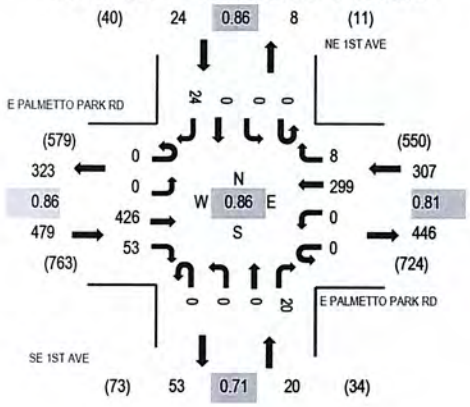
# COUNTS

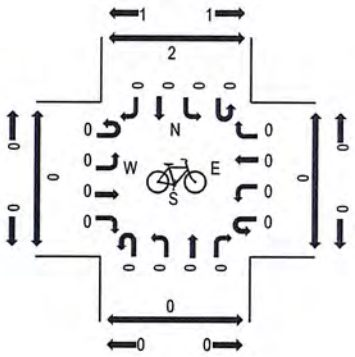
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 SE 1ST AVE & E PALMETTO PARK RD AM
Date: Wednesday, April 8, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

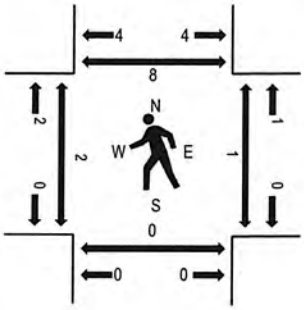
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | E PALMETTO PARK RD Eastbound | | | | E PALMETTO PARK RD Westbound | | | | SE 1ST AVE Northbound | | | | NE 1ST AVE Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 41 | 3 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 101 | 557 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 46 | 4 | 0 | 0 | 65 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 126 | 665 | 1 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 79 | 8 | 0 | 0 | 65 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 162 | 710 | 0 | 0 | 0 | 4 |
| 7:45 AM | 0 | 0 | 98 | 5 | 0 | 0 | 59 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 168 | 757 | 0 | 1 | 0 | 1 |
| 8:00 AM | 0 | 0 | 127 | 13 | 0 | 0 | 59 | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 209 | 830 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 84 | 8 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 171 | | 0 | 0 | 0 | 3 |
| 8:30 AM | 0 | 0 | 97 | 17 | 0 | 0 | 78 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 209 | | 2 | 1 | 0 | 2 |
| 8:45 AM | 0 | 0 | 118 | 15 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 7 | 241 | | 0 | 0 | 0 | 1 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| Lights | 0 | 0 | 416 | 53 | 0 | 0 | 294 | 8 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 22 | 810 |
| Mediums | 0 | 0 | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 16 |
| Total | 0 | 0 | 426 | 53 | 0 | 0 | 299 | 8 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 24 | 830 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 2.1% | | | | 1.6% | | | | 15.0% | | | | 8.3% | | 2.4% |
| Heavy Vehicle % | 0.0% | 0.0% | 2.3% | 0.0% | 0.0% | 0.0% | 1.7% | 0.0% | 0.0% | 0.0% | 0.0% | 15.0% | 0.0% | 0.0% | 0.0% | 8.3% | 2.4% |
| Peak Hour Factor | | | 0.86 | | | | 0.81 | | | | 0.71 | | | | 0.86 | | 0.86 |
| Peak Hour Factor | 0.00 | 0.00 | 0.84 | 0.78 | 0.00 | 0.00 | 0.79 | 0.45 | 0.00 | 0.00 | 0.00 | 0.71 | 0.00 | 0.00 | 0.00 | 0.86 | 0.86 |

