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MEMORANDUM CITY COUNCIL

DATE: July 10, 2026
FROM: Mark Sohaney 
City Manager
SUBJECT: **1150 Innovation Center**
SPA-23-03R2/CA/VA/PZSPA-2025-00026

LOCATION: 1150 NW Broken Sound Parkway
SITE AREA: 11.68 acres
APPLICANT/AGENT: 1150 Broken Sound LLC / Miskel Backman LLP
OWNER: 1150 Broken Sound LLC
EXISTING LAND USE: Office Building
FUTURE LAND USE CATEGORY: PM Planned Mobility
ZONING DISTRICT: Light Industrial and Research Park

APPLICATION REQUEST(S)	SUBJECT PROPERTY LOCATION MAP
1. Site plan amendment to replace the previously approved office building with two (2), two (2)-story, office/light industrial buildings, totaling approximately 71,624 square feet. 2. Conditional use application pursuant to Section 28-978(b), Code of Ordinances, to allow warehousing, showroom, and wholesale uses, provided that these uses are in conjunction with a permitted use and that the total floor space of these uses does not exceed 50 percent of the total square footage of the occupant in the office/light industrial buildings. 3. A technical deviation from Section 23-190(d), Code of Ordinances, to reduce the required driveway reservoir distance along Northwest Broken Sound Boulevard from 50 feet to 38 feet (a reduction of 12 feet).	

Staff Recommendation:



Approval with conditions



Denial

STAY CONNECTED   

- AN EQUAL OPPORTUNITY EMPLOYER -



I. SUMMARY AND PROJECT DESCRIPTION

1150 Broken Sound LLC ("Applicant") is requesting to amend the previously approved site plan (Resolution No. 014-2025/SPA-23-03R1/CIMD) that authorized the development of a seven (7)-story, 157,861 square foot office building and a six (6)-level parking structure ("Office Building Development") with a Commercial Industrial Multifamily Development ("CIMD") that included a seven (7)-story, 287-unit, approximately 355,055 square foot multifamily residential building with ten percent (10%) affordable housing and five percent (5%) workforce housing units (29 units and 15 units, respectively) and a 2,000 square foot retail space (the "Multifamily Residential Building") with related on-site and off-site improvements, including the abandonment of a portion of a ten (10)-foot wide water easement (ORB 4226, PG 1895) at 1150 Northwest Broken Sound Parkway ("Property"). The Property is currently developed with an existing office building along the western portion of the Property.

Specifically, the Applicant requests:

- A site plan amendment to replace the Office Building Development with two (2), two (2)-story office/light industrial buildings, totaling approximately 71,624 square feet (the "Office/Light Industrial Buildings"), with associated on-site and off-site improvements (the "Infrastructure") (collectively, the "Project");
- A conditional use application pursuant to [Section 28-978\(b\)](#), Code of Ordinances, to allow warehousing, showroom, and wholesale uses provided these uses are in conjunction with a permitted use and do not exceed 50 percent of the floor area of each tenant unit within the Office/Light Industrial Buildings; and
- A technical deviation from [Section 23-190\(d\)](#), Code of Ordinances, to reduce the required driveway reservoir distance along Northwest Broken Sound Boulevard from 50 feet to 38 feet (a reduction of 12 feet) ("Technical Deviation").

The requested site plan amendment, conditional use, and Technical Deviation together constitute the "Application." On July 16, 2026, the Planning and Zoning Board (the "Board") considered and approved a variance from [Section 28-980\(f\)\(1\)](#), Code of Ordinances, to reduce the minimum street yard (setback) along Northwest Broken Sound Boulevard from 100 feet to 70 feet, nine (9) inches (a reduction of 29 feet, three (3)-inches). Pursuant to [Section 28-127](#), Code of Ordinances, street-yard setback variance is a distinct request that City Code authorizes the Planning and Zoning Board to act upon. Further information regarding this variance can be found in the Planning and Zoning staff memorandum, dated April 10, 2026, attached as Exhibit "B" to this memorandum.

There are no proposed changes to the Multifamily Residential Building as a part of this Application; however, this Application will remove the Office Building Development and replace it with the Office/Light Industrial Buildings located at the southeastern portion of the Property.

This Project is proposed to be completed in two (2) phases: (i) Infrastructure and the Office/Light Industrial Buildings ("Phase 1"), and (ii) the Multifamily Residential Development ("Phase 2"), as depicted on Sheet PH-EX of Exhibit "A," which illustrates the phasing of the Project. The Infrastructure includes all off-site improvements, including but not limited to the shared-use path, sidewalks, street trees, turn lanes, crosswalks, etc. Condition No. 11 of the accompanying Site Plan Resolution explains that the Project is allowed to be completed in two (2) phases, or that Phase 1 and Phase 2 may be constructed together, but in no event shall Phase 2 be constructed prior to Phase 1 (unless a site plan amendment application to allow this is approved). Additionally, all of the Infrastructure will be either constructed first or in conjunction with the Office/Light Industrial Buildings, and must be completed prior to the issuance of a certificate of occupancy for the Office/Light Industrial Buildings. Regardless of phasing of this Application, the construction and completion of the Office/Light Industrial Buildings is required to be completed before constructing and completing the Multifamily Residential Building.

The Applicant has submitted a traffic study to justify the Technical Deviation request. Further information regarding this is provided in Section 4.A.4., *Technical Deviation – Reduction in Required Driveway Reservoir Distance*, of this memorandum. Staff supports the Technical Deviation request as the Applicant has demonstrated that the driveway serves low traffic volumes with low amounts of delay, which allows for impervious areas to be reduced and bring the Office/Light Industrial Buildings closer to the street.

The Office/Light Industrial Buildings will consist of two (2) buildings of ten (10) bays each, for a total of 20 bays. There are two (2) different types of bays: four (4) corner tenant units and 16 interior tenant units. The interior tenant units are approximately 3,507 square feet and the corner tenant units are approximately 3,878 square feet. In total, the Office/Light Industrial Buildings will consist of a total of 23,000 square feet of designated office space. Each tenant unit will include 1,150 square feet of office, with 550 square feet allocated on the ground floor and 600 square feet allocated on the second floor. The remainder of each tenant unit is designed to service the end-users' specific needs; however, pursuant to [Section 28-978\(b\)](#), Code of Ordinances, in no event shall the amount of warehousing, showroom, and/or wholesale space exceed 50% of the total square footage of each tenant unit, and these uses must be in conjunction with a permitted (as opposed to a conditional) use. This would limit the interior tenant units to 1,753.5 square feet and the four (4) corner tenant units to 1,939 square feet of space designated as warehousing, showroom, or wholesale space (again, provided they are in conjunction with a permitted use).

During the development review process, staff engaged in constructive discussions with the Applicant regarding several concerns about the Project which included: (i) potential tenants of the Office/Light Industrial Buildings (as further described in the following paragraph), (ii) compatibility of the Office/Light Industrial Buildings and the Multifamily Residential Building, (iii) prioritizing the pedestrian experience within this Property, and (iv) concerns regarding the proposed conditional use for the warehouse, showroom, or wholesale use. The Applicant has responded to these discussions with revisions intended to address staff's concerns. Staff appreciates these efforts and recognizes the thoughtful refinements that have been incorporated into the Project. Nevertheless, certain design features tend to suggest that certain end-users, inconsistent with the intent and character of the LIRP zoning district, would be permitted to occupy the tenant units, including those uses that are expressly prohibited by the Code. The design provides a motor court between the Office/Light Industrial Buildings with loading bays, which although provided at-grade, are consistent with the designs of other buildings constructed in the nearby manufacturing zoning districts, thereby associating those specific uses with the design of these structures.

The floor plans are organized to allocate a minimum amount of designated space per tenant unit for Office use, which is located at the very front of each unit. The back-of-house is designed by and functions specifically for each end-users needs, which may lead to enforcement issues where uses are not operating as applied for. The Applicant has provided floor plan exhibits as part of this Application, depicted on Sheets A2.00, A2.01, A2.02, and A2.03, which illustrate how the office space is dedicated and demonstrate how the floor plans could be designed based on different types of end-users. While these exhibits are useful for illustrative purposes, the end-users specified in these exhibits include a contractor company, software engineers, research and development company, and an electrician, which are not explicitly allowed by pursuant to [Section 28-977](#), Code of Ordinances. Specifically, uses similar to an electrician, such as other trades like a plumbing shop, sheet metal shops, cabinet shops, or carpenter shops, with less than 10,000 square feet (which is larger than any tenant bay in the Office/Light Industrial Buildings) and/or have outdoor storage are not allowed in the LIRP district. To alleviate such concerns with potential end-users, the accompanying conditional use resolution includes a condition of approval that requires the end-users to apply and receive a Zoning Confirmation Letter, prior to receiving a Certificate of Use (CU)/Business Tax Receipt ("BTR"), to confirm that their business is a permitted use in the zoning district.

As earlier stated, staff continues to carefully consider the compatibility of the Office/Light Industrial Buildings and the Multifamily Residential Building. These uses are located in close proximity and share vehicular and pedestrian circulation elements on the same Property, it is important to ensure that the overall layout functions for all users. Certain features of the Office/Light Industrial Buildings such as the loading bays, motor court, and

associated on-site elements lend themselves to a more industrial character, that can present challenges when placed alongside residential uses. Specifically, the vehicular circulation includes large, wide driveways, a surrounding surface parking lot, and motor court, which conflict with the pedestrian circulation. The main north-south driveway bisects the Property in half creating a distinct boundary between the two (2) uses on the Property. Although there are two (2) internal pedestrian crossings along the main driveway, the vehicular circulation takes priority over the pedestrian circulation and internal crossings within the Property. To mitigate these concerns, City staff requested that the Applicant shift the Office/Light Industrial Buildings to be closer to Northwest Broken Sound Boulevard, to the east of the Multifamily Residential Building. This provides more meaningful separation with approximately 142-feet of separation between the uses for the southern Office/Light Industrial Building and approximately 162-feet of separation between the uses for the northern Office/Light Industrial Building. While this shift resulted in an encroachment into the required street yard setback along Northwest Broken Sound Boulevard, and necessitated a variance (which was approved by the Board on July, 16, 2026), it also allowed the landscaping buffer to be repositioned between the Office/Light Industrial Buildings and the Multifamily Residential Building, where it is most beneficial. The Applicant has enhanced this landscape with a combination of Live Oaks, Bridal Veils, Red Maples, Bulnesia Trees, Alexander Palms, Japanese Blueberries, and other trees, palms, groundcover, and shrubs to help soften the transition between the two (2) distinct uses.

The Applicant has thoughtfully revised the Project to reduce the car-centric character of the Office/Light Industrial Buildings and create a more inviting, walkable, pedestrian-oriented environment. Landscaping and buffering have been incorporated to soften views of the buildings and adjacent surface parking areas from both internal sidewalks and public rights-of-way, while enhancing connectivity through a continuous pedestrian loop around the lake and improved paths linking the various buildings. Littoral plantings along the lake edge, along with enlarged planter islands, within the surface parking lot, designed to accommodate mature gumbo limbo trees, further improve the pedestrian experience by offering shade and visual relief along the south side of the lake. To help maintain an appropriate character for the Property, the conditional use resolution includes a restriction limiting the daily use of box trucks, or other similar vehicles, by tenants of the Office/Light Industrial Buildings. This restriction will ensure that the Project functions and more closely resembles a traditional office building, while minimizing the appearance of a warehouse building or distribution center. In doing so, this restriction will minimize the car-centric nature of the overall functionality of the Property.

In conjunction with these improvements, the Applicant has reconfigured the lake to eliminate a portion that previously extended towards the center of the Property, resulting in a more oval-like appearance located towards the northeastern portion of the Property. The Applicant has provided a new five (5)-foot-wide sidewalk along the western and southern portion of the lake, which connects directly to the shared-use path along both Northwest Broken Sound Parkway and Northwest Broken Sound Boulevard. This creates a continuous pedestrian loop with access along all lake frontages. To help soften the view from the adjacent surface parking lot, the Applicant has provided additional landscaping and screening has been provided between the south side of the southern sidewalk and the surface parking lot, which includes Eagleston Hollies, Montgomery Palms, Downey Jasmines, Podocarpus Pringles, Fakahatchee Grass, and Cocoplum Hedges. As previously mentioned, the planter islands within the adjacent surface parking lot have been widened to accommodate four (4) Gumbo Limbo trees to provide additional shade and enhance the pedestrian experience along the sidewalk.

This Application also involves additional off-site improvements including planting Live Oaks along both Property frontages along Northwest Broken Sound Parkway and Northwest Broken Sound Boulevard. In addition to the Live Oaks that were included in the previous approval, this Application will plant four (4) more Live Oaks along Northwest Broken Sound Boulevard. Additionally, a new left-turn lane on northbound Northwest Broken Sound Boulevard will improve site access directly to the Office/Light Industrial Buildings.

The proposed development continues to meet the eligibility requirements and development standards for CIMDs. Please see Attachment 'B' for more information regarding the Multifamily Residential Building and eligibility requirements and development standards for CIMDs.

The Property currently consists of an existing office building, which is currently vacant; however, that building will be demolished following the construction of the Office/Light Industrial Buildings. The Project is proposed to be developed on the southeastern portion of the Property, with the Multifamily Residential Building approved along the western portion of the Property.

Staff is recommending approval of the Application. While staff continues to recognize certain challenges regarding the compatibility of the two (2) proposed uses sharing the same site, access points, and vehicular and pedestrian circulation systems, as well as the possibility of future enforcement concerns related to the Office/Light Industrial Buildings. Staff acknowledges the Applicant's design revisions and conditions of approval will ensure that only permitted uses are established. With these measures in place, staff finds that the Application meets the minimum criteria for approval.

Staff is much more enthusiastic about the streetscape and mobility improvements that will come with the Project, which will constitute a significant improvement to mobility infrastructure in the area, and help the City move closer to its goals for this area of the City.

A. RECOMMENDATION FROM THE PLANNING AND ZONING BOARD

At its April 16, 2026, meeting, the Board reviewed the Application and voted 7-0 to recommend approval of the Application, with recommendation to delete Condition No. 4(j)(iii)(3) and Condition No. 13 from the accompanying site plan resolution, and Condition No. 4 from the accompanying conditional use resolution regarding the restriction on box trucks and the size of trees at installation.

During Board discussion following staff's presentation, the Board inquired how the condition between the sidewalk south of the lake and the surface parking lot would appear, the distance between the parking islands abutting the lake where the gumbo limbo trees are located, if this could be used for storage exotic vehicles, if the variances were suggested by staff, and the restriction on the box trucks.

During the Applicant's presentation, the Applicant proposed to delete four (4) conditions from the accompanying site plan resolution and one (1) condition from the accompanying conditional use resolution, more specifically, Conditions No. 4(f), 4(j)(iii)(3), 4(s), and 13 from the accompanying site plan resolution and Condition No. 4 from the conditional use resolution.

The Applicant objected to these conditions for the following reasons for each condition:

Site Plan Resolution

- Condition No. 4(f): The Applicant believed that this condition was remnant from the prior approval when there were two (2) parking structures. The Applicant stated that it did not make sense for the parking structure relating to the residential building to be submitted to Public Works Review ("PWR") before the Office/Light Industrial Buildings can be issued a building permit. This condition is a standard condition and was part of the original approval and the CIMD amendment. This condition was modified to remove the plurality from the term "parking structure" to reference only one (1) provided with the Project. The Condition has been modified to provide clarity.
- Condition No. 4(j)(iii)(3): The Applicant stated that this would be difficult to enforce. The Applicant stated that there are homeowner's associations that allow commercial vehicles within residential neighborhoods and that this condition would prevent commercial vehicles from parking on the private property. The Applicant stated that they are willing to modify the condition to restrict semi-trucks, even though Exhibit B includes an truck-turning diagram (Sheet TR/CIR) which can accommodate a 54-foot semi-truck; however, they do not anticipate such vehicles traversing the Property. Staff remains concerned that the Project could evolve into a warehouse or distribution center. Limiting the use of box trucks for tenants' daily operations would help ensure that the Project functions more like a traditional office building and

reduces the potential for it to appear or operate as a warehouse or distribution center. Furthermore, the restriction will minimize the car-centric nature of the overall functionality of the Property.

- Condition No. 4(s): The Applicant stated that they believed that the nomenclature was incorrect. Since the Board meeting, the staff has proposed revising the condition to provide a public use easement for the portions of the sidewalk that are located along the western and southern portions of the lake.
- Condition No. 13: The Applicant stated that this condition to increase the size of the Live Oak trees diameter at breast height ("DBH") from four (4)-inches to six (6)-inches was not based on a code provision. As a concession, the Applicant had revised the landscape plans after the Community Appearance Board recommendation meeting to upsize the gumbo limbo trees located in the larger planter islands along the south side of the lake. According to the Applicant, if they were to upsize the trees from four (4)-inches to six (6)-inches, that in reality they would be upscaling the trees to seven (7) to eight (8) inches in DBH, and that the specified size is not readily available and may be difficult to source. The Applicant stated that Code requirements are at minimum height of 12-feet with a two (2)-inch DBH. The Board inquired how tall the Live Oak trees would be at installation to which the Applicant stated that they would be planted at 16-feet in height.

Conditional Use Resolution

- Condition No. 4: See findings from Condition No. 4(j)(iii)(3) regarding the restriction on the box trucks.

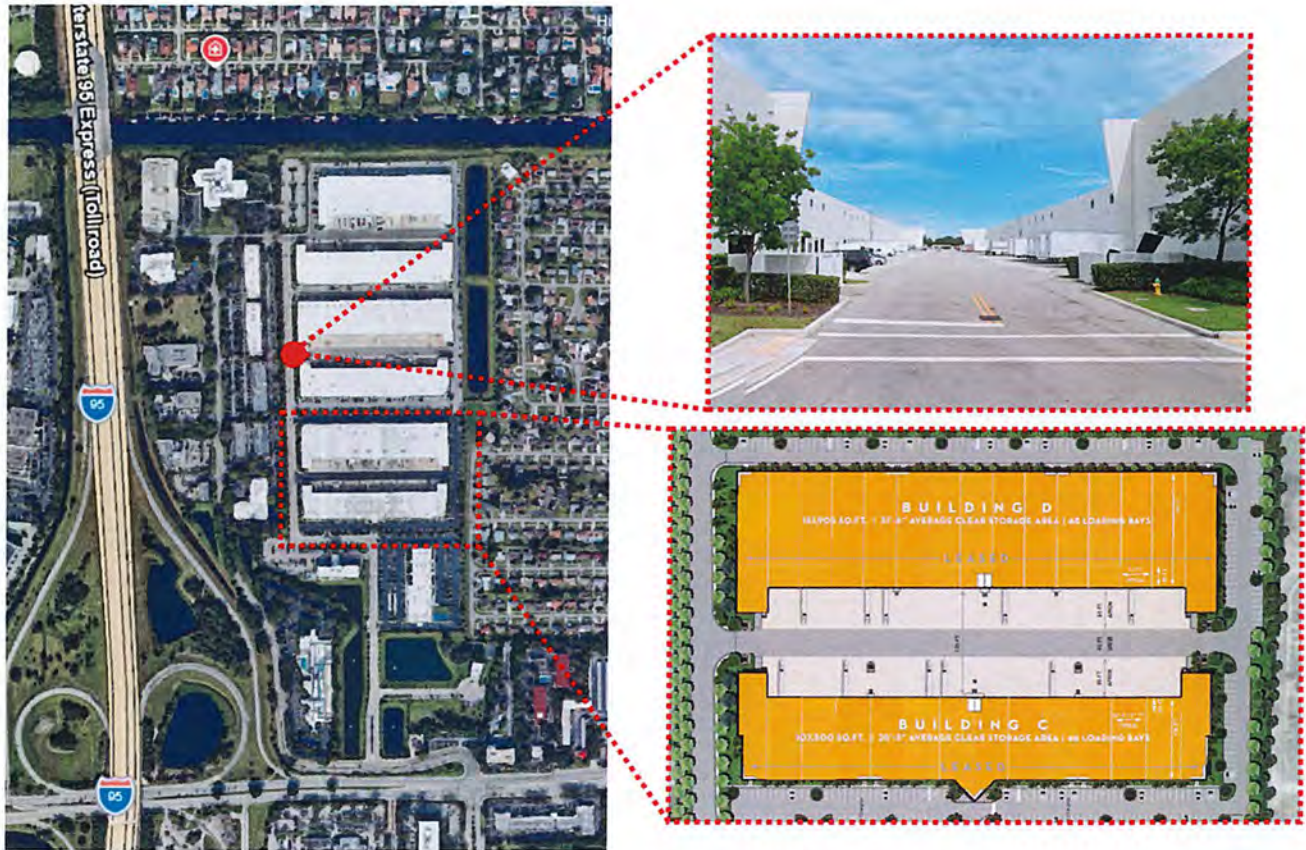
Please see the blacklined and clean version of the accompanying site plan resolution, which now incorporates the Board's recommendation, as supported by staff, which reflects the changes to Condition No. 4(f), 4(s), and 13, but keeping Condition No. 4(j)(iii)(3) of the accompanying site plan resolution and Condition No. 4 of the accompanying conditional use resolution, as staff still recommends this Project is approved with the restrictions on box trucks.

During the Applicant's presentation, they discussed two (2) other Projects that they have worked on: (i) Milhous Industrial Building (6100 Northwest Broken Sound Parkway), and (ii) Hillsboro Technology Center (50 Hillsboro Technology Drive in Deerfield Beach) as similar projects. Please see additional information regarding both of these projects, below.

- Milhous Industrial Building located at 6100 Northwest Broken Sound Parkway, which was approved with SPA-98-02 and SPA-98-02R1, for a 30-foot-tall, nine (9)-bay, approximately 67,800 square foot office/manufacturing/warehouse building. The Applicant stated that they have not had any issues regarding the resemblance of a warehouse and/or distribution center and have no restrictions regarding box trucks. That the users in this space include an architect firm, an HVAC contractor, a biotechnology company, and a pharmaceutical company. The circulation of the Property allows box trucks to freely circulate to the rear of the property without impeding circulation for patrons that may visit the property. The loading bays are able to accommodate up to a 30-foot box truck while still allowing other vehicles to circulate. This property does not share vehicular or pedestrian circulation with another adjacent use, nor does this Property include a separate residential component.



- The Hillsboro Technology Center located at 350 – 698 Hillsboro Technology Drive in Deerfield Beach, constructed in 2016, for a Planned Industrial Development that includes six (6) industrial buildings, totaling approximately 831,480 square feet. These industrial buildings include a motor court with 175 – 185 feet between buildings to accommodate loading and unloading for semi-trucks. The image below shows how the proposed building design of the Office/Light Industrial Buildings reflects a building typology is more consistent with other industrial uses. The Hillsboro Technology Center is designed in a similar manner as the Office/Light Industrial Buildings, where the buildings mirror each other with a motor court provided between them; however, the façade of the Office/Light Industrial Buildings has been designed to be more akin to a traditional office building, and the motor court has been designed to minimize it's visual impact by providing planter islands and landscaping. Additionally, the roll-up doors are at-grade, therefore, semi-trucks would not be able to utilize the Project's loading and unloading facilities. The Hillsboro Technology Center ranges from approximately 190 feet to 265 feet of separation from the adjacent single-family residential neighborhood to the east; however, a wall has been provided physically separating the two (2) uses, where the industrial use and the single-family use do not share common vehicular or pedestrian circulation patterns, whereas the Office/Light Industrial Buildings and the Multifamily Residential Building are integrated on the same Property.



This Application amends an active approval for a CIMD project which, under certain conditions, allows a developer to construct residential units where residential uses are not typically allowed by Code. The design of this Project includes two (2) separate uses on the Property, in close proximity, that share vehicular and pedestrian circulation elements. Residential and industrial uses are not compatible with one another. Residential uses are typically quieter and more pedestrian friendly environments, whereas industrial uses are more car-centric and generate noise, odors, or create other disturbances. While CIMD projects allow these uses to be located within the same district, these projects can be designed to mitigate these compatibility concerns.

Staff clarified that there is approximately 81-feet between the parking islands and that there would be other trees, groundcover and shrubs planted between them, specifically, there would be three (3) Eagleston Hollies, four (4) Montgomery Palms, Podocarpus Pringles, Downey Jasmine, and Fakahatchee grass, planted between each parking island, with the exception of the easternmost parking island, that is only approximately 28-feet in width, and can only accommodate one (1) Eagleston Holly and two (2) Montgomery Palms.

Regarding box trucks, the Board had the following questions and concerns:

- What qualifies as a box truck?
- Are the box trucks required to be parked within the tenant's unit overnight?
- If the City Code addresses where box trucks are required to be parked on the Property or during certain hours.
- How would a box truck impact a tenant's approval or denial of a CU/BTR?
- Does the box truck condition of approval limit mailing services or deliveries?
- If the Applicant was open to accepting a condition of approval limiting the size and/or weight of the box truck.
- If the Applicant was open to accepting a condition of approval limiting the number of deliveries per day.

- Are the residents required to sign a waiver or acknowledgement form addressing the character of the neighborhood that they are living in?
- Could the Multifamily Residential Building and the Office/Light Industrial Buildings be physically separated on the Property so that both portions of the Project could operate independently?
- Could this Project be utilized as a 'vault-type' Property for people to store exotic vehicles?
- Is warehousing, by itself, a permitted use within the LIRP zoning district?
- Are the variances suggested by City staff?

A "box truck" would mean a medium-duty commercial vehicle in which the cargo area is a fully enclosed, rectangular structure mounted on the same chassis as the cab, but physically separated from it. This would include (i) vehicles with an enclosed cargo box access by a roll-up or hinged rear door; (ii) vehicles commonly used for commercial deliveries, freight movement, moving services, or similar transport vehicles; and/or (iii) vehicles generally larger than a standard van and having a distinct cargo box as opposed to an integrated body. To clarify, the intention of the condition of approval restricting the box truck, does not include (i) standard passenger vans; (ii) pickup trucks (including those with attached shells or caps); (iii) mail carrier trucks or delivery vans; or (iv) moving trucks used solely for temporary residential or commercial move-ins/move-outs, consistent with the exception already reflected in the condition of approval in the accompanying site plan resolution and conditional use resolution. At the Board meeting, City staff stated the concern that the building's design resembles a building typology that allows other types of uses that are not currently allowed in the LIRP zoning district. There is also no such Code provision that requires these types of vehicles to be parked in specific areas of the Property, such as within the tenant's unit overnight or during non-business hours. Staff clarified the condition regarding the restriction on box trucks is in regard to the tenant's operations to ensure that the project does not end up resembling a warehouse or distribution center which it appears that the project's design might accommodate. Staff clarified that there is flexibility in the language and parameters of Condition No. 4(j)(iii)(3) in the accompanying site plan resolution and Condition No. 4 in the accompanying conditional use resolution regarding the restriction on box trucks, but staff is not in favor of deleting the condition of approval outright. The Applicant was not willing to accept a condition of approval limiting the size and/or weight capacity of the box truck, nor a condition of approval limiting the number of deliveries per day. The Applicant stated that there are other buildings in the vicinity, such as 6100 NW Broken Sound Parkway, that do not have these restrictions and have never been a problem in the City; however, those Projects are not CIMD projects which incorporate a residential component onto the same property. Additionally, they stated that limiting the number of deliveries per day would be too difficult to enforce.

One (1) Board member stated that the Project resembles a space that they have leased within Rogers Circle (located in the M-3, Manufacturing zoning district) for a construction contractor's company. As previously mentioned, staff had concerns with the building's design resembles a building typology that is not currently allowed in the zoning district. The Applicant clarified that the tenants would need to get an occupational license and accepted a condition of approval that requires tenants to receive a zoning confirmation letter prior to receiving a CU/BTR. They stated that they are not proposing to change the use and that this Project is intended to operate as a 'flex space' and would function as permitted uses but have the ability to be tailored towards the specific end-user's needs. The Applicant also stated that the roll-up doors within the motor court are at-grade and are designed for smaller vehicles (not semi-trucks). They further explained that the individual units will not be allowed to be combined, so an Amazon or other last-mile distribution facility will be able to utilize and occupy these spaces. Staff clarified that warehousing is an allowable use, if approved as a conditional use, but it must be accessory to a permitted use within the zoning district. The warehousing use is limited up to 50 percent of the total square footage of each of the tenant's unit, not 50 percent of the building's total square footage. Therefore, one (1) tenant unit could not be entirely used for warehousing purposes.

The Project's design incorporates the Office/Light Industrial Buildings and the Multifamily Residential Building together, sharing similar elements such as vehicular and pedestrian circulation. The Applicant stated that the Project could not be designed in a manner so that each use could operate independently from one another, due to fire access concerns for ingress and egress. The Applicant further explained that despite this requirement, the

entrances are located adjacent to the intended use and are designed in a different manner in accordance with the most-adjacent use. Fire stated that multiple access roads could be necessary and that multiple factors could determine the need for them. Those factors could include but are not limited to the traffic study, the type of uses on site, the site design, driveway lengths, ability to turn around, etc. The National Fire Protection Association (NFPA) Code, Chapter 18.2.2.5.4, requires that dead-end fire department access roads in excess of 150-feet shall provide turnarounds (T-turn, V-turn, Y-turn, cul-de-sac, etc.) that can accommodate fire apparatuses. As currently designed, the driveways to access each building exceed the 150-foot limitation. If the uses on the site were physically separated (i.e., walls, landscaping, sod, etc.), then one of the previously mentioned turnarounds would be required per the NFPA Code. Due to the size of these buildings and the amount of calls that these types of uses generate, the only way to physically separate the two (2) uses on the Property would be to create a sodded pad that allows the emergency vehicles to drive over which would cause reoccurring maintenance issues and would not be preferred. Staff explained that there is a use within the LIRP zoning district called 'Specialty Storage,' that may allow for a 'vault-type' of project, but there are restrictions that include a square footage allocation within the entire LIRP zoning districts and that the use has to be at least 1,500 feet away from any other specialty storage use; however, staff is not aware of any such use approved at this time within the LIRP zoning district. The Applicant further clarified that this type of use is not a part of their targeted audience for the Office/Light Industrial Buildings.

Staff explained that due to the phasing of the Project, the residents will know the character of the neighborhood they are going to be living in prior to moving in as the Office/Light Industrial Buildings are required to be constructed prior to, or at the same time, as the Multifamily Residential Building.

Staff clarified that the technical deviation and variance were a result of staff recommendations, such as bringing the building closer to the street and providing additional separation between the Office/Light Industrial Buildings and the Multifamily Residential Building.

No members of the public spoke about this Project.

Following its Board meeting on April 16, 2026, the reduced setback variance component of the Application returned to the Board at the Applicant's request on July 16, 2026. Pursuant to [Section 28-127](#), Code of Ordinances, street-yard setback variance is a distinct request that City Code authorizes the Planning and Zoning Board to act upon. As reflected in the City's variance criteria and staff analyses prepared for this project, the Board has the jurisdiction to consider and take final action on variance requests of this nature. Therefore, the variance request was approved at the July 16, 2026, Board meeting; however, the remaining components of this Application (conditional use, site plan amendment, and Technical Deviation) will continue to proceed to the City Council for final consideration.

