
APPENDIX H: GATE SERVICE RATES

Residential Electronic Gate Service Rates



Bryant Ficek, PE, PTOE

Regular readers know we believe in Improving Transportation Globally and, equally important, we believe in sharing our information to help others achieve the same goal. This process leads us to complete various research projects and share the results. A notable one is our work on determining current trip generation for traditional land uses, like homes and offices, and new land uses that may not have been around in the past, like marijuana dispensaries and urgent care units (you can download our trip generation raw data spreadsheet). We shared this information with the Institute of Transportation Engineers (ITE) and expect to see it as part of the new Trip Generation Manual coming out later this year.

We are not the only ones who take this approach. Recently, Robert Kahn, a founding principal at [RK Engineering Group \(http://www.rkengineer.com\)](http://www.rkengineer.com), completed a study of Service Rates for Residential Electronic Gates. He presented this information at the 2017 ITE Western District Annual Meeting and was kind enough to share his report with us.

Electronic gates controlling the accesses to residential neighborhoods are not very common in Minnesota. But they are present in many areas, particularly out west where Mr. Kahn's company is located. From his report, here are the key information and findings:

The study purpose was to determine the hourly service rate capacity (vehicles per hour) of electronic gates at residential communities containing single family detached homes (although results could be applied to multi-family developments as well).

The study focused on swinging or rolling style gates (not manned gates) where the gate capacity or service rate (vehicles per hour) is the key to determining the potential vehicle queues.

The study collected data at 14 electronic gates during the p.m. peak period, which is the peak entering time for most residential communities.

The peak inbound demand at these gates was split approximately 80 percent residents within the community and 20 percent visitors.

With two entry lanes (one for visitors and one for residents), the recommended service rates are 115 vehicles per hour for visitors and 220 vehicles per hour for residents.

With a single entry lane (for both visitors and residents), the recommended service rate is 190 vehicles per hour.

The observed average p.m. peak hour trip generation rates for these residential developments was 0.76 vehicles per hour per dwelling unit (0.42 vehicles per hour per dwelling unit entering and 0.34 vehicles per hour per dwelling unit exiting).

While not specifically relevant to the type of work we commonly complete, we applaud this type of research as well as the sharing of information. These types of studies help move our industry forward in terms of more accurate results and, ultimately, better recommendations for the use of our resources. Thanks to Mr. Kahn for completing this work and helping all of us be better Traffic Engineers.

Do you have an interesting engineering project you'd like to share with other engineers? Write us at newsletter@mikeontraffic.com (<mailto:newsletter@mikeontraffic.com>). We would love to hear from you!

Want to partner on trip generation data? If you'd like to partner with us to collect trip generation in your area, we have a limited pool of video collection products that we're **lending for free** to collect trip generation data around the country. Leave your contact information in the comments section if you'd be interested in the lending program or contact [Sales](mailto:20sales@countingcars.com) (<mailto:20sales@countingcars.com>) at CountingCars.com.



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Bryant is Vice President of Spack Consulting, an engineering services company, which is part of the Spack Enterprise family of companies. He is widely known in the transportation industry, and is an expert in Synchro, SimTraffic, Vistro and Vissim traffic modeling software. He is a regular contributor to MikeOn Traffic, a presenter for Traffic Corner Tuesday webinars, and published author of industry guides.

Related

Traffic Impact Study Improvements: Part 3 - All Trips Are Equal, But Some Trips Are More Equal Than Others
(http://www.mikeontraffic.com/local_trip, August 25, 2015, in "Analysis")

Local Data Proves Best Again - Trip Generation at Hotels
(<http://www.mikeontraffic.com/hotel-trip-generation/>, August 11, 2015, in "Data")

New Trip Generation Data - Marijuana Dispensaries Drive 10 Times More Traffic Than Specialty Retail Stores
(<http://www.mikeontraffic.com/trip-generation-data-marijuana-dispensaries/>, November 11, 2015, in "Data")

2

PARKING NARRATIVE

Mechanical Tandem Parking Platform System

1. Overview

This narrative describes the mechanical parking system proposed to serve the tandem parking spaces at the Project. Every tandem parking space in the Project will be served by a Mechanical Parking Platform: a flat, motorized steel platform that carries one vehicle and travels horizontally, in a straight line, between the two positions of a tandem bay. The platform does not lift, lower, tilt, or stack vehicles. It moves a vehicle forward and backward only, along the length of the bay.

The exact system to be incorporated will be finalized with City staff prior to an agreed upon date. Ownership has discussed the operation described below with a number of manufacturers, each of which is able to provide either an off-the-shelf or a customized solution to address the Project's specific use case.

How a tandem bay is arranged. Each tandem bay is one parking space wide and two parking spaces deep. The position adjoining the drive aisle is referred to in this narrative as the exterior position. The position directly behind it, farther from the drive aisle, is the interior position. One Mechanical Parking Platform is installed in each tandem bay. The platform rides on rails set into the floor slab and travels only along the length of the bay — forward toward the drive aisle, and back away from it. It does not move sideways, and it does not travel into the drive aisle.

Parking two vehicles in a tandem bay. Two valet attendants perform this sequence so that the vehicles move efficiently. The sequence is as follows.

- Step 1.** The platform begins at the exterior position, sitting level with the surrounding floor.
- Step 2.** A valet attendant drives the first vehicle off the drive aisle and onto the platform, then exits the vehicle.
- Step 3.** The attendant operates the control switch. The platform, carrying the vehicle, slides back into the interior position.
- Step 4.** The exterior position is now clear floor slab.
- Step 5.** The attendant parks a second vehicle in the exterior position, directly on the floor slab. This second vehicle is not on a platform.
- Step 6.** The bay now holds two vehicles: one on the platform in the interior position, and one on the slab in the exterior position.

Retrieving the vehicle parked in the interior position. Two valet attendants perform this sequence so that the vehicles move efficiently.

- Step 1.** The first attendant (an attendant is stationed on Levels 2 and 3 at all times, where all of the tandem spaces are located) drives the exterior vehicle off the slab and holds it clear of the bay.
- Step 2.** The first attendant operates the control switch. The platform, carrying the interior vehicle, slides forward into the exterior position.
- Step 3.** The second attendant drives that vehicle off the platform and down to the valet stand on Level 1.

Step 4. The first attendant drives the vehicle held clear in Step 1 onto the now-empty platform and slides it back into the interior position.

Step 5. The exterior position is again clear and available for the next vehicle.

Retrieving the vehicle parked in the exterior position. The attendant drives that vehicle off the slab directly. No platform movement is required and the interior vehicle is not disturbed.

If only one vehicle is parked in a bay. That vehicle is parked on the platform in the interior position, and is retrieved by sliding the platform forward to the exterior position in a single movement.

At no point is a vehicle lifted, lowered, or stacked above another vehicle. At no point does a resident or guest operate the equipment. All parking and retrieval movements within the tandem bays are performed by trained valet attendants using a controlled switch. The interior position of a tandem bay does not adjoin a drive aisle. The Mechanical Parking Platform gives it one: every vehicle is driven on and off at the exterior position, from a standard parking stall abutting the drive aisle, and no vehicle is ever driven within the interior position. The operational benefits of that arrangement are described in Section 4.

2. System Description

Each Mechanical Parking Platform is a single steel platform that carries one vehicle. The platform rides on rails set into the floor slab within the tandem bay and travels along the length of that bay. The platform sits approximately 10 cm (4 inches) above the finished floor and has ramped edges and corners on all sides, so that a vehicle can drive onto and off of it directly and can drive over it when it is empty. No pit and no below-slab excavation are required.

Because the platforms do not lift or lower vehicles, the system is a horizontal parking system rather than a vertical lift, puzzle, or stacker system. This distinction is significant to the Project: the tandem spaces are served mechanically without the overhead clearance, pit depth, or structural loading associated with vertical parking lifts, and every vehicle remains at floor level at all times.



Data Sheet

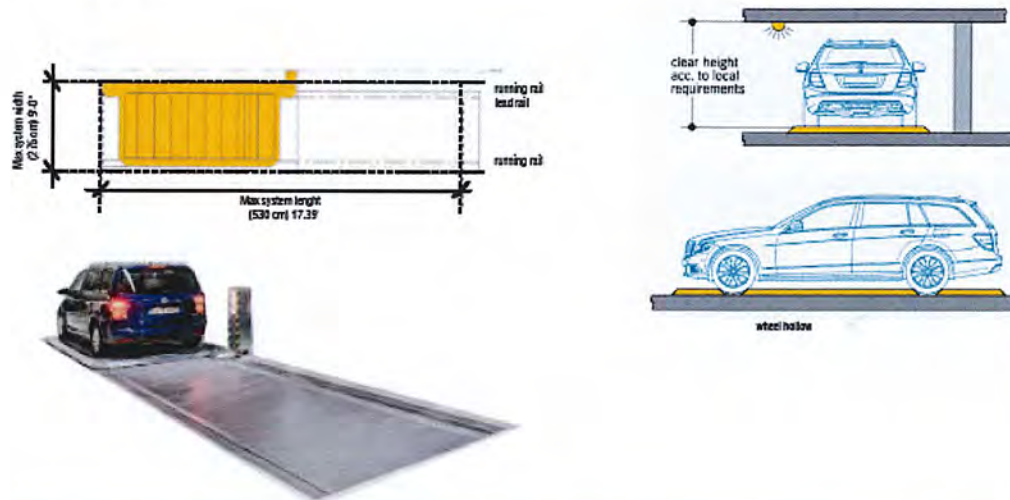
WÖHR PARKING PLATFORM 503



For longitudinal sharing
Suitable for residential and office building in enclosed parking garages without public use.
Dimensions in cm. Standard load per parking place max. 2000kg (max. wheel load 500kg).
(Comfort Type load per parking place max. 2300kg (max. wheel load 575kg))

Layout dimensions

Single Platform 503 EP



NOTES

1. CARS WITH HIGHER WHEEL LOAD OR WEIGHT CANNOT PARK OR DRIVE OVER EMPTY PLATFORMS – FIRST MOVE, THEN DRIVE.
2. THE MANUFACTURER RESERVES THE RIGHT TO CONSTRUCTION OR MODEL MODIFICATIONS AND/OR ALTERATIONS. FURTHERMORE, THE RIGHT TO ANY SUBSEQUENT PART MODIFICATION AND/OR VARIATIONS AND AMENDMENTS IN PROCEDURES AND STANDARDS DUE TO TECHNICAL AND ENGINEERING PROGRESSES IN THE ART OR DUE TO ENVIRONMENTAL REGULATION CHANGES, ARE ALSO HEREBY RESERVED.
3. WE DO NOT RECOMMEND INSTALLING LONGITUDINAL PLATFORMS IN TWO WAY DRIVE AREAS OR IN FRONT OF MECHANICAL CAR PARKING SYSTEMS, WALKWAYS, DOORS OR EMERGENCY EXITS.
4. THE PARKING PLATFORMS, MAX. HEIGHT APPROX. 10CM, HAVE RAMPED EDGES AND CORNERS AND IT IS THEREFORE POSSIBLE TO DRIVE OVER THEM BY CAR.
5. IN THE CASE THAT LOCAL REQUIREMENTS REQUIRE MINIMUM CEILING HEIGHTS, PLEASE REMEMBER TO ADD THE PLATFORM HEIGHT.
6. ACCESS TO THE UNDERGROUND PARKING GARAGE MUST BE RESTRICTED, BY THE CUSTOMER, TO AUTHORIZED PERSONS, E.G. BY A KEY.

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3. Operating Principle

The defining characteristic of the Mechanical Parking Platform is that it moves a vehicle longitudinally (forward and backward along the axis of the tandem bay) rather than lifting it. One platform is installed in each tandem bay. On command from the control switch, the platform travels along its rails between the exterior position and the interior position, carrying whatever vehicle is parked on it. A vehicle is driven onto and off of the platform only when the platform is at the exterior position, adjacent to the drive aisle.

The exterior vehicle is moved by a valet attendant as part of the retrieval sequence described in Section 1. The operational purpose of the Mechanical Parking Platform, and the benefits it provides to the Project, are addressed in Section 4 below.

Because the platform travels on a single horizontal plane, the drive mechanism operates with low noise and low wear, requires no overhead structure, and fits entirely within the standard parking bay dimensions shown on the Project's site plan, including bays adjacent to structural columns and at corner conditions.

4. Operational Benefits

The interior position of a tandem bay does not adjoin a drive aisle. Without mechanical assistance, a vehicle parked in that position must be driven the full depth of the bay (approximately 36 feet within a 9-foot width, frequently adjacent to a structural column and alongside a parked vehicle) on every placement and every retrieval. The Mechanical Parking Platform eliminates that maneuver. Every vehicle is driven on and off at the exterior position, from a standard parking stall directly abutting the drive aisle. No vehicle is driven within the interior position at any time.

Safety. The full-depth maneuver described above is where vehicle contact occurs: door and mirror strikes, contact with structural columns, and backing incidents in a confined space. Removing that maneuver from every placement and every retrieval materially reduces that exposure. Attendants enter and exit vehicles at the exterior position, adjacent to the open drive aisle, rather than in a confined space between parked vehicles.