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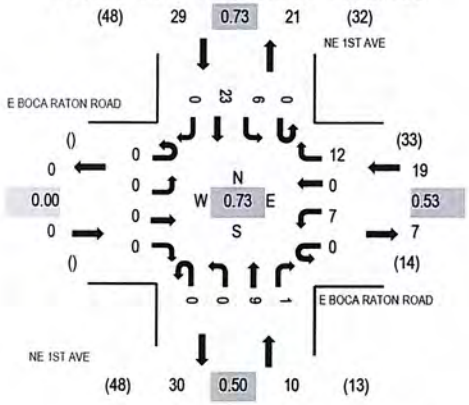
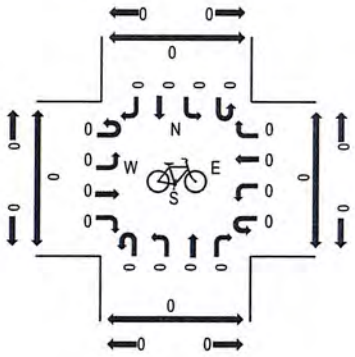
Location: 2 NE 1ST AVE & E BOCA RATON ROAD AM
Date: Wednesday, April 8, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

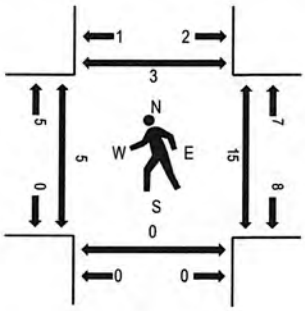
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | E BOCA RATON ROAD Eastbound | | | | E BOCA RATON ROAD Westbound | | | | NE 1ST AVE Northbound | | | | NE 1ST AVE Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 10 | 36 | 0 | 3 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 7 | 38 | 4 | 0 | 2 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 6 | 41 | 1 | 4 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 13 | 55 | 0 | 2 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 1 | 5 | 0 | 12 | 58 | 2 | 4 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 10 | | 1 | 5 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 3 | 1 | 0 | 1 | 9 | 0 | 20 | | 1 | 3 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 0 | 16 | | 1 | 3 | 0 | 2 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Lights | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 12 | 0 | 0 | 8 | 1 | 0 | 6 | 20 | 0 | 54 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 12 | 0 | 0 | 9 | 1 | 0 | 6 | 23 | 0 | 58 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 0.0% | | | | 10.0% | | | | 10.3% | | | 6.9% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 11.1% | 0.0% | 0.0% | 0.0% | 13.0% | 0.0% | 6.9% |
| Peak Hour Factor | | 0.00 | | | | 0.53 | | | | 0.50 | | | | 0.73 | | | 0.73 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.58 | 0.00 | 0.00 | 0.45 | 0.50 | 0.00 | 0.38 | 0.64 | 0.00 | 0.73 |

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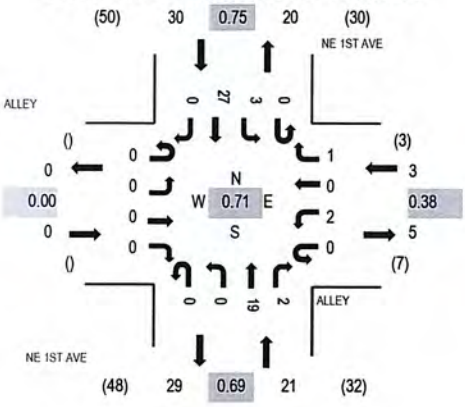
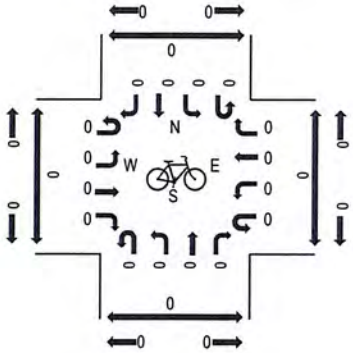
Location: 3 NE 1ST AVE & ALLEY AM
Date: Wednesday, April 8, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