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II. BACKGROUND

A. PROPERTY CONTEXT

Office Buildings to the North

Across the street from the Property is an Industrial Park.

Zoning = LIRP (Light Industrial Research Park)
FLU = Planned Mobility (PM)

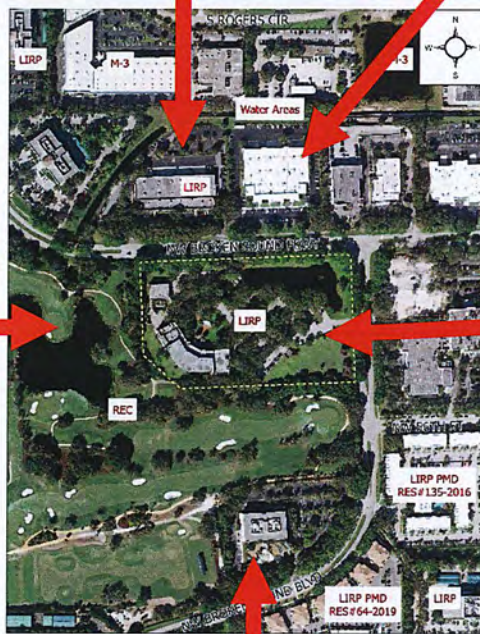


Golf Course to the West



Adjacent to the Property is the Old Course at Broken Sound.

Zoning = REC (Recreation)
FLU = Recreation and Open Space (PR)



Office to the East



Adjacent to property is an office building currently occupied by Nation Safe Drivers.

Zoning = LIRP (Light Industrial Research Park)
FLU = Planned Mobility (PM)

Golf Course with an Office Building beyond to the South

Adjacent to the Property is the Old Course at Broken Sound with an Office Building for Applied Card Systems beyond.

Zoning = REC with LIRP beyond
FLU = PR with PM beyond



DISCLAIMER: Photos are intended to provide context and show the physical improvements on the subject property and environs. They are not intended to demonstrate parking demand, traffic intensity or other time sensitive impacts.

SOURCE: Google Street View, dated April 2024

B. HISTORY

- On December 2, 1982, the Board adopted Resolution No 82-62 (SPA-10/82-41) authorizing a site plan for a three (3) story office building with an integrated parking structure known as "Sensormatic Electronics Corporation Office Building APOC, Parcel B Plat #3" on Parcel B of Arvida Park of Commerce Plat No. 3.
- On March 4, 1988, Building Permit No. 51418 was issued for work that included enclosing an integrated parking structure, which increased the floor area of the aforementioned office building from 56,360 square feet to 64,708 square feet (an increase of 8,348 square feet).
- On October 18, 2012, the Board adopted Resolution No.12-19 (SPA-12-07) authorizing a site plan amendment to allow for the construction of a chiller/storage building and site improvements.
- On January 18, 2024, the Board adopted Resolution No. 2024-001 (SPA-23-03) authorizing a site plan for a seven (7)-story, 100-foot tall, approximately 157,861 square foot office building, a six (6)-level, approximately 216,900 square foot parking structure and other site improvements such as the installation of sidewalks and landscaping together with the abandonment of portions of a ten (10)-foot water easement.
- On February 11, 2025, the City Council adopted Resolution No. 14-2025 (SPA-23-03R1/CIMD) authorizing an amendment to an approved site plan for a Commercial Industrial Multifamily Development to construct a new seven (7)-story, 287-unit, approximately 355,055 square foot multifamily residential building, including 10 percent affordable housing and 5 percent workforce housing units, and 2,000 square feet of retail space to be located on the ground floor, with related on-site and off-site improvements, including the abandonment of a portion of a ten (10)-foot wide water easement.

C. COMMUNITY OUTREACH AND PUBLIC INPUT

The Applicant has indicated that no community outreach has been conducted as part of the Application.

D. PUBLIC NOTICE

Pursuant to [Section 28-8](#), Code of Ordinances, the following notices were provided:

- 10-day mailer notice to owners of properties within 500 feet radius of the Property.
- Posting of Property 10 days prior to public hearing date.
- Pursuant to Section 50.0311(6), Florida Statutes, the City of Boca Raton utilizes Palm Beach County's designated publicly accessible website to publish legally required advertisements. A 10-day notice will be provided on that website for this Amendment.

III. ZONING/DIMENSIONAL REQUIREMENTS

A. DIMENSIONAL REQUIREMENTS

		CIMD/LIRP		Proposed
		Minimum ⁽¹⁾	Maximum ⁽¹⁾	
Yards (Setbacks)				
Yards (Setbacks) ⁽⁵⁾ (Office/Light Industrial Buildings)	Street Front ⁽⁶⁾ (North)	100'-0"	N/A	261'-6"
	Rear (Southwest)	35'-0"		N/A
	Street Side ⁽⁶⁾ (East)	100'-0"		70'-9"
	Side ⁽²⁾ (West)	35'-0"		449'-7"
	Side ⁽²⁾ (South)	35'-0"		76'-8"
Yards (Setbacks) ⁽³⁾ (Multifamily Residential Building)	Street Front ⁽⁶⁾ (North)	25'-0"		44'-3"
	Rear (Southwest)	25'-0"		28'-9"
	Street Side ⁽⁶⁾ (East)	25'-0"		622'-2"
	Side ⁽²⁾ (West)	15'-0"		34'-8"
	Side ⁽²⁾ (South)	15'-0"		30'-1"
Development Parameters				
Height of Multifamily Residential Building		N/A	85'	67'-8" (72'-8", including parapets)
Height of Office/Light Industrial Buildings				22'-0" (29'-3", including parapets)
Density		N/A	25 Units per Acre ⁽⁴⁾	24.57 Dwelling Units per Acre
Floor Area Ratio (Office/Light Industrial Building Only)		N/A	0.6	0.141
Floor Area Ratio (CIMD Development)			1.0	0.839
Plot Size (Office/ Light Industrial Buildings)		2.5 acres with average width not less than 250-feet	N/A	508,667 square feet or 11.68 acres
Plot Size (CIMD Development)		25,000 sq ft		
Percentage of Plot Covered		N/A	40%	26.86%
Open Space		25%	N/A	41.16%

- (1) Dimensional Requirements pursuant to [Chapter 28, Article XII, Division 2 – LIRP Light Industrial and Research Park District](#) and [Chapter 28, Article XV, Division 15 – Affordable and Workforce Housing in Commercial and Industrial Zoning Districts](#)
- (2) In the case of corner plots, all lines extending from the streets shall be considered side plot lines.
- (3) Pursuant to [Section 28-1644\(5\)](#), Code of Ordinances, the minimum required yards are applicable to the Property's perimeter for the Multifamily Residential Building and all other buildings on the development site shall continue to be subject to the minimum yard requirements applicable pursuant to the underlying zoning district regulations.
- (4) Maximum: 25 dwelling units per acre when 5% or more are Workforce Housing units and 10% or more are Affordable Housing Units ([Section 28-1644\[1\]\[a\]](#)).
- (5) Pursuant to [Section 28-1644\(5\)](#), Code of Ordinances, all other buildings on the development site shall continue to be subject to the minimum yard requirements pursuant to the underlying zoning district regulations.
- (6) Where the "Street Front (North)" yards refer to Northwest Broken Sound Parkway and the "Street Side (East)" yards refer to Northwest Broken Sound Boulevard

B. PROXIMITY TO NON-RESIDENTIAL USES

- Minimum: (i) At least 5,000 square feet, or (ii) ten percent (10%) of the total square footage of the CIMD up to 25,000 square feet. Such non-residential component shall be devoted to one or more distinct, independent (rather than accessory) uses (office, restaurant and/or retail sales, or services); a minimum of 2,000 square feet of such non-residential uses shall be restaurant and/or retail sales, or services shall be located on the ground floor of the CIMD. Where ground floor and/or retail sales or services are included in the CIMD, up to 5,000 square feet of such uses shall be excluded for purposes of calculating minimum required parking ([Section 28-1644\[2\]\[b\]](#), Code of Ordinances).
- Existing: 64,708 square feet of office located on the Property.
- Approved 157,861 square feet of office located on the Property and 2,000 square feet of retail sales located on the ground floor of the CIMD.
- Proposed: 23,000 square feet of dedicated office (a total of 71,624 square feet) located on the Property and 2,000 square feet of retail sales located on the ground floor of the CIMD.

C. PARKING

Use	Required Vehicular Rate ⁽¹⁾	Quantity of use on Property	Required Vehicular Parking	Provided Vehicular Parking	Required Bicycle Parking	Provided Bicycle Parking	Provided Electric Vehicle Parking
Office	1 space per 200 up to 4,000 SF	23,000 SF	20 spaces	20 spaces	5% of required parking (at least 80 percent should be long term and 5 percent short term) or 10 spaces	8 short term spaces, 20 long term spaces	N/A
	1 space per 300 in excess of 4,000 SF		64 spaces	64 spaces			
Light Industrial ⁽²⁾	1 space per 500 SF	48,624 SF	98 spaces	129 spaces			
TOTAL			182 spaces	213 spaces	10 spaces	28 spaces	

(1) Required vehicular and bicycle parking is set forth in [Section 28-1655\(1\)](#), Code of Ordinances.

(2) Where the space designated as "Light Industrial" is parked at the Industrial parking rate pursuant to [Section 28-1655\(w\)](#), Code of Ordinances

As previously discussed in this staff memorandum, the Project is proposed to be completed in two (2) phases, where the Multifamily Residential Building will not be completed at the same time as the Office/Light Industrial Buildings. As a result, Phase 1 cannot utilize the parking reductions authorized with the CIMD development until

Phase 2 is constructed. As such, the table above illustrates the required and provided parking for Phase 1. The table depicts parking for the designated office and industrial uses for the Project, but does not illustrate parking for the warehousing, showroom, and wholesale uses for the Property. This is because the industrial use is parked at a more intense rate where pursuant to [Section 28-1655\(w\)](#), Code of Ordinances, industrial uses are parked at a rate of one (1) parking space per 500 square feet or one (1) space for each employee on a maximum shift (whichever is greater). If the Project was parked designating the area parked for industrial as warehousing, showroom, or wholesale uses, these uses would be parked at a lesser rate as pursuant to [Section 28-1655\(x\)](#), Code of Ordinances, warehousing is parked at a rate of one (1) parking space per 750 square feet or one (1) space for each employee on a maximum shift (whichever is greater), and pursuant to [Section 28-1655\(v\)](#), Code of Ordinances, wholesale stores are parked at a rate of one (1) space per 500 square feet up to 5,000 square feet, plus one (1) space for each additional 1,000 square feet and one (1) space for each employee. This Project is designed to accommodate different end-users that are permitted in the LIRP zoning district, as such, the Project has provided parking in the event that all of the tenant units are occupied by office/industrial users. The table below illustrates the required and provided parking for the Property upon completion of both phases, including the parking reductions authorized by the CIMD development.

Use	Required Vehicular Rate ⁽¹⁾⁽²⁾⁽³⁾	Required Vehicular Parking	Provided Vehicular Parking	Required Bicycle Parking (1)(2)	Provided Bicycle Parking	Provided Electric Vehicle Parking
Office	1 space per 200 up to 4,000 SF	20 spaces	193 spaces	11 spaces	8 short term spaces, 20 long term spaces	N/A
	1 space per 300 in excess of 4,000 SF	64 spaces				
Light Industrial	1 space per 500 SF	98 spaces				
SUBTOTAL	-	182 spaces				
Efficiency (Studio)	1.5 spaces per unit	3 spaces	502 spaces	27 spaces	36 spaces	121 spaces which include: 25 EV Installed, 0 EV Ready, 96 EV Capable.
One Bedroom	1.75 spaces per unit	212 spaces				
Two Bedroom	2 spaces per unit	262 spaces				
Three Bedroom	2 spaces per unit	66 spaces				
SUBTOTAL	-	543 spaces				
TOTAL		725 spaces				
TOTAL	90% of Non-CIMD requirement	653 spaces	695 spaces	38 spaces	64 spaces	121 spaces

- (1) Required vehicular and bicycle parking is set forth in [Section 28-1655\(1\)](#), Code of Ordinances.
(2) For a CIMD, parking shall be provided at 90 percent of the required rate – [Section 28-1644\(12\)\(a\)](#), Code of Ordinances.
(3) For a CIMD, up to 5,000 square feet of restaurant and/or retail sales or services shall be excluded for purposes of calculating minimum required parking – [Section 28-1644\(2\)\(b\)](#), Code of Ordinances.

D. ACCESS

There are proposed modifications which will alter vehicular access to the Property with this Application amending Resolution 014-2025. Vehicular access to the Property is provided via two (2) separate driveway connections, one (1) each on Northwest Broken Sound Parkway and on Northwest Broken Sound Boulevard. The connection along Northwest Broken Sound Parkway will not be modified with this Application; however, the driveway connection along Northwest Broken Sound Boulevard will be upgraded from a one (1) right-in/right-out driveway connection to a full access driveway connection. A previously approved right-in/right-out driveway connection for service use only will be removed with this Application. Pursuant to [Section 23-190\(d\)](#), Code of Ordinances, both driveways are classified as an intermediate driveway.

The Office/Light Industrial Buildings will include an internal driveway connection to the west and surface parking to the north, south, and east. There is an internal driveway provided between the two (2) separate Office/Light Industrial Buildings that will act as a service court and employee parking area. For the Multifamily Residential Building, there are two (2) access points along the internal driveway which access the integrated parking structure and the surface parking lot adjacent to the entrance.

E. TRAFFIC

The Applicant's traffic consultant, Kimley-Horn and Associates, Inc., prepared a traffic study dated October 24, 2025, and estimated the development's trip generation as provided in the table below:

Scenario	Trip Generation (trips)		
	Daily	AM Peak Hour	PM Peak Hour
Approved Development Office 153,236 SF Multifamily Residential 287 Units General Retail 2,000 SF	2,737	312	301
Proposed Development Office/Light Industrial 71,624 SF (Proposed) Multifamily Residential 287 Units (Approved) General Retail 2,000 SF (Approved)	1,953	198	198
Net Difference in Trips (Proposed-Existing)	-784	-114	-103

The Proposed Development is expected to result in a net decrease of 784 daily trips, a decrease of 114 a.m. peak hour trips and a decrease of 103 p.m. peak hour trips compared to the approved site plan. Based on the Palm Beach County (PBC) Traffic Division's review and approval letter, dated December 8, 2025, the Project met the PBC Traffic Performance Standards (TPS) Ordinance subject to certain conditions. Conditions imposed by the TPS letter are incorporated in the recommendations. The Project is liable for fair share road impact fees.



IV. ANALYSIS

A. REVIEW CRITERIA

1. Site Plan

Pursuant to [Section 28-54](#), Code of Ordinances, Planning and Zoning Board shall consider, but the consideration shall not be limited to, the following factors when reviewing a site plan:

- (a) All Code and other technical regulation requirements;
- (b) The method of pedestrian and vehicular ingress and egress;
- (c) Internal traffic circulation and vehicular parking, and the traffic impact upon abutting properties, particularly where the abutting properties are residential;
- (d) Screening, landscaping and lighting;
- (e) Environmental pollution, including noise, light and air;
- (f) Garbage and refuse collection;
- (g) Surface water drainage;
- (h) Water supply and sewer collection;
- (i) Energy conservation and efficiency;
- (j) Location of structures and uses on the site plan;
- (k) The relationship of the site plan to existing or planned transportation, utility and public facilities, any deficiencies in such location, and the curing of such deficiencies;
- (l) Compatibility of proposed use with adjacent uses;
- (m) The availability of utility easements to provide municipally franchised electric, telephone, cable television, or other service;
- (n) Any other factor that would promote and further the health, safety, and welfare of the community and the comprehensive plan.

Staff Analysis: Staff has reviewed the criteria for site plan approval and found that the proposed Application meets the site plan criteria, the requirements for a CIMD, and is consistent with the Goals, Objectives, and Policies in the City's Comprehensive Plan. This Application will remove the Office Building Development and replace it with the Office/Light Industrial Buildings located at the southeastern portion of the Property. Due to the placement of the Office/Light Industrial Buildings, the Applicant had requested a variance from [Section 28-980\(f\)\(1\)](#), Code of Ordinances, to reduce the minimum street yard (setback) along Northwest Broken Sound Boulevard to the east, which was approved by the Board on July 16, 2026. By bringing the Project closer to the street, this will allow the Project is able to reallocate landscaping and buffer between the Office/Light Industrial Buildings and the Multifamily Residential Building (which will not be amended with this Application), which will reduce the visual impact of the Office/Light Industrial Buildings and the adjacent surface parking lot. The Project will continue to provide the eight (8)-foot wide shared-use path along the Property frontage that was previously provided and approved with the prior development approval (Resolution No. 014-2025, SPA-23-03R1). This Application will provide additional sidewalks along the western and southern portions of the lake which provide pedestrian access to the shared-use path and other internal pedestrian connections to the Multifamily Residential Building. The Applicant has provided additional landscaping and littoral plantings along the lake to make the lake appear more natural and enhance the pedestrian experience. This Project is required to comply with several conditions of approval from Resolution No. 014-2025, which include the Office/Light Industrial Buildings and Multifamily Residential Building to either be completed at the same time, or the Office/Light Industrial Buildings to be constructed first. Since the Project is proposed to be completed in two (2) phases, as illustrated on Sheet

PH-EX of Exhibit 'A,' the Office/Light Industrial Buildings are unable to utilize parking reductions as authorized by the CIMD Development. While staff continues to have concerns about the compatibility of the two proposed uses on the same site and sharing the same access and vehicular and pedestrian circulation systems, as well as the potential enforcement issues that arise from the Office/Light Industrial Buildings that may create an expectation of allowing uses that are prohibited by the applicable zoning, with the Applicant's mitigating design changes and protections regarding allowed uses, on balance staff finds that, the Project meets the minimum criteria for approval. Staff is more enthusiastic about the streetscape and mobility improvements that will come with the Project, which will constitute a significant improvement to mobility infrastructure in the area, and help the City move closer to its goals for this area of the City.

2. Conditional Use

Section 28-102, Code of Ordinances, provides the general standards for Conditional Use as follows:

The following standards shall be met by all applicants for approval of a conditional use:

- a. The use is compatible with present, existing or planned development in the area proposed for the use;
- b. The use will not adversely affect population densities, light, air, and natural resources, including native ecosystems;
- c. The character of the district and its particular suitability for the particular use requested;
- d. The use is consistent with the needs of the City for land areas for specific purposes to serve population and economic activities;
- e. The use will not create an adverse impact on playgrounds, parks, schools and public and private recreation areas;
- f. Adequate infrastructure is available, including roadway capacity and suitability, water and sewer service, drainage, parks, solid waste service and other infrastructure required for the use, as determined pursuant to the applicable objectives and policies set forth in the capital improvements element of the comprehensive plan;
- g. The use is consistent with the Comprehensive Plan;
- h. Parking facilities, entrances and exits are adequate; and
- i. The use will not adversely affect the public health, safety, comfort, convenience, order, appearance, general welfare and the City tax base.

3. Technical Deviation – Reduction in Required Driveway Reservoir Distance

Staff Analysis: Staff has reviewed the criteria for conditional use approval and found that the proposed Project meets these criteria, and that the proposed conditional use is consistent with the Goals, Objectives and Policies in the City's Comprehensive Plan. Staff has found the proposed conditional use is consistent and compatible with the overall planned development. The warehousing, showroom, and wholesale use will not be allowed to exceed 50 percent of each tenant unit within the Office/Light Industrial Buildings. This would limit the interior tenant units to 1,753.5 square feet and the four (4) corner tenant units to 1,939 square feet of space that could be designated as warehousing, showroom, or wholesale space provided they are in conjunction with a permitted use. Due to the appearance of the structures, staff has concerns relating to the types of end-users that will be attracted to this Project. To ensure that there are no complications at the time of Business Tax Receipt ("BTR"), a condition of approval has been included in the accompanying site plan resolution and conditional use resolution that require end-users to receive a zoning confirmation letter, prior to their BTR application. The Applicant will be required to disclose this requirement in its tenant leases which must also be a part of these tenant's application process. This will ensure that there is no conflict with any potential end-users and the City when it comes time to issue BTRs for the Property.

Pursuant to [Section 23-190\(k\)1](#), Code of Ordinances, the requested technical deviation from [Section 23-190\(d\)](#), Code of Ordinances, listed in the following table must meet the following standards in order to be approved:

- a) The technical deviation will not diminish the site's vehicular or pedestrian operation. If applicable, operational analyses shall be performed.
- b) The technical deviation results in preferable environmental impacts or traffic circulation design.
- c) The technical deviation is the minimum deviation necessary for the Applicant to make reasonable use of the property.
- d) The technical deviation is not detrimental to the public welfare, or injurious to property or improvements in the surrounding area or neighborhood.
- e) Special and unique conditions exist, which are not directly attributable to the actions of the Applicant.

Technical Deviation(s)				
Technical Deviation	Code Requirement	Provided by Project	Justification	Staff Support?
Required Driveway Reservoir Distance (Northwest Broken Sound Boulevard) City Code Section 23-190(d)	50 feet	38-feet	The driveway serves low volume of traffic with low amounts of delay. Impervious areas can be reduced.	Yes An additional distance of 15 feet is available from travel lane pavement edges

Staff Analysis: As a result of the variance, a technical deviation was required to bring the Office/Light Industrial Buildings closer to the street and reduce the landscaped yard in order to provide additional landscaping and screening between the Office/Light Industrial Buildings and the Multifamily Residential Building. In addition, the Applicant's traffic study demonstrated that the demand of the proposed Project will result in less traffic on the Property. There is also an additional 15 feet of space between the Property line and the vehicular travel lanes along Northwest Broken Sound Boulevard. Due to these considerations, staff supports the requested technical deviation from [Section 23-190\(d\)](#), Code of Ordinances, to reduce the required driveway reservoir distance.

B. CONSISTENCY WITH THE COMPREHENSIVE PLAN

The Property is designated Planned Mobility (PM) on the Comprehensive Plan's Future Land Use Map and is located within the Northwest District Planning Area on the Planning Areas Map in the Comprehensive Plan. The Application is consistent the [Boca Raton Comprehensive Plan](#) including the PM Future Land Use designation.

Additionally, the Application is consistent with Housing Element Policy HO1.5.3. which states "[w]here affordable housing and workforce housing (as defined in Policy HO.1.5.6) is permitted, the City's Land Development Code may authorize such development in areas zoned for commercial or industrial use at a density of up to 20.0 dwelling units per acre for a development containing ten (10) percent (or more) affordable housing, and at a density of up to 25.0 dwelling units per acre for a development containing both ten (10) percent (or more) affordable housing and five (5) percent (or more) workforce housing." This Application includes previously approved affordable housing and workforce units (29 units and 15 units respectively). This Application is also consistent with Future Land Use Element Policy LU 4.2.3 that requires sidewalks to be built along private and public streets abutting a property where feasible; Transportation Element Goal TRAN 3.0.0 that requires a property to have "safe, convenient, efficient, continuous, and aesthetically pleasing transportation environment that is conducive to walking, cycling and transit," which will further promote transportation alternatives to vehicular travel; and Future Land Use Element Policy LU 4.3.2 that encourages sidewalks to be separated from

the travel lanes by a comfortable distance and buffered using landscaping, especially street trees that provide shade, and other design features that create a pedestrian friendly environment.

C. SITE DESIGN/ URBAN DESIGN/ ARCHITECTURE

The Project is designed to accommodate a mix of uses including the previously approved Multifamily Residential Building that includes 287 dwelling units. The Multifamily Residential Building is located on the western half of the Property, while a new Office/Light Industrial Building is located on the southeastern portion of the Property. The new Office/Light Industrial Building replaces the previously approved Office Building Development. According to the Applicant, the design of this new building reflects the demand for flexible space which can be used by different end-users that require office space and need additional storage space. This design will accommodate these different end-users which are permitted in the LIRP zoning district. Exhibit 'A' of this Application includes conceptual floor plan examples that depict different floor plan designs for different professions such as software engineers and a research and development team. The design of the Project includes two (2) buildings that are parallel to each other with a motor court in between them. Each building includes ten (10) total tenant units which include two (2) corner tenant units. Each unit includes access to the motor court and includes separate parking spaces and an at-grade bay door into each end-user's tenant unit. The exterior of the Office/Light Industrial Building features a contemporary façade to greet visitors and users and provide a main formal entryway to each tenant unit. The design of the Office/Light Industrial Buildings is more akin to a traditional office building due to the amount of glazing provided on the Buildings' façade.

The Applicant has also designed the landscaping to screen the Office/Light Industrial Buildings from adjacent rights-of-way and internal sidewalks, but to also soften its appearance. Landscaping has been provided between the Office/Light Industrial Building and the Multifamily Residential Building to form a unified and integrated project. The landscaping provided throughout the Property includes a variety of shade trees, palms, and groundcover. The Applicant has added a pedestrian amenity, by providing a five (5)-foot wide sidewalk along the east and south sides of the lake, which connects to the internal sidewalks and the eight (8)-foot wide shared use path. An 8-foot landscape buffer and 16-foot wide landscape islands have been provided along the south side of the sidewalk around the lake to create an enjoyable experience for residents and visitors to the Project. The Project is also providing additional littoral plantings along the lake to create a more natural appearing lake. There have been no revisions made to the previously approved street trees (Live Oaks) along the Property frontage along Northwest Broken Sound Parkway; however, four (4) more Live Oaks (from nine [9] to 13) will be planted along Northwest Broken Sound Boulevard. Additionally, this Application was reviewed by the CAB on January 6, 2026. The CAB recommended approval with conditions in a vote of six (6) to zero (0). The recommended conditions included providing access to the roof internally and increasing the Oak trees DBH from four (4) inches to six (6) inches in width (width of the trunk) at the time of installation. As such, conditions of approval have been provided in the accompanying site plan resolution to reflect the CAB's recommendation.

While the approved Multifamily Residential Building could be construed as conflicting with the permitted uses that could occupy the Office/Light Industrial Buildings, the Project has provided additional landscaping, screening, and buffering to create a more compatible site design for all of the buildings to coexist on the same Property. Although the Office/Light Industrial Buildings do not mirror the same architectural design characteristics as the Multifamily Residential Building, the Office/Light Industrial Buildings have been designed to resemble a more typical low-rise office building and not that of a typical industrial building, which can result in a more enjoyable living experience for the residents of the Property. The site design provides good connectivity between the two (2) buildings, providing direct pedestrian connections throughout the Property.

D. LAND USE COMPATIBILITY

The proposed Office/Light Industrial Buildings as part of this Project are consistent and compatible with the other office buildings within the LIRP district and the Park at Broken Sound. Additionally, as the Project has been designed, which includes the placement of the buildings, the proposed landscaping, and the design of the pedestrian and vehicular circulation, Office/Light Industrial Buildings are compatible with the Multifamily Residential Building on the Property.



V. FINDINGS

1. This Applicant is consistent and compatible with the adjacent land uses.
2. This Application as designed supports goals, objectives, and policies in the Comprehensive Plan related to pedestrian, bicycle, and transit mobility.
3. This Application will reduce the building intensity and the amount of traffic on the Property.
4. The Project provides large landscaping barriers to screen and reduce the visual impact of the Office/Light Industrial Buildings.
5. This Application will not amend the previously approved Multifamily Residential Building and development standards and conditions to this building including housing affordability will continue to apply.
6. This Application complies with all applicable Code requirements except for the eastern street yard and driveway reservoir distance on Northwest Broken Sound Boulevard.

Document originated by: Jacob German, AICP, Senior Planner



CITY OF
Boca Raton

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SUPPLEMENTARY MEMORANDUM

DATE: June 5, 2026
TO: Planning and Zoning Board
FROM: Erin Sita, on behalf of Brandon Schaad
Deputy Development Services Director
SUBJECT: 1150 Innovation Center
SPA-23-03R2/CA/VA

This memorandum is supplementary to the attached April 10, 2026, memorandum ("April 10th Memo") from the Development Services Director to the Planning and Zoning Board ("Board") for the approximately 11.68 acre property located at 1150 NW Broken Sound Parkway (a/k/a "1150 Innovation Center"). All terms defined in the April 10th Memo are applicable in this memorandum.

BACKGROUND

At its April 16, 2026, meeting, the Board reviewed the Application and voted 7-0 to recommend approval of the Application, with a recommendation to modify certain conditions of approval in the accompanying conditional use and site plan resolutions. Specifically, the Board reviewed and recommended approval of the following components of the Application:

- A site plan amendment to replace the Office Building Development with two (2), two (2)-story office/light industrial buildings, totaling approximately 71,624 square feet (the "Office/Light Industrial Buildings"), with associated on-site and off-site improvements;
- A conditional use application pursuant to Section 28-978(b), Code of Ordinances, to allow warehousing, showroom, and wholesale uses provided these uses are in conjunction with a permitted use and do not exceed 50 percent of the floor area of each tenant unit within the Office/Light Industrial Buildings;
- A variance from Section 28-980(f)(1), Code of Ordinances, to reduce the minimum street yard (setback) along Northwest Broken Sound Boulevard from 100 feet to 70 feet, nine (9) inches (a reduction of 29 feet, three (3)-inches) ("Reduced Setback Variance"); and
- A technical deviation from Section 23-190(d), Code of Ordinances, to reduce the required driveway reservoir distance along Northwest Broken Sound Boulevard from 50 feet to 38 feet (a reduction of 12 feet).

At this time, the Reduced Setback Variance component of the Application is being returned to the Planning and Zoning Board at the Applicant's request. Although the overall project includes multiple

components—specifically, the conditional use, site plan amendment, and a technical deviation related to driveway reservoir distance—pursuant to Section 28-127, Code of Ordinances, street-yard setback variance is a distinct request that City Code authorizes the Planning and Zoning Board to act upon. As reflected in the City’s variance criteria and staff analyses prepared for this project, the Board has the jurisdiction to consider and take final action on variance requests of this nature.

The remaining components of the Application will continue to proceed to the City Council for final consideration. As a result, the Board’s review at this stage will be limited to the Reduced Setback Variance only, while the balance of the application will move forward to the City Council following the Board’s action. As provided in the April 10th Memo, staff recommends approval of the Reduced Setback Variance.