Drive aisle occupancy. Maneuvering into and out of a position two stalls deep requires a wide swing and an extended period of drive aisle occupancy. Placing and retrieving a vehicle at the exterior position requires only the movement associated with a standard ninety-degree parking stall. Each retrieval therefore occupies the drive aisle for a shorter and more consistent interval, which supports vehicle circulation within the garage and the queuing analysis provided in the Traffic Study.

Predictable cycle times. Platform travel is a fixed, repeatable equipment cycle. A manual maneuver within a confined tandem bay varies with the operator and with the size of the vehicle. Substituting a fixed cycle for a variable maneuver allows the valet operation to be modeled, staffed, and monitored on a reliable basis.

Parallel operation. Because the platform delivers the interior vehicle to the exterior position without an attendant in the bay, a second attendant can take that vehicle to the valet stand on Level 1 while the first attendant resets the bay. This shortens the interval between a resident's request and delivery of the vehicle.

Consistent vehicle positioning. A vehicle parked on a platform is positively located within the bay. It cannot come to rest out of position in a manner that would obstruct the exterior position or an adjacent bay.

5. Technical Specifications

Manufacturer / System	WÖHR Autoparksysteme GmbH — Parking Platform 503 EP (single platform, one vehicle)
System Type	Mechanical, longitudinally shifting (horizontal) parking platform
Movement Principle	Platform travels horizontally along rails in the direction of vehicle travel; no vertical lifting of parked vehicles
Platform Arrangement	One (1) platform per tandem bay, serving the interior tandem position
Maximum Vehicle Length	500 cm (approx. 16'-5") standard; 530 cm (approx. 17'-5") Comfort type

Platform Width	217 cm (approx. 7'-1") standard; 245 cm (approx. 8'-0") Comfort type. Maximum system width 275 cm (approx. 9'-0")
Load Capacity	2,000 kg (approx. 4,410 lbs.) per platform, max. wheel load 500 kg — standard; 2,300 kg (approx. 5,070 lbs.), max. wheel load 575 kg — Comfort type
Platform Height	Approx. 10 cm (4") above finished floor, with ramped edges and corners permitting vehicles to drive over the platform. No pit required
Travel Path	470 cm (approx. 15'-5") standard; 500 cm (approx. 16'-5") Comfort type
Access	Vehicles are placed and retrieved by valet attendant. The interior tandem position is served by movement of the platform to the exterior position
EV Readiness	Compatible with retrofit electric-vehicle charging equipment
Operation	Low-wear, low-maintenance, low-noise electromechanical drive. Equipment to be permitted and installed under the Florida Building Code, with separate mechanical and electrical permits

Manufacturer / System	Nussbaum Parking (Otto Nussbaum GmbH & Co. KG) — Parking Pallet N6101 (one vehicle) / N6201 (two vehicles in line)
System Type	Mechanical, longitudinally sliding steel parking platform
Movement Principle	Platform slides along rails in the direction of vehicle travel at the push of a button; bidirectional, with manual push-over override on both rails in the event of a power failure
Platform Arrangement	One (1) platform per tandem bay, serving the interior tandem position; platforms may also be arranged in series
Platform Width (inside)	195 cm – 225 cm (approx. 6'-5" – 7'-5")
Platform Width (outside)	215 cm – 255 cm (approx. 7'-1" – 8'-4")
Load Capacity	2,000 kg (approx. 4,410 lbs.) standard; 2,300 kg / 2,600 kg optional. Max. wheel load 500 kg standard, 650 kg optional
Platform Height	Approx. 9 cm (3.5") above finished floor. No pit and no floor anchoring holes required
Travel Path	Minimum 500 cm (approx. 16'-5") per platform
Maximum Vehicle Length	500 cm (approx. 16'-5"); maximum vehicle width 190 cm (approx. 6'-3")
Application	Indoor installation only (residential and commercial parking); not rated for exterior/exposed use

6. Site Suitability

The Mechanical Parking Platform is well suited to the Project because it is installed entirely within the tandem parking bays already shown on the site plan. Because the system operates on a single horizontal plane and requires no pit and no overhead lift clearance beyond the platform itself, platforms can be installed:

- Within the existing 9'-0" wide by 18'-0" deep parking spaces, without widening the spaces or the drive aisle;
- In bays adjacent to structural columns or other obstructions, where the platform travels clear of the obstruction;
- In corner and irregularly shaped areas of a parking level; and
- On Levels 2 and 3, where all of the Project's tandem parking spaces are located.

Because the platforms are contained within the parking bays and do not encroach into the drive aisle, the system serves the Project's tandem parking spaces without any change to the building footprint, the drive aisle widths, or the number of structured parking levels.

7. Conclusion

The Mechanical Parking Platform provides the Project with a mechanical, horizontally operating system serving all of its tandem parking spaces, in an efficient, valet-only format. Every vehicle remains at floor level, no vehicle is lifted or stacked, and all movements are performed by trained valet attendants. The system is installed within the parking bays shown on the site plan, requires no pit or additional structural clearance, and allows the vehicle parked in the interior tandem position to be delivered mechanically to the drive aisle. Ownership will finalize the specific manufacturer and model in coordination with City staff and will submit the manufacturer's data and details for review at the appropriate time.

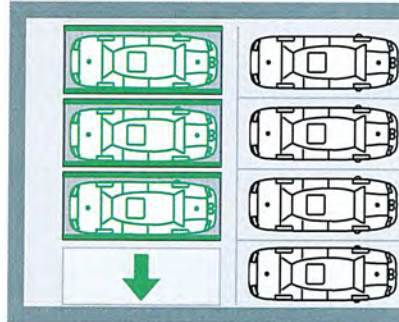
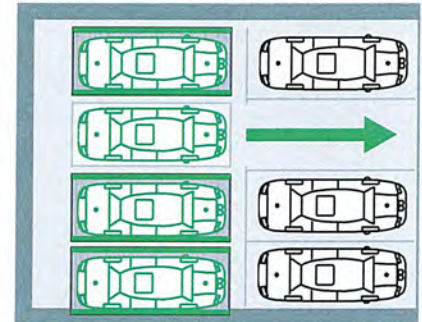
Data Sheet

TAPCO ELECTRIC RAIL LATERAL PARKING PLATFORM

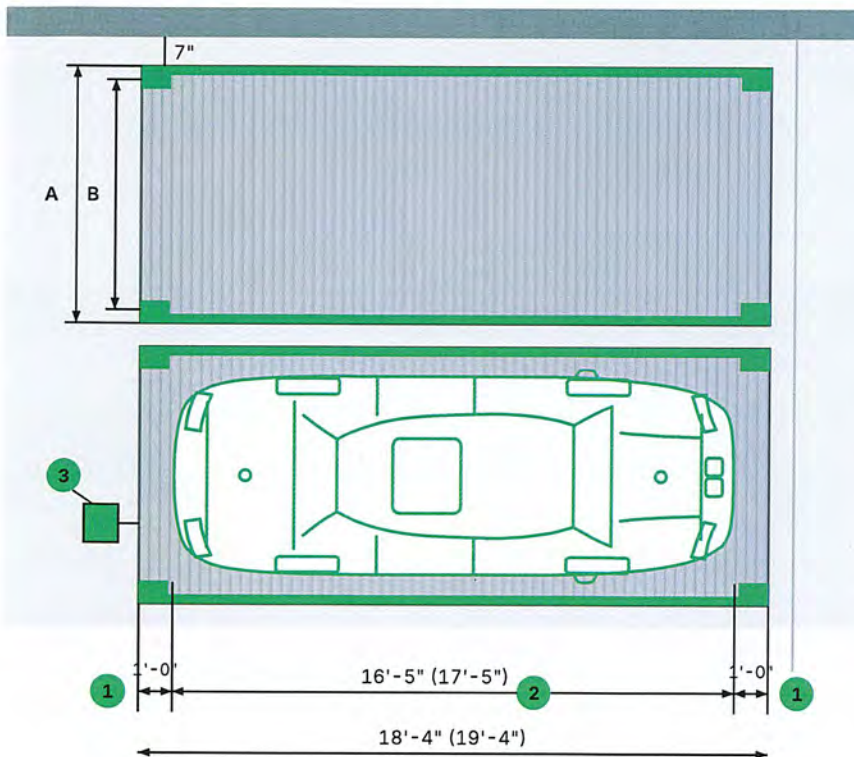


Electric Rail on the Ceiling

- Laterally shifting parking platforms
- Platform load options:
 - Max. 6,000 lbs
- Every parking platform is given its own electric rail



Length and Width Measurements



Parking Platform A	Clear Platform Width B
7'-5"	6'-6"
7'-9"	6'-9"
8'-1"	7'-1"
8'-5"	7'-5"
8'-9"	7'-9"
9'-1"	8'-1"
9'-5"	8'-5"

Platform width of at least 7'-1" is recommended.

NOTE

The entire system and its movement sequences must be visible from the operation device.

Dimensions

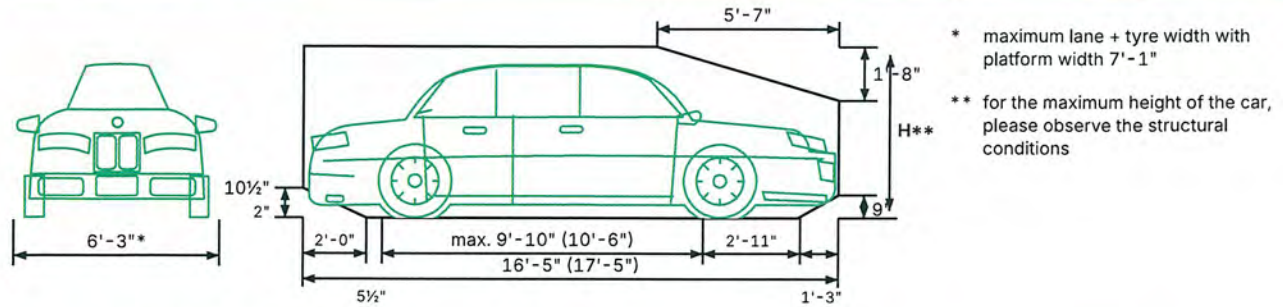
- all dimensions specified are the minimum, finished dimensions
- tolerances must be taken into consideration
- floor evenness has priority — see p. 3
- dimensions are given in feet and inches

- 1 1'-0" safety clearance as required by the local AHJ:
- between the front or rear bumper of a car parked on the parking platform
 - between fixed parts of the surroundings or another car

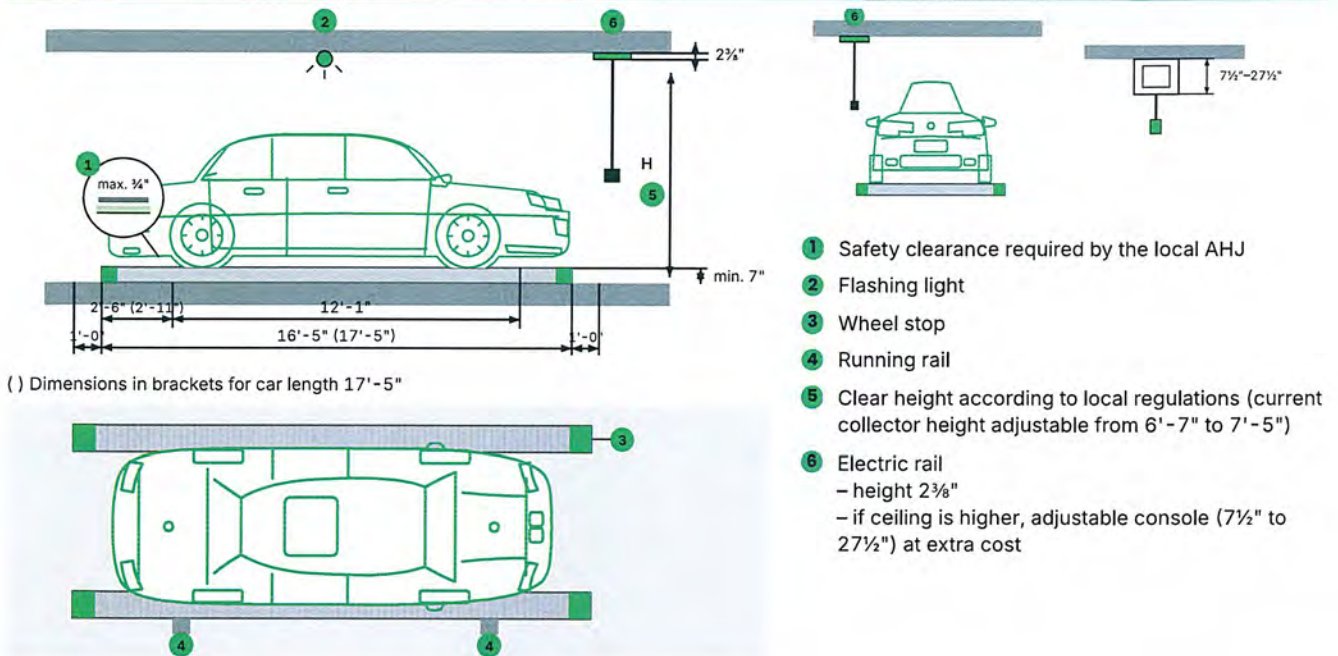
- 2 Car length 16'-5" = length measurement 18'-4"
Car length 17'-5" = length measurement 19'-4"
The length measurement can only be reduced if the max. car parking space is shortened or a light barrier is used