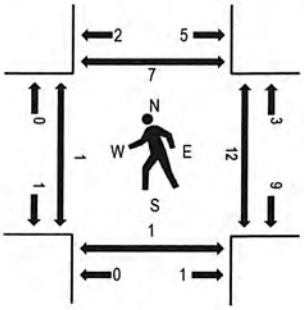
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | ALLEY Eastbound | | | | ALLEY Westbound | | | | NE 1ST AVE Northbound | | | | NE 1ST AVE Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 8 | 31 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 7 | 36 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 6 | 38 | 0 | 1 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 4 | 0 | 10 | 51 | 0 | 1 | 0 | 1 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 7 | 0 | 13 | 54 | 1 | 3 | 1 | 3 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 6 | 0 | 9 | | 0 | 3 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 9 | 0 | 19 | | 0 | 3 | 0 | 1 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 1 | 5 | 0 | 13 | | 0 | 3 | 0 | 2 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Lights | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 18 | 2 | 0 | 3 | 24 | 0 | 50 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 19 | 2 | 0 | 3 | 27 | 0 | 54 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 0.0% | | | | 4.8% | | | | 10.0% | | | 7.4% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 5.3% | 0.0% | 0.0% | 0.0% | 11.1% | 0.0% | 7.4% |
| Peak Hour Factor | | 0.00 | | | | 0.38 | | | | 0.69 | | | | 0.75 | | | 0.71 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.59 | 0.75 | 0.00 | 0.75 | 0.75 | 0.00 | 0.71 |

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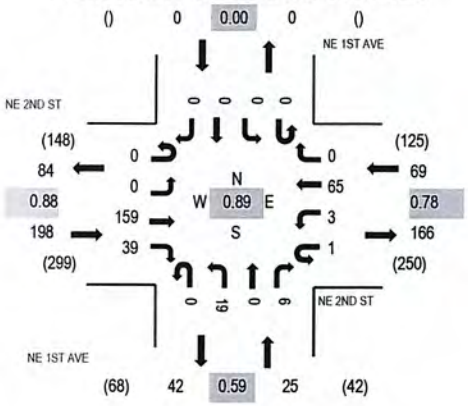
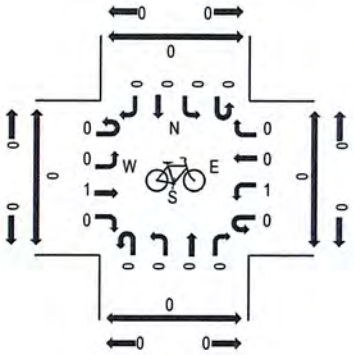
Location: 4 NE 1ST AVE & NE 2ND ST AM
Date: Wednesday, April 8, 2026
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

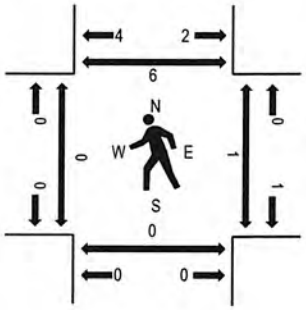
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | NE 2ND ST Eastbound | | | | NE 2ND ST Westbound | | | | NE 1ST AVE Northbound | | | | NE 1ST AVE Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 20 | 6 | 0 | 1 | 9 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 174 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 14 | 3 | 0 | 4 | 10 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 35 | 204 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 17 | 4 | 0 | 1 | 12 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 232 | 1 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 31 | 6 | 0 | 1 | 18 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 65 | 278 | 0 | 0 | 1 | 1 |
| 8:00 AM | 0 | 0 | 41 | 11 | 1 | 0 | 12 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 68 | 292 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 34 | 7 | 0 | 1 | 18 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 48 | 8 | 0 | 1 | 14 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 82 | | 0 | 0 | 0 | 1 |
| 8:45 AM | 0 | 0 | 36 | 13 | 0 | 1 | 21 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 79 | | 0 | 1 | 0 | 2 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lights | 0 | 0 | 157 | 36 | 1 | 3 | 59 | 0 | 0 | 18 | 0 | 6 | 0 | 0 | 0 | 0 | 280 |
| Mediums | 0 | 0 | 2 | 2 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 0 | 159 | 39 | 1 | 3 | 65 | 0 | 0 | 19 | 0 | 6 | 0 | 0 | 0 | 0 | 292 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 2.5% | | | | 8.7% | | | | 4.0% | | | | 0.0% | | | 4.1% |
| Heavy Vehicle % | 0.0% | 0.0% | 1.3% | 7.7% | 0.0% | 0.0% | 9.2% | 0.0% | 0.0% | 5.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.1% |
| Peak Hour Factor | | 0.88 | | | | 0.78 | | | | 0.59 | | | | 0.00 | | | 0.89 |
| Peak Hour Factor | 0.00 | 0.00 | 0.83 | 0.75 | 0.25 | 0.44 | 0.77 | 0.00 | 0.00 | 0.61 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.89 |