Document originated by: Tamashbeen Rahman, AICP, Planning Administrator



MEMORANDUM
PLANNING/ZONING APPLICATION

DATE: April 10, 2026
FROM: Brandon Schaad, AICP, LEED AP
Development Services Director
SUBJECT: **1150 Innovation Center**
SPA-23-03R2/CAVA/PZSPA-2025-00026

LOCATION: 1150 NW Broken Sound Parkway
SITE AREA: 11.68 acres
APPLICANT/AGENT: 1150 Broken Sound LLC / Miskel Backman LLP
OWNER: 1150 Broken Sound LLC
EXISTING LAND USE: Office Building
FUTURE LAND USE CATEGORY: PM Planned Mobility
ZONING DISTRICT: Light Industrial and Research Park

APPLICATION REQUEST(S)	SUBJECT PROPERTY LOCATION MAP
1. Site plan amendment to replace the previously approved office building with two (2), two (2)-story, office/light industrial buildings, totaling approximately 71,624 square feet. 2. Conditional use application pursuant to Section 28-978(b), Code of Ordinances, to allow warehousing, showroom, and wholesale uses, provided that these uses are in conjunction with a permitted use and that the total floor space of these uses does not exceed 50 percent of the total square footage of the occupant in the office/light industrial buildings. 3. A Variance from Section 28-980(f)(1), Code of Ordinances, to reduce the minimum street yard (setback) along Northwest Broken Sound Boulevard from 100 feet to 70 feet, nine (9) inches (a reduction of 29 feet, three (3)-inches). 4. A technical deviation from Section 23-190(d), Code of Ordinances, to reduce the required driveway reservoir distance along Northwest Broken Sound Boulevard from 50 feet to 38 feet (a reduction of 12 feet).	

Staff Recommendation:



Approval with conditions



Denial



I. SUMMARY AND PROJECT DESCRIPTION

1150 Broken Sound LLC ("Applicant") is requesting to amend the previously approved site plan (Resolution No. 014-2025/SPA-23-03R1/CIMD) that authorized the development of a seven (7)-story, 157,861 square foot office building and a six (6)-level parking structure ("Office Building Development") with a Commercial Industrial Multifamily Development ("CIMD") that included a seven (7)-story, 287-unit, approximately 355,055 square foot multifamily residential building with ten percent (10%) affordable housing and five percent (5%) workforce housing units (29 units and 15 units respectively) and a 2,000 square foot retail space (the "Multifamily Residential Building") with related on-site and off-site improvements, including the abandonment of a portion of a ten (10)-foot wide water easement (ORB 4226, PG 1895) at 1150 Northwest Broken Sound Parkway ("Property"). The Property is currently developed with an existing office building along the western portion of the Property.

Specifically, the Applicant requests:

- A site plan amendment to replace the Office Building Development with two (2), two (2)-story office/light industrial buildings, totaling approximately 71,624 square feet (the "Office/Light Industrial Buildings"), with associated on-site and off-site improvements (the "Infrastructure") (collectively, the "Project");
- A conditional use application pursuant to [Section 28-978\(b\)](#), Code of Ordinances, to allow warehousing, showroom, and wholesale uses provided these uses are in conjunction with a permitted use and do not exceed 50 percent of the floor area of each tenant unit within the Office/Light Industrial Buildings;
- A variance from [Section 28-980\(f\)\(1\)](#), Code of Ordinances, to reduce the minimum street yard (setback) along Northwest Broken Sound Boulevard from 100 feet to 70 feet, nine (9) inches (a reduction of 29 feet, three (3)-inches); and
- A technical deviation from [Section 23-190\(d\)](#), Code of Ordinances, to reduce the required driveway reservoir distance along Northwest Broken Sound Boulevard from 50 feet to 38 feet (a reduction of 12 feet) ("Technical Deviation").

The requested site plan amendment, conditional use, variance, and Technical Deviation together constitute the "Application."

There are no proposed changes to the Multifamily Residential Building as a part of this Application; however, this Application will remove the Office Building Development and replace it with the Office/Light Industrial Buildings located at the southeastern portion of the Property.

This Project is proposed to be completed in two (2) phases: (i) Infrastructure and the Office/Light Industrial Buildings ("Phase 1"), and (ii) the Multifamily Residential Development ("Phase 2"), as depicted on Sheet PH-EX of Exhibit "A," which illustrates the phasing of the Project. The Infrastructure includes all off-site improvements, including but not limited to the shared-use path, sidewalks, street trees, turn lanes, crosswalks, etc. Condition No. 11 of the accompanying Site Plan Resolution explains that the Project is allowed to be completed in two (2) phases, or that Phase 1 and Phase 2 may be constructed together, but in no event, shall Phase 2 be constructed prior to Phase 1 (unless a site plan amendment application to allow this is approved). Additionally, all of the Infrastructure will be either constructed first or in conjunction with the Office/Light Industrial Buildings, and must be completed prior to the issuance of a certificate of occupancy for the Office/Light Industrial Buildings. Regardless of phasing of this Application, the construction and completion of the Office/Light Industrial Buildings is required to be completed before constructing and completing the Multifamily Residential Building.

The Applicant has submitted a traffic study to justify the Technical Deviation request. Further information regarding this is provided in Section 4.A.4., *Technical Deviation – Reduction in Required Driveway Reservoir Distance*, of this memorandum. Staff supports the Technical Deviation request as the Applicant has

demonstrated that the driveway serves low traffic volumes with low amounts of delay, which allows for impervious areas to be reduced and bring the Office/Light Industrial Buildings closer to the street.

The Office/Light Industrial Buildings will consist of two (2) buildings of ten (10) bays each, for a total of 20 bays. There are two (2) different types of bays: four (4) corner tenant units and 16 interior tenant units. The interior tenant units are approximately 3,507 square feet and the corner tenant units are approximately 3,878 square feet. In total, the Office/Light Industrial Buildings will consist of a total of 23,000 square feet of designated office space. Each tenant unit will include 1,150 square feet of office, with 550 square feet allocated on the ground floor and 600 square feet allocated on the second floor. The remainder of each tenant unit is designed to service the end-users' specific needs; however, pursuant to [Section 28-978\(b\)](#), Code of Ordinances, in no event shall the amount of warehousing, showroom, and/or wholesale space exceed 50% of the total square footage of each tenant unit, and these uses must be in conjunction with a permitted (as opposed to a conditional) use. This would limit the interior tenant units to 1,753.5 square feet and the four (4) corner tenant units to 1,939 square feet of space designated as warehousing, showroom, or wholesale space (again, provided they are in conjunction with a permitted use).

During the development review process, staff discussed with the Applicant several concerns about the Project which included: (i) potential tenants of the Office/Light Industrial Buildings (as further described in the following paragraph), (ii) compatibility of the Office/Light Industrial Buildings and the Multifamily Residential Building, (iii) prioritizing the pedestrian experience within this Property, and (iv) concerns regarding the proposed conditional use for the warehouse, showroom, or wholesale use. The Applicant has designed the Project in a manner to mitigate these concerns to some degree. More specifically, staff finds that the design of the buildings lends itself to an expectation that certain end-users inconsistent with the intent and character of the LIRP zoning district would be permitted to occupy the tenant units, even including uses that are expressly prohibited by the Code. The design provides a motor court between the Office/Light Industrial Buildings with loading bays, which although provided at-grade, are consistent with the designs of other buildings constructed in the nearby manufacturing zoning districts. Thereby associating specific uses with the design of these structures. As previously stated, the floor plans allocate a minimum amount of designated space per tenant unit for Office, which is located at the very front of each unit. The back-of-house is designed by and functions specifically for each end-users needs, which may lead to enforcement issues where uses are not operating as applied for. The Applicant has provided floor plan exhibits as part of this Application, depicted on Sheets A2.00, A2.01, A2.02, and A2.03, which illustrate how the office space is dedicated and demonstrate how the floor plans could be designed based on different types of end-users. The end-users specified in these exhibits include a contractor company, software engineers, research and development company, and an electrician, which are not explicitly allowed by pursuant to [Section 28-977](#), Code of Ordinances. Specifically, uses similar to an electrician, such as other trades like a plumbing shop, sheet metal shops, cabinet shops, or carpenter shops, all of which must both have a minimum of 10,000 square feet (which is larger than any tenant bay in the Office/Light Industrial Buildings) and have no outdoor storage in order to be allowed in the LIRP district. To alleviate such concerns with end-users, prior to applying for and receiving a Certificate of Use (CU)/Business Tax Receipt ("BTR"), the accompanying conditional use resolution includes a condition of approval that requires the end-users to apply and receive a Zoning Confirmation Letter, prior to receiving a CU/BTR, to confirm that their business is permitted.

As earlier stated, staff is concerned about the compatibility of the Office/Light Industrial Buildings and the Multifamily Residential Building. The Project includes the Office/Light Industrial Buildings and the Multifamily Residential Building, which are in close proximity and share vehicular and pedestrian circulation elements on the same Property. The Office/Light Industrial Buildings includes loading bays, a motor court, and similar elements that lend itself to an industrial character that is less than ideal on the same site as a residential use. The vehicular circulation includes large, wide driveways, a surrounding surface parking lot, and motor court, which are conflicting with the pedestrian circulation. The main north-south driveway bisects the Property in half creating a distinct boundary between the two (2) uses on the Property. Although there are two (2) internal pedestrian crossings along the main driveway, the vehicular circulation takes priority over the pedestrian circulation and internal crossings within the Property. Staff requested that the Applicant shift the Office/Light Industrial Buildings

to be closer to Northwest Broken Sound Boulevard, to the east of the Multifamily Residential Building, which provides approximately 142-feet of separation between the uses for the southern Office/Light Industrial Building and approximately 162-feet of separation between the uses for the northern Office/Light Industrial Building. As a result of shifting the Office/Light Industrial Buildings, the buildings encroached within the required street yard setback along Northwest Broken Sound Boulevard, which in turn required the Applicant to request a variance to reduce the setback. This reallocates the required landscaping buffer from between the Office/Light Industrial Buildings and Northwest Broken Sound Boulevard to be between the Office/Light Industrial Buildings and the Multifamily Residential Building. The Applicant has provided additional landscaping and buffer screening between the two distinct uses, which includes a combination of Live Oaks, Bridal Veils, Red Maples, Bulnesia Trees, Alexander Palms, Japanese Blueberries, and other trees, palms, groundcover, and shrubs.

The Applicant has revised the Project to reduce the car-centric character of the Office/Light Industrial Buildings and create a more walkable, pedestrian-oriented environment. Landscaping and buffering have been added to screen the buildings and adjacent surface parking areas from internal sidewalks and public rights-of-way, while enhanced connectivity is provided through a continuous pedestrian loop around the lake and connections between the buildings. Littoral plantings along the lake edge and enlarged planter islands within the surface parking lot, which are designed to accommodate larger gumbo limbo trees, further improve the pedestrian experience by offering shade and visual relief along the southern side of the lake. Additionally, the conditional use resolution will include a restriction on the use of box trucks, or other similar vehicles, performing daily operations for the tenants of the Office/Light Industrial Buildings. This restriction will ensure that the Project more closely resembles a traditional office building and minimizes the appearance of a warehouse building or distribution centers. Furthermore, the restriction will minimize the car-centric nature of the overall functionality of the Property.

In conjunction with these improvements, the Applicant has reconfigured the lake to eliminate a portion that previously extended towards the center of the Property, resulting in a more oval-like appearance located towards the northeastern portion of the Property. The Applicant has added a five (5)-foot-wide sidewalk along the western and southern portion of the lake, which connects directly to the shared-use path along both Northwest Broken Sound Parkway and Northwest Broken Sound Boulevard, creating pedestrian access along all lake frontages. Additional landscaping and screening between the south side of the southern sidewalk and the surface parking lot has been provided to help minimize the visual impact of the surface parking lot, which landscaping/screening includes Eagleston Hollies, Montgomery Palms, Downey Jasmines, Podocarpus Pringles, Fakahatchee Grass, and Cocoplum Hedges. As previously mentioned, this included widening the planter islands to install four (4) Gumbo Limbo trees within the surface parking lot to provide additional shading along the sidewalk.

This Application also involves additional off-site improvements including planting Live Oaks along both Property frontages along Northwest Broken Sound Parkway and Northwest Broken Sound Boulevard. In addition to the Live Oaks that were included in the previous approval, this Application will plant four (4) more Live Oaks along Northwest Broken Sound Boulevard. Additionally, a new left-turn lane on northbound Northwest Broken Sound Boulevard will improve site access directly to the Office/Light Industrial Buildings.

The proposed development continues to meet the eligibility requirements and development standards for CIMDs. Please see Attachment 'B' for more information regarding the Multifamily Residential Building and eligibility requirements and development standards for CIMDs.

The Property currently consists of an existing office building, which is currently vacant; however, that building will be demolished following the construction of the Office/Light Industrial Buildings. The Project is proposed to be developed on the southeastern portion of the Property, with the Multifamily Residential Building approved along the western portion of the Property.

Staff is recommending approval of the Application. While staff continues to have concerns about the compatibility of the two proposed uses on the same site and sharing the same access and vehicular and pedestrian circulation systems, as well as the potential enforcement issues that arise from the Office/Light Industrial Buildings that may create an expectation of allowing uses that are prohibited by the applicable zoning, with the Applicant's mitigating

design changes and protections regarding allowed uses, on balance staff finds that the Application meets the minimum criteria for approval.

Staff is much more enthusiastic about the streetscape and mobility improvements that will come with the Project, which will constitute a significant improvement to mobility infrastructure in the area, and help the City move closer to its goals for this area of the City.

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II. BACKGROUND

A. PROPERTY CONTEXT

Office Buildings to the North

Across the street from the Property is an Industrial Park.

Zoning = LIRP (Light Industrial Research Park)
FLU = Planned Mobility (PM)

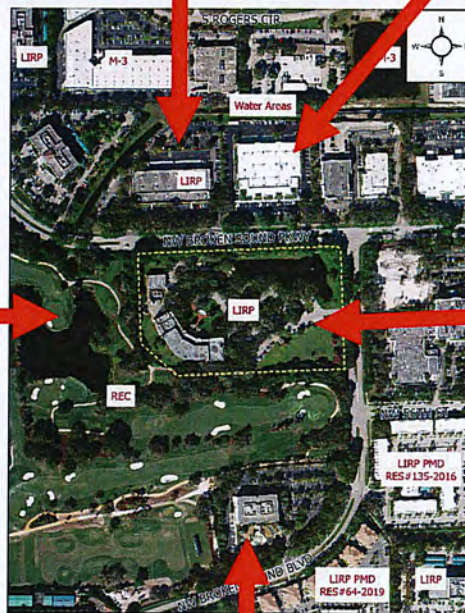


Golf Course to the West



Adjacent to the Property is the Old Course at Broken Sound.

Zoning = REC (Recreation)
FLU = Recreation and Open Space (PR)



Office to the East



Adjacent to property is an office building currently occupied by Nation Safe Drivers.

Zoning = LIRP (Light Industrial Research Park)
FLU = Planned Mobility (PM)

Golf Course with an Office Building beyond to the South

Adjacent to the Property is the Old Course at Broken Sound with an Office Building for Applied Card Systems beyond.

Zoning = REC with LIRP beyond
FLU = PR with PM beyond



DISCLAIMER: Photos are intended to provide context and show the physical improvements on the subject property and environs. They are not intended to demonstrate parking demand, traffic intensity or other time sensitive impacts.

SOURCE: Google Street View, dated April 2024

B. HISTORY

- On December 2, 1982, the Board adopted Resolution No 82-62 (SPA-10/82-41) authorizing a site plan for a three (3) story office building with an integrated parking structure known as "Sensormatic Electronics Corporation Office Building APOC, Parcel B Plat #3" on Parcel B of Arvida Park of Commerce Plat No. 3.
- On March 4, 1988, Building Permit No. 51418 was issued for work that included enclosing an integrated parking structure, which increased the floor area of the aforementioned office building from 56,360 square feet to 64,708 square feet (an increase of 8,348 square feet).
- On October 18, 2012, the Board adopted Resolution No.12-19 (SPA-12-07) authorizing a site plan amendment to allow for the construction of a chiller/storage building and site improvements.
- On January 18, 2024, the Board adopted Resolution No. 2024-001 (SPA-23-03) authorizing a site plan for a seven (7)-story, 100-foot tall, approximately 157,861 square foot office building, a six (6)-level, approximately 216,900 square foot parking structure and other site improvements such as the installation of sidewalks and landscaping together with the abandonment of portions of a ten (10)-foot water easement.
- On February 11, 2025, the City Council adopted Resolution No. 14-2025 (SPA-23-03R1/CIMD) authorizing an amendment to an approved site plan for a Commercial Industrial Multifamily Development to construct a new seven (7)-story, 287-unit, approximately 355,055 square foot multifamily residential building, including 10 percent affordable housing and 5 percent workforce housing units, and 2,000 square feet of retail space to be located on the ground floor, with related on-site and off-site improvements, including the abandonment of a portion of a ten (10)-foot wide water easement.

C. COMMUNITY OUTREACH AND PUBLIC INPUT

The Applicant has indicated that no community outreach has been conducted as part of the Application.

D. PUBLIC NOTICE

Pursuant to [Section 28-8](#), Code of Ordinances, the following notices were provided:

- 10-day mailer notice to owners of properties within 500 feet radius of the Property.
- Posting of Property 10 days prior to public hearing date.
- Pursuant to Section 50.0311(6), Florida Statutes, the City of Boca Raton utilizes Palm Beach County's designated publicly accessible website to publish legally required advertisements. A 10-day notice will be provided on that website for this Amendment.

III. ZONING/DIMENSIONAL REQUIREMENTS

A. DIMENSIONAL REQUIREMENTS

		CIMD/LIRP		Proposed
		Minimum ⁽¹⁾	Maximum ⁽¹⁾	
Yards (Setbacks)				
Yards (Setbacks) ⁽⁵⁾ (Office/Light Industrial Buildings)	Street Front ⁽⁶⁾ (North)	100'-0"	N/A	261'-6"
	Rear (Southwest)	35'-0"		N/A
	Street Side ⁽⁶⁾ (East)	100'-0"		70'-9"
	Side ⁽²⁾ (West)	35'-0"		449'-7"
	Side ⁽²⁾ (South)	35'-0"		76'-8"
Yards (Setbacks) ⁽³⁾ (Multifamily Residential Building)	Street Front ⁽⁶⁾ (North)	25'-0"		44'-3"
	Rear (Southwest)	25'-0"		28'-9"
	Street Side ⁽⁶⁾ (East)	25'-0"		622'-2"
	Side ⁽²⁾ (West)	15'-0"		34'-8"
	Side ⁽²⁾ (South)	15'-0"		30'-1"
Development Parameters				
Height of Multifamily Residential Building	N/A	85'	67'-8" (72'-8", including parapets)	
Height of Office/Light Industrial Buildings			22'-0" (29'-3", including parapets)	
Density	N/A	25 Units per Acre ⁽⁴⁾	24.57 Dwelling Units per Acre	
Floor Area Ratio (Office/Light Industrial Building Only)	N/A	0.6	0.141	
Floor Area Ratio (CIMD Development)		1.0	0.839	
Plot Size (Office/ Light Industrial Buildings)	2.5 acres with average width not less than 250-feet	N/A	508,667 square feet or 11.68 acres	
Plot Size (CIMD Development)	25,000 sq ft			
Percentage of Plot Covered	N/A	40%	26.86%	
Open Space	25%	N/A	41.16%	

- (1) Dimensional Requirements pursuant to [Chapter 28, Article XII, Division 2 – LIRP Light Industrial and Research Park District](#) and [Chapter 28, Article XV, Division 15 – Affordable and Workforce Housing in Commercial and Industrial Zoning Districts](#)
- (2) In the case of corner plots, all lines extending from the streets shall be considered side plot lines.
- (3) Pursuant to [Section 28-1644\(5\)](#), Code of Ordinances, the minimum required yards are applicable to the Property's perimeter for the Multifamily Residential Building and all other buildings on the development site shall continue to be subject to the minimum yard requirements applicable pursuant to the underlying zoning district regulations.
- (4) Maximum: 25 dwelling units per acre when 5% or more are Workforce Housing units and 10% or more are Affordable Housing Units ([Section 28-1644\[1\]\[a\]](#)).
- (5) Pursuant to [Section 28-1644\(5\)](#), Code of Ordinances, all other buildings on the development site shall continue to be subject to the minimum yard requirements pursuant to the underlying zoning district regulations.
- (6) Where the "Street Front (North)" yards refer to Northwest Broken Sound Parkway and the "Street Side (East)" yards refer to Northwest Broken Sound Boulevard

B. PROXIMITY TO NON-RESIDENTIAL USES

- Minimum: (i) At least 5,000 square feet, or (ii) ten percent (10%) of the total square footage of the CIMD up to 25,000 square feet. Such non-residential component shall be devoted to one or more distinct, independent (rather than accessory) uses (office, restaurant and/or retail sales, or services); a minimum of 2,000 square feet of such non-residential uses shall be restaurant and/or retail sales, or services shall be located on the ground floor of the CIMD. Where ground floor and/or retail sales or services are included in the CIMD, up to 5,000 square feet of such uses shall be excluded for purposes of calculating minimum required parking ([Section 28-1644\[2\]\[b\]](#), Code of Ordinances).
- Existing: 64,708 square feet of office located on the Property.
- Approved 157,861 square feet of office located on the Property and 2,000 square feet of retail sales located on the ground floor of the CIMD.
- Proposed: 23,000 square feet of dedicated office (a total of 71,624 square feet) located on the Property and 2,000 square feet of retail sales located on the ground floor of the CIMD.

C. PARKING

Use	Required Vehicular Rate ⁽¹⁾	Quantity of use on Property	Required Vehicular Parking	Provided Vehicular Parking	Required Bicycle Parking	Provided Bicycle Parking	Provided Electric Vehicle Parking
Office	1 space per 200 up to 4,000 SF	23,000 SF	20 spaces	20 spaces	5% of required parking (at least 80 percent should be long term and 5 percent short term) or 10 spaces	8 short term spaces, 20 long term spaces	N/A
	1 space per 300 in excess of 4,000 SF		64 spaces	64 spaces			
Light Industrial ⁽²⁾	1 space per 500 SF	48,624 SF	98 spaces	129 spaces			
TOTAL			182 spaces	213 spaces	10 spaces	28 spaces	

(1) Required vehicular and bicycle parking is set forth in [Section 28-1655\(1\)](#), Code of Ordinances.

(2) Where the space designated as "Light Industrial" is parked at the Industrial parking rate pursuant to [Section 28-1655\(w\)](#), Code of Ordinances

As previously discussed in this staff memorandum, the Project is proposed to be completed in two (2) phases, where the Multifamily Residential Building will not be completed at the same time as the Office/Light Industrial Buildings. As a result, Phase 1 cannot utilize the parking reductions authorized with the CIMD development until

Phase 2 is constructed. As such, the table above illustrates the required and provided parking for Phase 1. The table depicts parking for the designated office and industrial uses for the Project, but does not illustrate parking for the warehousing, showroom, and wholesale uses for the Property. This is because the industrial use is parked at a more intense rate where pursuant to [Section 28-1655\(w\)](#), Code of Ordinances, industrial uses are parked at a rate of one (1) parking space per 500 square feet or one (1) space for each employee on a maximum shift (whichever is greater). If the Project was parked designating the area parked for industrial as warehousing, showroom, or wholesale uses, these uses would be parked at a lesser rate as pursuant to [Section 28-1655\(x\)](#), Code of Ordinances, warehousing is parked at a rate of one (1) parking space per 750 square feet or one (1) space for each employee on a maximum shift (whichever is greater), and pursuant to [Section 28-1655\(v\)](#), Code of Ordinances, wholesale stores are parked at a rate of one (1) space per 500 square feet up to 5,000 square feet, plus one (1) space for each additional 1,000 square feet and one (1) space for each employee. This Project is designed to accommodate different end-users that are permitted in the LIRP zoning district, as such, the Project has provided parking in the event that all of the tenant units are occupied by office/industrial users. The table below illustrates the required and provided parking for the Property upon completion of both phases, including the parking reductions authorized by the CIMD development.

Use	Required Vehicular Rate ⁽¹⁾⁽²⁾⁽³⁾	Required Vehicular Parking	Provided Vehicular Parking	Required Bicycle Parking ⁽¹⁾⁽²⁾	Provided Bicycle Parking	Provided Electric Vehicle Parking
Office	1 space per 200 up to 4,000 SF	20 spaces	193 spaces	11 spaces	8 short term spaces, 20 long term spaces	N/A
	1 space per 300 in excess of 4,000 SF	64 spaces				
Light Industrial	1 space per 500 SF	98 spaces				
SUBTOTAL	-	182 spaces				
Efficiency (Studio)	1.5 spaces per unit	3 spaces	502 spaces	27 spaces	36 spaces	121 spaces which include: 25 EV Installed, 0 EV Ready, 96 EV Capable.
One Bedroom	1.75 spaces per unit	212 spaces				
Two Bedroom	2 spaces per unit	262 spaces				
Three Bedroom	2 spaces per unit	66 spaces				
SUBTOTAL	-	543 spaces				
TOTAL		725 spaces				
TOTAL	90% of Non-CIMD requirement	653 spaces	695 spaces	38 spaces	64 spaces	121 spaces

- (1) Required vehicular and bicycle parking is set forth in [Section 28-1655\(1\)](#), Code of Ordinances.
 (2) For a CIMD, parking shall be provided at 90 percent of the required rate – [Section 28-1644\(12\)\(a\)](#), Code of Ordinances.
 (3) For a CIMD, up to 5,000 square feet of restaurant and/or retail sales or services shall be excluded for purposes of calculating minimum required parking – [Section 28-1644\(2\)\(b\)](#), Code of Ordinances.

D. ACCESS

There are proposed modifications which will alter vehicular access to the Property with this Application amending Resolution 014-2025. Vehicular access to the Property is provided via two (2) separate driveway connections, one (1) each on Northwest Broken Sound Parkway and on Northwest Broken Sound Boulevard. The connection along Northwest Broken Sound Parkway will not be modified with this Application; however, the driveway connection along Northwest Broken Sound Boulevard will be upgraded from a one (1) right-in/right-out driveway connection to a full access driveway connection. A previously approved right-in/right-out driveway connection for service use only will be removed with this Application. Pursuant to [Section 23-190\(d\)](#), Code of Ordinances, both driveways are classified as an intermediate driveway.

The Office/Light Industrial Buildings will include an internal driveway connection to the west and surface parking to the north, south, and east. There is an internal driveway provided between the two (2) separate Office/Light Industrial Buildings that will act as a service court and employee parking area. For the Multifamily Residential Building, there are two (2) access points along the internal driveway which access the integrated parking structure and the surface parking lot adjacent to the entrance.

E. TRAFFIC

The Applicant's traffic consultant, Kimley-Horn and Associates, Inc., prepared a traffic study dated October 24, 2025, and estimated the development's trip generation as provided in the table below:

Scenario	Trip Generation (trips)		
	Daily	AM Peak Hour	PM Peak Hour
Approved Development Office 153,236 SF Multifamily Residential 287 Units General Retail 2,000 SF	2,737	312	301
Proposed Development Office/Light Industrial 71,624 SF (Proposed) Multifamily Residential 287 Units (Approved) General Retail 2,000 SF (Approved)	1,953	198	198
Net Difference in Trips (Proposed-Existing)	-784	-114	-103

The Proposed Development is expected to result in a net decrease of 784 daily trips, a decrease of 114 a.m. peak hour trips and a decrease of 103 p.m. peak hour trips compared to the approved site plan. Based on the Palm Beach County (PBC) Traffic Division's review and approval letter, dated December 8, 2025, the Project met the PBC Traffic Performance Standards (TPS) Ordinance subject to certain conditions. Conditions imposed by the TPS letter are incorporated in the recommendations. The Project is liable for fair share road impact fees.

IV. ANALYSIS

A. REVIEW CRITERIA

1. Site Plan

Pursuant to [Section 28-54](#), Code of Ordinances, Planning and Zoning Board shall consider, but the consideration shall not be limited to, the following factors when reviewing a site plan:

- (a) All Code and other technical regulation requirements;
- (b) The method of pedestrian and vehicular ingress and egress;
- (c) Internal traffic circulation and vehicular parking, and the traffic impact upon abutting properties, particularly where the abutting properties are residential;
- (d) Screening, landscaping and lighting;
- (e) Environmental pollution, including noise, light and air;
- (f) Garbage and refuse collection;
- (g) Surface water drainage;
- (h) Water supply and sewer collection;
- (i) Energy conservation and efficiency;
- (j) Location of structures and uses on the site plan;
- (k) The relationship of the site plan to existing or planned transportation, utility and public facilities, any deficiencies in such location, and the curing of such deficiencies;
- (l) Compatibility of proposed use with adjacent uses;
- (m) The availability of utility easements to provide municipally franchised electric, telephone, cable television, or other service;
- (n) Any other factor that would promote and further the health, safety, and welfare of the community and the comprehensive plan.

Staff Analysis: Staff has reviewed the criteria for site plan approval and found that the proposed Application meets the site plan criteria, the requirements for a CIMD, and is consistent with the Goals, Objectives, and Policies in the City's Comprehensive Plan. This Application will remove the Office Building Development and replace it with the Office/Light Industrial Buildings located at the southeastern portion of the Property. Due to the placement of the Office/Light Industrial Buildings, the Applicant has requested a variance from [Section 28-980\(f\)\(1\)](#), Code of Ordinances, to reduce the minimum street yard (setback) along Northwest Broken Sound Boulevard to the east, which analysis is provided below in Section 4.A.3. of this staff memorandum. By bringing the Project closer to the street, this will allow the Project is able to reallocate landscaping and buffer between the Office/Light Industrial Buildings and the Multifamily Residential Building (which will not be amended with this Application), which will reduce the visual impact of the Office/Light Industrial Buildings and the adjacent surface parking lot. The Project will continue to provide the eight (8)-foot wide shared-use path along the Property frontage that was previously provided and approved with the prior development approval (Resolution No. 014-2025, SPA-23-03R1). This Application will provide additional sidewalks along the western and southern portions of the lake which provide pedestrian access to the shared-use path and other internal pedestrian connections to the Multifamily Residential Building. The Applicant has provided additional landscaping and littoral plantings along the lake to make the lake appear more natural and enhance the pedestrian experience. This Project is required to comply with several conditions of approval from Resolution No. 014-2025, which include the Office/Light Industrial Buildings and Multifamily Residential Building to either be completed at the same time, or the Office/Light Industrial Buildings to be constructed first. Since the Project is proposed to be completed in two

(2) phases, as illustrated on Sheet PH-EX of Exhibit 'A,' the Office/Light Industrial Buildings are unable to utilize parking reductions as authorized by the CIMD Development. While staff continues to have concerns about the compatibility of the two proposed uses on the same site and sharing the same access and vehicular and pedestrian circulation systems, as well as the potential enforcement issues that arise from the Office/Light Industrial Buildings that may create an expectation of allowing uses that are prohibited by the applicable zoning, with the Applicant's mitigating design changes and protections regarding allowed uses, on balance staff finds that, the Project meets the minimum criteria for approval. Staff is more enthusiastic about the streetscape and mobility improvements that will come with the Project, which will constitute a significant improvement to mobility infrastructure in the area, and help the City move closer to its goals for this area of the City.