- 3 Operation device

■ Clearance Profile



■ Electric Rail on the Ceiling



■ Track and Floor Details (electric rail on the ceiling)

Track loading due to a moving traffic load:

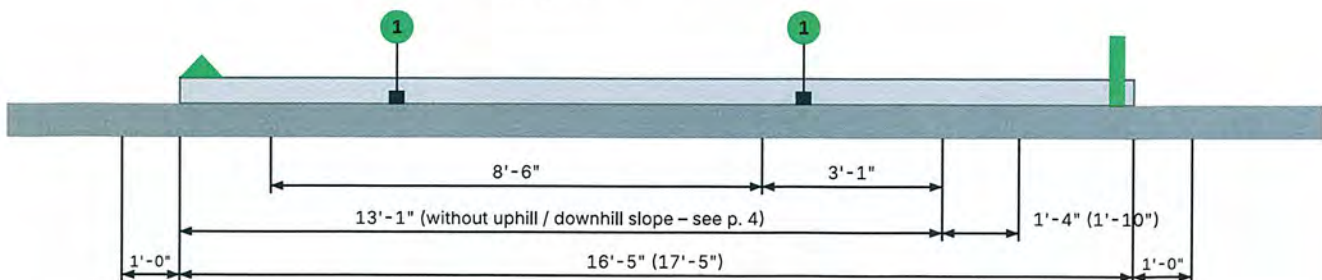
- Max. 6,000 lbs

Installation of the running rails:

- foot markers are to be permanently attached by the customer
- do not use cast asphalt!
- after placing the topping slab, the track rails are secured with wood screws and plastic anchors
- level per the flatness tolerances on p. 3
- no expansion or building separation joints are permitted in the area of the track system

For any subsequent installation of the parking platforms in the parking area, an additional topping slab is to be taken into account by the customer, depending on the floor evenness. The measures are decided after a survey.

- 1 Running rail



■ Evenness and Tolerances

The safety clearance between the outer lower edges of the parking platforms and the garage floor must not exceed $\frac{3}{4}$ ".

To comply with this requirement and obtain the necessary floor level, the flatness tolerances of the finished floor listed below must not be exceeded. Exact levelling of the floor by the customer is therefore essential.

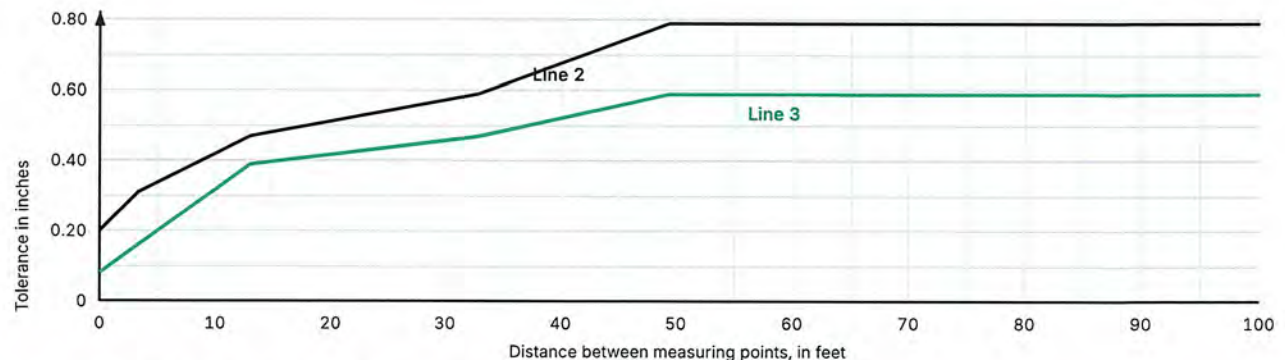
■ Floor Flatness Tolerances (straightedge method, per ACI 117)

Column	1	2	3	4	5	6
		Maximum vertical deviation, in inches, at measuring-point spacings of, in feet*				
Line	Reference	0.3	3.3	13.1	32.8	49.2
2	Unfinished to surface of covers, subconcrete and subsoils for higher demands, e.g. as foundation for cast plaster floor, industrial soils, paving tiles and slabstone paving, compound floor paving. Finished surfaces for minor purposes, e.g. warehouses, cellars.	0.20	0.31	0.47	0.59	0.79
3	Finished grounds, e.g. floor pavement serving as foundation for coverings. Coverings, tile coverings, PVC flooring and glued coverings.	0.08	0.16	0.39	0.47	0.59

* Intermediate values are to be taken from the diagram and rounded to the nearest 0.01 in.

ENGINEERING REVIEW

Tolerance values are the manufacturer's original requirement, converted from millimetres to inches; the standard reference has been restated for the US market. Confirm the applicable flatness specification (ACI 117 F-numbers or straightedge) with the project structural engineer before release.



■ Measuring Points: Finished Floor (electric rail on the ceiling)

The evenness of a surface is tested by gauge measurements between two measuring points on the surface irrespective of its position and inclination.

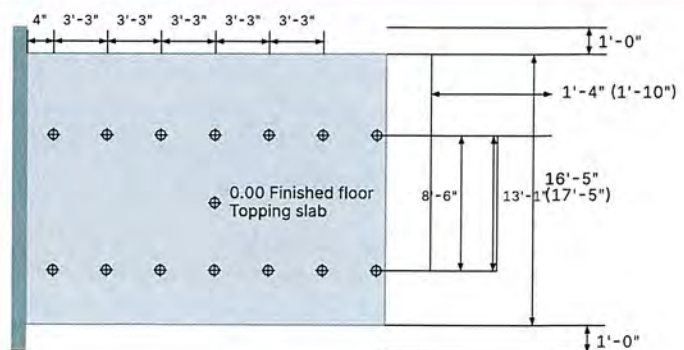
When inspected by TAPCO, only a random test is made in areas which appear to be uneven.

For the uniform verification of the evenness of the floor surface, the measuring points are defined as surveying and control points.

For the finished floor:

- Measuring points in the longitudinal distance of 3'-3" for checking the unevenness as per the table and / or diagram above

() Dimensions in brackets for car length 17'-5"

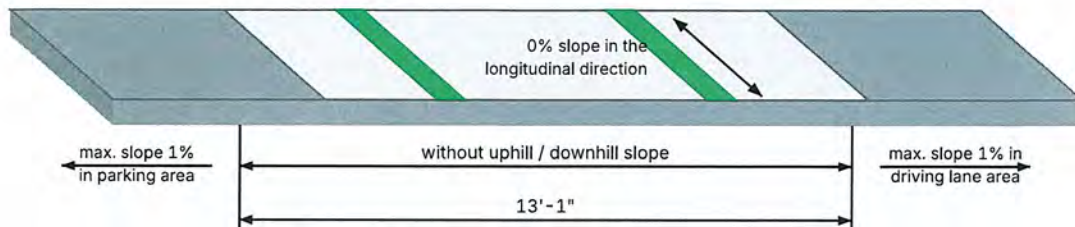


■ Drainage

As per the accident prevention regulations and the requirements of the local AHJ, the distance between the lower edge of the parking platform and the finished floor is max. $\frac{3}{4}$ ".

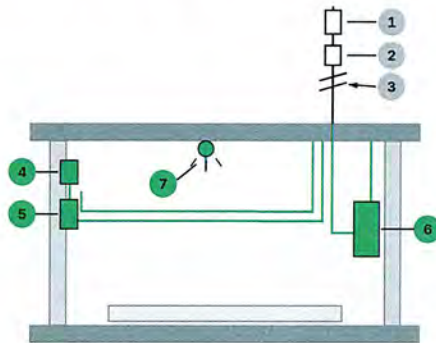
Sloping in the parking area is prohibited.

For water drainage, the areas outside the parking platform area are to be provided with a slope of max. 1%.



■ Electrical Specifications (electric rail on the ceiling)

■ Installation Diagram



Cabling preparation to be performed by the customer:

- up to the main switch (service disconnect), to be in place prior to starting the installation operations
- connection to the main switch during installation
- system functional check testing can be performed by TAPCO together with the electrician provided by the customer
- if requested at a later date, functional check testing can be performed by TAPCO at extra cost

ENGINEERING REVIEW

Electrical values below have been converted from the manufacturer's 230/400 V, 50 Hz European specification to US service characteristics. Confirm voltage, phase, ampacity and overcurrent protection with the project electrical engineer and the serving utility before release.

■ To Be Performed by the Customer

Item	Quantity	Description	Position	Recurrence
①	1 piece	utility power meter	in the feed cable	1 × per control
②	1 piece	overcurrent protective device — fuse or inverse-time circuit breaker, sized per NEC Article 430	in the feed cable	1 × per control
③	based on site conditions	feeder conductors compliant with the serving utility and NEC requirements 3-phase + N + PE*, 208 V or 480 V, 60 Hz	feed cables to main switch	1 × per control

* Grounding and bonding per NEC Article 250; motor branch-circuit and controller protection per NEC Article 430 (no continuous load). Three-phase service.

■ Scope of Delivery by TAPCO (unless otherwise specified)

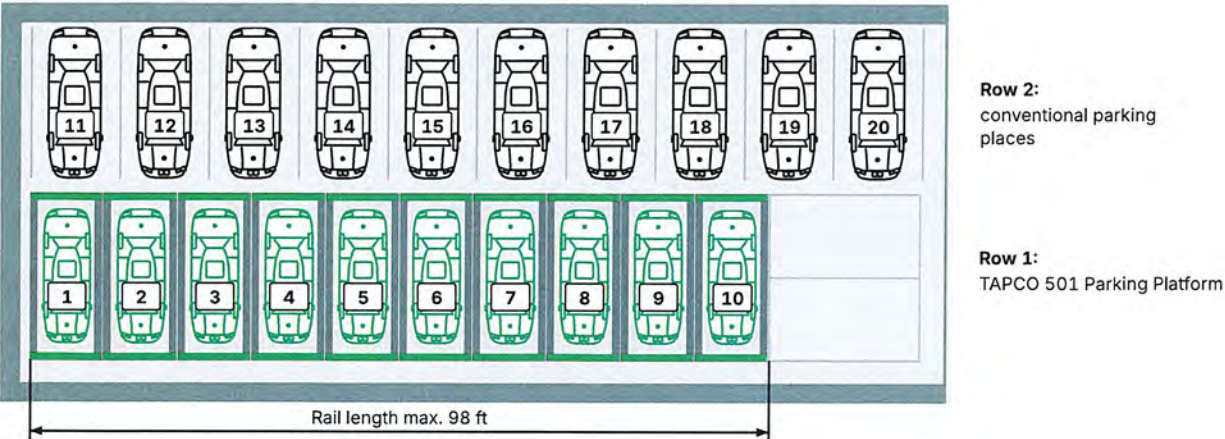
Item	Description
④	Lockable main switch (service disconnect)
⑤	Operation device
⑥	Control unit (position must be defined object-dependently) Space demand (height × width × depth): – 1 to 8 parking platforms: 31.5" × 39.4" × 8.3" – per 8 further parking platforms: 23.6" × 15.7" × 8.3"
⑦	Flashing light
	Without position numbers: total cabling of the system

■ **Arrangement Possibilities and Parking Place Numbering** (with 2 rows)

Different numbering of parking places is possible at extra cost (software changes are necessary).

■ **2 Rows One Behind the Other** (up to 98 ft rail length)

Planning example with 10 parking platforms with a platform width of 7'-1":



No light barriers are required for rails up to a length of 98 ft.

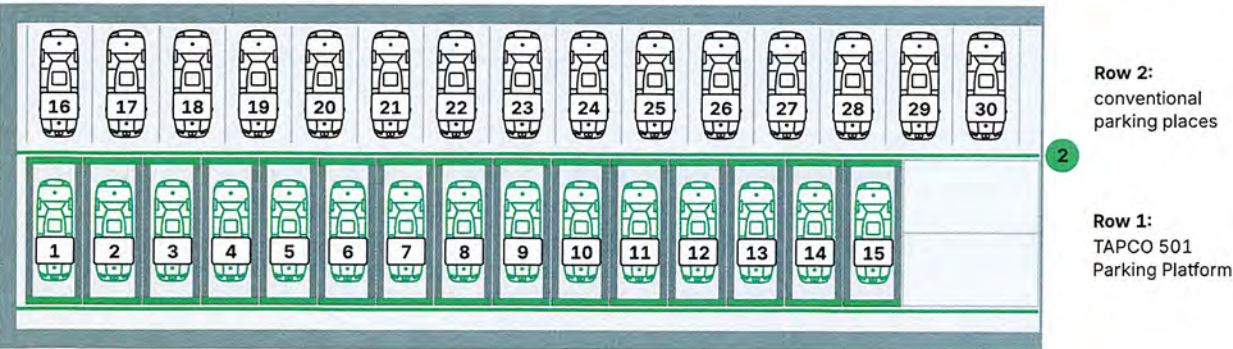
The number of possible parking platforms depends on the platform width (see table). The final number of parking platforms may vary depending on the requirements and the design of the building (e.g. width of the pillars, etc.).