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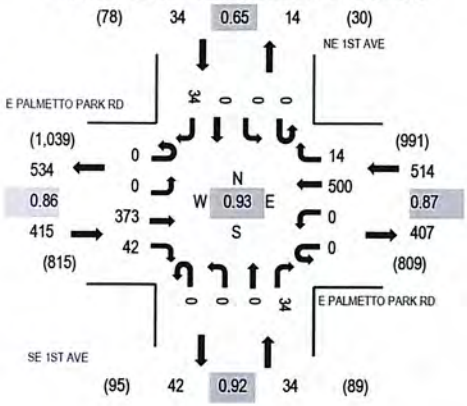
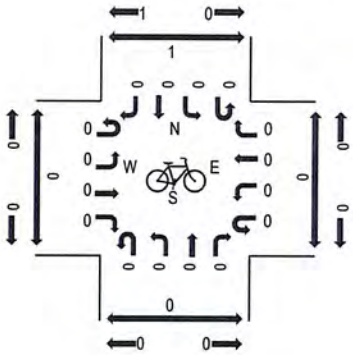
Location: 1 SE 1ST AVE & E PALMETTO PARK RD PM
Date: Wednesday, April 8, 2026
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

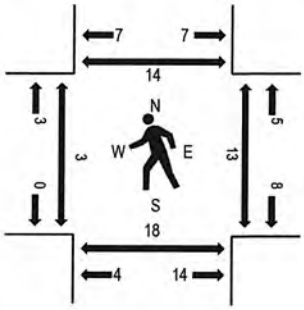
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | E PALMETTO PARK RD Eastbound | | | | E PALMETTO PARK RD Westbound | | | | SE 1ST AVE Northbound | | | | NE 1ST AVE Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 0 | 85 | 10 | 0 | 0 | 145 | 3 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 13 | 267 | 997 | 0 | 0 | 0 | 7 |
| 4:15 PM | 0 | 0 | 103 | 12 | 0 | 0 | 128 | 2 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 259 | 971 | 0 | 0 | 9 | 0 |
| 4:30 PM | 0 | 0 | 75 | 9 | 0 | 0 | 139 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 239 | 960 | 2 | 6 | 5 | 1 |
| 4:45 PM | 0 | 0 | 110 | 11 | 0 | 0 | 88 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 8 | 232 | 958 | 1 | 7 | 4 | 6 |
| 5:00 PM | 0 | 0 | 79 | 17 | 0 | 0 | 116 | 7 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 7 | 241 | 976 | 0 | 3 | 2 | 5 |
| 5:15 PM | 0 | 0 | 90 | 13 | 0 | 0 | 118 | 4 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 8 | 248 | | 3 | 1 | 0 | 3 |
| 5:30 PM | 0 | 0 | 85 | 12 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 12 | 237 | | 0 | 4 | 0 | 3 |
| 5:45 PM | 0 | 0 | 93 | 11 | 0 | 0 | 109 | 5 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 17 | 250 | | 0 | 4 | 0 | 8 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lights | 0 | 0 | 370 | 42 | 0 | 0 | 485 | 14 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 33 | 978 |
| Mediums | 0 | 0 | 3 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16 |
| Total | 0 | 0 | 373 | 42 | 0 | 0 | 500 | 14 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 34 | 997 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 0.7% | | | | 2.9% | | | | 0.0% | | | | 2.9% | | 1.9% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.8% | 0.0% | 0.0% | 0.0% | 3.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.9% | 1.9% |
| Peak Hour Factor | | | 0.86 | | | | 0.87 | | | | 0.92 | | | | 0.65 | | 0.93 |
| Peak Hour Factor | 0.00 | 0.00 | 0.85 | 0.78 | 0.00 | 0.00 | 0.86 | 0.71 | 0.00 | 0.00 | 0.00 | 0.92 | 0.00 | 0.00 | 0.00 | 0.65 | 0.93 |