2. Conditional Use

Section 28-102, Code of Ordinances, provides the general standards for Conditional Use as follows:

The following standards shall be met by all applicants for approval of a conditional use:

- a. The use is compatible with present, existing or planned development in the area proposed for the use;
- b. The use will not adversely affect population densities, light, air, and natural resources, including native ecosystems;
- c. The character of the district and its particular suitability for the particular use requested;
- d. The use is consistent with the needs of the City for land areas for specific purposes to serve population and economic activities;
- e. The use will not create an adverse impact on playgrounds, parks, schools and public and private recreation areas;
- f. Adequate infrastructure is available, including roadway capacity and suitability, water and sewer service, drainage, parks, solid waste service and other infrastructure required for the use, as determined pursuant to the applicable objectives and policies set forth in the capital improvements element of the comprehensive plan;
- g. The use is consistent with the Comprehensive Plan;
- h. Parking facilities, entrances and exits are adequate; and
- i. The use will not adversely affect the public health, safety, comfort, convenience, order, appearance, general welfare and the City tax base.

Staff Analysis: Staff has reviewed the criteria for conditional use approval and found that the proposed Project meets these criteria, and that the proposed conditional use is consistent with the Goals, Objectives and Policies in the City's Comprehensive Plan. Staff has found the proposed conditional use is consistent and compatible with the overall planned development. The warehousing, showroom, and wholesale use will not be allowed to exceed 50 percent of each tenant unit within the Office/Light Industrial Buildings. This would limit the interior tenant units to 1,753.5 square feet and the four (4) corner tenant units to 1,939 square feet of space that could be designated as warehousing, showroom, or wholesale space provided they are in conjunction with a permitted use. Due to the appearance of the structures, staff has concerns relating to the types of end-users that will be attracted to this Project. To ensure that there are no complications at the time of Business Tax Receipt ("BTR"), a condition of approval has been included in the accompanying site plan resolution and conditional use resolution that require end-users to receive a zoning confirmation letter, prior to their BTR application. The Applicant will be required to disclose this requirement in its tenant leases which must also be a part of these tenant's application process. This will ensure that there is no conflict with any potential end-users and the City when it comes time to issue BTRs for the Property.

3. Variance – Reduction in Street Yard

Pursuant to [Section 28-127\(3\)](#), Code of Ordinances:

- (3) In order to grant a variance from the requirements of this chapter for any of the requirements identified in subsection (1) above, the Board must specifically find that all of the following criteria are satisfied:
- (a) Special and unique conditions exist which are peculiar to the Applicant's case and which are not generally applicable to the Property located in the zoning district.
 - (b) The special and unique conditions are not directly attributable to the actions of the Applicant.
 - (c) The literal interpretation of this Chapter, as applied to the Applicant, would deprive the Applicant of rights commonly enjoyed by the owners of other property in the zoning district.
 - (d) The variance(s) granted is the minimum variance(s) necessary for the Applicant to make reasonable use of the Property.
 - (e) Granting the variance(s) is not detrimental to the public welfare, or injurious to property or improvements in the zoning district or neighborhood involved.
 - (f) Granting the variance(s) is not contrary to the objectives of the Comprehensive Plan of the City.

Variance					
Variance	Code Requirement	Provided by Project	Variance Requested	Overall Justification	Staff Approve?
Street Yard (Setback) (East – Northwest Broken Sound Boulevard) City Code Section 28-980(f)(1)	The minimum street yard shall be 100 feet in depth	70'-9" street yard	29'-3" street yard	A reduced street yard (setback) along Northwest Broken Sound Boulevard will allow the Project to bring the Office/Light Industrial Buildings closer to the street, reduce the amount of paving, and provide additional landscaping between the Office/Light Industrial Buildings and the Multifamily Residential Buildings	Yes

Variance Justification – Yards	
Criteria	Applicant Response
(a) Special and unique conditions exist which are peculiar to the Applicant's case and which are not generally applicable to the Property located in the zoning district.	The Property was previously approved as a Commercial Industrial Multifamily Development (CIMD) for a mix of residential and office uses. CIMDs are intended to protect and promote the public health, safety, and general welfare of the residents of the city, and to encourage the integration of different use types. To further promote an appropriate separation between the buildings, the commercial building was moved further to the east, creating a wider landscape area for the benefit of future residents. Moreover, the building placement is limited by an existing wet retention lake. The City's Code regulations for a CIMD have conflicting regulations pertaining to the yard requirements since some commercial buildings would be allowed a substantially smaller yard requirement, 15 feet, while others, such as the proposed building, are required to have a 100-foot yard but only in events when the residential building are not constructed.

(b) The special and unique conditions are not directly attributable to the actions of the Applicant.	The special and unique conditions are not directly attributable to the actions of the Applicant. The Property has existed in its current configuration with the existing wet retention area prior to the Applicant's purchase. The Applicant is developing the land with the best use that is practical, desired, needed, and enhances the aesthetic appeal of the surrounding area. The Applicant contends that the proposed commercial buildings qualify as an integral component of the CIMD and would therefore be subject to the smaller yards set forth in Section 28-1644, which require only a 15-foot side yard. CIMDs are intended to create projects where residential uses are integrated with commercial uses, but in order to make these project function, this Project needs to be spatial relief and buffering between the uses, and this was accomplished by shifting the building closer to the private road which effectively swaps the landscaped area that would have been adjacent to the site perimeter to between the two uses creating better screening for the future residents. And as stated previously, the Project is consistent with the requirements of the City's Code; however, in the case that the residential building is not constructed or stops operating in the future, the proposed commercial building could possibly be viewed by the City as non-conforming.
(c) The literal interpretation of this Chapter, as applied to the Applicant, would deprive the Applicant of rights commonly enjoyed by the owners of other property in the zoning district.	Literal interpretation of this chapter would deprive Applicant of rights commonly enjoyed by owners of other property in the zoning district, since the Project is consistent, as proposed, with the City's code since the commercial building is an integral part of the CIMD, and without the commercial building, the Project would not qualify as a CIMD. To ensure continued compliance with the City's Code and to prevent unintended nonconformities, a variance to reduce the required street yard is requested.
(d) The variance(s) granted is the minimum variance(s) necessary for the Applicant to make reasonable use of the Property.	The variance is the minimum variance necessary for Applicant to make reasonable use of the Property. The proposed building has a 70.8 foot yard from the eastern property line which still provides a sufficient amount of spatial relief from Broken Sound Boulevard which is a private road. Moreover, the commercial building is approximately 90 feet from the edge of pavement. For a development program, such as a CIMD, which is supposed to enhance the pedestrian realm, strict adherence of the minimum 100-foot yard discourages pedestrian accessibility. Although the proposed yard reduction may reduce the yard adjacent to the private road, it does increase the landscaping between the residential building, which is a significant benefit to the residents. Moreover, as stated previously, the proposed building is consistent with the yard requirements for CIMDs which allow a minimum side yard of 15 feet, while the proposed commercial buildings are 70.8 feet from the property line.
(e) Granting the variance(s) is not detrimental to the public welfare, or injurious to property or improvements in the zoning district or neighborhood involved.	Granting the variance is not detrimental to the public welfare, but in fact is a significant benefit to the future residents at this Project but greater increasing the landscape buffer between the mix of uses. Applicant is asking only for a minor deviation from the street yard requirement to avoid a future nonconformity and in order to maximize the landscaping between the residential and commercial buildings. Additionally, the variance is neither injurious to the property nor improvements in the zoning district or neighborhood involved. The variance simply redistributes the required landscaping from one location to another location to better buffer the uses, and creates an enjoyable environment for both residents and employees.
(f) Granting the variance(s) is not contrary to the objectives of the Comprehensive Plan of the City.	Granting the variance is not contrary to and would support the following objectives and policies of the City's Comprehensive Plan: • Objective LU 2.4.0: The City will maintain and seek to enhance its use of innovative land development techniques.

	• Policy LU 3.2.12: Encourage new development along primary east/west connections that emphasize pedestrian comfort, or pedestrian-friendly streetscapes, along the public right-of-way. • Policy LU 4.1.3: For all new development and redevelopment projects within the City, the City should encourage non-residential development and residential development to locate proximal to major transportation attractors and generators. • Policy LU 4.3.4: Sites shall be developed with sidewalks connecting the public right of way, buildings, parking areas, and public open space.
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Staff Analysis: The Applicant is requesting a variance from [Section 28-980\(f\)\(1\)](#), Code of Ordinances, to reduce the minimum street yard (setback) along Northwest Broken Sound Boulevard from 100 feet to 70 feet, nine (9) inches (a reduction of 29 feet, three (3)-inches). Although this Project is a part of a CIMD, pursuant to [Section 28-1644\(5\)](#), Code of Ordinances, the yard requirements of CIMD Developments are only applicable to the site's perimeter for the CIMD building. All other buildings on the development site are subject to the minimum yard requirements applicable pursuant to the underlying zoning district regulations. As such, the Office/Light Industrial Buildings must adhere to the yard requirements pursuant to the LIRP zoning district.

The requested variance allows the Applicant to bring the Office/Light Industrial Buildings closer to the Northwest Broken Sound Boulevard, reduce the amount of paving provided on the Property, and provide additional landscaping and a buffer between the Office/Light Industrial Buildings and the Multifamily Residential Building to the west within the Property. This variance is contingent on the Application being approved for the requested site plan application.

Based on these design considerations, Staff recommends approval of the variance as the Applicant's request and justification meets the variance criteria.

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4. Technical Deviation – Reduction in Required Driveway Reservoir Distance

Pursuant to [Section 23-190\(k\)1](#), Code of Ordinances, the requested technical deviation from [Section 23-190\(d\)](#), Code of Ordinances, listed in the following table must meet the following standards in order to be approved:

- The technical deviation will not diminish the site's vehicular or pedestrian operation. If applicable, operational analyses shall be performed.
- The technical deviation results in preferable environmental impacts or traffic circulation design.
- The technical deviation is the minimum deviation necessary for the Applicant to make reasonable use of the property.
- The technical deviation is not detrimental to the public welfare, or injurious to property or improvements in the surrounding area or neighborhood.
- Special and unique conditions exist, which are not directly attributable to the actions of the Applicant.

Technical Deviation(s)				
Technical Deviation	Code Requirement	Provided by Project	Justification	Staff Support?
Required Driveway Reservoir Distance (Northwest Broken Sound Boulevard) City Code Section 23-190(d)	50 feet	38-feet	The driveway serves low volume of traffic with low amounts of delay. Impervious areas can be reduced.	Yes An additional distance of 15 feet is available from travel lane pavement edges

Staff Analysis: As a result of the variance request, the technical deviation is required to bring the Office/Light Industrial Buildings closer to the street and reduce the landscaped yard in order to provide additional landscaping and screening between the Office/Light Industrial Buildings and the Multifamily Residential Building. In addition, the Applicant's traffic study demonstrated that the demand of the proposed Project will result in less traffic on the Property. There is also an additional 15 feet of space between the Property line and the vehicular travel lanes along Northwest Broken Sound Boulevard. Due to these considerations, staff supports the requested technical deviation from [Section 23-190\(d\)](#), Code of Ordinances, to reduce the required driveway reservoir distance.

B. CONSISTENCY WITH THE COMPREHENSIVE PLAN

The Property is designated Planned Mobility (PM) on the Comprehensive Plan's Future Land Use Map and is located within the Northwest District Planning Area on the Planning Areas Map in the Comprehensive Plan. The Application is consistent with the [Boca Raton Comprehensive Plan](#) including the PM Future Land Use designation.

Additionally, the Application is consistent with Housing Element Policy HO1.5.3, which states "[w]here affordable housing and workforce housing (as defined in Policy HO.1.5.6) is permitted, the City's Land Development Code may authorize such development in areas zoned for commercial or industrial use at a density of up to 20.0 dwelling units per acre for a development containing ten (10) percent (or more) affordable housing, and at a density of up to 25.0 dwelling units per acre for a development containing both ten (10) percent (or more) affordable housing and five (5) percent (or more) workforce housing." This Application includes previously approved affordable housing and workforce units (29 units and 15 units respectively). This Application is also consistent with Future Land Use Element Policy LU 4.2.3 that requires sidewalks to be built along private and public streets abutting a property where feasible; Transportation Element Goal TRAN 3.0.0 that requires a

property to have “safe, convenient, efficient, continuous, and aesthetically pleasing transportation environment that is conducive to walking, cycling and transit,” which will further promote transportation alternatives to vehicular travel; and Future Land Use Element Policy LU 4.3.2 that encourages sidewalks to be separated from the travel lanes by a comfortable distance and buffered using landscaping, especially street trees that provide shade, and other design features that create a pedestrian friendly environment.

C. SITE DESIGN/ URBAN DESIGN/ ARCHITECTURE

The Project is designed to accommodate a mix of uses including the previously approved Multifamily Residential Building that includes 287 dwelling units. The Multifamily Residential Building is located on the western half of the Property, while a new Office/Light Industrial Building is located on the southeastern portion of the Property. The new Office/Light Industrial Building replaces the previously approved Office Building Development. According to the Applicant, the design of this new building reflects the demand for flexible space which can be used by different end-users that require office space and need additional storage space. This design will accommodate these different end-users which are permitted in the LIRP zoning district. Exhibit ‘A’ of this Application includes conceptual floor plan examples that depict different floor plan designs for different professions such as software engineers and a research and development team. The design of the Project includes two (2) buildings that are parallel to each other with a motor court in between them. Each building includes ten (10) total tenant units which include two (2) corner tenant units. Each unit includes access to the motor court and includes separate parking spaces and an at-grade bay door into each end-user’s tenant unit. The exterior of the Office/Light Industrial Building features a contemporary façade to greet visitors and users and provide a main formal entryway to each tenant unit. The design of the Office/Light Industrial Buildings is more akin to a traditional office building due to the amount of glazing provided on the Buildings’ façade.

The Applicant has also designed the landscaping to screen the Office/Light Industrial Buildings from adjacent rights-of-way and internal sidewalks, but to also soften its appearance. Landscaping has been provided between the Office/Light Industrial Building and the Multifamily Residential Building to form a unified and integrated project. The landscaping provided throughout the Property includes a variety of shade trees, palms, and groundcover. The Applicant has added a pedestrian amenity, by providing a five (5)-foot wide sidewalk along the east and south sides of the lake, which connects to the internal sidewalks and the eight (8)-foot wide shared use path. An 8-foot landscape buffer and 16-foot wide landscape islands have been provided along the south side of the sidewalk around the lake to create an enjoyable experience for residents and visitors to the Project. The Project is also providing additional littoral plantings along the lake to create a more natural appearing lake. There have been no revisions made to the previously approved street trees (Live Oaks) along the Property frontage along Northwest Broken Sound Parkway; however, four (4) more Live Oaks (from nine [9] to 13) will be planted along Northwest Broken Sound Boulevard. Additionally, this Application was reviewed by the Community Appearance Board (CAB) on January 6, 2026. The CAB recommended approval with conditions in a vote of six (6) to zero (0). The recommended conditions included providing access to the roof internally and increasing the Oak trees diameter at breast height (DBH) from four (4) inches to six (6) inches in width (width of the trunk) at the time of installation. As such, conditions of approval have been provided in the accompanying site plan resolution to reflect the CAB’s recommendation.

While the approved Multifamily Residential Building could be construed as conflicting with the permitted uses that could occupy the Office/Light Industrial Buildings, the Project has provided additional landscaping, screening, and buffering to create a more compatible site design for all of the buildings to coexist on the same Property. Although the Office/Light Industrial Buildings do not mirror the same architectural design characteristics as the Multifamily Residential Building, the Office/Light Industrial Buildings have been designed to resemble a more typical low-rise office building and not that of a typical industrial building, which can result in a more enjoyable living experience for the residents of the Property. The site design provides good connectivity between the two (2) buildings, providing direct pedestrian connections throughout the Property.

D. LAND USE COMPATIBILITY

The proposed Office/Light Industrial Buildings as part of this Project are consistent and compatible with the other office buildings within the LIRP district and the Park at Broken Sound. Additionally, as the Project has been designed, which includes the placement of the buildings, the proposed landscaping, and the design of the pedestrian and vehicular circulation, Office/Light Industrial Buildings are compatible with the Multifamily Residential Building on the Property.



V. FINDINGS

1. This Applicant is consistent and compatible with the adjacent land uses.
2. This Application as designed supports goals, objectives, and policies in the Comprehensive Plan related to pedestrian, bicycle, and transit mobility.
3. This Application will reduce the building intensity and the amount of traffic on the Property.
4. The Project provides large landscaping barriers to screen and reduce the visual impact of the Office/Light Industrial Buildings.
5. This Application will not amend the previously approved Multifamily Residential Building and development standards and conditions to this building including housing affordability will continue to apply.
6. This Application complies with all applicable Code requirements except for the eastern street yard and driveway reservoir distance on Northwest Broken Sound Boulevard.

Document originated by: Jacob German, AICP, Senior Planner

APPLICANT NARRATIVE PACKAGE

The Applicant Narrative Package is a required form for submission. The purpose of this document is to aid the planner in the review process. If not completed, your application will be deemed incomplete. Please fill out the form in its entirety with accurate information about the proposed project.

Project Name:	1150 Innovation Center		
Address	1150 NW Broken Sound Parkway		
Applicant Name:	1150 Broken Sound, LLC		
Name of person preparing form:	David Milledge		
Date:	07/18/2025		
Check off all application types that apply for the project:	☒ Site plan ☐ Rezoning ☐ Platting	☐ Conditional Use ☐ Abandonment ☐ Master Plan	☐ Text Amendment ☐ Technical Deviation ☐ Variance ☐ IDA ☐ Comprehensive Plan ☐ Future Use Map Change

PROJECT NARRATIVE

Please describe the proposed project, including all components. Please be sure to include the project's overall square footage, height, zoning, etc. Please include all of the following information:

Project description:

- Summarize the project, including name, location, acreage of property, purpose, and type (e.g. residential, commercial)
- Scope: Detail the project's intent, including new construction, renovation, or expansion

Project Components:

- Site Layout: Describe the site design, including the building placement, parking, and open spaces.
- Building Details: Include total square footage, height (stories and elevations).
- Zoning: State current zoning and how the project complies or requires changes. Justify any zoning variances or amendments.
- Landscaping and Open Space: Outline landscaping plans and public or communal spaces.
- Parking and transportation: Provide parking details on parking facilities and transportation impacts.
- Change of Use (if applicable)
- Office Equivalency (propose, conversion of uses and/or transfer of uses): If project is located in the DDRI please list proposed OE's

Compliance with Regulations:

- Zoning Compliance: Explain how the project meets zoning laws setbacks and density.
- Building Codes: Confirm compliance with building codes and standards, including sustainability features.

Impacts on surroundings:

- **Compatibility:** Discuss how the project fits within the existing neighborhood and any potential impacts.
- **Environmental Considerations:** Address environmental impacts and mitigation measures.
- **Economic and Social Impacts:**

Project Phasing and Timeline:

- **Phases:** If applicable, outline the development phases and timeline for each
- **Timeline:** Provide an estimated timeline from planning to completion

Conclusion:

- **Summary:** recap key points and align the project with community goals and standards.
- **Community Benefits:** Highlight the benefits the project will bring to the community

PROJECT NARRATIVE

Using this space, include all the components listed under the Project Narrative instructions:

Disclaimer, if the font size gets below 11 pt., please use the additional sheet on the next page

Applicant is proposing to amend the previously approved site plan, which allowed a 287-unit residential building with integrated parking garage and a 100-foot-tall, 157,861 square foot office building. While no changes are proposed for the residential building, the Applicant is proposing to replace the approved office building with two, new 35,812 SF buildings which are being called "office buildings", but will allowed a variety of uses as stated below. The function of this building creates flexibility to have larger open areas which can be tailored to the end users business operations. This may include larger storage areas, areas to store or maintain corporate vehicles, areas of light manufacturing, or open spaces for your design professionals or artists. Based on Section 28-977, the Applicant is proposing this building may be used for research uses, light industrial uses, business, professional, government, and medical offices, the production, assembly, manufacture or the distribution of works of art, and specialty storage. Applicant is also seeking a conditional use approval to allow up to 50% to be used for warehousing. The intent of this project is to provide flexibility for a variety of tenants, especially those tenants who need some office space but also space to further the tenant's business ventures. The proposed building will have a total of 23,000 square feet of office space, with the balance of the building left open for a tenant to design based on their operational needs. Examples have been prepared and are included in this submission which show how these units may be laid out. Parking and traffic have been analyzed based on the proposed use which results in a reduction of vehicle trips and parking based on the previously approved plan. Since this project no longer proposes the office parking structure, all required parking is provided by a surface parking area. Parking load requirements were calculated assuming 23,000 square feet of office space with the balance of square footage at the light industrial rate of 1 space per 500 SF. This was done purposefully to allow flexibility of future tenants, and while there may be some warehouse space, we wanted to park the project in case no future tenant elected to incorporate a warehouse component.

Access to the site will slightly be modified from the recently approved site plan by adding a new left turn into the project from Broken Sound Boulevard and consolidating the two driveways onto Broken Sound Boulevard to a single driveway. The previously approved eight-foot pathways around the north and east perimeter of the site remain on the site plan. Appropriate crosswalks and connectivity are provided between the residential and non-residential use.

PROJECT NARRATIVE CONT.

Using this space, include all the components listed under the Project Narrative instructions:

To meet parking demand, the residential building has an integrated parking garage within the north portion of the building and will provide 481 parking spaces. and has otherwise been left unchanged. An additional 21 surface parking spaces are provided near the front entrance into the residential building for a total of 502 parking spaces. The non-residential project provides an additional 193 parking spaces around the building, for a total of 695 off-street parking spaces where only 653 spaces are required based on the 10% parking reduction allowed by the CIMD ordinance. Please see the tabular data for a breakdown of the parking calculations.

The overall landscape of the site is predominately native species with non-native species used as accents, Sylvester and Veichia Palms and flowering species such as Pink Cassia, Royal Poinciana, and Tabebuias. The approved landscape around the previously approved office building is to be revised in connection with this application to accommodate the new building footprint and internal driveway configuration. New foundation planting around the new commercial buildings is proposed as well as new street trees. It is also important to note that the Applicant has proposed to maintain the 50-foot landscape buffer on the north side of the existing lake instead of the 10-foot buffer required by code, and has provided littoral planting around the entire perimeter of the lake.

Based on the foregoing, the Applicant respectfully requests approval of this project to meet the emerging need for this type of flex space which is nearly absent in Boca Raton and the general area. Applicant's innovative and thoughtful site design integrates this much needed use, and creates a unique synergy with the residential tenants.

CONSISTENCY WITH COMPREHENSIVE PLAN

Select a Comprehensive Plan Element from the drop-down list, then list policy(s)/goal(s)/objective(s) which are compatible with the proposed project, then describe under the "Applicant Findings" how the proposed project is compatible with the City's Comprehensive Plan.

Element	Policy/Goal/Objective	Applicant Findings
Future Land Use El	Policy 1.1.10	The Planned Mobility (PM) designation is intended for development which enhances and improves and promotes the efficient use of infrastructure and services through the use of innovative design and development techniques while respecting and complementing the character of existing adjacent neighborhoods and natural areas. The proposed use adds synergy amongst the surrounding office uses and the residential component of the project.
Future land use elen	Policy 4.2.3	The project is consistent with this policy of having "...sidewalks shall be constructed ... along the public and private streets abutting the perimeter of the site." Applicant is proposing sidewalks along the frontages of the property.
Future land use eler	Policy 4.2.4	There is an interconnected transportation network that supports bicycle, pedestrian, transit and vehicle access between important residential, employment, retail and civic destinations should be included in each planning area. This project integrates residential, office, and industrial uses amongst the greater office park development. In addition, there is an interconnected network of sidewalks and transit in the area.
Transportation	Policy 3.0.0	Requires a project to have "safe, convenient, efficient, continuous, and aesthetically pleasing transportation environment that is conducive to walking, cycling and transit," and based on the location and the proposed plans, the project provides wide sidewalks with street trees and easy access to transit.
Future land use elen	Policy 3.2.1	This project furthers this policy by providing a greater mix of land uses.
Future land use elen	Policy 4.3.2	The project's sidewalks will be "separated from the travel lanes by a comfortable distance and buffered using landscaping, especially street trees that provide shade ..." which is consistent with this policy.

LAND USE COMPATIBILITY

Explain how the current proposed project will work within the given context. Describe existing land uses, future land uses, types of uses found, and explain with how the proposed project is compatible with listed uses.

The project is located at the southwest corner of the intersection of Broken Sound Parkway and Broken Sound Boulevard. The properties to the north and east are a mix of office and light industrial uses located in the LIRP zoning district with a PM land use. The property to the south and west is the Old Course at Broken Sound which is in the REC zoning district with an underlying PR land use. The proposed project is consistent and compatible with these surrounding uses.

SITE DESIGN/URBAN DESIGN/ARCHITECTURE

Describe the design of the project, the intended architectural style (included but not limited to materials, style, passive strategies, energy efficiency), and any other details that are important to note.

The project is designed to accommodate a mix of uses including the previously approved residential building which has 287 dwelling units. The residential building is located on the western half of the overall property, while a new office/industrial building is located on the southeastern portion of the property. This new non-residential building replaces the previously approved office building. The design of this new building reflects the demand for flexible space which can be used by office users who need additional storage space or tradesman, such as an electrician, which needs office space but still has room to store goods and materials associated with their trade. Enclosed with this submission are example floor plans which show a conceptual software engineers, research & development, and electrician. The design of the building is such that there are two linear buildings which are parallel to one another creating a motor court between themselves. This motor court allows users to have a bay door into their unit. On the exterior sides of the building, a contemporary façade greets visitors and users, and provides a main, formal access to each unit. The design of these buildings is more akin to a traditional office building with its 30% of glazing

Being mindful of the adjacent residential component, the Applicant has designed landscaping which not only screens the non-residential building to soften its appearance, but also to incorporate the landscaping between the uses to form a unified and integrated project. An 8-foot landscape buffer and wide 16-foot landscape islands are provided south of the sidewalk around the lake to create an enjoyable experience for residents and visitors to the project.

WALKABILITY / PEDESTRIAN INFRASTRUCTURE

Pedestrian Infrastructure

	Request	Infrastructure Type	Location	Width(s)	Relation to Street	Street Trees	Specifications
Proposed	Add new	shared use path	BS Parkway	8 feet	Separated	Yes	Concrete
Proposed	Add new	shared use path	BS Boulevard	8 feet	Separated	Yes	Concrete

Discussion

Discuss the presence/lack of sidewalks on adjacent streets, width of sidewalks, whether pedestrian infrastructure is required to be improved as part of the application, discuss in general terms the quality of the pedestrian environment (shade, separation from traffic, presence/not of on-street parking, etc. and discuss how site design handles pedestrians accessing the site from the street and pedestrian circulation within the site.

There are no existing sidewalks immediately adjacent to the project. The nearest sidewalks are on the north side of Broken Sound Parkway and east side of Broken Sound Boulevard. There is a crosswalk which connects those two sidewalks at the intersection of these two private roadways. Applicant is proposed new eight (8) foot sidewalks around the perimeter of the property. Moreover, Applicant is proposing a new crosswalk across Broken Sound Boulevard which would connect these new sidewalks to the existing sidewalk network.

BICYCLE INFRASTRUCTURE

Bicycle Infrastructure Near Project

Street	Location	Infrastructure Type	Width (ft)	Protected?	Designated?
BS Park	None				
BS Boul	None				

Discussion

Discuss location of any existing/proposed bicycle parking, presence/lack of bicycle lanes on adjacent streets, and review what the Comprehensive Plan discusses (goals, policies, and objectives and any maps from the Map Series) with regard to these things.

There are no bike lanes within the Parks of Broken Sound. Since the roads are private, Applicant has no ability to add bike lanes, and based on two prior site plan amendments, the property owners' association was not willing to entertain impacts to their right-of-way as it related to bike lanes.

TRANSIT ROUTES								
Route Number	Stop Number	Direction	Route Name	Travels Along	Distance From Site	Stop Location	Shelter Present?	Access
TPABS	3	East	West, Mid-day	Broken Sound Parkway	0'	North frontage of property	NO	This stop is located just west of the north

Discuss what Palm Tran route and/or shuttle system serves the site, where is the closest stop and shelter for these services, and how would someone walk/bike to that stop and/or shelter (is there sidewalk/bike lane and what is the quality of the walk/bike trip to the stop), do the nearest stops have shelters or what is the infrastructure at the stop, are there plans for improvements to the routes/stops? Review what the Comprehensive Plan discusses (goals, policies, and objectives and any maps from the Map Series) in terms of transit and shuttles. Is transit infrastructure required to be upgraded as part of this application, etc.

The property is currently served by the Park at Broken Sound Shuttle. This is a free shuttle service that is offered by the City and operates Monday through Friday between the times of 6:30 am to 7:30 pm. The shuttle provides access to a Palm Tran bus stop on Congress Avenue and the nearby Tri-Rail station that runs south to Miami International Airport and north to West Palm Beach. At present, there is a shuttle stop located at the property's frontage just west of the northern driveway on Broken Sound Parkway. As part of this application, Applicant is proposing a new bus shelter at this stop.

COMMUNITY OUTREACH
Please indicate any meetings or outreach to surrounding communities. Please provide a description of the events that occurred, when and where the meeting took place, how many people attended. If letters were sent, please indicate how many letters were sent.
The Applicant has performed no community outreach.



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

**1150 Innovation Center
1150 Broken Sound Parkway
Street Yard Variance Narrative**

MBAL Commercial, LLC, a Florida limited liability company (“Applicant”), the co-owner of property located at 1150 Broken Sound Parkway (the “Property”) consisting of approximately 11.68 acres of land. Applicant is proposing to amend the previously approved site plan, which allowed a 287-unit residential building with an integrated parking garage and a 100-foot-tall, 157,861 square foot office building. While no changes are proposed for the residential building, the Applicant is proposing to replace the approved office building with two new 35,812 SF buildings (the “Project”).

The Property has a zoning designation of LIRP, Light Industrial Research Park, and a future land use designation of Planned Mobility. Pursuant to the City of Boca Raton’s Land Development Code (“Code”), the proposed Project is permitted as Commercial Industrial Multifamily Development (CIMD).

The surrounding properties have the following future land use designations, zoning designations, and uses:

Adjacent Properties	Uses	Future Land Use	Zoning
North	Office	Planned Mobility	LIRP
South	Golf Course	Recreation & Open Space	REC
East	Office	Planned Mobility	LIRP
West	Golf Course	Recreation & Open Space	REC

A CIMD is defined as a development that integrates residential and non-residential components, and Section 28-1644 is intended to govern the entirety of the plot forming the basis of the site plan. And while there may be code references stating the CIMD yards only apply to the “CIMD buildings authorized pursuant to Division 15”, the commercial buildings are an essential requirement for the Project’s very existence. But for the commercial buildings, the Project would not qualify as a CIMD, and therefore the commercial buildings are an integral part of the whole and must be classified as a “CIMD building” in the context of these requirements.

In order to develop the Property as proposed, the Applicant is seeking a street yard variance along Broken Sound Boulevard. Applicant is requesting a variance from Section 28-980(f)(1) to allow a reduction in the front setback from 100 feet to 70.8 feet. While the Project is consistent with all code requirements as proposed, the commercial buildings would become non-conforming in the rare event that the proposed residential building is not constructed. To ensure continued compliance with the City’s Code, the Applicant seeks the requested variance.