Parking Platform A ❶	Clear Platform Width B ❶	Number of Parking Platforms
7'-5"	6'-6"	11
7'-9"	6'-9"	11
8'-1"	7'-1"	10
8'-5"	7'-5"	9
8'-9"	7'-9"	9
9'-1"	8'-1"	8
9'-5"	8'-5"	8

❶ See graphic on page 1

■ **2 Rows One Behind the Other** (over 98 ft rail length)

TAPCO recommends: max. 15 parking platforms per row.



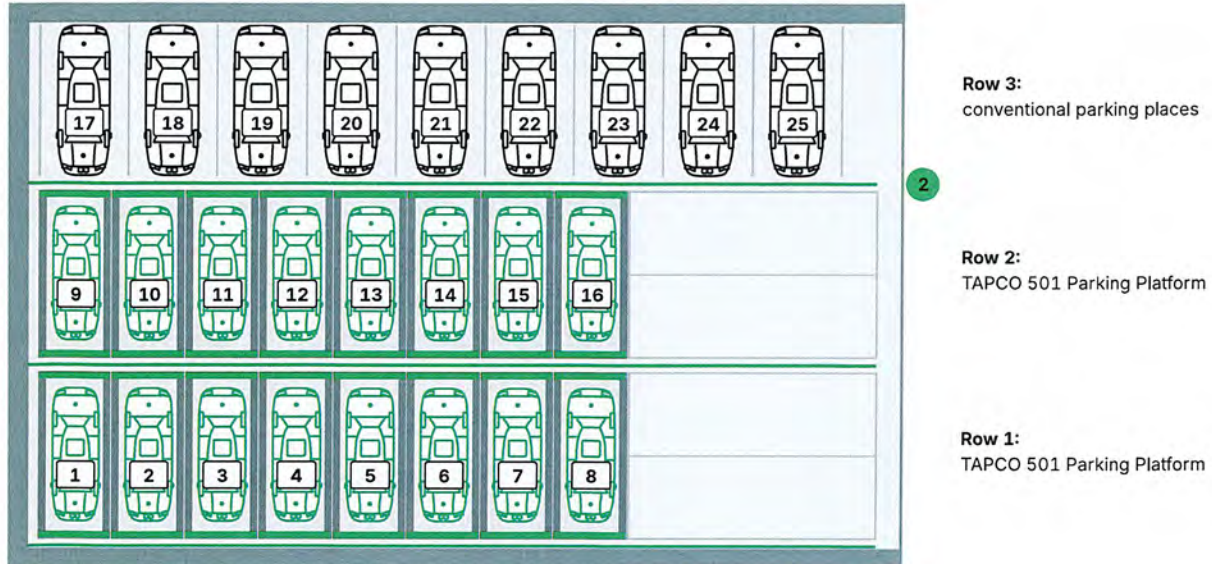
❷ If the rail length is more than 98 ft, light barriers must be provided as required by the local AHJ.

■ Arrangement Possibilities and Parking Place Numbering (with 3 and 4 rows)

Different numbering of parking places is possible at extra cost (software changes are necessary).

■ 3 Rows One Behind the Other

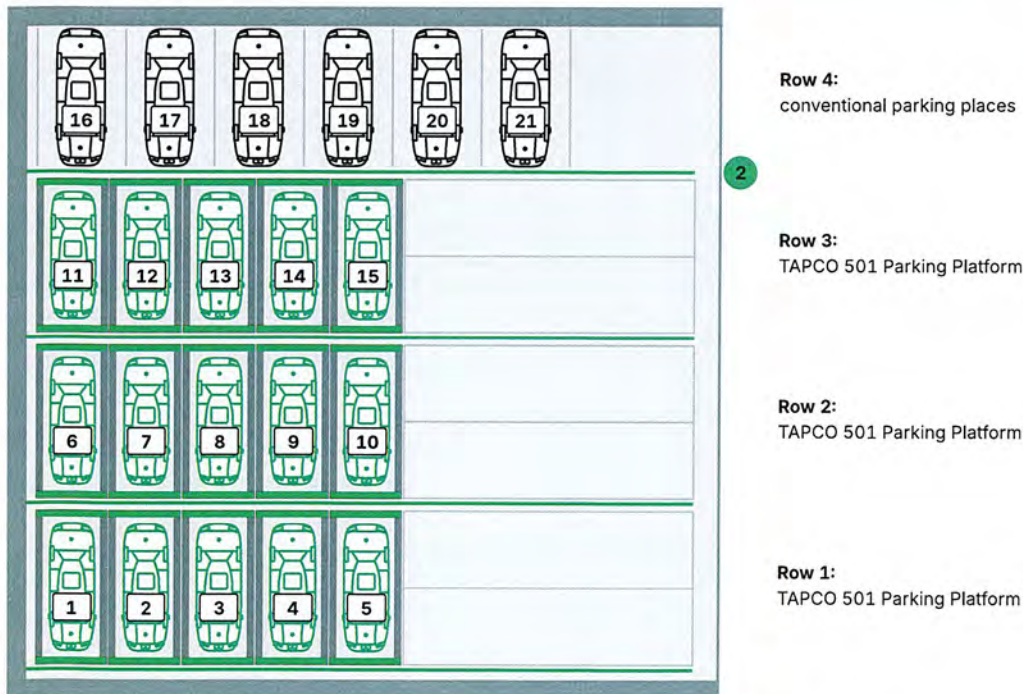
TAPCO recommends: max. 8 parking platforms per row.



- ② Light barriers must be provided for multi-row arrangements as required by the local AHJ.

■ 4 Rows One Behind the Other

TAPCO recommends: max. 5 parking platforms per row.



- ② Light barriers must be provided for multi-row arrangements as required by the local AHJ.

■ Notes and Directions

■ Scope of Application

- suitable for residential buildings, office buildings and business premises
- only for long-term users that have been instructed on how to use the system

■ Operation

- number of parking platforms through RFID
- parking platforms are moved in such a way that access to the selected parking space is freely accessible
- on the left side of the parking space there is about 2'-0" to 2'-7" of space for getting in and out
- getting in and out area can also be provided on the right side

■ Temperature

- system operating range: +41 °F to +104 °F
- humidity: 50% at +104 °F
- in the event of changes to system conditions, please consult with TAPCO accordingly

■ Lighting

- sufficient lighting of the driving aisle and of the parking places must be performed by the customer

■ Noise Emission

- low running noise due to ball bearing rollers

■ Fire Safety

- all fire safety requirements and all mandatory equipment (fire extinguishers, fire alarm and suppression systems, etc.) must be provided by the customer in accordance with NFPA requirements and the local AHJ

■ Maintenance

- TAPCO and its service partners provide a nationwide installation and customer service network
- regular, annual maintenance is provided subject to the stipulation of a maintenance agreement

■ Prevention of Corrosion Damage

- all operations listed in the TAPCO Cleaning and Maintenance Instructions are to be performed regularly (independently of maintenance operations)
- zinc-plated parts, components and platforms are to be kept clean of dirt, road salt and any other debris (due to corrosion hazards)
- always keep the garage well ventilated and deaerated

■ Codes and Compliance

- installation shall comply with the International Building Code (IBC), NFPA 70 (National Electrical Code), and all requirements of the local authority having jurisdiction
- the equipment is manufactured under a third-party assessed conformity program and is CE marked to the EC Machinery Directive 2006/42/EC and EN 14010

ENGINEERING REVIEW

US code references replace the manufacturer's original European standards citations. TAPCO has not asserted any US listing or certification here; confirm the applicable code basis and any required listing with the project engineer of record and the AHJ before release.

■ Surface Protection

- please consider the information on surface protection!

■ Tender Specification

- please consider the specifications!

■ Parking Place-Profile

- please consider the product information Parking Place-Profile!

■ Electromobility

- please consider the product information Power Supply!
- depending on the position of the charging point on the electric vehicle, collision points with protruding plugs and charging cables can occur

■ Product Liability

TAPCO assumes no liability for any damage resulting from crushing hazards if the floor implementation notes and the flatness tolerances are exceeded. The distance between the lower edge of the parking platform and the floor must be max. ¾".

■ Construction Formalities

- the documentation necessary for construction permit applications is provided by TAPCO on demand

■ Construction Alterations and/or Modifications

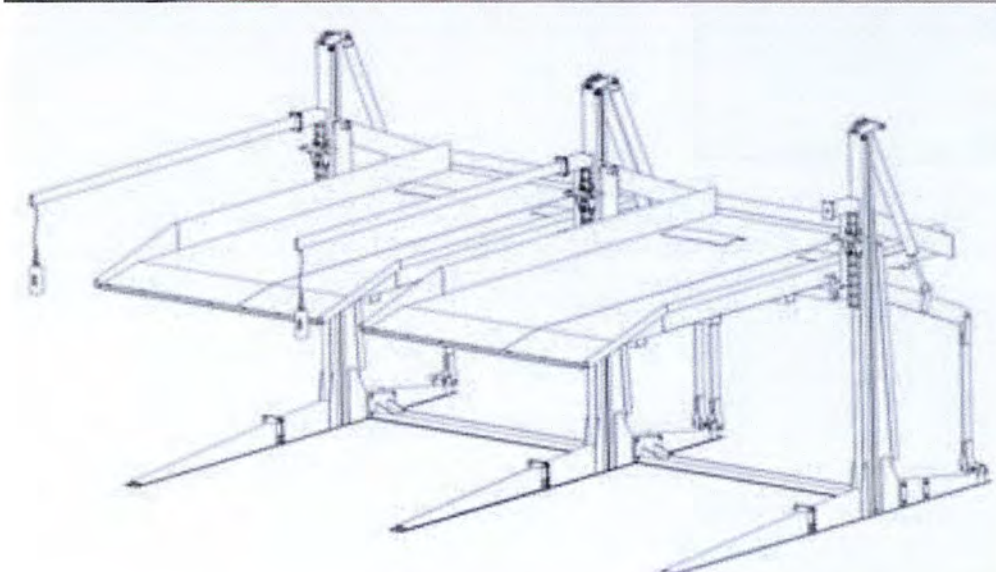
- the right to construction or model modifications and/or variations is hereby reserved
- the right to any subsequent part modification and/or variation and amendments in procedures and standards due to technical and engineering progress or due to environmental regulation changes is also hereby reserved

The Automated Parking Company is an authorized distributor of WÖHR Autoparksysteme GmbH. Product designations, dimensions and specifications are subject to change without notice.



PARKPLUS
HIGH DENSITY VEHICLE STORAGE

Model: DP/003 Double Parking Car Sta
Product Brochure
Los Angeles Electrical Testing Lab LARR# 930501



Section 1: Product Description

The Park Plus SpaceMaker Double Parking Car Stacker model DP003, is a two (2) level car stacker device for parking automobiles one above another on the ground. The device is so designed as to lift an automobile on a platform and lock the platform in place so that a second automobile can be parked in the space below the platform.

1.1 Structure:

The structural steel used in construction of the device is 4130 steel and the platform is composed of solid bent steel sections with integral bent curbs on each side. The entire assembly weighs +/-2600 lbs., comes pre-welded and is assembled in the field with A307 bolts, except for certain critical bolts which are A325 (high tensile – 120,000psi). The stackers may be installed as a single unit or in an array with shared common legs.

Car Stackers are required to be epoxy anchor bolted to an approved foundation system. Structural Engineering and Plan Check is required for all attachment details.

1.2 Hydraulics:

The stacker is operated by hydraulics. The hydraulic cylinder rods are chrome plated to prevent rusting. The hydraulic system, which raises and lowers the platform consists of a pump and motor that are controlled by a 24-volt relay and valve combination. The hydraulic circuit maintains a constant rate of descent regardless of loading conditions. A manually operated emergency pump is provided in case of electrical failure to allow lowering of the platform without electrical power. *A pressure compensated hydraulic overload prevention circuit precludes operation of the unit with a load greater than 6,000 lbs.*

1.3 Safety:

The device is equipped with safety locking system. The “posi-lock” double suspension system holds the full weight of the automobile on the platform in the locked position regardless of hydraulic or electric operation.

Each lift can be equipped with an individual keyed controller for extra safety.

Self Attended applications may require additional safety sensors to detect objects located under the platform or entering into the area below the platform.

1.4 Location:

The car stacker has been designed to be mounted on grade to an engineered foundation or attachment system. It may be installed in a building provided the floor is certified to support the weight.

The car stacker can be installed in both attended and self-park application:

- Single Family Residential Buildings – Self Attended
- Multi-Family Residential Buildings – Valet and Self Attended
- Commercial Buildings – Valet and Self Attended
- Indoor Installations – Valet and Self Attended
- Outdoor Installations – Valet and Self Attended
- Surface Lots – Valet and Self Attended
- Low Rise Buildings – Valet and Self Attended
- High Rise Buildings – Valet and Self Attended
- Sprinklered Buildings- Valet and Self Attended

1.5 Fire Protecting:

With installations in over two-dozen metropolitan municipalities the car stackers have been reviewed as being similar to high piled storage and non-building structures. Fire rating of structural components is not required. Sprinklers may be required per the following section. Each municipality may have their own fire department guidelines.