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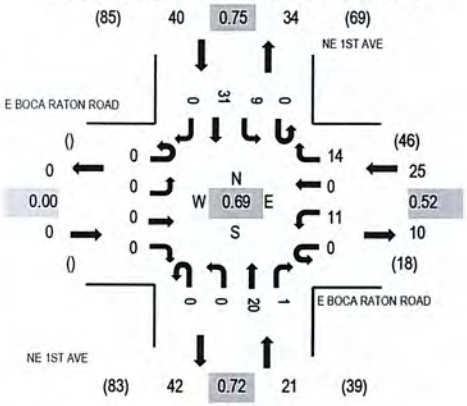
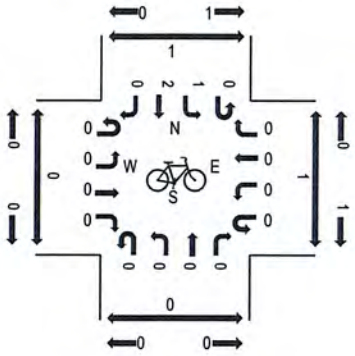
(303) 216-2439
www.alltrafficdata.net

Location: 2 NE 1ST AVE & E BOCA RATON ROAD PM
Date: Wednesday, April 8, 2026
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

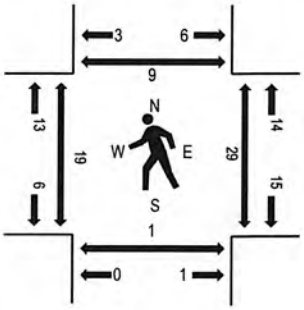
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | E BOCA RATON ROAD Eastbound | | | | E BOCA RATON ROAD Westbound | | | | NE 1ST AVE Northbound | | | | NE 1ST AVE Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 5 | 1 | 0 | 1 | 11 | 0 | 27 | 84 | 1 | 4 | 1 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 1 | 6 | 0 | 14 | 77 | 5 | 3 | 2 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 2 | 9 | 0 | 16 | 81 | 1 | 10 | 1 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 3 | 12 | 0 | 27 | 82 | 1 | 5 | 1 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 2 | 7 | 0 | 20 | 86 | 2 | 5 | 1 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 6 | 1 | 0 | 2 | 5 | 0 | 18 | | 0 | 6 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 2 | 7 | 0 | 17 | | 6 | 12 | 0 | 5 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 0 | 0 | 4 | 0 | 0 | 3 | 12 | 0 | 31 | | 11 | 6 | 0 | 3 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 13 | 0 | 0 | 20 | 1 | 0 | 9 | 31 | 0 | 85 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 14 | 0 | 0 | 20 | 1 | 0 | 9 | 31 | 0 | 86 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 4.0% | | | | 0.0% | | | | 0.0% | | | 1.2% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 7.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.2% |
| Peak Hour Factor | | 0.00 | | | | 0.52 | | | | 0.72 | | | | 0.75 | | | 0.69 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.69 | 0.00 | 0.64 | 0.00 | 0.00 | 0.69 | 0.25 | 0.00 | 0.75 | 0.79 | 0.00 | 0.69 |

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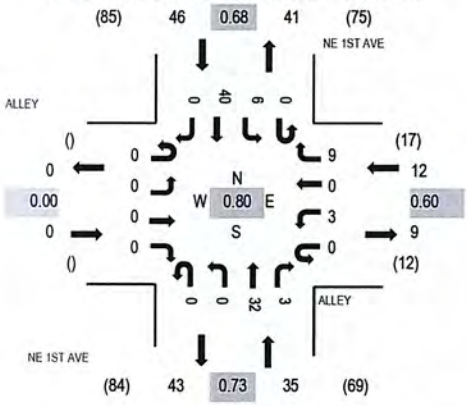
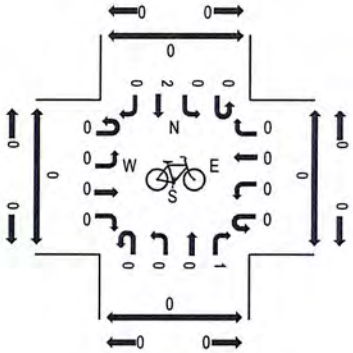
Location: 3 NE 1ST AVE & ALLEY PM
Date: Wednesday, April 8, 2026
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