Section 28-127(3) of the City’s Land Development Code (“Code”) sets forth the criteria for variance requests. According to the Code, a variance may be granted subject to the following criteria:

- a. **Special and unique conditions exist which are peculiar to the applicant's case and which are not generally applicable to the property located in the zoning district;**

The Property was previously approved as a Commercial Industrial Multifamily Development (CIMD) for a mix of residential and office uses. CIMDs are intended to protect and promote the public health, safety, and general welfare of the residents of the city, and to encourage the integration of different use types. To further promote an appropriate separation between the buildings, the commercial building was moved further to the east, creating a wider landscape area for the benefit of future residents. Moreover, the building placement is limited by an existing wet retention lake. The city's code regulations for a CIMD are peculiar in that there are conflicting regulations pertaining to the yard requirements as some commercial buildings would be allowed a substantially smaller yard requirement, 15 feet, while others, such as the proposed building, are required to have a 100-foot yard but only in events when the residential building are not constructed.

- b. **The special and unique conditions are not directly attributable to the actions of the applicant;**

The special and unique conditions are not directly attributable to the actions of the Applicant. The Property has existed in its current configuration with the existing wet retention area prior to the Applicant's purchase. The Applicant is developing the land with the best use that is practical, desired, needed, and enhances the aesthetic appeal of the surrounding area. The Applicant contends that the proposed commercial buildings qualify as an integral component of the CIMD and would therefore be subjected to the smaller yards set forth in Section 28-1644, which would only require a 15-foot side yard. CIMDs are intended to create projects where residential uses are integrated with commercial uses, but in order to make these project function, this Project needs to be spatial relief and buffering between the uses, and this was accomplished by shifting the building closer to the private road which effectively swaps the landscaped area that would have been adjacent to the site perimeter to between the two uses creating better screening for the future residents. And as stated previously, the Project is consistent with the requirements of the City's Code; however, in the case that the residential building is not constructed or stops operating in the future, the proposed commercial building may possibly be viewed by the City as non-conforming.

- c. **The literal interpretation of this chapter, as applied to the applicant, would deprive the applicant of rights commonly enjoyed by the owners of other property in the zoning district;**

Literal interpretation of this chapter would deprive Applicant of rights commonly enjoyed by owners of other property in the zoning district, since the Project is consistent, as proposed, with the City's code since the commercial building is an integral part of the CIMD, and but for the commercial building, the Project would not qualify as a CIMD. To ensure continued compliance with the City's Code and to prevent unintended nonconformities, the variance to reduce the required street yard is requested.

- d. **The variance granted is the minimum variance necessary for the applicant to make reasonable use of the property;**

The variance is the minimum variance necessary for Applicant to make reasonable use of the Property. The proposed building has a 70.8 foot yard from the eastern property line which still provides a sufficient amount of spatial relief from Broken Sound Boulevard, a private road. Moreover, the commercial building is approximately 90 feet from the edge of pavement. For a development program, such as a CIMD, which is supposed to enhance the pedestrian realm, the

restrict adherence of the minimum 100-foot yard discourages pedestrian accessibility. The proposed yard reduction may reduce the yard adjacent to the private road, but it does increase the landscaping between the residential building, which is a significant benefit to the residents. Moreover, as stated previously, the proposed building is consistent with the yard requirements for CIMDs which would allow a minimum side yard of 15 feet, while the proposed commercial buildings are 70.8 feet from the property line.

e. Granting the variance is not detrimental to the public welfare, or injurious to the property or improvements in zoning district or neighborhood involved;

Granting the variance is not detrimental to the public welfare, but in fact is a significant benefit to the future residents at this project but greater increasing the landscape buffer between the mix of uses. Applicant is asking only for a minor deviation from the street yard requirement to avoid a future nonconformity and in order to maximize the landscaping between the residential and commercial buildings. Additionally, the variance is neither injurious to the property nor improvements in the zoning district or neighborhood involved. The variance simply redistributes the required landscaping from one location to another location to better buffer the uses, and creates an enjoyable environment for both residents and employees.

f. Granting the variances is not contrary to the objectives of the comprehensive plan of the city.

Granting the variance is not contrary to the following objectives and policies of the City's Comprehensive Plan:

- Objective LU 2.4.0: The City will maintain and seek to enhance its use of innovative land development techniques.
- Policy LU 3.2.12: Encourage new development along primary east/west connections that emphasize pedestrian comfort, or pedestrian-friendly streetscapes, along the public right-of-way.
- Policy LU 4.1.3: For all new development and redevelopment projects within the City, the City should encourage non-residential development and residential development to locate proximal to major transportation attractors and generators.
- Policy LU 4.3.4: Sites shall be developed with sidewalks connecting the public right of way, buildings, parking areas, and public open space.



RESOLUTION

077-2026

1
2 A RESOLUTION OF THE CITY OF BOCA RATON
3 CONSIDERING, FOR THE APPROXIMATELY 11.68-ACRE
4 PROPERTY GENERALLY LOCATED AT 1150 NORTHWEST
5 BROKEN SOUND PARKWAY, A CONDITIONAL USE
6 APPROVAL, PURSUANT TO A COMMERCIAL INDUSTRIAL
7 MULTIFAMILY DEVELOPMENT (CIMD), TO ALLOW
8 WAREHOUSING, SHOWROOM, AND WHOLESALE USES IN
9 THE LIGHT INDUSTRIAL RESEARCH PARK (LIRP) ZONING
10 DISTRICT; PROVIDING FOR REPEALER; PROVIDING AN
11 EFFECTIVE DATE (CA-25-09)
12

13 **WHEREAS**, pursuant to Section 28-978(b), Code of Ordinances, conditional use approval
14 is required for warehousing, showroom, and wholesale uses, provided these uses are in
15 conjunction with a permitted use in the LIRP zoning district; and

16 **WHEREAS**, 1150 Broken Sound LLC ("Applicant"), owner of the approximately 11.68-
17 acre property generally located at 1150 Northwest Broken Sound Parkway ("Property", as
18

described in Section 1), has filed a conditional use application to allow warehousing, showroom, and wholesale uses in the Light Industrial Research Park (LIRP) zoning district ("Application"); and

WHEREAS, contemporaneous with the Application, the Applicant filed an application for an amendment to an approved site plan (Planning and Zoning Board Resolution No. 2024-001, as amended by City Council Resolution No. 014-2025, which includes an active approval for a Commercial Industrial Multifamily Development ["CIMD"]), to authorize the construction of two (2), two (2)-story, office/light industrial buildings, totaling approximately 71,624 square feet (the "Office/Light Industrial Buildings" or the "Project"), with associated on-site and off-site improvements, together with a technical deviation from Section 23-190(d), Code of Ordinances, to reduce the required driveway reservoir distance along Northwest Broken Sound Boulevard from 50 feet to 38 feet (a reduction of 12 feet); and

WHEREAS, on December 2, 1982, the Planning and Zoning Board ("Board") adopted Resolution No. 82-62 (SPA-10/62-41), approving a site plan authorizing the construction of a 56,360 square foot office building on the Property; and

WHEREAS, on March 4, 1988, Building Permit No. 51418 was issued for work that included enclosing an integrated parking structure, which increased the floor area of the aforementioned office building from 56,360 square feet to 64,708 square feet (an increase of 8,348 square feet); and

WHEREAS, on October 18, 2012, the Board adopted Resolution No. 12-19 (SPA-12-07), amending Resolution No. 82-62 to authorize the construction of a 6,610 square foot chiller/storage building and other site improvements on the Property; and

WHEREAS, on January 18, 2024, the Board adopted Resolution No. 2024-001 (SPA-23-03), superseding Resolution No. 82-62 (as amended by Resolution No. 2012-19), and approving a site plan to authorize the demolition of the existing three (3)-story, approximately 64,708 square foot corporate office building and the approximately 6,610 square foot chiller/storage building (the

1 "Existing Buildings"), and allowing the construction of a seven (7)-story, 100-foot tall,
2 approximately 157,861 square foot office building, a six (6)-story, approximately 216,900 square
3 foot parking structure, and other site improvements including sidewalks and landscaping, together
4 with the abandonment of portions of a ten (10)-foot water easement on the Property; and

5 **WHEREAS**, on February 11, 2025, the City Council adopted Resolution No. 014-2025
6 (SPA-23-03R1), amending Resolution No. 2024-001, approving an amendment to the site plan
7 for a CIMD to authorize the construction of a new seven (7)-story, 287 unit, approximately 355,055
8 square foot multifamily residential building, including 10% affordable housing and 5% workforce
9 housing units, and 2,000 square feet of retail space to be located on the ground floor, with related
10 on-site and off-site improvements, together with the abandonment of portions of a ten (10)-foot
11 wide water easement on the Property (no permits have been issued for this development, and
12 construction has not commenced); and

13 **WHEREAS**, on July 16, 2026, the Planning and Zoning Board adopted Resolution No.
14 2026-004 (SPA-23-03R2/VA), to authorize a variance Section 28-980(f)(1), Code of Ordinances,
15 to reduce the minimum street yard depth (setback) along Northwest Broken Sound Boulevard
16 from 100 feet to 70 feet, nine (9) inches (a reduction of 29 feet, three [3] inches) for the two (2),
17 two (2)-story, office/light industrial buildings totaling approximately 71,624 square feet, in the LIRP
18 zoning district, which variance is necessary to authorize the construction of the Project; and

19 **WHEREAS**, pursuant to Section 28-101(2), Code of Ordinances, a site plan approval
20 associated with a conditional use application being processed concurrently shall be acted upon
21 by the City Council contemporaneously with its action in the conditional use application; and

22 **WHEREAS**, the Development Services Department has reviewed the Application and has
23 submitted its recommendation; and

24 **WHEREAS**, public notice was provided as required in the Code of Ordinances; and

25 **WHEREAS**, the Board, after notice and public hearing, has reviewed the Application and
26 has submitted its recommendation; and

1 **WHEREAS**, the Council has reviewed the Application and has considered the standards
2 for conditional use approval set forth in Section 28-102(1), Code of Ordinances; now therefore

3
4 BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOCA RATON:

5
6 Section 1. The City Council finds that the standards for granting a conditional use set forth
7 in Section 28-102(1), Code of Ordinances, **[have/have not]** been satisfied, to grant conditional
8 use approval to authorize warehousing, showroom, and/or wholesale uses, provided they are in
9 conjunction with a permitted use for the Property described below (the "Conditional Use"), and
10 therefore such Conditional Use is hereby **[approved/denied]** subject to the conditions set forth
11 in Section 2 **[if approved]**:

12 ALL OF PARCEL 'B', ARVIDA PARK OF COMMERCE PLAT NO. 3,
13 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 38,
14 PAGES 85-86, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY,
15 FLORIDA.

16 SAID LANDS LYING IN PALM BEACH COUNTY, FLORIDA CONTAINING
17 508,667 SQUARE FEET (11.6774 ACRES) MORE OR LESS.

18
19 Section 2. Conditions of Approval **[if approved]**:

20 For purposes herein, the term "Applicant" shall include the property owner, applicant,
21 petitioner, lessee, tenant, heirs, successors in title, or any other relevant party having a lawful
22 interest in the Property for which this resolution is granted.

23 The Conditional use shall be subject to the following conditions, which are in addition to
24 all applicable requirements of the Code of Ordinances:

25 (1) The Conditional Use approved herein shall be subject to those conditions of
26 approval of that certain amended site plan under Resolution No. 078-2026, attached as Exhibit
27 "A," approved by the City Council on _____, 2026, and such conditions are hereby included
28 herein, and made a part hereof (as same resolution was approved by and not including any
29 subsequent amendments thereto), and a violation of any such condition shall constitute a violation

1 under this development order.

2 (2) The portion of each tenant space in the Office/Light Industrial Buildings designated
3 for warehousing, showroom, and/or wholesale uses shall not exceed 50 percent of the total
4 square footage of such tenant space.

5 (3) Each prospective tenant of the Office/Light Industrial Buildings shall:

6 a) Apply for and receive a Zoning Confirmation Letter, prior to receiving a
7 Business Tax Receipt, to confirm that the use of their business is permitted in the underlying
8 zoning district.

9 b) Submit a floor plan of the unit that depicts no more than 50 percent (1,753.5
10 square feet for the interior units and 1,939 square feet for the corner units) of the floor plan is
11 designated for warehousing, showroom, and/or wholesale use. None of the area designated as
12 "Office," as depicted on the floor plans (Sheets A1.00, A2.00, A2.01, or A2.02) of Exhibit 'A,' shall
13 be used for warehousing, showroom, or wholesale purposes.

14 (4) No business in the Office/Light Industrial Buildings shall use or utilize a box truck,
15 or similar vehicle, for daily business operations, nor shall any such vehicle be parked or stored on
16 the Property at any time, except that box trucks may be utilized for the sole purpose of tenants
17 moving furniture or other equipment into a business unit.

18 Section 3. [if approved] Each of these conditions has been offered by the Applicant for
19 this Conditional Use approval, and the Applicant has represented to the City of Boca Raton that
20 it is the express intent of the Applicant to be governed by the conditions contained herein, which
21 conditions shall govern development of the Property, and that said conditions shall bind the
22 Applicant. These conditions are adopted pursuant to the City's authority and all applicable
23 provisions of law. Adherence by the Applicant to these conditions is deemed by the City to be an
24 integral part of its determination that adoption of this resolution is an appropriate exercise of its
25 power to approve the Conditional Use approval with respect to the Property. If any condition
26 (including voluntary proffers) set forth herein is declared invalid or unenforceable for any reason,

the City expresses its intent that it would not have enacted this resolution without each of said conditions. In addition to any and all available remedies, failure to abide by these conditions may result in the revocation of this Conditional Use approval and the rendering of the improvements authorized by this Conditional Use approval (and the use of the Property as contemplated in this Conditional Use approval) unlawful pursuant to the City's Code of Ordinances.

Section 4. Expiration of Approval **[if granted]**: This Conditional Use granted herein is subject to the expiration provisions set forth in Resolution No. 014-2025, including any extensions thereto.

Section 5. All resolutions or parts of resolutions in conflict herewith shall be and hereby are repealed.

Section 6. This resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the City Council of the City of Boca Raton this ____ day of _____ 2026.

CITY OF BOCA RATON, FLORIDA

ATTEST:

Andy Thomson, Mayor

Mary Siddons, City Clerk

Rendition Date



COUNCIL VOTE			
	YES	NO	ABSTAINED
MAYOR ANDY THOMSON			
DEPUTY MAYOR MICHELLE GRAU			
COUNCIL MEMBER YVETTE DRUCKER			
COUNCIL MEMBER JON PEARLMAN			
COUNCIL MEMBER STACY SIPPLE			

EXHIBIT A



RESOLUTION

078-2026

1
2 A RESOLUTION OF THE CITY OF BOCA RATON
3 CONSIDERING, FOR THE APPROXIMATELY 11.68-
4 ACRE PROPERTY GENERALLY LOCATED AT 1150
5 NORTHWEST BROKEN SOUND PARKWAY, AN
6 AMENDMENT TO AN APPROVED SITE PLAN (PLANNING
7 AND ZONING BOARD RESOLUTION NO. 2024-001, AS
8 AMENDED BY CITY COUNCIL RESOLUTION NO. 014-
9 2025), WHICH INCLUDES AN ACTIVE APPROVAL FOR A
10 COMMERCIAL INDUSTRIAL MULTIFAMILY
11 DEVELOPMENT (CIMD), TO AUTHORIZE THE
12 CONSTRUCTION OF TWO (2), TWO (2)-STORY,
13 OFFICE/LIGHT INDUSTRIAL BUILDINGS TOTALING
14 APPROXIMATELY 71,624 SQUARE FEET, WITH
15 RELATED ON-SITE AND OFF-SITE IMPROVEMENTS,
16 TOGETHER WITH A TECHNICAL DEVIATION FROM
17 SECTION 23-190(d), CODE OF ORDINANCES, TO
18 REDUCE THE REQUIRED DRIVEWAY RESERVOIR

DISTANCE ALONG NORTHWEST BROKEN SOUND
BOULEVARD FROM 50 FEET TO 38 FEET (A
REDUCTION OF 12 FEET); PROVIDING FOR REPEALER;
PROVIDING AN EFFECTIVE DATE (SPA-23-03R2)

WHEREAS, 1150 Broken Sound LLC ("Applicant"), owner of the approximately 11.68-acre property generally located at 1150 Northwest Broken Sound Parkway ("Property," described in Section 1), has filed an application for an amendment to an approved site plan (Planning and Zoning Board Resolution No. 2024-001, as amended by City Council Resolution No. 014-2025, which includes an active approval for a Commercial Industrial Multifamily Development ("CIMD")) to authorize the construction of two (2), two (2)-story, office/light industrial buildings, totaling approximately 71,624 square feet (the "Office/Light Industrial Buildings" or the "Project"), with associated on-site and off-site improvements, together with a technical deviation from Section 23-190(d), Code of Ordinances, to reduce the required driveway reservoir distance along Northwest Broken Sound Boulevard from 50 feet to 38 feet (a reduction of 12 feet) ("Application"); and

WHEREAS, contemporaneous with the Application, the Applicant filed for a conditional use application to allow warehousing, showroom, and wholesale uses, provided these uses are in conjunction with a permitted use in the Light Industrial Research Park (LIRP) zoning district; and

WHEREAS, on December 2, 1982, the Planning and Zoning Board ("Board") adopted Resolution No. 82-62 (SPA-10/62-41), approving a site plan authorizing the construction of a 56,360 square foot office building on the Property; and

WHEREAS, on March 4, 1988, Building Permit No. 51418 was issued for work that included enclosing an integrated parking structure, which increased the floor area of the aforementioned office building from 56,360 square feet to 64,708 square feet (an increase of 8,348 square feet); and

1 **WHEREAS**, on October 18, 2012, the Board adopted Resolution No. 12-19 (SPA-12-07),
2 amending Resolution No. 82-62 to authorize the construction of a 6,610 square foot chiller/storage
3 building and other site improvements on the Property; and

4 **WHEREAS**, on January 18, 2024, the Board adopted Resolution No. 2024-001 (SPA-23-
5 03), superseding Resolution No. 82-62 (as amended by Resolution No. 2012-19), and approving
6 a site plan to authorize the demolition of the existing three (3)-story, approximately 64,708 square
7 foot corporate office building and the approximately 6,610 square foot chiller/storage building (the
8 "Existing Buildings"), and allowing the construction of a seven (7)-story, 100-foot tall,
9 approximately 157,861 square foot office building, a six (6)-story, approximately 216,900 square
10 foot parking structure, and other site improvements including sidewalks and landscaping, together
11 with the abandonment of portions of a ten (10)-foot water easement on the Property; and

12 **WHEREAS**, on February 11, 2025, the City Council adopted Resolution No. 014-2025
13 (SPA-23-03R1), amending Resolution No. 2024-001 to approve a CIMD to authorize the
14 construction of a new seven (7)-story, 287 unit, approximately 355,055 square foot multifamily
15 residential building, including 10% affordable housing and 5% workforce housing units, and 2,000
16 square feet of retail space to be located on the ground floor (collectively the "Multifamily
17 Residential Building"), with related on-site and off-site improvements, together with the
18 abandonment of portions of a ten (10)-foot wide water easement on the Property (no permits have
19 been issued for this development, and construction has not commenced); and

20 **WHEREAS**, on July 16, 2026, the Planning and Zoning Board adopted Resolution No.
21 2026-004 (SPA-23-03R2/VA), to authorize a variance Section 28-980(f)(1), Code of Ordinances,
22 to reduce the minimum street yard depth (setback) along Northwest Broken Sound Boulevard
23 from 100 feet to 70 feet, nine (9) inches (a reduction of 29 feet, three [3] inches) for the two (2),
24 two (2)-story, office/light industrial buildings totaling approximately 71,624 square feet, in the LIRP
25 zoning district, which variance is necessary to authorize the construction of the Project; and
26

1 **WHEREAS**, the Development Services Department has reviewed the Application and has
2 submitted its recommendation; and

3 **WHEREAS**, the Planning and Zoning Board, after notice and public hearing, has reviewed
4 the Application and has submitted its recommendation; and

5 **WHEREAS**, public notice was provided as required in the Code of Ordinances; and

6 **WHEREAS**, the City Council has reviewed the Application, and has considered the criteria
7 for approval of a site plan set forth in Section 28-54, Code of Ordinances, as well as all applicable
8 criteria for approval of a CIMD, including but not limited to locational criteria, intensity,
9 development standards, and affordable housing requirements, as set forth in Section 28-1641
10 through Section 28-1645, Code of Ordinances (the "CIMD Criteria"), the criteria for approval of a
11 technical deviation set forth in Section 23-190(k), Code of Ordinances (the "Technical Deviation
12 Criteria"); now therefore

13
14 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOCA RATON:**
15

16 Section 1. The City Council finds that the criteria for approval of a site plan set forth in
17 Section 28-54, Code of Ordinances, and the CIMD Criteria **[have/have not]** been satisfied, and
18 finds that the Application is **[consistent/inconsistent]** with all other applicable requirements of
19 the City's land development regulations and the Comprehensive Plan, and therefore the site plan
20 amendment (amending Resolution No. 2024-001, as amended by Resolution No. 014-2025,
21 which includes an active approval for a CIMD) to authorize the construction of the Office/Light
22 Industrial Buildings, with related on-site and off-site improvements, entitled "1150 Innovation
23 Center," prepared by Smiley & Associates, Inc., date stamped received by the Development
24 Services Department on December 31, 2025, attached hereto as Exhibit "A" and incorporated
25 herein (the "Amended Site Plan"), is hereby **[approved/not approved]**, for the Property described
26 below, subject to the conditions of approval set forth in Section 3 **[if approved]**.

1 ALL OF PARCEL 'B', ARVIDA PARK OF COMMERCE PLAT NO. 3,
2 ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 38,
3 PAGES 85-86, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY,
4 FLORIDA.

5 SAID LANDS LYING IN PALM BEACH COUNTY, FLORIDA CONTAINING
6 508,667 SQUARE FEET (11.6774 ACRES) MORE OR LESS.

7 Section 2. The City Council finds that the Technical Deviation Criteria **[have/have not]**
8 been satisfied, and finds that the Application is **[consistent/inconsistent]** with all other applicable
9 requirements of the City's land development regulations and the Comprehensive Plan, for a
10 technical deviation from Section 23-190(d), Code of Ordinances, to reduce the required driveway
11 reservoir distance along Northwest Broken Sound Boulevard from 50 feet to 38 feet (a reduction
12 of 12 feet), based on the technical deviation justification prepared by Kimley Horn & Associates,
13 date stamped received by the Development Services Department on October 24, 2025, and
14 therefore such technical deviation is hereby **[approved/not approved]** for the Property, subject
15 to the conditions set forth in Section 3 **[if approved]**.

16 Section 3. Conditions of Approval [if approved]:

17 The conditions of approval set forth in Planning and Zoning Board Resolution No. 2024-
18 001, as amended by City Council Resolution No. 014-2025, are hereby amended as follows:

19 For purposes herein, the term "Applicant" shall include the property owner, applicant,
20 petitioner, lessee, tenant, heirs, successors in title, or any other party having a lawful interest in
21 the Property for which this resolution is granted:

22 1. Plans and drawings submitted with any building permit application for
23 improvements authorized by this Application shall be consistent with the plans and drawings
24 submitted by the Applicant for this approval, specifically the Amended Site Plan entitled "1150
25 Innovation Center Mutual of America Office & Residential Building," prepared by Smiley &
26 Associates, Inc., date stamped received by the Development Services Department on December
27 31, 2025 ~~October 3, 2024~~, attached hereto and made part hereof as Exhibit "A."

28 *

*

*

4. Prior to the issuance of the main use building permit for any phase, the Applicant shall:

* * *

f) Submit engineering plans of the residential parking structures for review and approval by PWR concurrent with the phase containing said parking structure. A design professional shall certify that the engineering plans for the parking structure are consistent with the City's Engineering Design Standards Manual and ADA. The engineering parking structure plans shall conform to the following standards:

* * *

g) Obtain approval of design plans, easement(s) and/or right-of-way, and necessary permits from the Arvida Park of Commerce-West Association, Inc. and/or the City, as applicable, for the following improvements, as depicted on the Amended Site Plan:

* * *

vi. A new median opening and a northbound left turn lane at the project driveway on NW Broken Sound Boulevard, with a minimum storage bay length of 145 feet, inclusive of a 50-foot taper.

h) Remit to the City an annual contribution of ~~\$8,422~~~~\$19,712~~ after the issuance of the Certificate of Occupancy for the Office/Light Industrial Buildings ~~office building~~, and an additional ~~\$16,576~~~~\$15,321~~ after the issuance of the Certificate of Occupancy for the residential building, to be applied to the City's transit programs in accordance with Section 28-980(e)(3)(4j), Code of Ordinances; provided however, for the first payment, such amount (~~\$8,422~~~~\$19,712~~ for the Office/Light Industrial Buildings ~~office building~~ and ~~\$16,576~~~~\$15,321~~ and for the residential building) shall be prorated based on the number of months between the date of issuance for a main use building permit and the next January 15th (the date on which the next annual contribution will be due).

* * *

j) Execute and deliver, for review and acceptance by the City and deliver to the City
for recordation, along with applicable fees, at the locations depicted on the approved Amended
Site Plan, and in the forms attached to the agenda materials in connection with the Amended Site
Plan:

i. A 10-foot and 12-foot wide utility easement on the Property, generally located
north, west, south, and east of the proposed Office/Light Industrial Buildings ~~office building and~~
~~parking structure;~~

*

*

*

iii. A declaration of covenants and restrictions, for the Office/Light Industrial Buildings
~~office building~~, which shall include the following:

*

*

*

(2) Notice to Tenants of the Office/Light Industrial Buildings: The Applicant shall
provide all current and subsequent lessees of the Property, a disclosure in all lease agreements
that requires all new businesses to apply for a Zoning Confirmation Letter to confirm if the use of
their business is permitted in the underlying zoning district, prior to issuance of a Business Tax
Receipt.

~~(2) — Employee Amenity Areas: All employee amenity uses including the recreational~~
~~facility, cafeteria, training facility, rooftop terrace, common spaces, etc., shall be restricted for use~~
~~by executives and employees, and their guests only, and shall not be open to members of the~~
~~general public.~~

(3) Restriction on Box Trucks: Applicant shall provide all current and subsequent
lessees of the Property, a disclosure in all lease agreements that states that no business shall
use or utilize a box truck, or similar vehicle, for daily business operations, nor shall one be parked
or stored on the Property at any time. This shall not restrict the use of box trucks by commercial
or residential tenants to move into (or out of) their respective units.

iv. A shared use path easement to run along the northern Property line and the

1 eastern Property line along the shared use path for sidewalk purposes, as depicted on the
2 Amended Site Plan.

3 v. A Declaration of Unity of Control in lieu of a Unity of Title ("Unity of Control") for the
4 Property. In the event that prior to the recordation, a portion of the Property is conveyed, the new
5 owner of the portion of the conveyed Property shall join into the Unity of Control.

6 * * *

7 s) Submit a public use easement (i) for the portions of the sidewalk that are located
8 along the western and southern portions of the lake and (ii) the internal sidewalks adjacent to the
9 Office/Light Industrial Buildings, located within the Property, as depicted on Sheet SP of Exhibit
10 "A", in the forms attached to the agenda materials in connection with the Amended Site Plan.

11 * * *

12 6. Upon issuance of a main use building permit for the improvements authorized in
13 this Amended Site Plan, as depicted on Sheet PH-EX-B and Sheet L-1 of 5 of Exhibit "A" of this
14 ~~Resolution No. 2024-004~~, and continuing until 60 days after the issuance of a Certificate of
15 Occupancy for said improvements, the Applicant shall actively manage the workforce presence
16 at the Existing Buildings and shall ensure that no more than 75 vehicles are present at the Existing
17 Buildings on any one (1) day ("Vehicle Cap"), coupled with a system to monitor and report
18 compliance. Additionally, the Applicant shall develop contingency plans for workforce
19 accommodation, including remote working arrangements or relocation to temporary offices, if
20 necessary, to maintain operational continuity while adhering to the Vehicle Cap.

21 7. No later than 60 days after the issuance of a Certificate of Occupancy for the
22 improvements authorized in this Resolution for the Office/Light Industrial Buildings ~~No. 2024-004~~,
23 the Applicant shall discontinue use of the Existing Buildings and provide the Development
24 Services Department with written confirmation of same.

25 8. No later than 180 days after the issuance of a Certificate of Occupancy for the
26 improvements authorized in this Resolution for the Office/Light Industrial Buildings ~~No. 2024-004~~,

1 the Applicant shall demolish the Existing Building, grade the area smooth, and install irrigation
2 and sod as depicted on Sheet SP entitled "Site Plan Office only Exhibit"~~L-4 of 5~~ of Exhibit "A" of
3 this Resolution on the Residential portion of the Property also as depicted on Sheet PH-EX
4 entitled "Phase Exhibit."~~No. 2024-001.~~ Such work shall be pursuant to any and all required
5 permits by the City.

6 * * *

7 11. The infrastructure (including all off-site improvements which includes but is not
8 limited to the shared-use path, sidewalks, street trees, turn lanes, crosswalks, etc., [the
9 "Infrastructure"]) Office/Light Industrial Buildings and Multifamily Residential Building may be
10 constructed in two (2) phases: the [i] Infrastructure and the Office/Light Industrial Buildings
11 ("Phase 1") and the [ii] Multifamily Residential Building ("Phase 2"), as depicted on Sheet PH-EX-
12 A of Exhibit "A", or Phase 1 and Phase 2~~the Office Building and Multifamily Residential Building~~
13 may be constructed together, but in no event shall Phase 2~~the Multifamily Residential Building be~~
14 constructed prior to Phase 1~~the Office Building.~~ Additionally, the Infrastructure shall either be
15 constructed first or in conjunction with the Office/Light Industrial Buildings and all Infrastructure
16 must be completed prior to the issuance of a certificate of occupancy for the Office/Light Industrial
17 Buildings. In the event that the Multifamily Residential Building is to be constructed prior to the
18 Office/Light Industrial Buildings, a site plan amendment shall be required.

19 12. The Applicant shall redesign the landscaped yard, between the Office/Light
20 Industrial Buildings and Northwest Broken Sound Boulevard, to install a hedge, or a combination
21 of shade trees, hedges, shrubs, and/or groundcover at least four (4)-feet in height in a manner
22 acceptable to the Development Services Director.

23 13. The Applicant shall revise the floor plans to remove external roof access and
24 provide roof access only through the inside of the interior of the Office/Light Industrial Buildings.