1.6 Fire Sprinklers:

Outdoor Use:

1. When a unit or array of units is installed outdoors most municipalities do not require fire sprinklers.
2. Equipment installed outdoors may need to conform to additional zoning regulations and building code requirements.

Indoor Use:

1. For indoor use, installation of a unit or array of units shall be in a sprinklered garage. When installed in a tandem array additional sprinkler requirements may apply.
2. Sprinkler Plans shall be filed and approved by the local municipality.
3. When the unit or any array of units are installed in a sprinklered building, the sprinkler system shall be designed as required by NFPA 13 and local building codes.
4. Clear building height within the parking area must accommodate the height of the equipment **plus additional requirements for adequate coverage of fire sprinklers.**

1.7 Zoning Requirements:

Each municipality has its own set of zoning regulations and requirements.

Yards and Setbacks:

When equipment is installed outdoors in a required yard or setback the equipment may be required to be installed in an accessory structure or may be required to provide architectural screening.



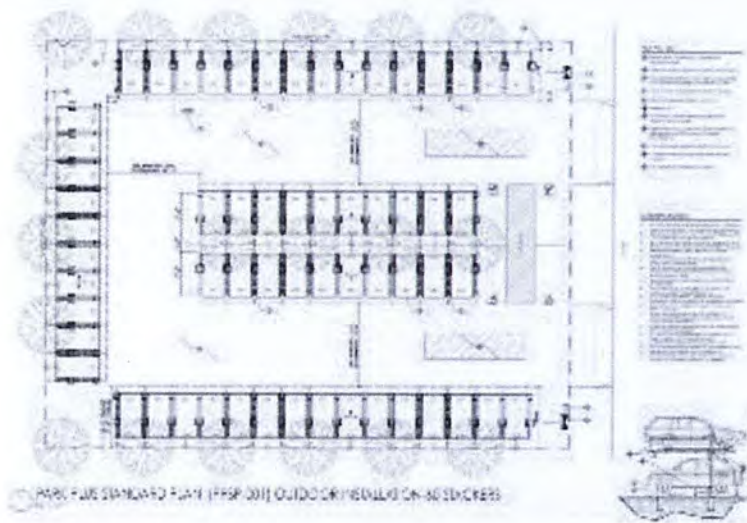
Above: Typical tandem installation without set backs, architectural screening or fire sprinklers.

1.8 Stormwater Management:

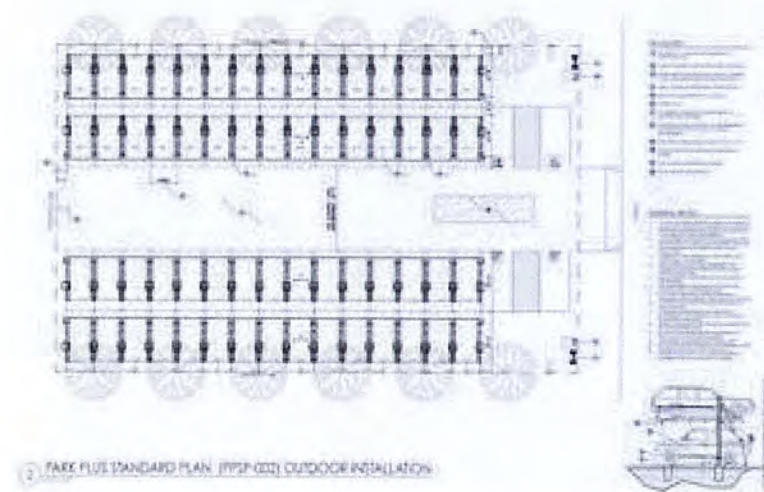
Low Impact Development consists of site design approaches and Best Management Practices (BMPs) that are designed to address stormwater runoff and pollutions at the source. Most municipalities are adopting BMPs including Infiltration, Capture and Use, and Filtration and Retention. The Car Stackers when installed outdoors are often installed in existing paved parking lots. BMP's must be designed by a Civil Engineer.

1.9 Standard Plans:

The car stackers can be designed in a single or tandem array configuration on either side of a drive aisle, plan attached. Adequate queuing space of at least 2 vehicles must be provided to allow the shuffling of cars. Queuing space may be in the drive aisle. For commercial projects during peak morning traffic all platforms will be lowered for quick filling of the car stackers. Surface's space must be provided for **Accessible Parking**.



Above: Standard car stackers arranged in a single array configuration



Above: Standard car stackers arranged in a single array configuration

1.10 Minimum Vehicle Clearance:

The Park Plus DP003 Car Stacker is designed to be installed both indoor and outdoors and the platform height is designed to be field adjustable in 1 1/2" increments. Each municipality may have their own minimum height requirements. For indoor installations the **minimum recommended** indoor clearance from floor to ceiling is as follows:

- Sedan over Sedan : 10'-6" Required + 18" for fire sprinklers
- Sedan over SUV: 12'-6" Required + 18" for fire sprinklers
- SUV over SUV: 15'-6" Required + 18" for fire sprinklers

Vehicle clearance under platform are between +/- 5'-0"min for Sedans and +/- 6'-8" to +/- 7'-0" max for SUV. Clearance variations are based on deflection of platform resulting from vehicle loading.

Each municipality has different clear height requirements for code required parking. Architect's should review with their local planning and building departments.

1.11 Hydraulic Power Pack:

The Park Plus DP003 Car Stacker has a variety of customizable hydraulic power systems depending on the number of car stackers installed and type of power supplied.

- **HPS-1P:** For installation of 1 to 2 units. (208-230V/1 PH/60 HZ/2 to 3HP/ 18 Amps)
- **HPS-3P:** For installation of 1 to 30 units. (208-230V / 3PH / 60HZ / 10HP / 28 Amps)

Larger single hydraulic units are available HPS-1P and HPS-3P

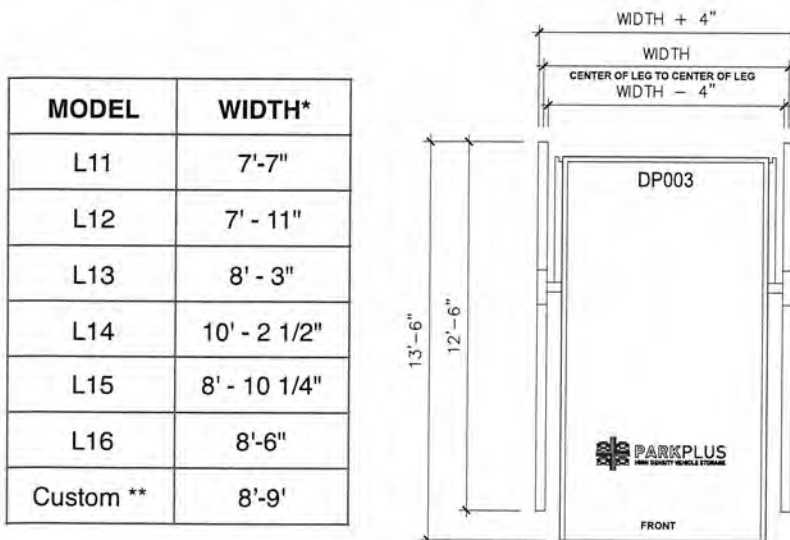
1.12 General Specifications:

The Park Plus Double Parking Stacker is available in 6 various sizes.

- Lift Capacity: 6000 lbs.
- Lift Weight: +/-2,900 lbs.
- Model Width per table Below

DP003 – Available Width Chart

*Width = Center of Leg to Center of Leg

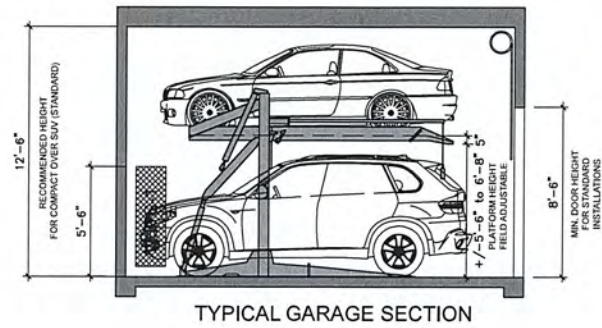
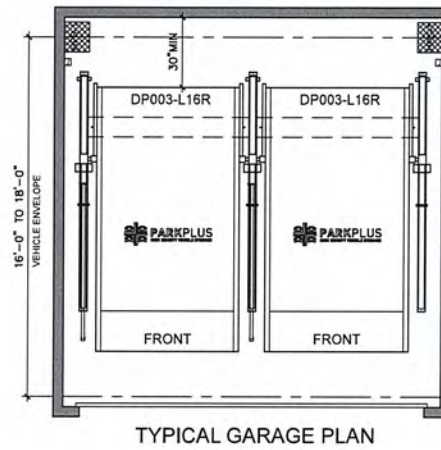


** Custom sizes wider than 8'3" will have additional costs per

machine.

1.13 General Layout Drawings:

Typical Sections. City requirements may vary according to jurisdiction.



FINAL MEMORANDUM

Complete Cities Planning Group
200 S. Andrews Ave. Ste 504
Fort Lauderdale, FL 33301

Date	September 28, 2026
To	Susan Lesser, AICP, Senior Planner, City of Boca Raton
From	Kaitlyn Forbes, AICP, CNU-A, Urban Designer
Subject	The Residences
Project	CRP-22-01R1
CC	Tamashbeen Rahman, AICP, Planning Administrator

Complete Cities Planning Group reviewed the submitted IDA application for the project referred to as The Residences of Boca Raton, generally located south of SE 3rd Street and east of S. Dixie Highway. The site is approximately 2.1 acres and is developed with a range of low-rise, commercial buildings. The site was previously approved for a 190-unit, multifamily project.

The applicant now proposes to develop the site with 133 residential units and a ground floor restaurant that faces SE 3rd Street, under the Interim Design Guidelines (“IDG”). The proposed building measures 139’-9” feet to the pool deck (as measured from crown of road) and includes twelve stories, where a maximum of 140-feet and twelve stories are permitted. An active roof deck with a range of amenities including a pool, spa tubs, and lounge areas is proposed.

At the ground level, the site’s primary entrance is located off the eastern alley, connecting to SE 3rd Street. Here, a covered roundabout entrance feature is provided, welcoming residents and visitors to the site. A second access drive is provided from the western alley, where valet parking drop-off/pick-up is proposed. A small number of public self-park spaces are provided at the eastern entrance. However, most of the site’s parking spaces are secured behind gate arms or are served by valet. Valet services operate the proposed mechanical lift spaces on site, which include vertical and horizontal stackers. A total of 326 parking spaces is provided (including four relocated city spaces) where 318 are required. Vehicular use areas are screened by a combination of landscape buffers and architectural screens to ensure vehicles are screened from adjacent properties. Complete Cities Planning Group suggested a physical screen in lieu of a landscape screen along the eastern portions of the northern façade, where the parking structure is proposed. The applicant declined this design suggestion. However, the plan maintains compliance with the requirements by utilizing the landscape living barrier option.

A six-foot sidewalk is provided along SE 3rd Street, with connections to the ground-floor restaurant. The restaurant provides the required active use along this frontage, offering indoor and outdoor dining with views of the activity from the adjacent sidewalk. A five-foot wide, connected pedestrian path is provided around most of the property, providing access to amenities such as the restaurant’s outdoor dining, and a sport court (pickleball) and a dog park for use by the residents. 40 percent of open space is provided, where a minimum of 40-percent is required.

FINAL MEMORANDUM

Complete Cities Planning Group
200 S. Andrews Ave. Ste 504
Fort Lauderdale, FL 33301

Design emphasis is provided at the northern building entrances with overhangs and material use. Here, the ground floor uses a combination of building recesses and architectural features to meet the architectural bay requirements. The ground floor façade (stairwell at northeast corner) is setback approximately 39-feet where 16-feet is required, as measured from the curb.

Vertically, the proposed design offers a contemporary interpretation of Mizner design, incorporating traditional materials such as stucco, limestone, coral stone, wood, and metal into a modern composition. Overall, a light and neutral color palette is proposed. This color scheme is combined with large areas of glass façade and deep balconies with glass railings to maintain a light and airy appearance. The deep balconies provide undulation along the façade lengths as well as providing shade and incorporating Mizner design elements. In total, the applicant proposes to utilize 20-percent of the Architectural Opportunity Zone, where a maximum of 35-percent is permitted. In addition, 46-percent of the building footprint is utilized above 100-feet in height, where up to 50-percent is permitted.

As viewed from the north, the roofline varies to further reduce the perceived mass and scale of the building. In addition to the upper rooftop amenity deck, amenities are provided on the fourth-floor rooftop, including an additional pool, yoga lawn, and lounge area. Indoor amenities at this level include a gym, party room, spa, and yoga room. Individual rooftop elements are limited to 13 percent of the primary building mass, with a combined total of 26 percent. The applicant proposes 24-percent coverage.