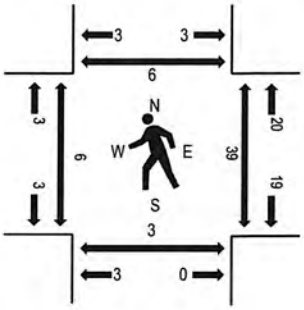
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | ALLEY Eastbound | | | | ALLEY Westbound | | | | NE 1ST AVE Northbound | | | | NE 1ST AVE Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 11 | 1 | 0 | 0 | 9 | 0 | 25 | 88 | 0 | 4 | 4 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 13 | 87 | 1 | 3 | 0 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 2 | 11 | 0 | 21 | 93 | 0 | 12 | 1 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 1 | 0 | 2 | 15 | 0 | 29 | 85 | 3 | 10 | 2 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | 8 | 0 | 24 | 83 | 3 | 7 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 6 | 2 | 0 | 2 | 6 | 0 | 19 | | 0 | 10 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 9 | 0 | 13 | | 0 | 17 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 1 | 13 | 0 | 27 | | 1 | 12 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 0 | 0 | 32 | 2 | 0 | 6 | 40 | 0 | 92 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 0 | 0 | 32 | 3 | 0 | 6 | 40 | 0 | 93 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 0.0% | | | | 2.9% | | | | 0.0% | | | 1.1% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 33.3% | 0.0% | 0.0% | 0.0% | 0.0% | 1.1% |
| Peak Hour Factor | | 0.00 | | | | 0.60 | | | | 0.73 | | | | 0.68 | | | 0.80 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.75 | 0.00 | 0.00 | 0.73 | 0.38 | 0.00 | 0.75 | 0.70 | 0.00 | 0.80 |

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(303) 216-2439
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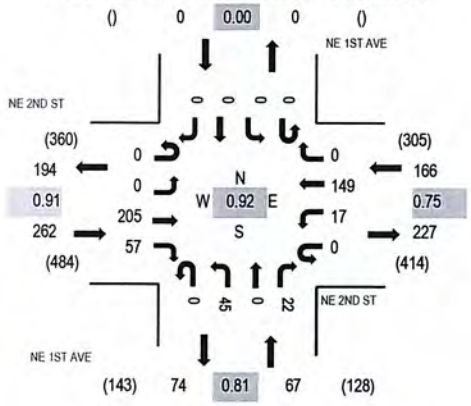
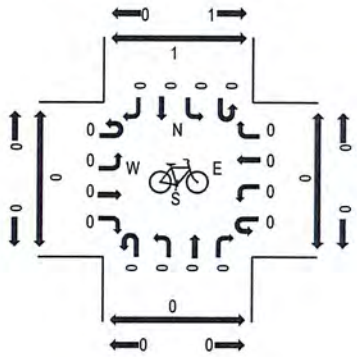
Location: 4 NE 1ST AVE & NE 2ND ST PM
Date: Wednesday, April 8, 2026
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

