. Building Height:
 - a. Flexibility is requested on the required street façade height of 50'. This site has height restrictions imposed by MSP airport.

Parking Counts

Phase One

Space	SF	SF/Stall	Required	ADA/HC
Logistics / Warehouse	60,000	1,000	60	
Production One	42,000	500	84	
Office	36,000	285	126	
Sub-Total			270	7
Transit Reduction of 12.5%			25	
Total			237	7
Provided			231	9
Proof of Parking			66	

Phase Two

Space	SF	SF/Stall	Required	ADA/HC
Logistics / Warehouse	60,000	1,000	60	
Production One	42,000	500	84	
Office	36,000	285	126	
Office Bldg One	144,000	285	505	
Sub-Total			776	15
Transit Reduction of 10%			77	
Total			698	15
Provided Surface Lot			240	5
Provided Structured Parking			550	10
Proof of Parking			66	

Phase Three

Space	SF	SF/Stall	Required	ADA/HC
Logistics / Warehouse	60,000	1,000	60	
Production One	42,000	500	84	
Office	36,000	500	126	
Office Bldg One	144,000	285	505	
Production Two	43,000	285	86	
Sub-Total			863	17
Transit Reduction of 10%			86	
Total			775	15
Provided Surface Lot			240	5
Provided Structured Parking			550	10
Proof of Parking			66	

Phase Four

Space	SF	SF/Stall	Required	ADA/HC
Logistics / Warehouse	60,000	1,000	60	
Production One	42,000	500	84	
Office	36,000	500	126	
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			1,301	26
Transit Reduction of 12.5%			126	
Total			1,138	22
Provided Surface Lot			15	2
Provided Structured Parking			1,140	20
Proof of Parking			71	

Building Occupancy

Phase One

Space	SF	SF/Occ	Code	Actual
Logistics / Warehouse	60,000	500	120	
Production One	42,000	100	420	
Office	36,000	100	360	
Total			900	200

Phase Two

Space	SF	SF/Occ	Code	Actual
Logistics / Warehouse	60,000	500	120	
Production One	42,000	100	420	
Office	36,000	100	360	
Office Bldg One	144,000	100	1,440	
Total			2,340	TBD

Phase Three

Space	SF	SF/Occ	Code	Actual
Logistics / Warehouse	60,000	500	120	
Production One	42,000	100	420	
Office	36,000	100	360	
Office Bldg One	144,000	100	1,440	
Production Two	43,000	100	430	
Total			2,770	TBD

Phase Four

Space	SF	SF/Occ	Code	Actual
Logistics / Warehouse	60,000	500	120	
Production One	42,000	100	420	
Office	36,000	100	360	
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	120	
Total			3,970	TBD

Water and Waste Water

Phase One Production and Logistic Building

Phase 1			
SICK Estimated Daily Waste Demand Phase 1 Entrance			
Space	Square Footage	Sq/Ft Per SAC Unit	SAC Units
Warehouse (P1)	60,000	6,950	8.63
Office (P1)	36,000	2,650	13.58
Production/Mixed Use (P1)	42,000	3,800	11.05
Total SAC			33.27
GPD Per SAC Unit			274
Total GPD			9,116
Peak Flow Factor			4
Peak Hourly Flow GPH			1,519

Water and Waste Water

Phase 1			
SICK Estimated Daily Waste Demand Phase 1 Entrance			
Space	Square Footage	Sq/Ft Per SAC Unit	SAC Units
Warehouse (P1)	60,000	6,950	8.63
Office (P1)	36,000	2,650	13.58
Production/Mixed Use (P1)	42,000	3,800	11.05
Total SAC			33.27
GPD Per SAC Unit			274
Total GPD			9,116
Peak Flow Factor			4
Peak Hourly Flow GPH			1,519

Phase 2			
SICK Estimated Daily Waste Demand Phase 2 Entrance			
Space	Square Footage	Sq/Ft Per SAC Unit	SAC Units
Office (P2)	144,000	2,650	54.34
Total SAC			54.34
GPD Per SAC Unit			274
Total GPD			14,889
Peak Flow Factor			4
Peak Hourly Flow GPH			2,482

Phase 3			
SICK Estimated Daily Waste Demand Phase 1 Entrance			
Space	Square Footage	Sq/Ft Per SAC Unit	SAC Units
Warehouse (P1)	60,000	6,950	8.63
Office (P1)	36,000	2,650	13.58
Production/Mixed Use (P1)	42,000	3,800	11.04
Production/Mixed Use(P3)	43,000	3,800	11.32
Total SAC			44.58
GPD Per SAC Unit			274
Total GPD			12,215
Peak Flow Factor			4
Peak Hourly Flow GPH			2,036
SICK Estimated Daily Waste Demand Phase 2 Entrance			
Space	Square Footage	Sq/Ft Per SAC Unit	SAC Units
Office (P2)	144,000	2,650	54.34
Total SAC			54.34
GPD Per SAC Unit			274
Total GPD			14,889
Peak Flow Factor			4
Peak Hourly Flow GPH			2,482

Water and Waste Water

Phase 4			
SICK Estimated Daily Waste Demand Phase 1 Entrance			
Space	Square Footage	Sq/Ft Per SAC Unit	SAC Units
Warehouse (P1)	60,000	6,950	8.63
Office (P1)	36,000	2,650	13.58
Production/Mixed Use (P1)	42,000	3,800	11.04
Production/Mixed Use(P3)	43,000	3,800	11.32
Warehouse (P4)	60,000	6,950	8.63
Total SAC			53.21
GPD Per SAC Unit			274
Total GPD			14,580
Peak Flow Factor			4
Peak Hourly Flow GPH			2,430
SICK Estimated Daily Waste Demand Phase 2 Entrance			
Space	Square Footage	Sq/Ft Per SAC Unit	SAC Units
Office (P2)	144,000	2,650	54.34
Office (P4)	108,000	2,650	40.75
Total SAC			95.09
GPD Per SAC Unit			274
Total GPD			26,056
Peak Flow Factor			4
Peak Hourly Flow GPH			4,343