In summary, Complete Cities finds the project complies with the Interim Design Guidelines and Ordinance 4035 inclusive of its appendices.

DOWNTOWN INDIVIDUAL DEVELOPMENT APPROVAL CHECKLIST

The following checklist is designed to assist applicants in preparing required materials for review. The applicant should check off each item to ensure that the review has been performed or the item is included.

YES

NO

☐
☐

1. Plans reviewed by the applicants for conformance with height, bulk, parking, setback regulations and the overall design for conformance with the Development Order (Ordinance 4035) design guidelines pages 37-40. A copy of the guidelines used by the CRA in reviewing your plans is attached.

Submission Requirements

Utility plans, landscaping plans, architectural elevations, etc., may be shown on separate sheets.
The following items are required as part of a complete Individual Development approval application.

ITEMS OMITTED WILL DELAY REVIEW PROCEDURES

☐
☐

2. Completed application, completed and signed checklist form, Planning Advisory (PA) date and fee.

☐
☐

3. Certification of title and letter of authorization where applicable.

☐
☐

4. Unity of title where applicable.

☐
☐

5. Detailed, signed and sealed, site plans, landscape plans, irrigation plan and elevations drawn to scale.

☐
☐

6. The site plan must be of engineering scale with adequate resolution for verification of measurements, horizontal control and include the following:

☐
☐

- (a) Name and address of owner, property identification numbers, applicant and person preparing the site plan.

☐
☐

- (b) Date, north arrow and graphic scale.

☐
☐

- (c) Locational sketch showing property in relation to adjacent area.

☐
☐

- (d) Location of property lines, proposed/existing easements, right-of-ways, water courses and other essential features.

☐
☐

- (e) Width and location of existing or proposed public or private streets.

☐
☐

- (f) Proposed/existing lot and building site lines.

☐
☐

- (h) Landscaping and treatment of perimeter areas such as fences, walls or berms. An appropriate irrigation system must be indicated as being provided for all landscaped areas.

☐
☐

- (i) Accessory structures and dimensioned waste/storage collection point(s).

☐
☐

- (j) Phasing of the site including any temporary landscaping/accesses.

☐
☐

- (k) Proposed location of sidewalks, bike paths, curbs, gutters, water mains, sanitary sewers, storm drains, manholes, inlets, seawalls or wells.

☐
☐

- (l) Acreage of site, square footage of structures, number of residential units or hotel rooms, square footage of open space as defined in the Development Order (areas counted as open space must be identified on the plans by shading or crosshatching), office equivalent calculations and shared parking calculations.

☐
☐

- (m) Zoning and Comprehensive Plan designation for any adjacent property outside of DDRI.

☐
☐

- (n) Proposed height of structures as measured from average crown of road and maximum permitted height.

☐
☐

- (o) List of unit types and sizes.

DOWNTOWN
INDIVIDUAL DEVELOPMENT APPROVAL CHECKLIST (Pg. 2)

- | | | |
|--------------------------|--------------------------|--|
| ☐ | ☐ | (p) Parking spaces dimensioned and numbered (required/provided). |
| ☐ | ☐ | (q) Existing and proposed fire hydrants and fire connections. |
| ☐ | ☐ | (r) Location, percentage and size of areas to be conveyed, dedicated or reserved as open space, public parks, recreational and similar uses. |
| ☐ | ☐ | (s) Name of adjoining property owners or development projects. |
| ☐ | ☐ | (t) Available water lines or wells. |
| ☐ | ☐ | (u) Available sewer lines. |
|
 |
 | |
| ☐ | ☐ | 7. A review of all site utilities as required pursuant to Section 2(4)d of the Development Order. |
| ☐ | ☐ | 8. A review of construction phasing including requirements for parking and staging during construction. |
| ☐ | ☐ | 9. Where a site plan covers only a part of real property owned by the applicant, a master-phasing plan for the entire property. |
| ☐ | ☐ | 10. Typed and sealed legal descriptions and sealed surveys (including crown of road elevation prepared by a registered land surveyor). Provide an electronic WORD file of the legal description. |
| ☐ | ☐ | 11. Preliminary design of bridges or culverts as may be required. |
|
 |
 | |
| ☐ | ☐ | 12. An existing tree survey depicting all trees having a diameter of 2" or greater as measured 4-1/2 feet above the ground. |
| ☐ | ☐ | 13. Parking accumulation study and/or traffic statement and electronic pdf files of the traffic statement and/or parking study and site plan, if required by City Traffic Engineer. |
| ☐ | ☐ | 14. All Planning Advisory (PA) comments have been addressed. A PA response letter should be provided. |
| ☐ | ☐ | 15. A computer generated colorized copy of the site plan, floor plan, rendering and elevations will be required prior to the scheduling of a public hearing. |
| ☐ | ☐ | 16. Samples of colors and samples or descriptions of materials as appropriate. |
| ☐ | ☐ | 17. Schedule a Pre-Application meeting to ensure that the information, drawings, etc., are complete. |
| ☐ | ☐ | 18. You will not be placed on a meeting agenda until all pertinent information has been received and determined to be complete as provided for in Ordinance 4035. |

I HEREBY CERTIFY THAT THE SITE PLAN INFORMATION SUBMITTED IS COMPLETE, ACCURATE AND CORRECT, TO THE BEST OF MY KNOWLEDGE.

Date: _____ Signed: _____
(Applicant)

Downtown Boca
Downtown Design Review



Submittal Requirements

The following are the submission requirements and the criteria that projects will be reviewed by in the Downtown developing under the Downtown Quality Development Regulations (Interim Design Guidelines). All projects developing under the Downtown Quality Development Regulations (Interim Design Guidelines), as specified in Ordinance 4035 as amended, will be subject to Urban Design Review.

Process

Applicant submits initial deposit and administrative fee and detailed schematics- on computer disc (e.g. conceptual elevations or any renderings that help clarify the architectural features of the project) for Urban Design Review to the City. The City forwards the CDs with Planning Advisory Review (PAR) comments (if available) to Urban Design Associates (UDA) and authorizes them to proceed with an urban design review.

Applicant contacts the assigned City Staff to schedule a kickoff meeting/conference call with UDA. Clarification of proposed development, uses, its relation to pedestrian linkages, property and curb line measurements, etc. to be identified during this phase prior to initiating the review.

The applicant will post their drawings for review in .dwg or .pdf format to the assigned planner.

During the review period (14 days from a complete application), the reviewer at UDA will redline and annotate in .dwg or .pdf format the drawings and submit the redlined drawings to the assigned City staff upon completion.

In the event of addendum reviews, archived material may be reinstalled on the on-line review folders, as necessary. The review process will begin again with the revised submission material from the applicant.

Upon completion of the Urban Design Review process, the applicant may submit an Individual Development Approval (IDA) application for Compliance Review with the City.

Schematic Design Review

The Schematic Design (SD) Review is for design content only and is primarily intended to check general conformance with the Interim Design Guidelines (IDG). Building and safety codes are to be reviewed with their proper authorities as designated by the City.

Note:

All supporting information listed below must be provided in a digital format (.dwg is preferred, .pdf is acceptable). Use of the "SketchUp" computer software program is strongly recommended.

Submittal Checklist

- ☐ Site plan 1" = 40'-0"
- ☐ Open Space Plan 1" = 40'-0" (include linkages to pedestrian crossings, landscape & transportation)
- ☐ Elevations 1/16" = 1'-0" (with materials indicated)
- ☐ Floor plans 1/16" = 1'-0"
- ☐ Roof plan 1/16" = 1'-0"
- ☐ Area/Volume Excel spreadsheet

Area and volume calculations must include site area, maximum buildable footprint (site minus setbacks and open space requirement), building footprint, and the gross square feet of each level). Volume calculations should include the overall allowable volume under the old guidelines, and as proposed. If massing occurs within the Architectural Opportunity Zone (AOZ), the volume of the AOZ and the massing within the AOZ must be included.

Compliance Checklist

I. Community Patterns

IDG Step #1: Determine building footprint and placement

- ☐ Meet all setback requirements according to street type
- ☐ Include open space requirements

IDG Step #2: Determine General Building Envelope

- ☐ Every increase in height of a building over 100'-0" has an equivalent volume decrease on the site below 100'-0"
- ☐ Volumes above 100'-0" are limited to 33% of the overall buildable footprint
- ☐ Petition for additional 17% (maximum 50% building footprint) to achieve general consistency with the IDG

II. Architectural Patterns

IDG Step #3: Establish Architectural Bays

- ☐ Each bay minimum 7'-0" wide, maximum 14'-0" wide (15'-0" wide at façade end and corners)
- ☐ Each façade no greater than 12 bays wide
- ☐ Buildings wider than 12 bays shall have multiple facades no greater than 12 bays wide.
- ☐ Multiple facades offset and articulated with different colors and materials

IDG Step #4: Determine Building Massing

- ☐ Occupied volume within the Architecture Opportunity Zone (AOZ) is no greater than 35% of the total AOZ.
- ☐ Massing within the AOZ limited to five bays aggregate width, or two-thirds of the overall number of bays
- ☐ For any addition of volume within the AOZ, there is an equivalent reduction in the overall building volume
- ☐ Massing projections limited to 7'-0" into the building setback, and are located above the ground floor up to the first vertical building setback

IDG Step #4: Determine Building Massing (continued)

- ☐ Any addition of occupied space into setback area has an equivalent reduction in the overall building volume.
- ☐ Cantilevered projections at the second floor may post down to the ground level to create loggias.
- ☐ Projections may occur at a maximum aggregate width of five bays or two-thirds the number of bays.

IDG Step #5: Building Articulation

A. Skyline

- ☐ Include architectural elements/embellishments to indicate human habitation on the upper floors.
- ☐ Unoccupied tower elements or mechanical enclosures located above 140 feet may extend a maximum of 20'-0" above the height of the tallest primary building mass to a maximum of 160'-0".
- ☐ Individual elements or enclosures shall be limited to 13% of the area of the tallest primary building mass and collectively shall not exceed 26% of this area.

B. Mid-Section

- ☐ Windows provide a sense of activity for both commercial and residential buildings, giving the feel of a vibrant and enjoyable place.
- ☐ Windows should be appropriately scaled to their function, whether those functions are retail, commercial, or residential in nature.
- ☐ Where shutters are used, their width should be one half of the window opening.
- ☐ Balconies reinforce the sense of activity within a building and provide a connection to the outdoors for building occupants.
- ☐ As balconies do not increase the occupied space of a building, they do not impact the overall development area

C. Ground Floor

- ☐ Active uses on the ground floor of buildings
- ☐ The ground plane should include areas for outside dining and gathering
- ☐ The ground plane should include planting beds for ornamental flowers and trees
- ☐ Shade trees, as well as palm trees should be provided along the street spaces
- ☐ Pergolas, and other shade devices can be a substitute for shade trees
- ☐ Ground floor arcades are encouraged
- ☐ Storefronts are provided for ground floor public uses such as retail.
- ☐ The ground floor should include landscape buffer area and appropriate doors and windows for residential uses.
- ☐ Light fixtures on buildings and street light fixtures are provided.
- ☐ Box windows and balconies projecting beyond the façade of the building on lower floors to provide views up and down the street.
- ☐ Linkages to pedestrian crossings, landscape, open space and transportation are provided.

Narrative Response for comment 99

Intro To Project (Description)

The proposed redevelopment consists of a new 12-story residential building containing 133 residential units and approximately 6,617 square feet of ground floor retail uses within the Downtown Development of Regional Impact (DDRI) Subarea "D" district. The project is located on an approximately 2.1-acre assemblage comprised of multiple parcels and associated right-of-way abandonments, creating a unified urban development site within the Central Business District..

Our Response to Step-1 Code-Footprint and Placement

The proposed development is located along a designated Type C small-scale street condition (SE 3rd Street) within the Downtown Boca Raton framework and has been designed to respond directly to the pedestrian-oriented intent of this classification. Consistent with the Type C streetscape objectives, the project establishes a substantial landscaped setback along the primary frontage that significantly exceeds the minimum setback guidance contemplated for small-scale streets. The building placement reinforces a comfortable pedestrian environment through expanded sidewalk conditions, layered landscape buffers, shaded frontage areas, and articulated podium elements that help reduce the perceived scale of the building at the street level.

Our Response to Step-2 Code-Building Envelope

Consistent with the intent of the Downtown Design Process guidelines, priority is focused on pedestrian friendly scale . The project incorporates a substantial reduction in building volume at upper levels through a series of horizontal and vertical step-backs that redistribute portions of the allowable mass away from the primary street edge. This approach creates a more refined and visually balanced building profile while reinforcing the guideline objective of maintaining a walkable and pedestrian-oriented urban environment. The project's upper building masses are concentrated toward interior portions of the site and are visually softened through deep setbacks, extensive landscape integration, and substantial open terrace areas. This redistribution of mass allows the lower street-facing portions of the building to maintain a more comfortable pedestrian scale while reducing the visual prominence of taller elements from the public realm. Additionally, the project incorporates significant open space and landscaped transitional zones along the street frontage and podium levels, reinforcing the guideline objective of creating an engaging and memorable pedestrian experience rather than a singular uninterrupted building façade. The resulting massing composition contributes to a more dynamic and varied streetscape condition that supports the broader urban design vision for Downtown Boca Raton.