25 Section 4. [if approved] The Applicant represents to the City of Boca Raton that it is the
26 express intent of the Applicant to be governed by the conditions contained herein, which

1 conditions shall govern development of the Property, and that said conditions shall bind the
2 Applicant. These conditions are adopted pursuant to the City's authority and all applicable
3 provisions of law. Adherence by the Applicant to these conditions is deemed by the City to be an
4 integral part of its determination that adoption of this resolution is an appropriate exercise of its
5 power to approve the Amended Site Plan with respect to the Property. If any condition set forth
6 herein is declared invalid or unenforceable for any reason, the City expresses its intent that it
7 would not have enacted this resolution without each of said conditions. In addition to any and all
8 available remedies, failure to abide by each of these conditions may result in the revocation of
9 this development approval and the rendering of the use of the Property as contemplated in this
10 Amended Site Plan approval unlawful pursuant to the City's Code of Ordinances.

11 Section 5. Unless specifically modified herein, all conditions set forth in Resolution No.
12 2024-001, as amended by Resolution No. 014-2025, shall remain in full force and effect. In the
13 event of conflict between Resolution No. 2024-001, as amended by Resolution No. 014-2025,
14 and this Resolution No. 078-2026, this Resolution No. 078-2026 shall control. All other resolutions
15 or parts of resolutions in conflict herewith shall be and hereby are repealed.

16 Section 6. *Expiration of Approval* **[if approved]** The Amended Site Plan approval shall
17 be subject to the expiration provisions set forth in Resolution No. 14-2025, including any
18 extensions thereto, the Amended Site Plan approval shall remain in effect only with respect to
19 phases/improvements for which a permit has been timely issued and construction has proceeded
20 thereunder through issuance of a certificate of occupancy (and shall be null and void and of no
21 further effect with respect to improvements for which no permit has been issued, the permit has
22 expired, or has been abandoned).

23 Section 7. **[if granted]:** This Amended Site Plan is contingent upon the approval of the
24 Conditional Use, Resolution No. 077-2026 (CA-25-09), and Variance, Resolution No. 2026-004,
25 shall not become effective until Resolution No. 077-2026 and Resolution No. 2026-004 become
26 effective. If Resolution No. 077-2026 or Resolution No. 2026-004 is denied or is not approved

1 within twelve (12) months from the date of this Resolution, then this Resolution shall be deemed
2 null and void. This Resolution shall take effect immediately upon Resolution No. 077-2026 and
3 Resolution No. 2026-004 becoming effective.
4

5 **PASSED AND ADOPTED** by the City Council of the City of Boca Raton this _____ day of
6 _____, 2026.

7 CITY OF BOCA RATON, FLORIDA

8 ATTEST:
9

10 _____
11 Andy Thomson, Mayor

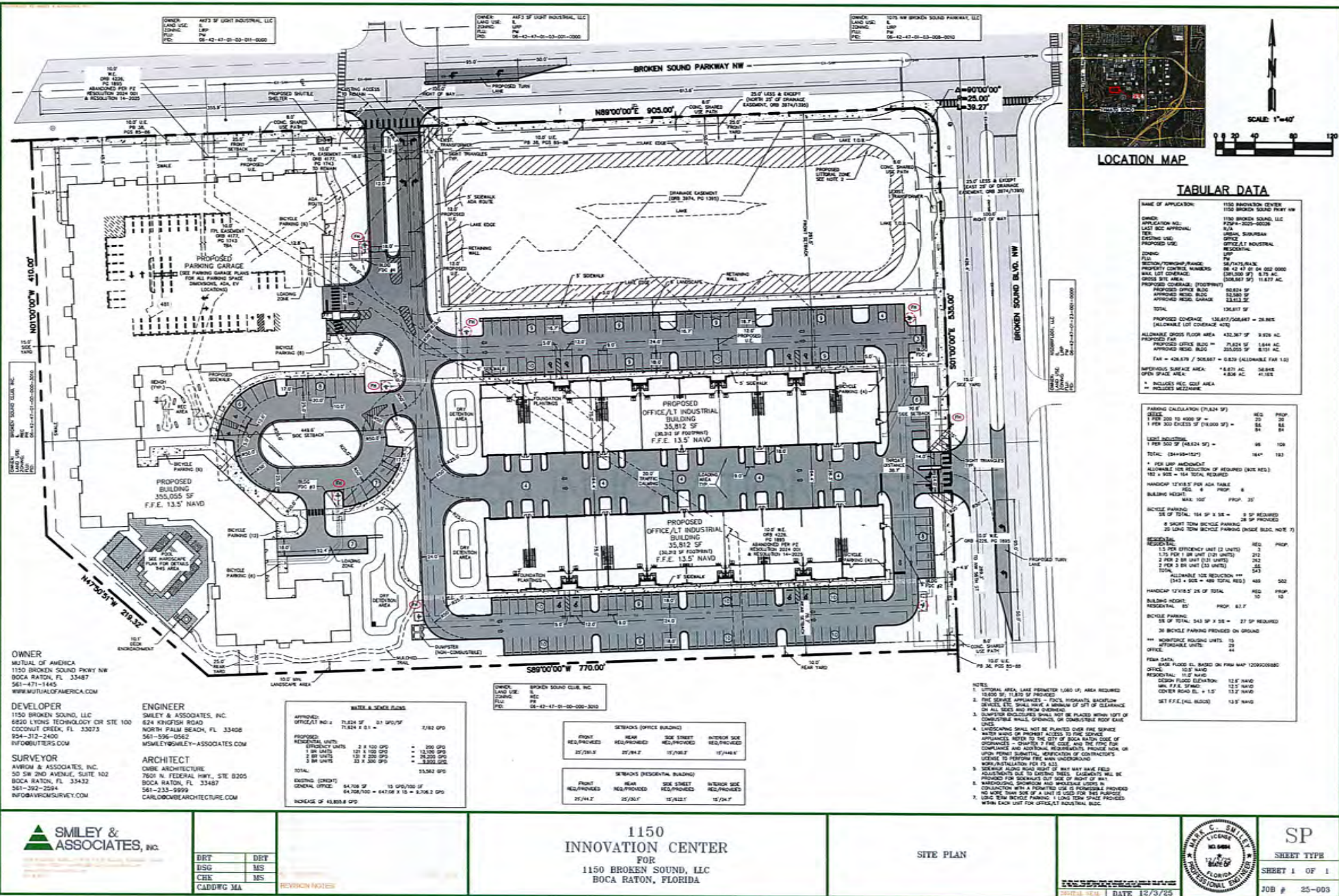
12 _____
13 Mary Siddons, City Clerk

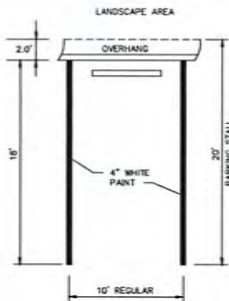


14
15
16
17 _____
18 Rendition Date
19

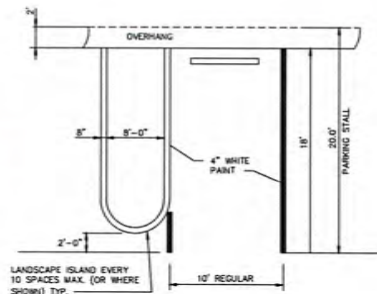
COUNCIL MEMBERS	YES	NO	ABSTAINED
MAYOR ANDY THOMSON			
DEPUTY MAYOR MICHELLE GRAU			
COUNCIL MEMBER YVETTE DRUCKER			
COUNCIL MEMBER JON PEARLMAN			
COUNCIL MEMBER STACY SIPPLE			

EXHIBIT A

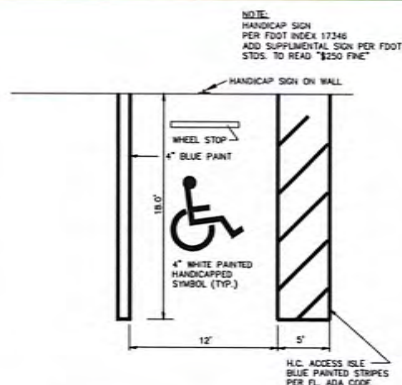




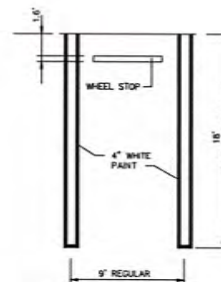
TYPICAL PARKING STALL
WITH LANDSCAPE
N.T.S.



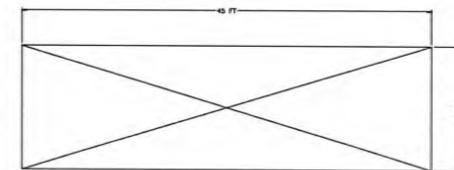
TYPICAL PARKING STALL
WITH SIDEWALK
SCALE: NTS



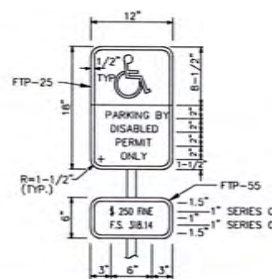
HANDICAP PARKING STALL (GARAGE)
SCALE: NTS



TYPICAL GARAGE
PARKING STALL
N.T.S.



LOADING SPACE DETAIL
SCALE: NTS



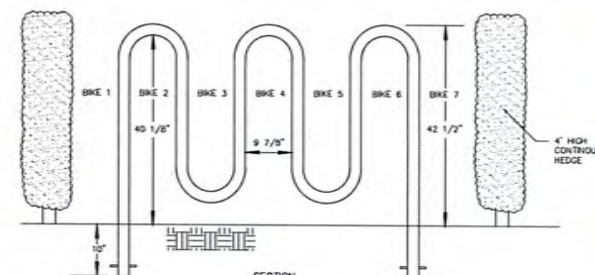
Notes: Sign FTP-20-04

1. All letters are 1" Series "C".
2. Top portion of sign shall have a reflectorized blue background with white reflectorized legend & border.
3. Bottom portion of sign shall have a reflectorized white background with black opaque legend & border.

Notes: Sign FTP-22-04

1. All letters are 1" Series "C".
2. Background white, legend and border black.

HANDICAP SIGN
SCALE: NONE



SECTION
BICYCLE PARKING RACK
SCALE: NONE

BICYCLE PARKING RACK SPECIFICATIONS:

RACK SHALL BE A MINIMUM OF 42" HIGH TO PROVIDE PROPER CLEARANCE FOR PARKED BICYCLES. GALVANIZED VERSION: RACK SHALL BE CONSTRUCTED OF ASTM A53 2" SCHEDULE 40 STEEL PIPE (2-3/8" O.D. X .154 WALL). THE PARKING RACK SHALL BE HOT DIPPED GALVANIZED AFTER FABRICATION. RACK SHALL BE HAND FILED TO REMOVE GALVANIZING FLASH.



1150 INNOVATION CENTER
BOCA RATON, FLORIDA 33433
TEL: 561-996-1234 FAX: 561-996-1235
WWW.SMILEY-ASSOCIATES.COM
© 2013

DRY	DRY
DSG	MS
CHK	MS
CADDWG	MA

REVISION NOTES

1150
INNOVATION CENTER
FOR
1150 BROKEN SOUND, LLC
BOCA RATON, FLORIDA

REGULATION PLAN

DATE 12/2/25

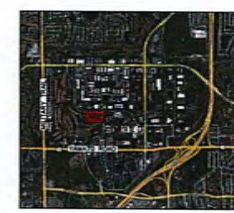
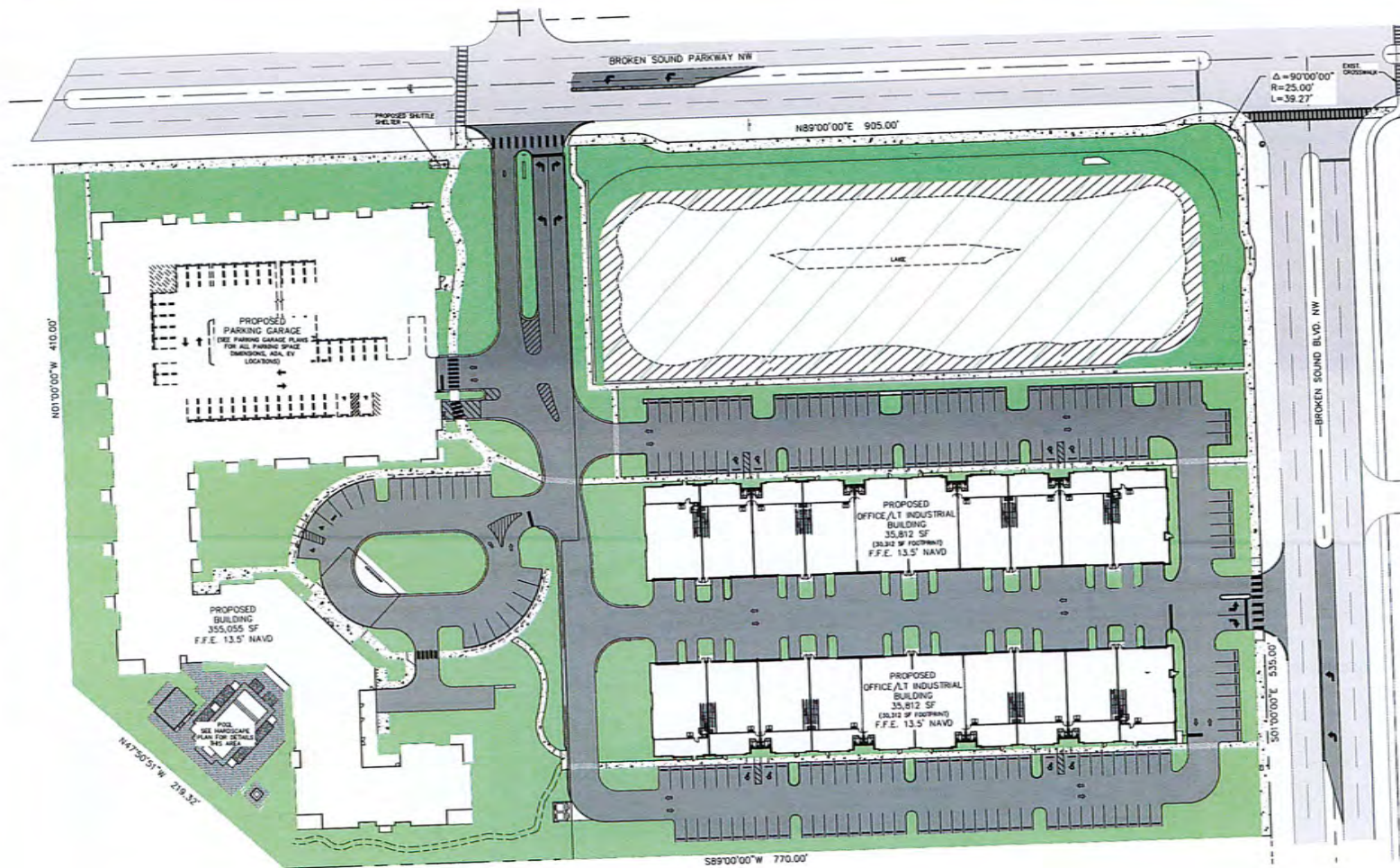


RP

SHEET TYPE

SHEET 1 OF 1

JOB # 25-003



LOCATION MAP

OPEN GREEN AREA	3.678 AC.
OPEN LAKE AREA	1.592 AC.
TOTAL OPEN AREA	4.670 AC.
TOTAL SITE AREA	11.678 AC.

1150 INNOVATION CENTER FOR 1150 BROKEN SOUND, LLC BOCA RATON, FLORIDA

OPEN SPACE EXHIBIT



OS
SHEET TYPE

SHEET 1 OF 1

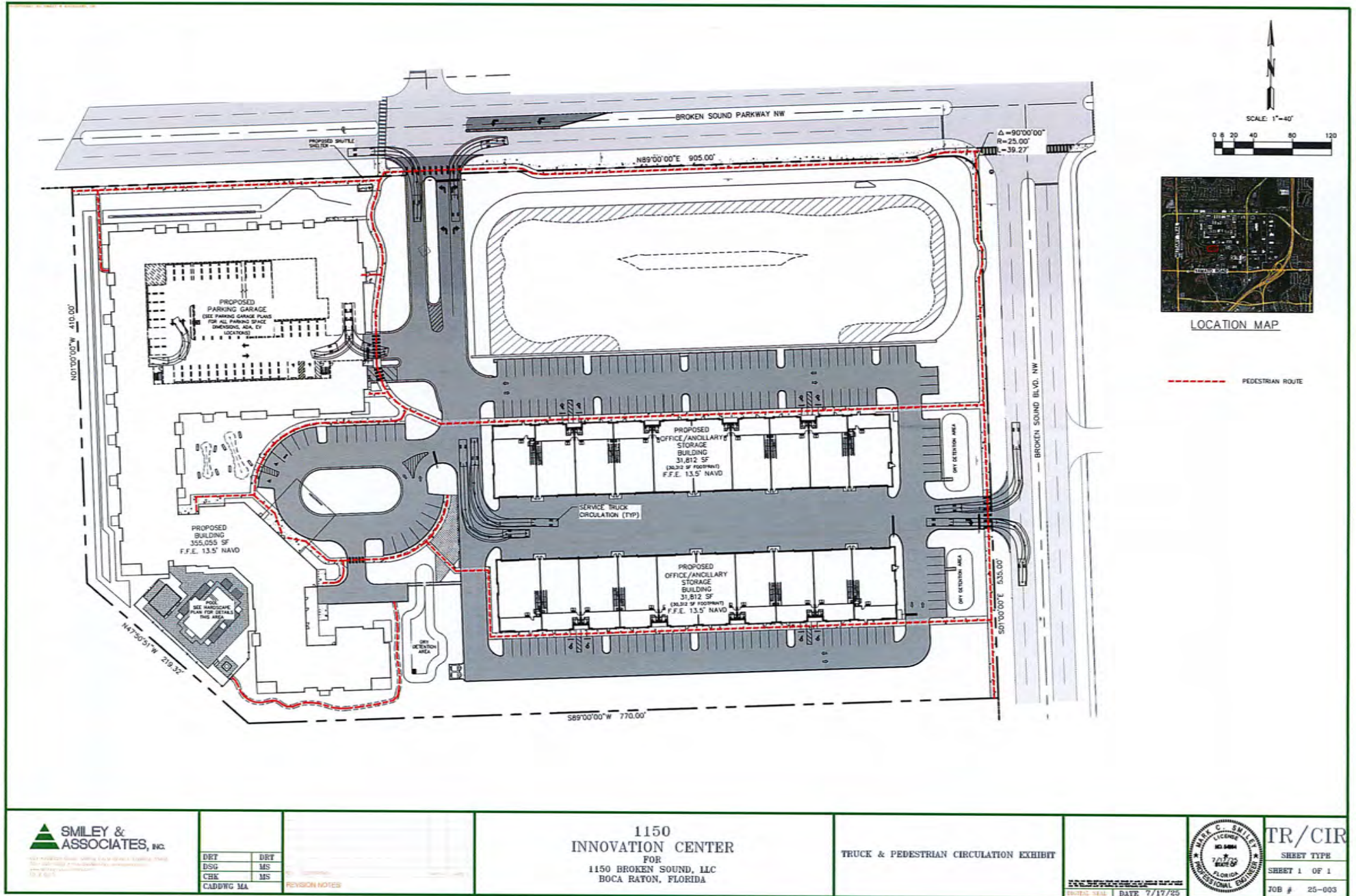
JOB # 25-003

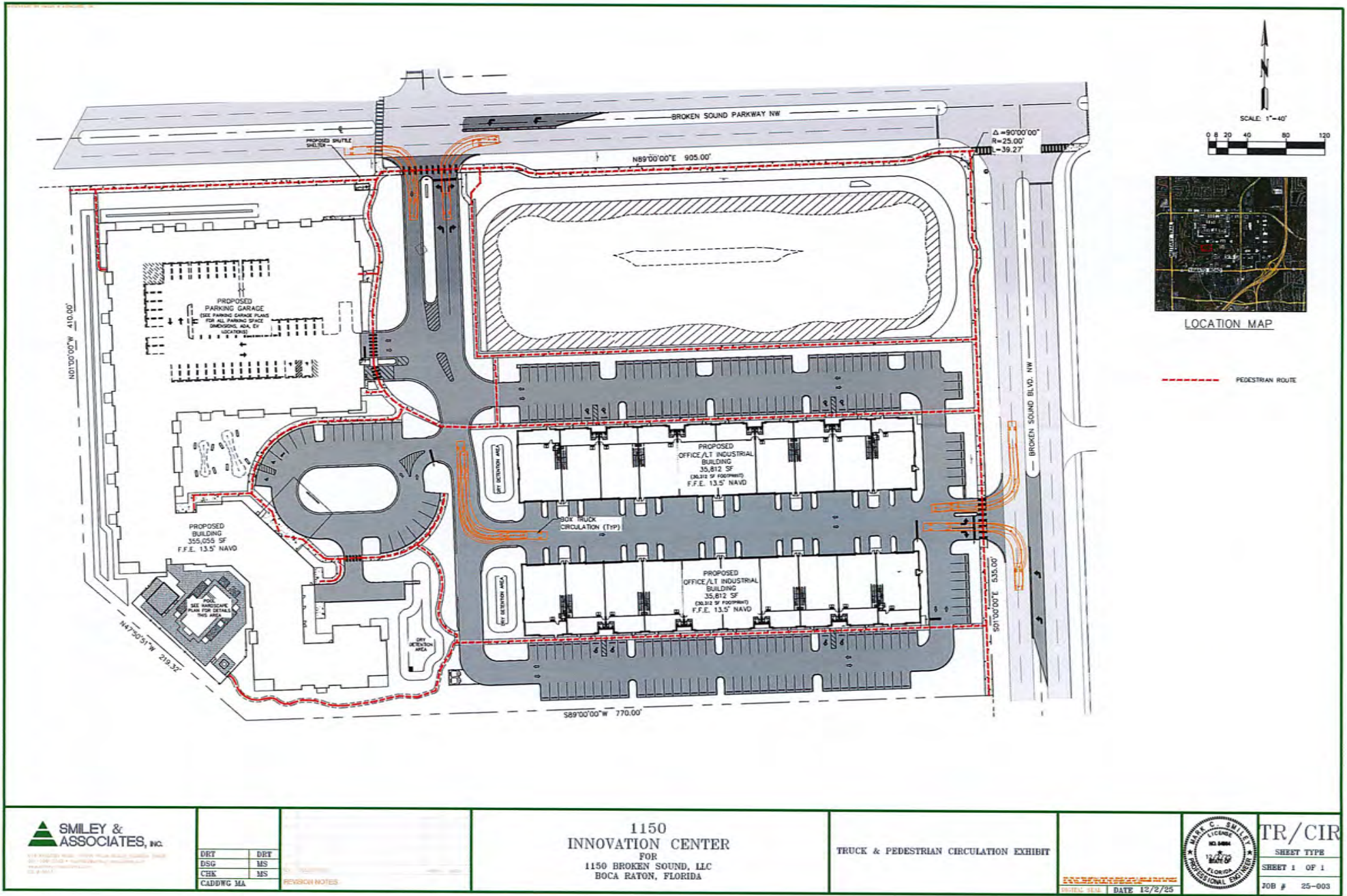


DET	DET
DSG	MS
CHK	MS
CADDWG MA	

REVISION NOTES

DATE 12/1/25





DRT	DRT
DSG	MS
CHK	MS
CADDWG	MA

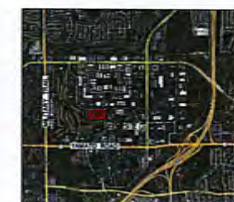
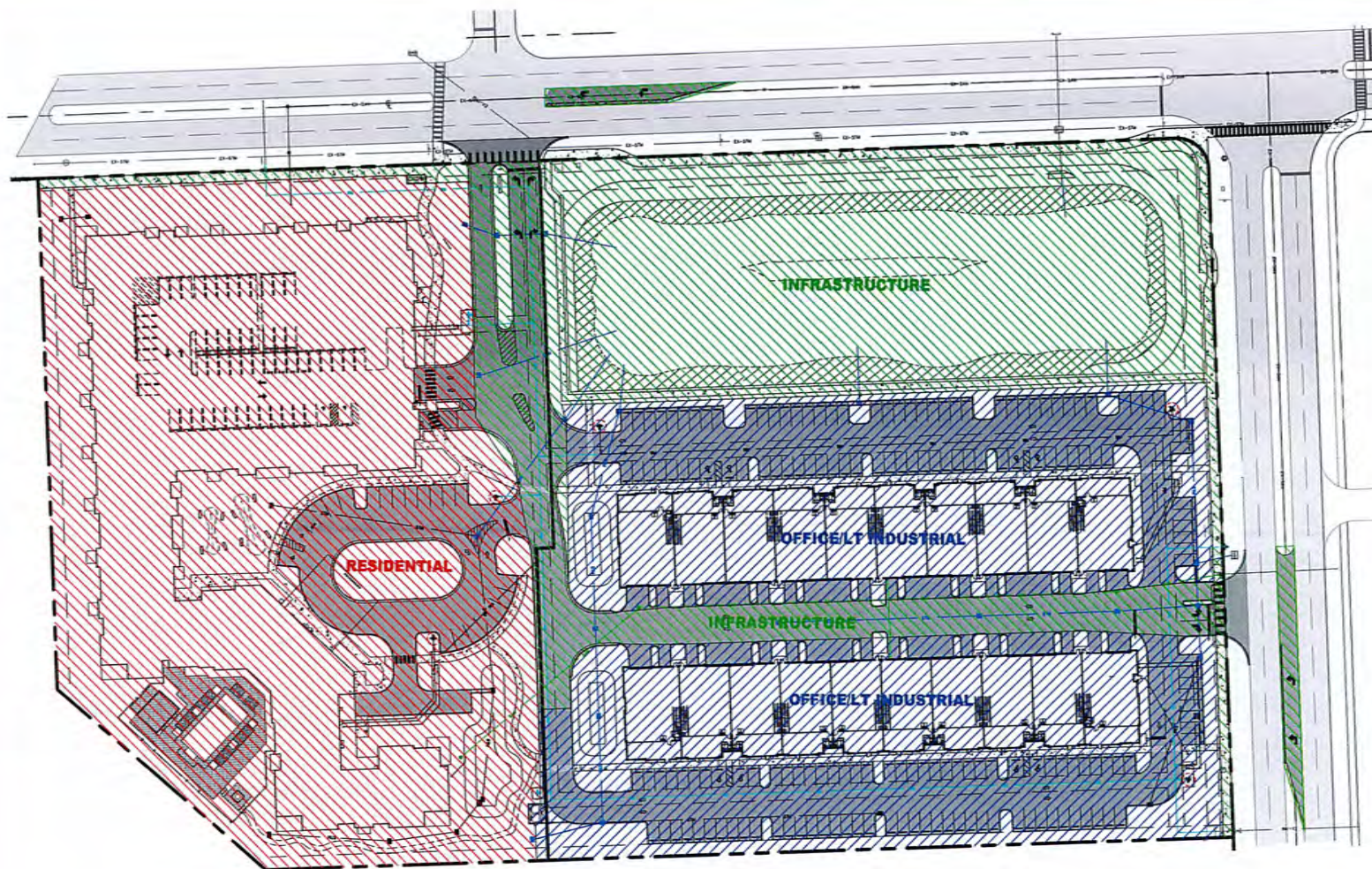
REVISION NOTES



TR/CIR

SHEET TYPE
SHEET 1 OF 1

JOB # 25-003



LOCATION MAP

PHASE LEGEND

-  INFRASTRUCTURE PHASE
-  OFFICE/LT INDUST PHASE
-  RESIDENTIAL PHASE

NOTE:
ASSOCIATED UTILITY SERVICES WILL BE RUN
DURING INFRASTRUCTURE PHASE TO SERVICE
LOCATIONS FOR OFFICE/LT INDUSTRIAL AND
RESIDENTIAL PHASES

-  WM WATERMAIN
-  SAN SANITARY MAIN
-  STM STORM



DRY	DPT
BSG	MS
CHK	MS

CADDWG MA

REVISION NOTES:

1150
INNOVATION CENTER
FOR
MUTUAL OF AMERICA
BOCA RATON, FLORIDA

PHASE EXHIBIT

DATE 12/2/25

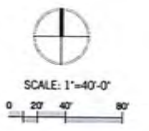
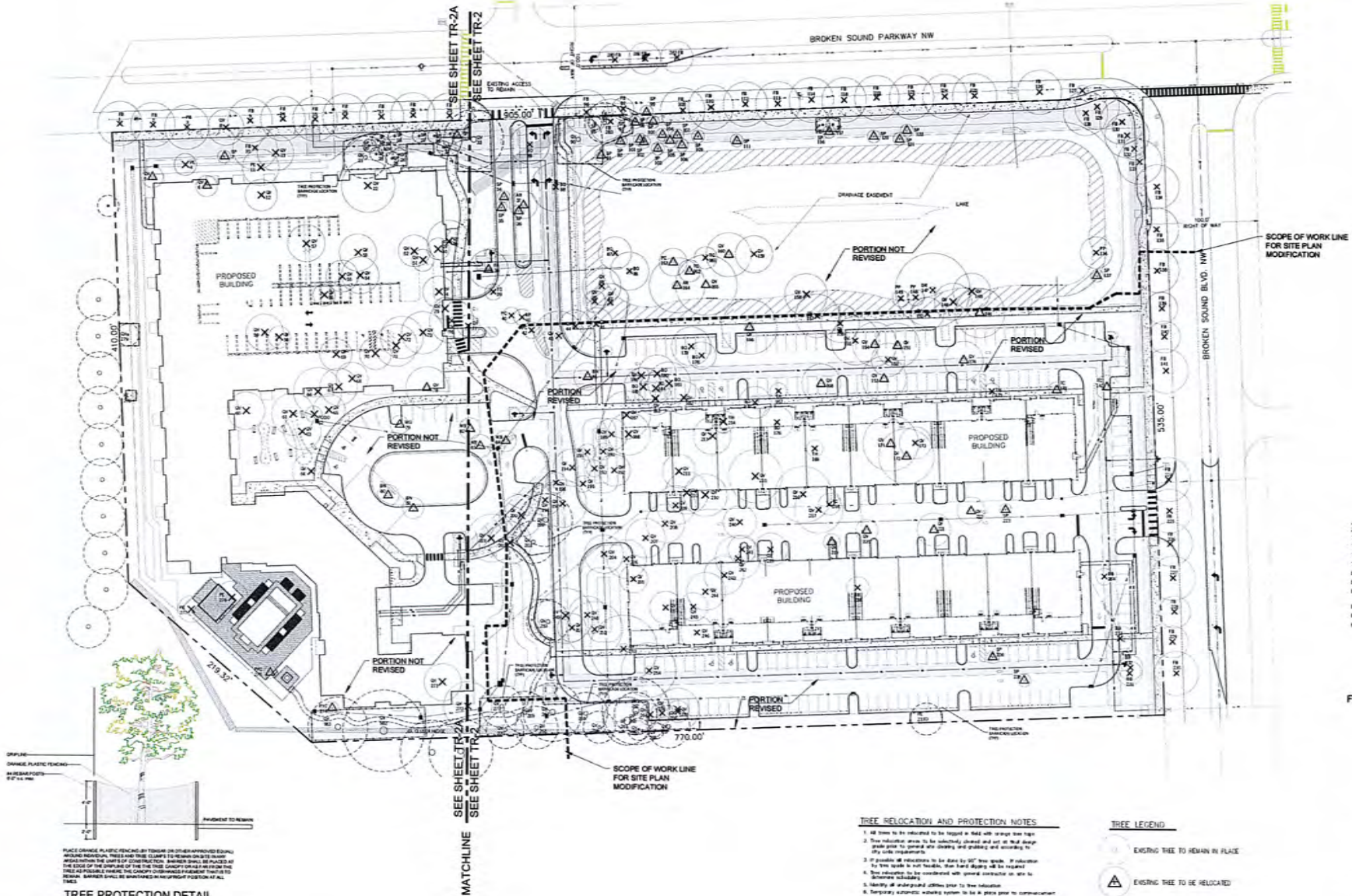


PH-EX

SHEET TYPE

SHEET 1 OF 1

JOB # 25-003



SHEET INDEX

TR-1	GENERAL TREE DISPOSITION PLAN
TR-2	TREE RELOCATION AND PROTECTION PLAN
TR-3	TREE REMOVAL PLAN
TR-4	TREE PROTECTION PLAN
TR-5	LANDSCAPE ARCHITECTURE
TR-6	LANDSCAPE ARCHITECTURE
TR-7	LANDSCAPE ARCHITECTURE
TR-8	LANDSCAPE ARCHITECTURE
TR-9	LANDSCAPE ARCHITECTURE
TR-10	LANDSCAPE ARCHITECTURE

PROJECT
1150 INNOVATION CENTER
FOR 1150 BROKEN SOUND, LLC
BOCA RATON, FL

TITLE
OVERALL
TREE DISPOSITION PLAN

PROJ. NO.	1150
FILE NAME	1150
DATE	07-18-25
REV.	09-05-25
	10-24-25
	12-2-25

- TREE RELOCATION AND PROTECTION NOTES**
- All trees to be relocated to be tagged in field with orange tree tags.
 - Tree relocation shall be to be subjected, checked and set at final design grade prior to ground site clearing and grading and according to city code requirements.
 - 2" diameter all relocation to be done by 100' tree spade. If relocation by tree spade is not feasible, tree hand digging will be required.
 - Tree relocation to be coordinated with general contractor on site to schedule relocation.
 - Identify all underground utilities prior to tree relocation.
 - Temporary automatic watering system to be in place prior to commencement.
 - Relocated trees to be set at final design grade.
 - All relocated trees to be cultured in a shade house on site to maintain a minimum 100% root ball and soil to be retained.
 - All existing trees and shrubs to remain in place shall be protected from damage by installing temporary tree protection fence and staked as indicated on plan. Suitable tree protection methods shall be approved by the City.
 - Tree relocation shall follow all other rules and regulations that shall be approved by the City.