Our Response to Step-3 Architectural Bays=Façade Articulation

Rather than presenting uninterrupted façade planes, the building composition utilizes layered balcony groupings, recessed tower elements, softened corner conditions, and differentiated podium expressions to establish a consistent rhythm across the elevations. The façade articulation strategy creates the visual effect of multiple interconnected building volumes while maintaining a cohesive architectural language throughout the project.

Our Response to Step-4 Building Massing = AOZ

We have placed close attention to the Downtown Boca Raton massing framework and Architectural Opportunity Zone ("A.O.Z.") principles through a carefully balanced composition of stepped building volumes, recessed upper levels, articulated projections, and redistributed building mass as shown on the SPA Drawings.

Consistent with the intent of the guidelines, the project incorporates substantial reductions in perceived upper-level mass through:

1-progressive step-backs

- 2-recessed tower elements
- 3-landscaped terraces, softened corners
- 4- modulation of horizontal and vertical façade planes..

Our Response to Step-5(A) Building Articulation-(Skyline)

Consistent with the intent of the Downtown guidelines, the upper portions of the building have been intentionally designed to express human habitation and outdoor occupancy rather than appearing as isolated mechanical enclosures or unresolved rooftop structures. Expansive rooftop terraces, occupiable outdoor spaces, integrated landscape areas, and layered balcony conditions reinforce the visual continuity of residential activity into the upper levels of the building and soften the overall tower profile against the skyline.

The trellis structures help create:

- visual lightness at the uppermost portions of the building,
- increased skyline variation,
- enhanced shadow and depth,
- and a more refined transition between occupied building mass and open sky.

Our Response to Step-5(B) Building Articulation-(Mid-Building))

As Noted Previously,

The project's balcony strategy is a primary component of the mid-section articulation and directly reinforces the guideline objective of creating active and habitable building façades. Continuous balconies, recessed terraces, and curved slab edges establish strong horizontal rhythm while simultaneously expressing residential occupancy and outdoor living opportunities throughout the elevations.

The balconies create:

- a strong visual connection to the outdoors,
- substantial façade depth and shadow,
- passive solar shading,
- and layered architectural articulation across the building envelope.

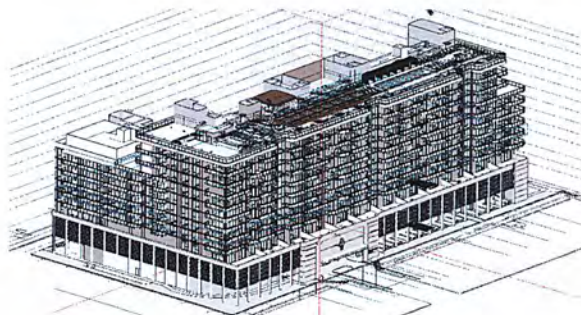
Rather than functioning as isolated projections, the balcony system is fully integrated into the overall architectural composition and massing strategy of the tower. The sculpted balcony forms and softened corners reduce the perception of bulk while reinforcing the project's coastal residential character and climate-responsive architectural identity.

MR. C BOCA RATON VOLUME CALCULATION - ORD.5052-(SITE) COMPLIANCE CHECKLIST OF DIMENSIONAL ATTRIBUTES

SAMPLE ALLOWED 7/21/08



SAMPLE PROPOSED



Floor Area (includes parking)	496,530 SF	495,897 SF	
FAR - Floor Area Ratio	5.4 FAR	5.4 FAR	No change
Cubic Volume	5,517,000 CF	5,515,335 CF	.03 % REDUCTION VOLUME
% of 7/21/08 Allowed Footprint above 100 feet	MAX BUILDING FOOTPRINT (62,666 SF)/2 = 31,333 SF OVER 100' ALLOWED < 31,333 SF	28,828 SF < 31,333 SF	MAX FOOTPRINT ABOVE 100' - 28,829 SF (46 %) MAX FOOTPRINT
For every Increase above 100 feet a Decrease below 100 feet			
Cubic Volume above 100 feet	0 cubic ft.	1,006,939 CF	COMPLIES 1,665 SF EXTRA VOLUME
Cubic Volume below 100 feet	5,517,000 CF	4,508,396 CF	COMPLIES
Open Area			
Open Area from Ground to Sky	65%	65%	COMPLIES
Open Area Covered (maximum)	35%	35%	COMPLIES
Total Open Area	40%	40%	COMPLIES
Building & Site Heights			
Maximum	100 feet	MAIN BUILDING HEIGHT CROWN RD. TO TOP OF ROOFTOP POOL DECK +134'-9" HIGHEST HVAC PARAPET CROWN RD. TO HIGHEST PARAPET +152'-32"	AOZ ALLOWABLE HEIGHT - 140'-0" MEP ALLOWABLE HEIGHT - 160'-0" ALL PROPOSED HEIGHTS COMPLY

MR. C BOCA RATON VOLUME CALCULATION - ORD.5052-(SITE)

COMPLIANCE CHECKLIST OF DIMENSIONAL ATTRIBUTES

I. COMMUNITY PATTERNS

1 Pedestrian Scale Street Space:

- » Appropriate dimension of sidewalk and public open space based on street type, measured from curb –
 - Complies with required setbacks and provides ample pedestrian walkway connecting se 3rd st to west alley .
- » Amount of public open space on the site –
 - Meets min required.
 - » Streetscape treatment including trees and landscaped areas –
 - wide variety of landscaping throughout site
- » Streetscape elements such as pergolas, street lights and other elements –
 - wide variety of landscaping throughout site and outdoor dining

2 Building Massing that provides the appropriate scale for the width and type of street –

- Project is in compliance with all requirements of IDG Code creating a balanced volume, not overwhelming

3 Building facades that enhance the pedestrian scale street space: Ground floor treatment of buildings that is human scale

- » Facades with active uses on the ground floor with open facades –
 - Project provides ground floor restaurant with ample glazing to engage pedestrian activity.
- » Facades with active uses on upper floors with appropriate openings and windows –

-refined and alternate pattern round edge balconies activate upper floor openings

- » Arcades or other elements which expand the public space within the building footprint –
 - Ample pedestrian walkway connecting SE 3rd st to west alley through the site .

4 Site Plan that screens service and other uses from designated public spaces –

- Service areas are screened and within internal footprint of structure where applicable walls or vegetation aid in screening.

II. ARCHITECTURAL PATTERNS

1 Building Massing that is appropriate for its context:

- » Height of street facade that relates to scale of street and width of pedestrian space –
 - Proposed Design Heights and volumes comply with IDG Standards.Attention to building sky line and volumes are Rhythmic yet not repetitive in order to make Pedestrian activity more engaged.

» Variety of Massing and height that provides diverse streetscapes –

- Proposed Design Heights and volumes comply with IDG Standards.Attention to building sky line and volumes are Rhythmic yet not repetitive in order to make Pedestrian activity more engaged.

2 Horizontal articulation:

- » An effective “base” of one or two stories that provides scale for the pedestrian –
 - Complies
- » A strongly articulated “top” to building masses that provide an effective sky line –
 - Proposed Design Heights and attention to building sky line volumes along with a bold trellis structure seek to articulate the skyline
- » A well defined “middle” –
 - Proposed design middle structure is active, well defined and compliments top and bottom

3 Vertical Articulation:

- » Facades on properties greater than 50'-0" in width, must be articulated as smaller vertical building masses of 12 bays or less – -Complies
- » Each of the smaller building masses should be defined with:
 1. a minimum of 3'-0" change of plane in plan.–
 - Complies
 2. a minimum of two of the following:
 - a. Change of height -Complies
 - b. Change of material and color -Complies
 - c. Change of window configuration – -Complies
 - d. Change of detail elements -Complies
 3. a distinctive base treatment – Yes -Complies
 4. a distinctive top or roof treatment -Complies

4 Facade composition

- » Windows shall be vertically proportioned and spaced so the minimum ratio between window and wall is 50% in linear measurement –
 - Complies
- » There shall be a variety of size and type of windows on large facades – -Complies

- » Special elements: Balconies, pergolas, loggias, are essential to the creation of congenial pedestrian spaces. These elements are especially important on the lower floors of buildings to add to the character of the street. They should include planters and other means of providing landscape elements on the building facades. Loggias and Pergolas are effective on upper floors but need to be larger scale than those on lower floors. –

-Proposed design feeds of Mizenersque design principles via proposed outdoor dining components and public walkways that run through the property connecting adjacent alleys lush in landscaping and pedestrian hard scape. Intricate and articulative balconies also engage pedestrian attention

5 Towers and Roof Top Elements:

- » The tops of buildings should have towers and architectural features that provide character and visual interest for the skyline. –
 - Program at the rooftop activates the roof, and the proposed Trellis serves as main architectural feature for character and visual interest.
- » Towers size and height conform to the design guideline formulas – -Complies
- » They must be treated as architectural features that are compatible with the architecture of the building.
 - Complies
- » They must be designed as an integral part of the facades – -Complies

MR. C BOCA RATON VOLUME CALCULATION - ORD.5052-(SITE)
COMPLIANCE CHECKLIST OF DIMENSIONAL ATTRIBUTES

1	SITE AREA	91,950 SF			
DIMENSIONAL ATTRIBUTES		ALLOWED ORD. 4035	PROPOSED	DIFFERENTIAL	
2	FLOOR AREA	496,530 SF	495,897 SF	633 SF	0.13 % REDUCTION IN FLOOR AREA
3	F.A.R. FLOOR AREA RATIO	5.4 FAR	5.4 FAR	NO CHANGE	0 %
4	CUBIC VOLUME	5,517,000 CF	5,515,335 CF	1,665 CF	.03 % REDUCTION VOLUME
5	% OF ALLOWED FOOTPRINT ABOVE 100 FT	MAX BUILDING FOOTPRINT (62,666 SF)/2 = 31,333 SF OVER 100' ALLOWED < 31,333 SF	28,828 SF < 31,333 SF	2,504 SF LESS THAN ALLOWED	MAX FOOTPRINT ABOVE 100' - 28,829 SF (46 %) MAX FOOTPRINT

* LESS THAN 50% OF OVERALL BUILDING FOOTPRINT

FOR EVERY INCREASE ABOVE 100 FT A DECREASE BELOW 100 FT

6	CUBIC VOLUME ABOVE 100 FT	- cu ft	1,006,939 CF	1,006,939 CF (OVER)	INCREASED VOLUME ABOVE 100' - 1,665 CF AVAILABLE
7	CUBIC VOLUME BELOW 100 FT	5,517,000 CF	4,508,396 CF	1,008,604 CF (UNDER)	REDUCTION IN VOLUME BELOW 100'

OPEN AREA

		sq ft	%	sq ft	%	sq ft	%	
8	OPEN AREA FROM GROUND TO SKY	MIN. 23,907 SF	65%	24,081 SF	65%	174 SF	73%	EXCEEDING MIN. REQUIRED
9	OPEN AREA COVERED (MAX)	MAX. 12,873 SF	35%	12,840 SF	35%	33 SF	.26%	MEETS MIN REQUIRED
10	TOTAL OPEN AREA	MIN. 36,780 SF	40%	36,921 SF	40%	141 SF	.38%	MEETS MIN REQUIRED

BUILDING AND SITE HEIGHTS

11.a	MAIN BUILDING- HIGHEST BUILDING T.O.R	100'-0" feet	Above 100'		AOZ ALLOWABLE HEIGHT - 140'-0" MEP ALLOWABLE HEIGHT - 160'-0" ALL PROPOSED HEIGHTS COMPLY
			134'-9" (ROOFTOP F.F.) 139'-9" (ROOFTOP DECK) 150'-9" (HIGHEST PARAPET) ALL ELEVATIONS FROM CROWN RD	134'-9" (ROOFTOP F.F.) 139'-9" (ROOFTOP DECK) 150'-9" (HIGHEST PARAPET) ALL ELEVATIONS FROM CROWN RD	



BONNIE MISKEL • SCOTT BACKMAN • ERIC COFFMAN • HOPE CALHOUN
DWAYNE DICKERSON • ELE ZACHARIADES • CHRISTINA BILENKI
DAVID MILLEDGE • SARA THOMPSON • JEFFREY SCHNEIDER

September 1, 2026

City of Boca Raton
Development Services Department
201 W. Palmetto Park Road
Boca Raton, Florida 33432

RE: Demonstration of Compliance with Ordinances 5647, 5648, and 5581
Residences of Boca

To Whom It May Concern,

The project complies with additional aspects of the amended development order and the amended Downtown Plan, thus complying with Ordinance 5581 as follows:

1. Each building shall include a significant percentage of uses along each street on which the building fronts that are lively and contribute to the dynamic qualities of the Downtown.

RESPONSE: The Project fronts SE 3rd Street along its north elevation, which serves as the building's sole street frontage. This frontage is activated by a 5,977 square-foot restaurant located directly along the street, providing an active, publicly accessible use that contributes to the energy and character of Downtown. The restaurant's prominent placement at the ground level creates consistent pedestrian activity throughout the day and evening, reinforcing the corridor as a walkable destination.

Large ground-floor windows allow clear views into the restaurant, creating visual connection between the interior and the sidewalk and reinforcing a sense of activity along the street. The main entrance is clearly defined and directly accessible from SE 3rd Street, further strengthening the pedestrian experience.

The north elevation incorporates varied materials, architectural detailing, balcony projections, and landscaping to create visual interest and a comfortable streetscape. Together, these elements ensure the building frontage is active, inviting, and consistent with the dynamic character of Downtown.

2. All ground floor building frontages along a street shall be designed so as to allow the use or activity inside to be visible from the street.

RESPONSE: The ground floor frontage along SE 3rd Street includes large windows serving the 5,977 square-foot restaurant, allowing clear views into the interior from the sidewalk. This transparency ensures that activity within the restaurant is visible from the street and contributes to an active and engaging pedestrian environment.

3. The proposed project considers and enhances the development pattern of the block and adjacent and/or proximate blocks/development, as follows:

- a. Achieves a rich mixture of uses, architectural expression and variety;

RESPONSE: The Project achieves a mixture of uses by incorporating a 5,977 square-foot restaurant along SE 3rd Street with residential units above, creating both daytime and evening activity within a single building. Architecturally, the building introduces variety through changes in plane, balcony projections, terrace levels, and a combination of materials and finishes. The façade incorporates vertical and horizontal elements that create depth and visual interest, resulting in a cohesive but varied architectural expression that contributes to the character of Downtown.

- b. Promotes synergy and interaction between nearby uses by, among other things, encouraging walking and pedestrian experience;

RESPONSE: The Project promotes interaction between nearby uses by enhancing the pedestrian environment along SE 3rd Street. The ground-floor restaurant provides an active destination that complements surrounding downtown businesses and encourages foot traffic throughout the day. Improved sidewalks, landscaping, and a clearly defined entrance create a comfortable and inviting streetscape that supports walkability. Together, these elements strengthen connectivity along the corridor and reinforce the pedestrian-oriented character of Downtown.

- c. Considers the physical pattern of development to encourage a visual connection and attraction to points further along the street; and

RESPONSE: The Project reinforces the established street frontage along SE 3rd Street while incorporating architectural articulation and transparent ground-floor windows that create visual interest along the corridor. Repeating balcony patterns and vertical elements establish rhythm along the façade, drawing the eye forward and encouraging pedestrian movement further along the street. The active restaurant frontage and clearly defined entrance further strengthen the building's connection to surrounding downtown destinations.

- d. Varies the building façade both within a development/site and as compared to adjacent/proximate developments/sites such that there appears, from the street, to be different buildings at intervals that consider the human scale and can be appreciated by pedestrians (such as through varied roof heights, visibly varied setbacks from the street, different colors and finish materials, different types, heights and decoration of windows, varied architectural details, no large unadorned walls, active building edges, and human scaled elements.

RESPONSE: The Project incorporates variation in the façade through changes in plane, balcony projections, terrace levels, and material transitions that break down the overall mass of the building. The roofline and upper levels include step-backs that create depth and reduce the perception of a single continuous structure. At the street level, the active restaurant frontage, large windows, architectural detailing, and landscaping introduce human-scaled elements that engage pedestrians. The combination of varied materials, fenestration patterns, and articulated elevations ensures there are no large unadorned walls and creates the appearance of distinct architectural components along SE 3rd Street.

- 4. The development furthers the vision of the Downtown by focusing on the development's role/context in the Downtown, such that it:

- a. Is designed to contain uses that encourage occupants and visitors to engage with the street and the Downtown;

RESPONSE: The Project is designed to encourage engagement with SE 3rd Street and the surrounding Downtown through its active ground-floor restaurant and direct pedestrian access from the sidewalk. The restaurant creates a public-facing destination that draws visitors throughout the day, while the residential units above introduce a built-in population that supports nearby businesses. The building's entrance, transparent ground-floor windows, and pedestrian-oriented streetscape design further promote interaction with the street and surrounding downtown uses.

- b. Contributes to the interconnectivity between and among neighboring sites, and generally the Downtown;

RESPONSE: The Project contributes to interconnectivity by reinforcing the pedestrian network along SE 3rd Street and strengthening the relationship between neighboring downtown sites. The improved sidewalk frontage, active ground-floor restaurant, and direct pedestrian entrance support continuous movement along the corridor. By maintaining a consistent street frontage and enhancing the streetscape, the building integrates into the existing Downtown fabric and supports connectivity between surrounding uses.

- c. Creates visual interest through quality urban design (such as through architectural variation, unique entrance features, landscaping that visually and functionally integrates private property and the public realm, and evokes a sense of activity);

RESPONSE:

The Project creates visual interest along SE 3rd Street through architectural articulation, varied materials, balcony projections, and terrace levels that add depth and dimension to the façade. The ground-floor restaurant frontage features large windows and a clearly defined entrance that draw attention and create a sense of activity along the sidewalk. Landscaping along the street edge softens the building line and visually integrates the private development with the public realm, resulting in an engaging and pedestrian-oriented streetscape.

- d. Contributes to the Downtown's unique sense of place, and to distinguishing Downtown from other places;

RESPONSE: The Project contributes to Downtown's evolving character by introducing a contemporary mixed-use building with an active ground-floor restaurant and articulated residential levels above. The combination of active street frontage, architectural detailing, balcony projections, and rooftop terrace elements creates a distinctive presence along SE 3rd Street. By reinforcing a pedestrian-oriented environment while introducing modern design elements, the building strengthens Downtown's identity as a vibrant, walkable destination.

- e. Avoids uses and design elements that are isolating (physically and/or functionally) from surrounding uses, or that are disconnected from the street, or that are inwardly focused (versus focused on the street, and the Downtown generally);

RESPONSE: The Project is designed to engage directly with SE 3rd Street rather than turn inward. The ground-floor restaurant, transparent windows, and clearly defined pedestrian entrance ensure that the building interacts with the public realm. There are

no blank street-facing walls or inward-facing design features that disconnect the building from its surroundings. Instead, the architecture and streetscape improvements emphasize outward engagement and integration with the surrounding Downtown uses.

- f. Relates to the human scale through thoughtful urban design; and
RESPONSE: The Project relates to the human scale through façade articulation, balcony projections, varied materials, and a defined ground-floor base that create visual interest at the pedestrian level. The active restaurant frontage, large windows, and landscaped street edge enhance the sidewalk experience and ensure that the building feels approachable and engaging from the street.
- g. Provides and encourages comfortable street spaces and opportunities for casual, spontaneous social interaction.
RESPONSE: The improved sidewalk frontage, landscaped areas, and active restaurant use create comfortable street spaces that encourage casual interaction. The transparent ground-floor design and pedestrian-oriented entrance foster activity along SE 3rd Street, supporting informal gathering and everyday social engagement consistent with Downtown's walkable environment.

In summary, the proposed building enhances the dynamic character of Downtown through its active ground-floor restaurant, transparent street frontage, and articulated architectural design. The staggered balconies, varied materials, and defined roof elements introduce movement and visual interest while breaking down the building mass along SE 3rd Street.

The mixed-use program contributes to a balanced blend of residential and commercial activity, supporting both daytime and evening vibrancy. Streetscape improvements, pedestrian-oriented design, and a clearly defined entrance strengthen connectivity and engagement with the public realm.

Overall, the Project advances the Downtown vision by reinforcing site interconnectivity, street engagement, visual interest, sense of place, human scale, and opportunities for social interaction through thoughtful urban design and architecture.

Furthermore, the project complies with the Vision of the Amended Downtown Plan as follows:

The scale of the proposed project fits into the Downtown Neighborhood expressing the project's *Unity*, *Incremental Growth*, and *Relation to the Whole* that is described in the Downtown vision. The *Visionary Quality* of the architectural design and the *Flexibility* of the vision are evident in the building's design. The north façade and the new entry façade's design expresses continuity with the City; thus enhancing the City's *Corridors* and the *Essential Elements* of the City and creating a *Positive Urban Space*. The redevelopment of the underutilized property reinforces the Vision of the Plan in regards to the *History* of the City and by creating an *Economically Feasible* solution to bring users to the downtown to activate the restaurants, office spaces, and urban amenities that the city is striving to create.

The project complies with additional aspects of the Vision of the Downtown as follows:

Design which Contributes to the Creation of a Pedestrian-Oriented Downtown by Providing the Following:
Recognition of the Scale and Character of Adjacent Structures or Developments

The Project recognizes the scale and character of surrounding Downtown development by maintaining a consistent street frontage along SE 3rd Street and incorporating a defined base, articulated upper levels, and structured parking integrated within the building. Changes in plane, balcony projections, and material variation break down the overall mass to reflect the rhythm of nearby multi-story buildings.

At the pedestrian level, large ground-floor windows serving the restaurant create transparency and visible activity along the street. Landscaping and streetscape elements further enhance the sidewalk experience, reinforcing a pedestrian-oriented environment consistent with the character of Downtown.

Downtown Vision

Convenient: Ease of access, circulation, parking:

The Project is designed to provide clear and convenient access for pedestrians, cyclists, and vehicles while maintaining an active street presence along SE 3rd Street. A clearly defined pedestrian entrance, enhanced sidewalk frontage, and landscaped transitions create intuitive access from the public realm. Bicycle parking encourages alternative transportation and supports Downtown's walkable character. In addition, valet operations and structured parking are integrated within the building to efficiently manage vehicular circulation while minimizing impacts on the primary street frontage. Together, these features promote ease of access without compromising the pedestrian-oriented environment.

Choice: Restaurants, shopping, entertainment:

The Project enhances choice within Downtown by introducing a 5,977 square-foot restaurant along SE 3rd Street, adding to the range of dining options available within walking distance of surrounding residences and businesses. The addition of a publicly accessible restaurant use strengthens the mix of amenities in the area and supports a more active and walkable Downtown environment. The residential component further contributes to the customer base that sustains nearby restaurants, shops, and entertainment venues, reinforcing Downtown as a convenient destination for everyday activity.

Unified Theme: All interests and areas in the downtown and community as a whole should share in the benefits of redevelopment:

The Project revitalizes an underutilized property through the demolition of the existing structures and the development of a new mixed-use building that enhances the streetscape along SE 3rd Street. By introducing an active ground-floor restaurant and new residential units, the Project contributes to Downtown's economic vitality while improving the pedestrian environment. The updated architecture, enhanced sidewalk frontage, and landscaping provide benefits not only to the site itself, but to neighboring properties and the broader Downtown community.

As such, the project is compliant with the DDRI regulations as well as the Vision of the Amended Downtown Plan and is consistent with the redevelopment in the surrounding area.



THE SCHOOL DISTRICT OF
PALM BEACH COUNTY, FL

JOYELL SHAW
DIRECTOR

MICHAEL J. BURKE
SUPERINTENDENT

PLANNING & INTERGOVERNMENTAL RELATIONS
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CHIEF OPERATING OFFICER

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SCHOOL CAPACITY AVAILABILITY DETERMINATION (SCAD)

Application	Submittal Date	09/30/2026		
	SCAD Case No.	26093001D – D. O.		
	FLU /Rezoning/D.O. No.	CRP-22-01R1 – City of Boca Raton		
	Property Control No.	06-43-47-28-03-014-0020, 06-43-47-28-03-011-0011, 06-43-47-28-03-011-0012, 06-43-47-29-06-011-0221		
	Development Name	Residences of Boca		
	Owner / Agent Name	KW SE 4th Street Boca LLC / Miskel Backman, LLP		
	SAC No.	339		
	Proposed Unit No. & Type	133 High-Rise Apt/Condo Units		
Impact Review		Boca Raton Elementary School	Boca Raton Middle School	Boca Raton High School
	New Students Generated	1	1	1
	Capacity Available	86	313	228
	Projected Utilization	79%	78%	92%
School District Staff's Recommendation	Based on the findings and evaluation of the proposed development, there will be no negative impact on the School District of Palm Beach County public school system. Therefore, the School District has no comment on this application.			
Validation Period	1) This determination is valid from 09/30/2026 to 09/29/2027 or the expiration date of the site-specific development order approved during the validation period. 2) A copy of the approved D.O. must be submitted to the School District Planning Department prior to 09/29/2027 or this determination will expire automatically on 09/29/2027 .			
Notice	1) The previous SCAD letter under case#22062701D issued on 07/07/2022 is replaced by this letter. 2) School age children may not necessarily be assigned to the public school closest to their residences. Students in Palm Beach County are assigned annually to schools under the authority of the School Board and by direction of the Superintendent, public school attendance zones are subject to change.			

Joyce Cai

School District Representative Signature

Joyce C. Cai, Senior Planner

Print Name & Title of School District Representative

September 30, 2026

Date

joyce.cai@palmbeachschools.org

Email Address

CC: Susan P. Lesser, Senior Planner, City of Boca Raton
Joyell Shaw, PIR Director, School District of Palm Beach County