- TREE LEGEND**
- (X) EXISTING TREE TO REMAIN IN PLACE
 - (A) EXISTING TREE TO BE RELOCATED
 - (X) EXISTING TREE TO BE REMOVED

TREE PROTECTION DETAIL

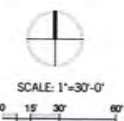
PLACE ORANGE PLASTIC FENCING BY TYPING OR OTHER APPROVED EQUIPMENT AROUND EXISTING TREES AND TREES PLANNED TO BE REMOVED ON SITE. FENCING SHALL BE 4' HIGH AND 1/2" THICK. FENCING SHALL BE PLACED AT THE EDGE OF THE PROJECT OR THE TREE CANOPY WHICHEVER IS THE LARGER. FENCING SHALL BE MAINTAINED IN PERFECT POSITION AT ALL TIMES.

TREE PROTECTION NOTE

All existing trees and shrubs to remain in place shall be protected from damage by installing temporary tree protection fence and staked as indicated on plan. Suitable tree protection methods shall be approved by the City.

TREE LEGEND

-  EXISTING TREE TO REMAIN IN PLACE
-  EXISTING TREE TO BE RELOCATED
-  EXISTING TREE TO BE REMOVED



SHEET INDEX

1150 INNOVATION CENTER
FOR 1150 BROKEN SOUND, LLC
BOCA RATON, FL

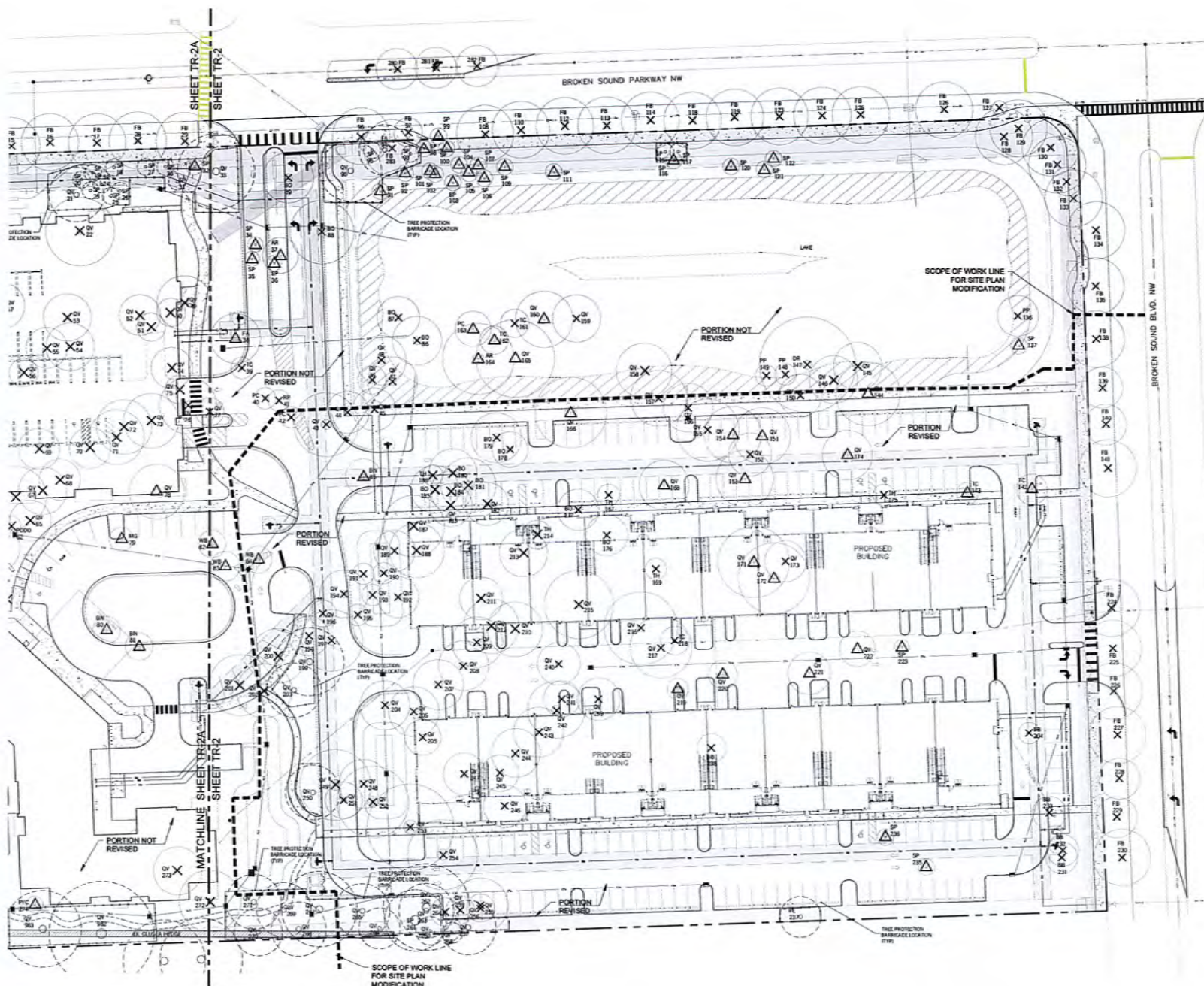
PROJECT
1150 INNOVATION CENTER
FOR 1150 BROKEN SOUND, LLC
BOCA RATON, FL

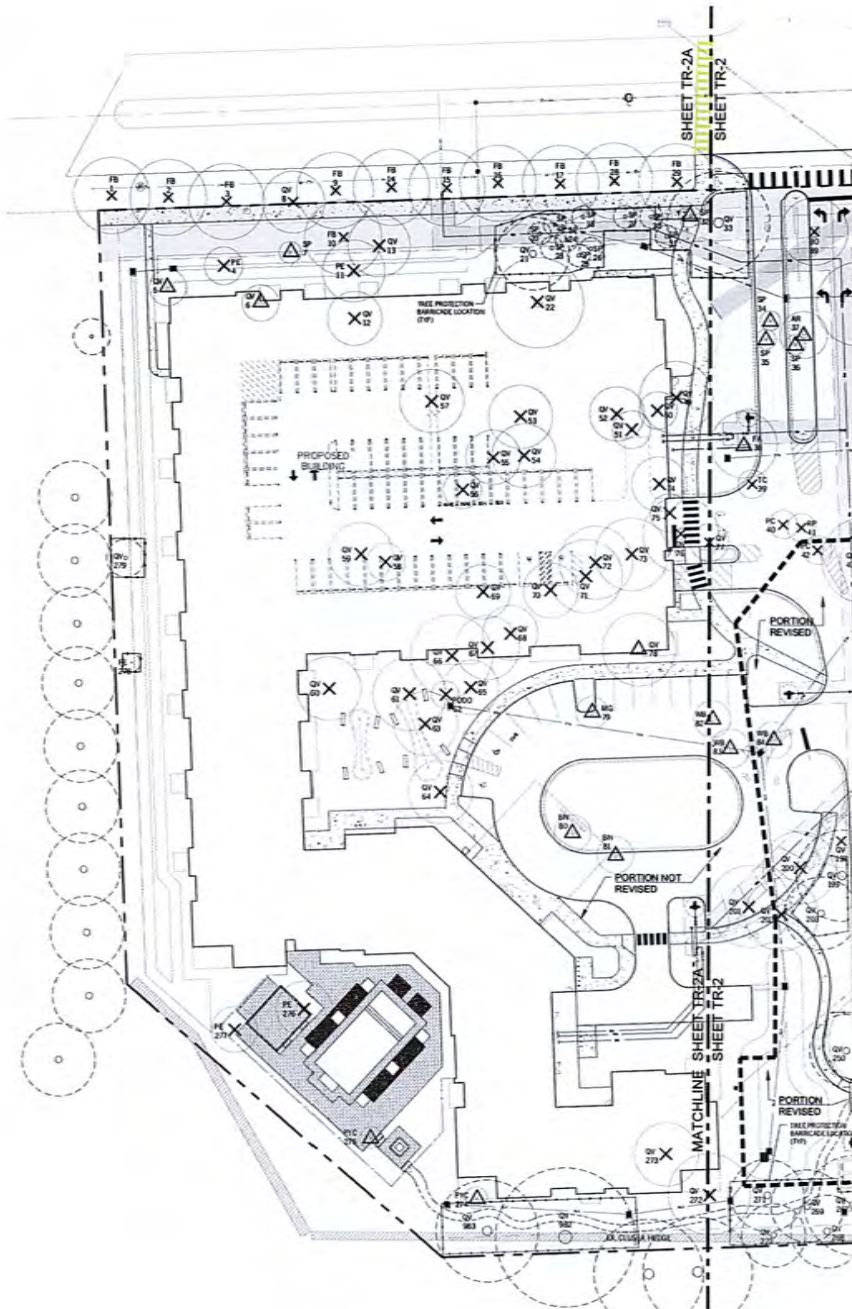
DATE
11/11/2011

TREE DISPOSITION PLAN
ENLARGEMENT - E

PROJ. NO.	FILE NAME	DATE	REV.
1150	1150	07-18-25	1
		09-05-25	2
		10-24-25	3
		12-2-25	4

SHEET
TR-2
OF
4





TREE LEGEND

- EXISTING TREE TO REMAIN IN PLACE
- EXISTING TREE TO BE RELOCATED
- EXISTING TREE TO BE REMOVED



SCALE: 1"=30'-0"

SHEET INDEX

- 1. PROPOSED TREE REMOVAL PLAN
- 2. PROPOSED TREE RELOCATION PLAN
- 3. PROPOSED TREE RELOCATION PLAN
- 4. PROPOSED TREE RELOCATION PLAN
- 5. PROPOSED TREE RELOCATION PLAN
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- 100. PROPOSED TREE RELOCATION PLAN

PROJECT
1150 INNOVATION CENTER
FOR 1150 BROKEN SOUND, LLC
BOCA RATON, FL

TITLE
TREE DISPOSITION PLAN
ENLARGEMENT - W

PROJ. NO.	
FILE NAME	
DATE	07-18-25
DATE	09-05-25
REV.	03-24-25
REV.	12-2-25

SHEET
TR-2A
OF
4

TREE NO.	TAXONUM	COMMON NAME	SCIENTIFIC NAME	DBH (INCHES)	Height	Spread	Circumference	TREE EQUIVALENT (INCHES)	DISPOSITION	BF OF CANOPY
207	SP	Calligaya Palm	Salpiglossis palmata	N/A	18	10	45		RELOCATE	
208	FB	Wingspread Fig	Ficus benjamina	30	20	10	45		RELOCATE	1,120
212	FB	Wingspread Fig	Ficus benjamina	60	30	10	40		RELOCATE	1,963
213	SP	Calligaya Palm	Salpiglossis palmata	N/A	23	10	55		RELOCATE	
214	FB	Wingspread Fig	Ficus benjamina	40	10	10	40		RELOCATE	1,863
215	FB	Wingspread Fig	Ficus benjamina	40	10	10	40		RELOCATE	1,863
216	FB	Wingspread Fig	Ficus benjamina	40	10	10	40		RELOCATE	1,863
217	SP	Calligaya Palm	Salpiglossis palmata	N/A	23	10	55		RELOCATE	
218	SP	Calligaya Palm	Salpiglossis palmata	N/A	23	10	55		RELOCATE	
219	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	307
220	FB	Wingspread Fig	Ficus benjamina	40	10	10	40		RELOCATE	1,263
221	SP	Calligaya Palm	Salpiglossis palmata	N/A	15	10	35		RELOCATE	
222	SP	Calligaya Palm	Salpiglossis palmata	N/A	15	10	35		RELOCATE	
223	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
224	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
225	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
226	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
227	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
228	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
229	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
230	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
231	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
232	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
233	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
234	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
235	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
236	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
237	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
238	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
239	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
240	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
241	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
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243	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
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245	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
246	FB	Wingspread Fig	Ficus benjamina	30	10	10	35		RELOCATE	1,263
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AGT LAND
LANDSCAPE ARCHITECTURE
132 NORTH SWINTON AVENUE
DELRAY BEACH, FL 33444
T (561) 278-5050
www.agtland.com

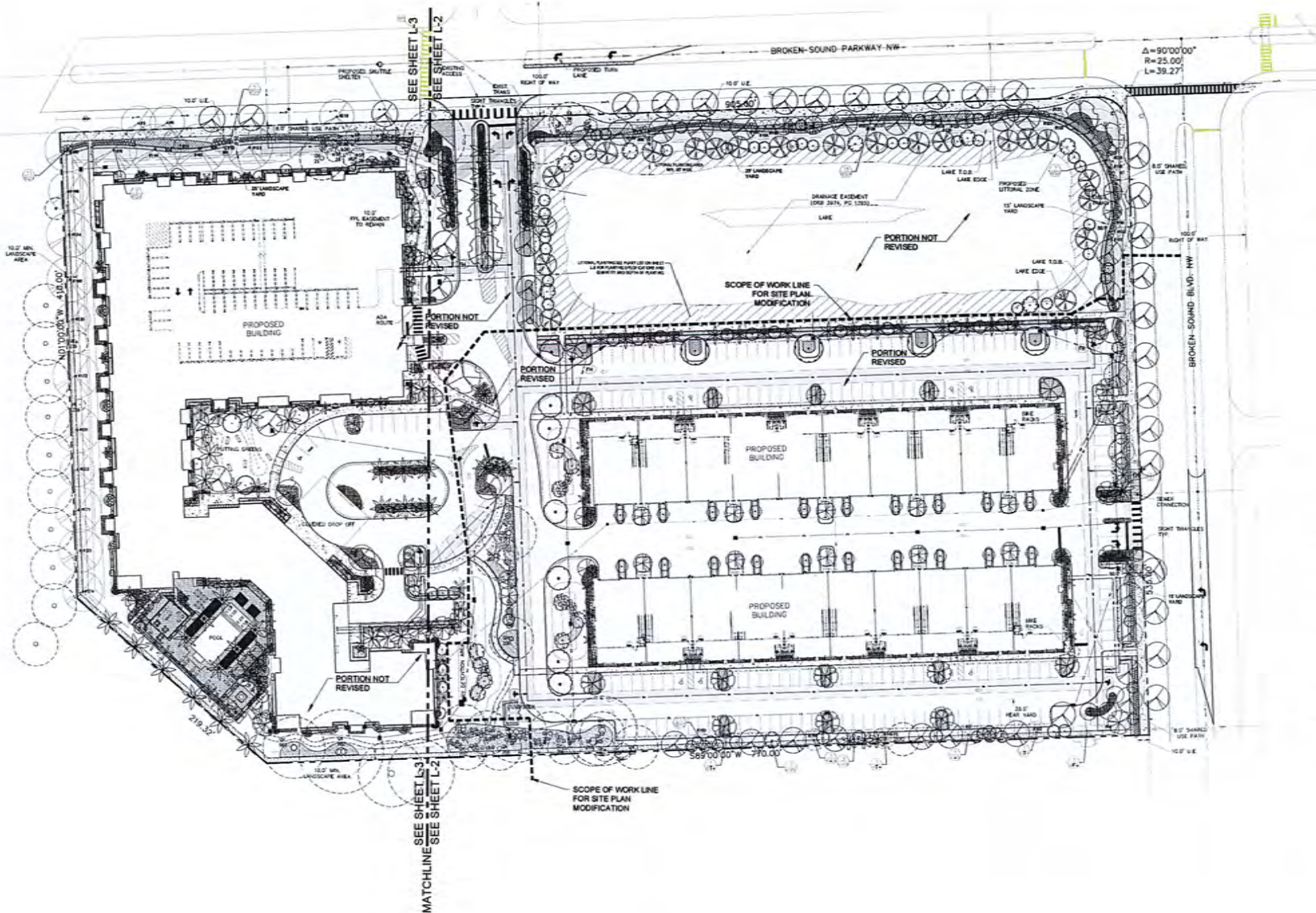
TITLE _____

TREE DISPOSITION CHART

[illegible]

REQUIRED REPLACEMENT	2,283' DSH
PROPOSED TREES	-804' DSH
PROPOSED PALMS	-547' DSH
REMAINING MITIGATION	1,332' DSH (TO BE PAID IN LIEU OF FEE)

SHEET
TR-3
OF
4



TREE LEGEND
EXISTING TREE TO REMAIN IN PLACE

SCALE: 1"=40'-0"
0 20' 40' 80'

SHEET INDEX
1. OVERALL SITE PLAN
2. SITE PLAN - BUILDING FOOTPRINT
3. SITE PLAN - LANDSCAPE
4. SITE PLAN - POOL
5. SITE PLAN - DRIVEWAY
6. SITE PLAN - PARKING
7. SITE PLAN - WALKWAYS
8. SITE PLAN - FURNITURE
9. SITE PLAN - LIGHTING
10. SITE PLAN - SIGNAGE
11. SITE PLAN - UTILITIES
12. SITE PLAN - DRAINAGE
13. SITE PLAN - EROSION CONTROL
14. SITE PLAN - SECURITY
15. SITE PLAN - MAINTENANCE
16. SITE PLAN - ASSESSMENT
17. SITE PLAN - CONSTRUCTION
18. SITE PLAN - OPENING
19. SITE PLAN - CLOSING
20. SITE PLAN - FINISHING

PROJECT
1150 INNOVATION CENTER
FOR 1150 BROKEN SOUND, LLC
BOCA RATON, FL

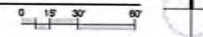
TITLE
OVERALL
LANDSCAPE PLAN

PRICE NO.	FILE NAME	DATE	REV.
07-18-25			
09-05-25			
10-24-25			
12-2-25			

SHEET
L-1
OF
5



LARGE CANOPY STREET TREES HELD BY THE CITY ARE PROPOSED REMOVED FROM THE EDGE OF STREET AT THE CORNERS OF THE CITY OF BOCA RATON.
PARKABLE TREES PROPOSED BY LA WERE NOT ACCESSIBLE TO THE CITY.



1,181 L.P. SHORELINE
 11,810 S.F. REQUIRED LITTORAL AREA
 17,785 S.F. PROVIDED LITTORAL AREA

100% OF THE LAKE BANK IS LITTORAL PLANTING

QTY	SPECIES	SPECIFICATION
250	BLUE FLAG IRRS	2" PLUG, 3" O.C., 0-1/2" DEPTH
350	SOFT RUSH	BARE ROOT, 3" O.C., 0-1/2" DEPTH
400	ARROWHEAD	BARE ROOT, 3" O.C., 0-2" DEPTH
600	PINKBELLEWEED	BARE ROOT, 3" O.C., 1-2" DEPTH
400	ALLIGATOR FLAG	2" PLUG, 3" O.C., 1 1/2"-2" DEPTH
	TOTAL PLANTS	1,880

NOTES:
1. PLANTS TO BE SPACED AT AN AVERAGE SPACING OF 3' O.C.
2. ACTUAL PLANT ZONATION TO BE DETERMINED BY PLANTING CONTRACTOR

LANDSCAPE PLAN ENLARGEMENT - W
AND LITTORAL LANDSCAPE PLAN



```

T=1: ONE-ALL TREE (BINARY) PLAN
T=2: TREE (BINARY) PLAN, BILATERAL-TREE
T=3: TREE (BINARY) PLAN, QUADRANT-TREE
T=4: TREE (BINARY) TRENT
L=1: ONE-ALL LARGEST-PLAN
L=2: LARGEST-PLAN, BILATERAL-TREE
L=3: LARGEST-PLAN, BILATERAL-TREE
L=4: LARGEST-PLAN, QUADRANT-TREE
L=5: LARGEST-PLAN, TRENT
L=6: ONE-ALL-TREE + ONE-ALL-PLAN
L=7: ONE-ALL-TREE + ONE-ALL-TRENT
ONE-ALL-TREE AND ONE-ALL-PLAN: OTHERS

```

11 EXISTING TREE TO REMAIN IN PLACE

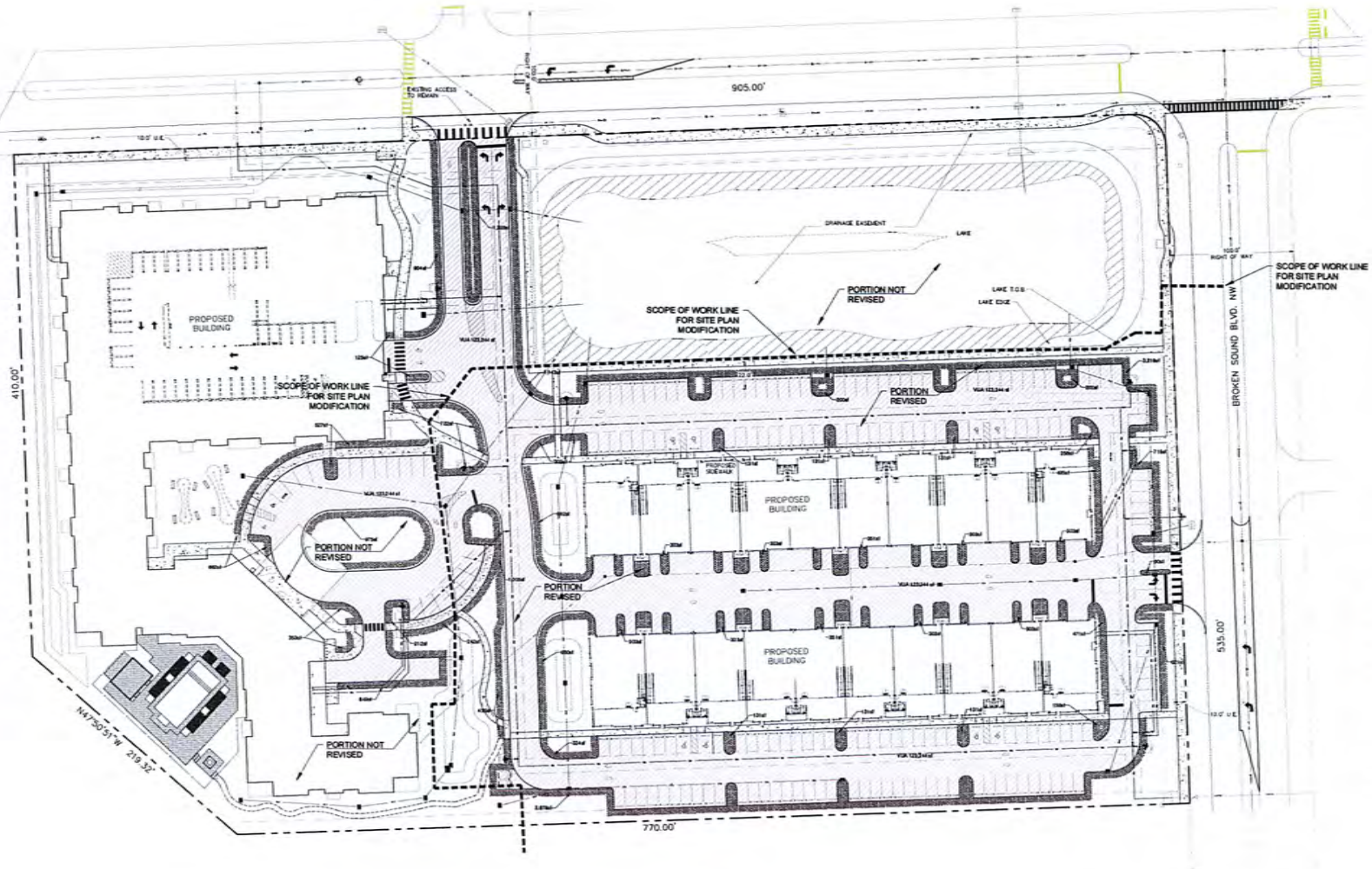
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NAME

DATE _____

SHEET
3

5⁹



SHEET INDEX

1	GENERAL TREE PLANTING PLAN
2	FINAL TREE PLANTING PLAN
3	FINAL TREE PLANTING PLAN
4	FINAL TREE PLANTING PLAN
5	FINAL TREE PLANTING PLAN
6	FINAL TREE PLANTING PLAN
7	FINAL TREE PLANTING PLAN
8	FINAL TREE PLANTING PLAN
9	FINAL TREE PLANTING PLAN
10	FINAL TREE PLANTING PLAN
11	FINAL TREE PLANTING PLAN
12	FINAL TREE PLANTING PLAN

PROJECT
1150 INNOVATION CENTER
FOR 1150 BROKEN SOUND, LLC
BOCA RATON, FL

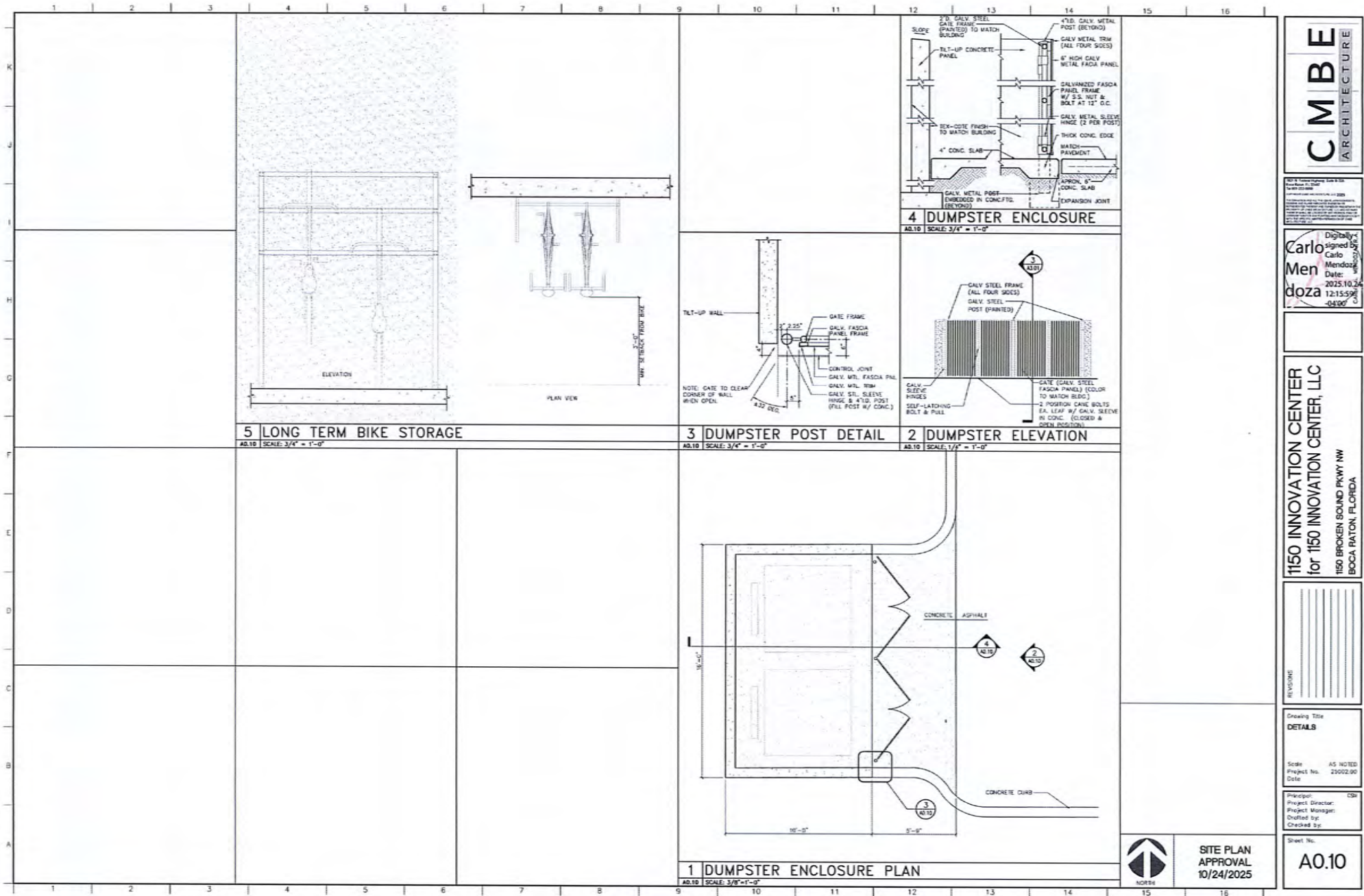
TITLE
VEHICULAR USE
AREA PLAN

LANDSCAPE AREA WITHIN THE GROSS VEHICULAR USE AREA

- LANDSCAPE WITHIN VEHICULAR USE AREA= 25,470 SF
- VEHICULAR USE AREA= 127,122 SF
- GROSS VEHICULAR USE AREA (GVUA)= 152,592 SF

LANDSCAPE AREA REQUIRED = GVUA X 15% = 22,889 SF
LANDSCAPE AREA PROVIDED = 16.5% = 25,470 SF

PROJ. NO.	FILE NAME
11	1150 INNOVATION CENTER
07-18-25	07-18-25
09-05-25	09-05-25
10-24-25	10-24-25
12-2-25	12-2-25



TOTAL BUILDING AREA BUILDING 1:	
OFFICE:	11,500 SF
LIGHT INDUSTRIAL:	24,312 SF
TOTAL:	35,812 SF
GROUND FLOOR:	
MEZZANINE:	5,500 SF

BUILDING 1

TYPICAL INDUSTRIAL UNIT:	
OFFICE:	1,150 SF
LIGHT INDUSTRIAL:	2,170 SF
TOTAL:	3,320 SF
GROUND FLOOR:	
MEZZANINE:	550 SF

TYPICAL INDUSTRIAL UNIT:	
OFFICE:	1,150 SF
LIGHT INDUSTRIAL:	2,170 SF
TOTAL:	3,320 SF
GROUND FLOOR:	
MEZZANINE:	550 SF

WALL MOUNTED
VERTICAL LONG
TERM BIKE STORAGE
TYPICAL AT EVERY
UNIT

2 1/2" FIRE
PROTECTION
CLOSET

BUILDING 2

TYPICAL INDUSTRIAL UNIT:	
OFFICE:	1,150 SF
LIGHT INDUSTRIAL:	2,170 SF
TOTAL:	3,320 SF
GROUND FLOOR:	
MEZZANINE:	550 SF

TYPICAL INDUSTRIAL UNIT:	
OFFICE:	1,150 SF
LIGHT INDUSTRIAL:	2,170 SF
TOTAL:	3,320 SF
GROUND FLOOR:	
MEZZANINE:	550 SF

WALL MOUNTED
VERTICAL LONG
TERM BIKE STORAGE
TYPICAL AT EVERY
UNIT

WALL MOUNTED
VERTICAL LONG
TERM BIKE STORAGE
TYPICAL AT EVERY
UNIT

2 1/2" FIRE
PROTECTION
CLOSET

TOTAL BUILDING AREA BUILDING 2:	
OFFICE:	11,500 SF
LIGHT INDUSTRIAL:	24,312 SF
TOTAL:	35,812 SF
GROUND FLOOR:	
MEZZANINE:	5,500 SF

1 FLOOR PLAN BUILDING 1 and BUILDING 2



SITE PLAN
APPROVAL
12/02/2025

CMBE
ARCHITECTURE

DESIGNED BY
Carlo Mendonza
DATE: 2025.12.02
17:28:23
0500

1150 INNOVATION CENTER
for 1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

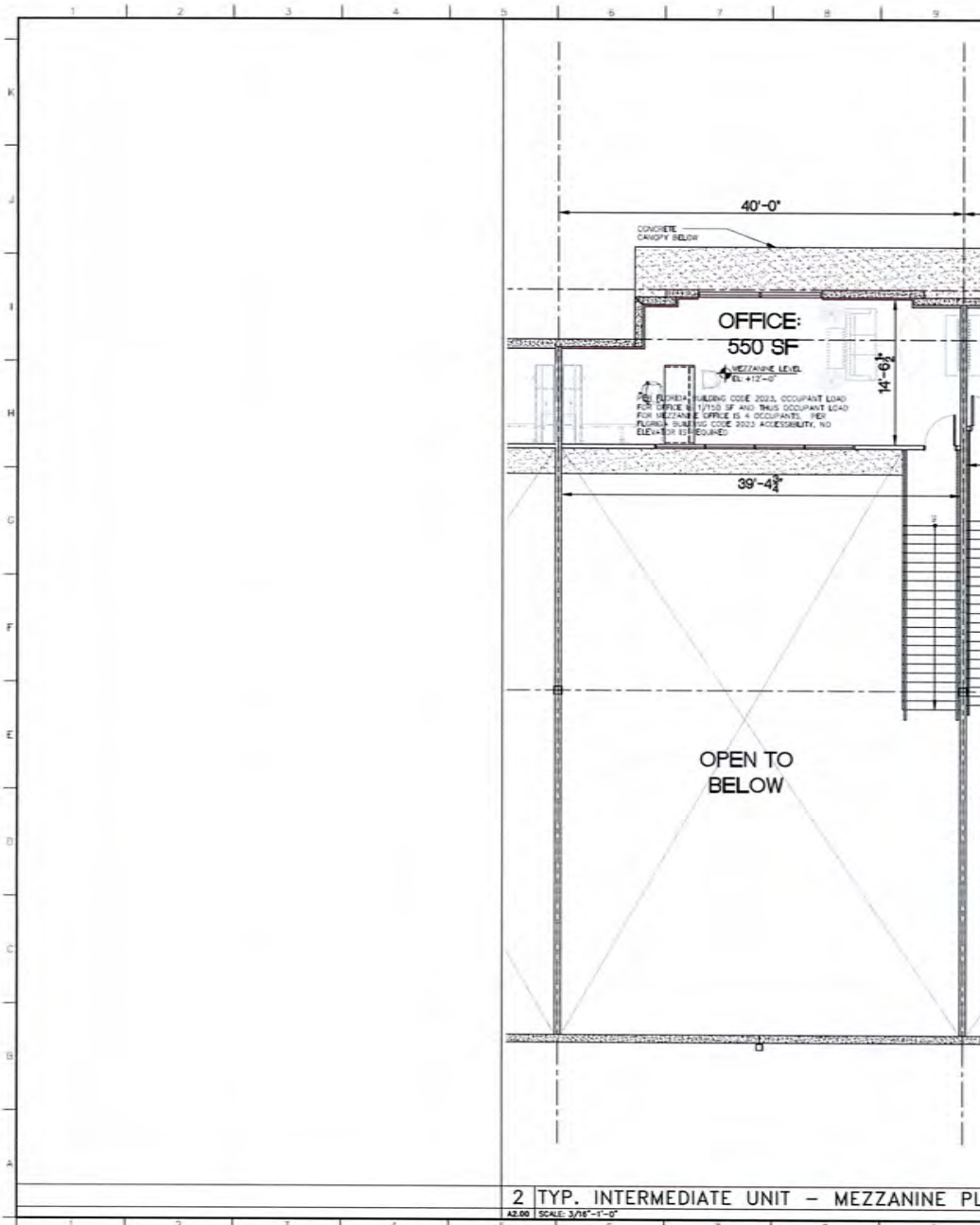
REVISIONS

Drawing Title
FLOOR PLAN
PLAN

Scale: AS NOTED
Project No: 25002.00
Date:

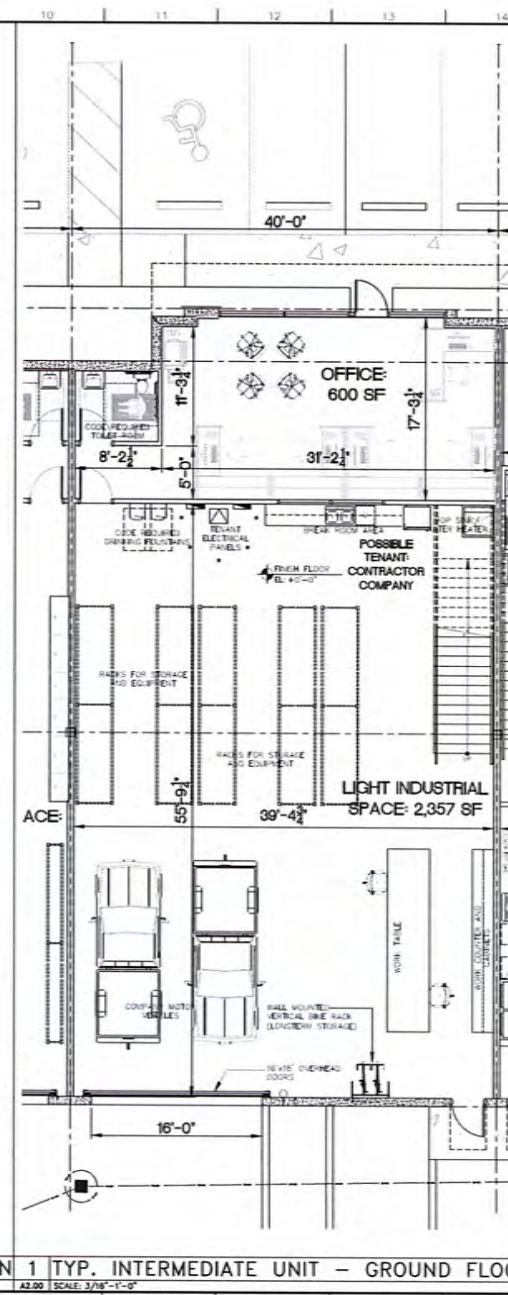
Prepared:
Project Director:
Project Manager:
Checked by:

Sheet No:
A1.00



2 TYP. INTERMEDIATE UNIT - MEZZANINE PLAN

A2.00 SCALE: 3/16"=1'-0"



1 TYP. INTERMEDIATE UNIT - GROUND FLOOR

A2.00 SCALE: 3/16"=1'-0"

TYPICAL INTERMEDIATE UNIT	
OFFICE:	1,150 SF
LIGHT INDUSTRIAL:	2,357 SF
TOTAL:	3,507 SF
GROUND FLOOR:	2,957 SF
MEZZANINE:	550 SF



SITE PLAN APPROVAL
12/02/2025

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ARCHITECTURE

1150 INNOVATION CENTER
for 1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA



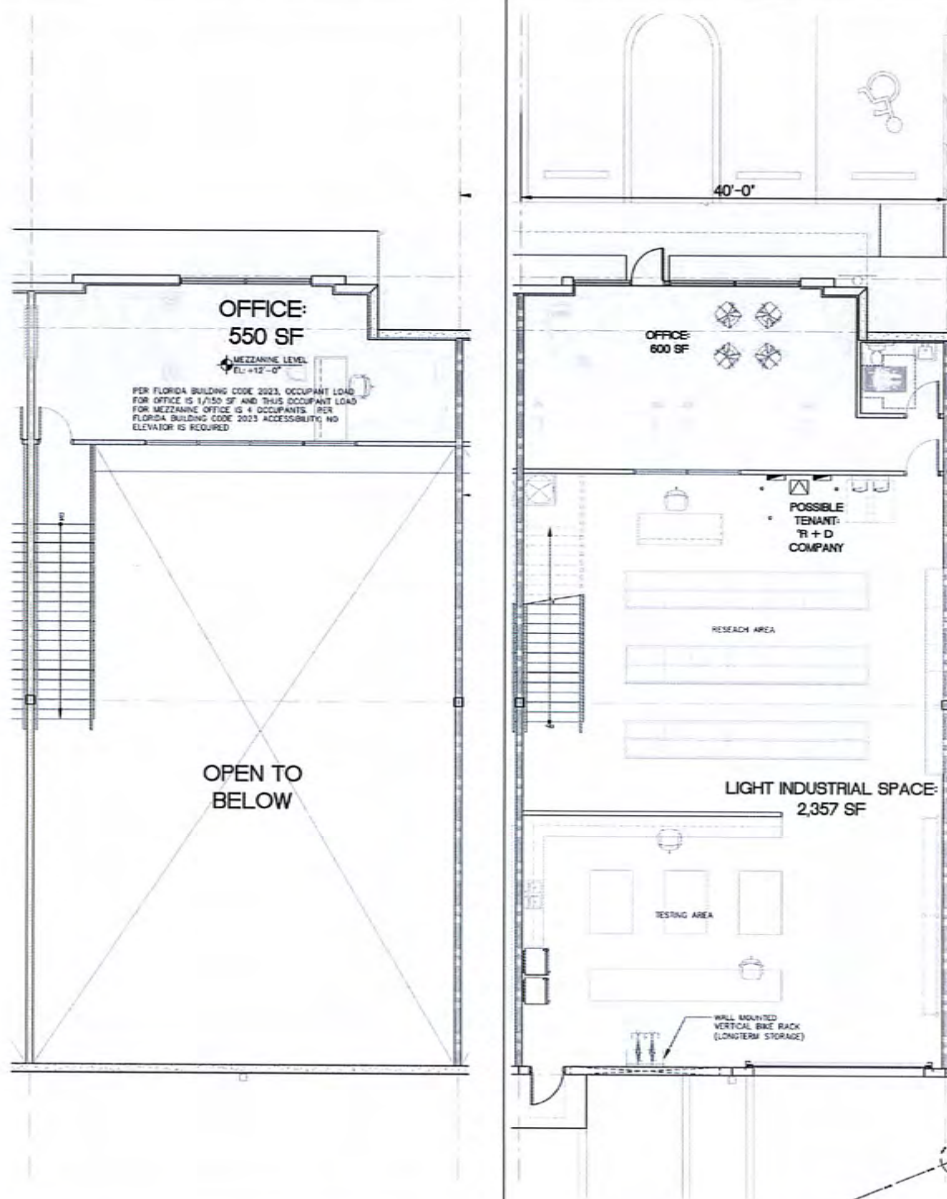
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for 1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA



Drawing Title
**ENLARGED
TYPICAL
UNIT PLANS**

Scale: AS NOTED
Project No.: 23062-00
Date:
Drawing:
Project Director:
Project Manager:
Designed by:
Checked by:

Sheet No.
A2.00



2 TYP. INTERMEDIATE UNIT - MEZZANINE PLAN

1 TYP. INTERMEDIATE UNIT - GROUND FLOOR

TYPICAL INTERMEDIATE UNIT:	
OFFICE:	1,150 SF
LIGHT INDUSTRIAL:	2,357 SF
TOTAL:	3,507 SF
GROUND FLOOR:	2,957 SF
MEZZANINE:	550 SF



SITE PLAN APPROVAL
12/02/2025

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ARCHITECTURE

1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

Carlo Mendoza

Digitally signed by Carlo Mendoza
Date: 2025.12.02
13:32:28 -0500

1150 INNOVATION CENTER, LLC
for 1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

REVISIONS

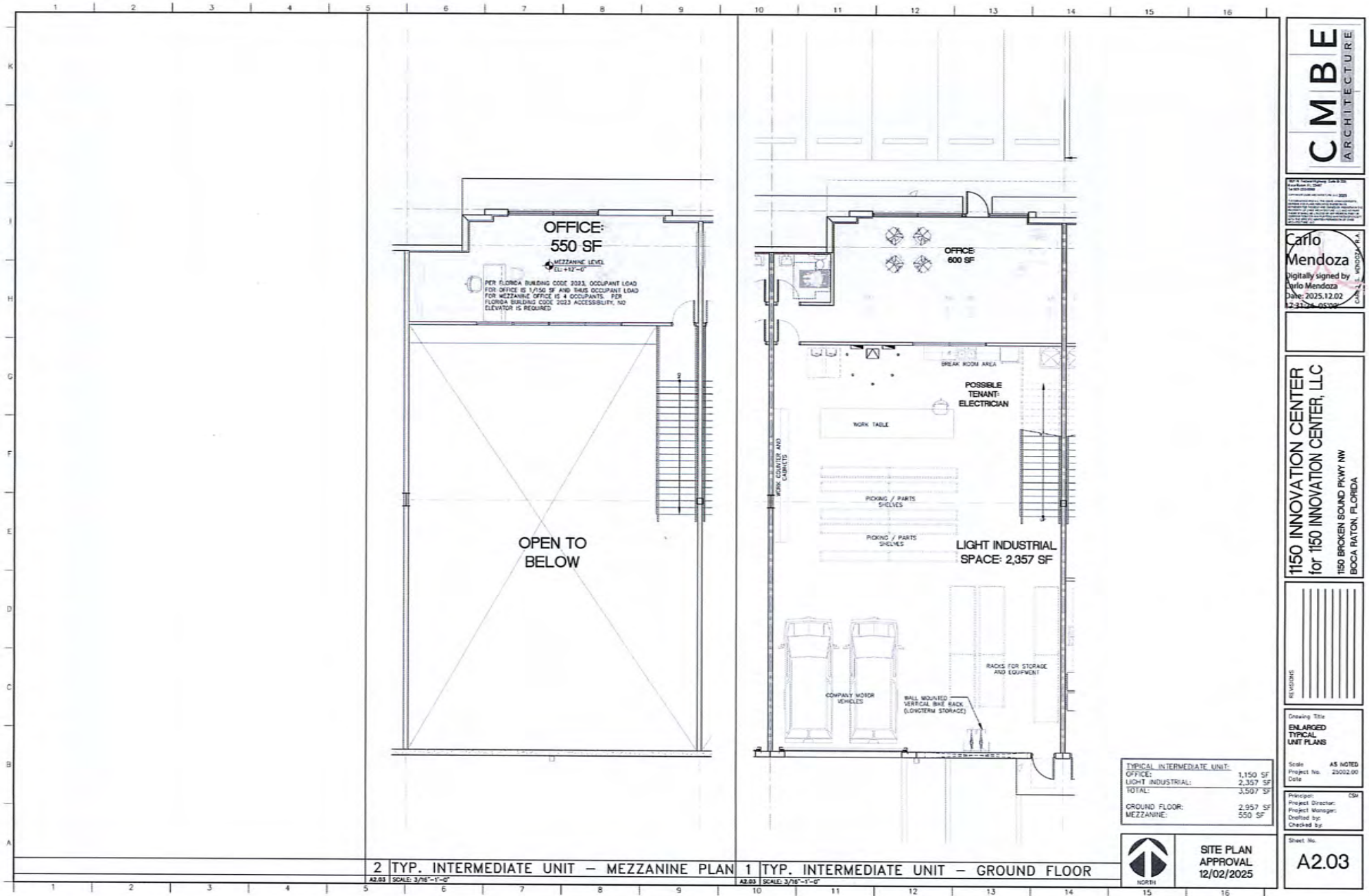
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ENLARGED TYPICAL UNIT PLANS

Scale: AS NOTED
Project No.: 20002.00
Date:

Principal:
Project Director:
Project Manager:
Drafted by:
Checked by:

Sheet No.:

A2.02



CMBE
ARCHITECTURE

NOT A PROFESSIONAL SEAL
Professional Seal (S) Date
For Seal Only

Carlo Mendoza
Digitally signed by
Carlo Mendoza
Date: 2025.12.02
12:31:34 -0500

1150 INNOVATION CENTER, LLC
for 1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

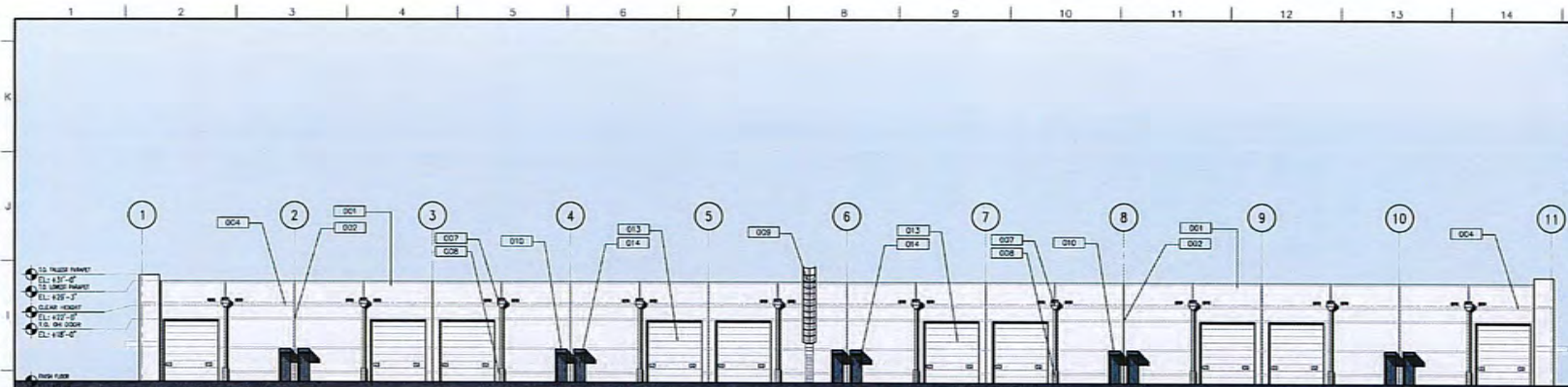
REVISIONS

Drawing Title
ENLARGED TYPICAL UNIT PLANS

Scale AS NOTED
Project No. 23002.00
Date

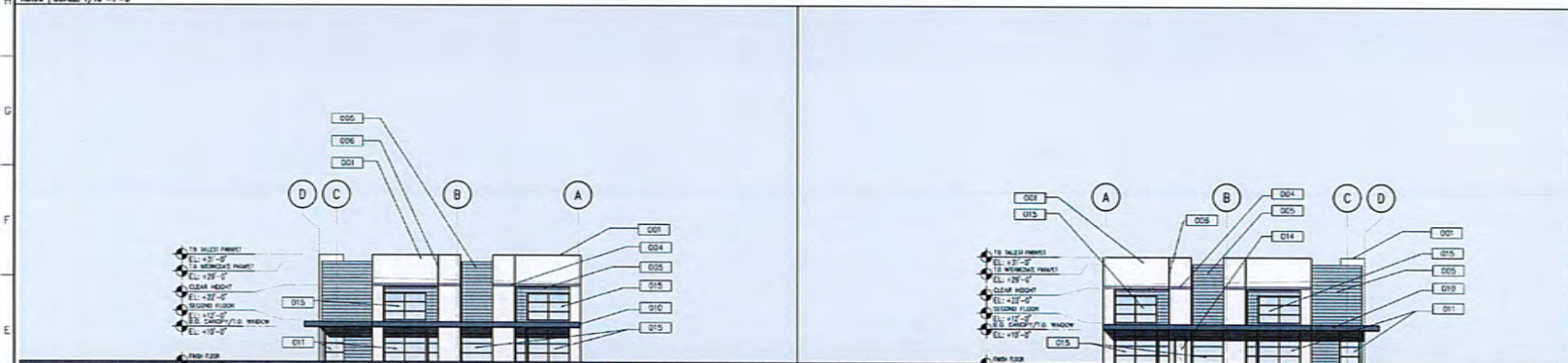
Principal CSM
Project Director
Project Manager
Designed by
Checked by

Sheet No.
A2.03



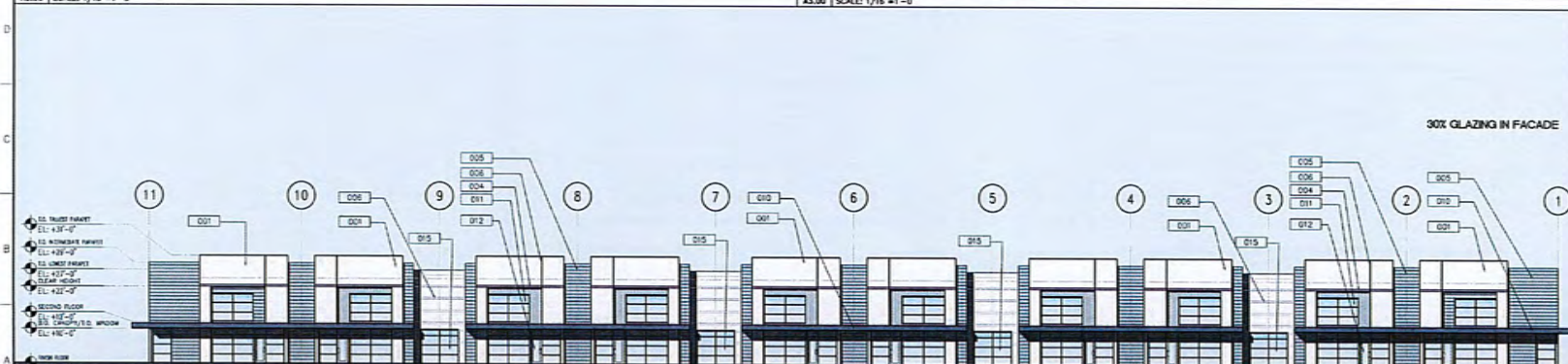
4 REAR ELEVATION (SOUTH)

A3.00 SCALE: 1/16"=1'-0"



3 SIDE ELEVATION (WEST)

A3.00 SCALE: 1/16"=1'-0"



1 FRONT ELEVATION (NORTH)

A3.00 SCALE: 1/16"=1'-0"

KEYED NOTES

- 001 3/4" UP CONCRETE PANEL PAINT W/ MEDIUM TEXTURED FINISH
- 002 PANEL JOINT (TYPICAL)
- 003 3/4" PANEL REVEAL
- 004 6" WIDE X 3/4" DEEP REVEAL
- 005 1 3/4" WIDE X 3/4" DEEP REVEAL
- 006 2" WIDE X 3/4" DEEP REVEAL
- 007 ALUMINUM COLLECTOR DOWNSPOUT PAINTED TO MATCH ADJACENT WALL
- 008 STEEL DOWNSPOUT GUARD
- 009 GALVANNEED STEEL UNDER AND GAGE
- 010 PAINTED CONCRETE CANOPY
- 011 IMPACT RESISTANT ALUMINUM STOREFRONT WINDOW SYSTEM W/ WHITE GLASS
- 012 IMPACT RESISTANT ALUMINUM STOREFRONT DOOR SYSTEM W/ WHITE GLASS
- 013 GALVANNEED STEEL OVERHEAD GARAGE DOOR WITH BRASS FINISH FROM MANUFACTURER
- 014 SHOP PRIMED AND PAINTED GALVANNEED YELLOW METAL WARE DOOR
- 015 SHIMMER GLASS VENEER ON RECESSED BLT WALL
- 016
- 017
- 018
- 019
- 020
- 021
- 022
- 023
- 024
- 025

PAINT LEGEND

- P1-1 DARK GREY (ACCENT COLOR)
- P1-2 LIGHT GREY
- P1-3 PURE WHITE
- JA 1002

NOTE: PAINT TO BE HIGH PERFORMANCE, DURABLE, PIGMENT & FADE RESISTANT

30% GLAZING IN FACADE

REVISIONS

Drawing Title
BUILDING 1
ELEVATIONS

Scale: AS NOTED
Project No: 22002.00
Date:
Principal:
Project Director:
Project Manager:
Drafted by:
Checked by:

Sheet No:
A3.00

SITE PLAN
APPROVAL
10/24/2025

CMBE
ARCHITECTURE

1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

Carlo Men doza
Date: 2025.10.24
12:19:01
04/2025

1150 INNOVATION CENTER, LLC
1150 BROKEN SOUND PKWY NW
BOCA RATON, FLORIDA

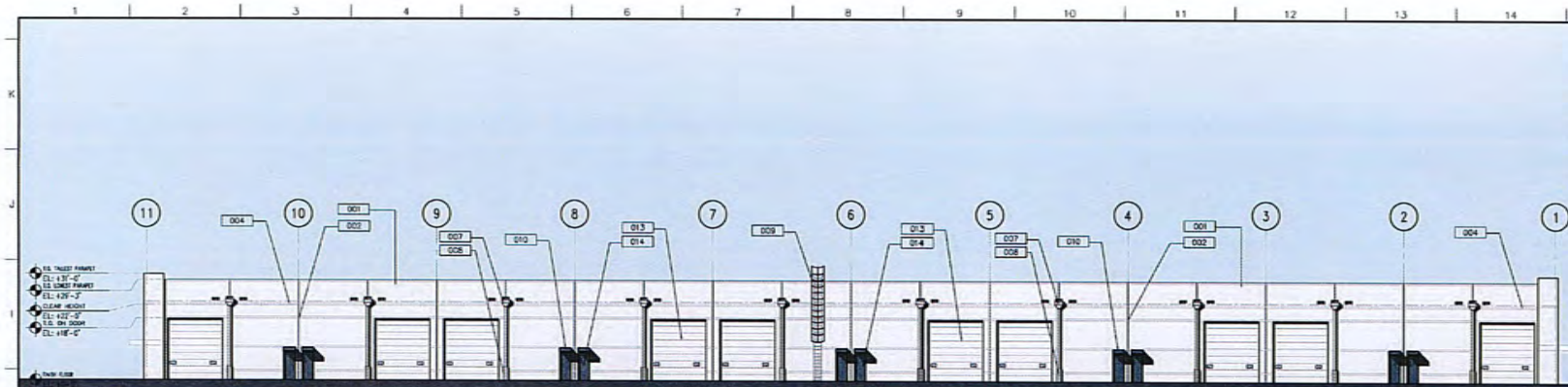
REVISIONS

Drawing Title
BUILDING 1
ELEVATIONS

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Project Director:
Project Manager:
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Checked by:

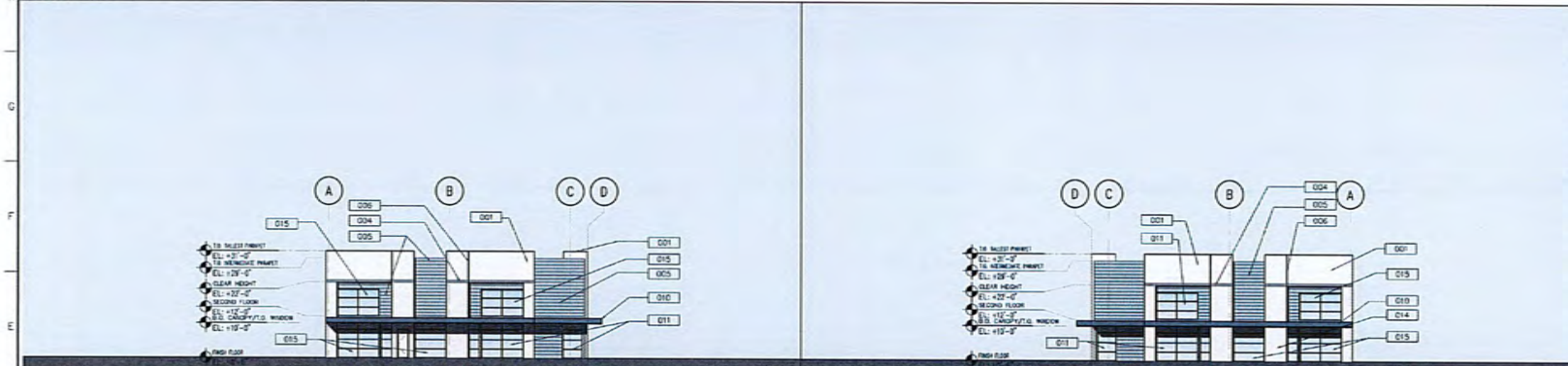
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A3.00

SITE PLAN
APPROVAL
10/24/2025



4 REAR ELEVATION (NORTH)

AS.00 SCALE: 1/16"=1'-0"



3 SIDE ELEVATION (WEST)

AS.01 SCALE: 1/16"=1'-0"

2 SIDE ELEVATION (EAST)

AS.01 SCALE: 1/16"=1'-0"