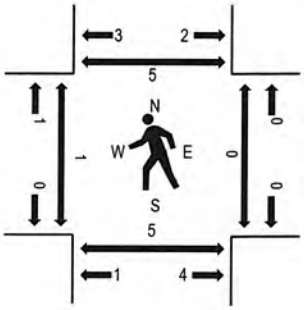
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | NE 2ND ST Eastbound | | | | NE 2ND ST Westbound | | | | NE 1ST AVE Northbound | | | | NE 1ST AVE Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 0 | 32 | 15 | 0 | 1 | 43 | 0 | 0 | 14 | 0 | 5 | 0 | 0 | 0 | 0 | 110 | 487 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 49 | 14 | 0 | 3 | 53 | 0 | 0 | 10 | 0 | 5 | 0 | 0 | 0 | 0 | 134 | 495 | 0 | 0 | 2 | 0 |
| 4:30 PM | 0 | 0 | 51 | 17 | 0 | 3 | 32 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 115 | 474 | 0 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 55 | 18 | 0 | 7 | 26 | 0 | 0 | 17 | 0 | 5 | 0 | 0 | 0 | 0 | 128 | 453 | 1 | 0 | 3 | 1 |
| 5:00 PM | 0 | 0 | 50 | 8 | 0 | 4 | 38 | 0 | 0 | 12 | 0 | 6 | 0 | 0 | 0 | 0 | 118 | 430 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 54 | 14 | 0 | 6 | 20 | 0 | 0 | 13 | 0 | 6 | 0 | 0 | 0 | 0 | 113 | | 2 | 0 | 2 | 2 |
| 5:30 PM | 0 | 0 | 39 | 8 | 0 | 5 | 35 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 94 | | 0 | 1 | 2 | 2 |
| 5:45 PM | 0 | 0 | 43 | 17 | 0 | 3 | 26 | 0 | 0 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 105 | | 4 | 0 | 0 | 7 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 203 | 57 | 0 | 17 | 139 | 0 | 0 | 45 | 0 | 22 | 0 | 0 | 0 | 0 | 483 |
| Mediums | 0 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total | 0 | 0 | 205 | 57 | 0 | 17 | 149 | 0 | 0 | 45 | 0 | 22 | 0 | 0 | 0 | 0 | 495 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.8% | | | | 6.0% | | | | 0.0% | | | | 0.0% | | | 2.4% |
| Heavy Vehicle % | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | 6.7% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 2.4% |
| Peak Hour Factor | | 0.91 | | | | 0.75 | | | | 0.81 | | | | 0.00 | | | 0.92 |
| Peak Hour Factor | 0.00 | 0.00 | 0.95 | 0.89 | 0.00 | 0.79 | 0.73 | 0.00 | 0.00 | 0.71 | 0.00 | 0.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.92 |

# INTERNAL CAPTURE

| NCHRP 8-51 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | SANBORN | **Organization:** | |
| **Project Location:** | | **Performed By:** | |
| **Scenario Description:** | | **Date:** | |
| **Analysis Year:** | | **Checked By:** | |
| **Analysis Period:** | **AM Street Peak Hour** | **Date:** | |

**Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 19 | 16 | 3 |
| Retail | | | | 17 | 11 | 6 |
| Restaurant | | | | 8 | 4 | 4 |
| Cinema/Entertainment | | | | 0 | 0 | 0 |
| Residential | | | | 0 | 0 | 0 |
| Hotel | | | | 0 | 0 | 0 |
| All Other Land Uses[2] | | | | 0 | 0 | 0 |
| Total | | | | 44 | 31 | 13 |

**Table 2-A: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | % Transit | % Non-Motorized | Veh. Occ. | % Transit | % Non-Motorized |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |
| All Other Land Uses[2] | | | | | | |

**Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-A: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 1 | 1 | 0 | 0 | 0 |
| Retail | 1 | | 1 | 0 | 0 | 0 |
| Restaurant | 1 | 1 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-A: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 44 | 31 | 13 |
| Internal Capture Percentage | 27% | 19% | 46% |
| | | | |
| External Vehicle-Trips[3] | 32 | 25 | 7 |
| External Transit-Trips[4] | 0 | 0 | 0 |
| External Non-Motorized Trips[4] | 0 | 0 | 0 |

**Table 6-A: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | 13% | 67% |
| Retail | 18% | 33% |
| Restaurant | 50% | 50% |
| Cinema/Entertainment | N/A | N/A |
| Residential | N/A | N/A |
| Hotel | N/A | N/A |

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

| Project Name: | SANBORN |
|---|---|
| Analysis Period: | AM Street Peak Hour |

**Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-A (D): Entering Trips | | | Table 7-A (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 16 | 16 | 1.00 | 3 | 3 |
| Retail | 1.00 | 11 | 11 | 1.00 | 6 | 6 |
| Restaurant | 1.00 | 4 | 4 | 1.00 | 4 | 4 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

**Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 1 | 2 | 0 | 0 | 0 |
| Retail | 2 | | 1 | 0 | 1 | 0 |
| Restaurant | 1 | 1 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 4 | 1 | 0 | 0 | 0 |
| Retail | 1 | | 2 | 0 | 0 | 0 |
| Restaurant | 2 | 1 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 2 | 1 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 9-A (D): Internal and External Trips Summary (Entering Trips)**

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 2 | 14 | 16 | 14 | 0 | 0 |
| Retail | 2 | 9 | 11 | 9 | 0 | 0 |
| Restaurant | 2 | 2 | 4 | 2 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 9-A (O): Internal and External Trips Summary (Exiting Trips)**

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 2 | 1 | 3 | 1 | 0 | 0 |
| Retail | 2 | 4 | 6 | 4 | 0 | 0 |
| Restaurant | 2 | 2 | 4 | 2 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

| NCHRP 8-51 Internal Trip Capture Estimation Tool | | | |
|---|---|---|---|
| **Project Name:** | SANBORN | **Organization:** | |
| **Project Location:** | | **Performed By:** | |
| **Scenario Description:** | | **Date:** | |
| **Analysis Year:** | | **Checked By:** | |
| **Analysis Period:** | **PM Street Peak Hour** | **Date:** | |

**Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)**

| Land Use | Development Data (*For Information Only*) | | | Estimated Vehicle-Trips | | |
|---|---|---|---|---|---|---|
| | ITE LUCs[1] | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 23 | 8 | 15 |
| Retail | | | | 28 | 16 | 12 |
| Restaurant | | | | 78 | 52 | 26 |
| Cinema/Entertainment | | | | 0 | 0 | 0 |
| Residential | | | | 0 | 0 | 0 |
| Hotel | | | | 0 | 0 | 0 |
| All Other Land Uses[2] | | | | 0 | 0 | 0 |
| Total | | | | 129 | 76 | 53 |

**Table 2-P: Mode Split and Vehicle Occupancy Estimates**

| Land Use | Entering Trips | | | Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | % Transit | % Non-Motorized | Veh. Occ. | % Transit | % Non-Motorized |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |
| All Other Land Uses[2] | | | | | | |

**Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | | | | | |
| Retail | | | | | | |
| Restaurant | | | | | | |
| Cinema/Entertainment | | | | | | |
| Residential | | | | | | |
| Hotel | | | | | | |

**Table 4-P: Internal Person-Trip Origin-Destination Matrix***

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 1 | 1 | 0 | 0 | 0 |
| Retail | 0 | | 3 | 0 | 0 | 0 |
| Restaurant | 1 | 8 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 5-P: Computations Summary**

| | Total | Entering | Exiting |
|---|---|---|---|
| All Person-Trips | 129 | 76 | 53 |
| Internal Capture Percentage | 22% | 18% | 26% |
| | | | |
| External Vehicle-Trips[3] | 101 | 62 | 39 |
| External Transit-Trips[4] | 0 | 0 | 0 |
| External Non-Motorized Trips[4] | 0 | 0 | 0 |

**Table 6-P: Internal Trip Capture Percentages by Land Use**

| Land Use | Entering Trips | Exiting Trips |
|---|---|---|
| Office | 13% | 13% |
| Retail | 56% | 25% |
| Restaurant | 8% | 35% |
| Cinema/Entertainment | N/A | N/A |
| Residential | N/A | N/A |
| Hotel | N/A | N/A |

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

*Estimation Tool Developed by the Texas Transportation Institute*

| Project Name: | SANBORN |
|---|---|
| Analysis Period: | PM Street Peak Hour |

**Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends**

| Land Use | Table 7-P (D): Entering Trips | | | Table 7-P (O): Exiting Trips | | |
|---|---|---|---|---|---|---|
| | Veh. Occ. | Vehicle-Trips | Person-Trips* | Veh. Occ. | Vehicle-Trips | Person-Trips* |
| Office | 1.00 | 8 | 8 | 1.00 | 15 | 15 |
| Retail | 1.00 | 16 | 16 | 1.00 | 12 | 12 |
| Restaurant | 1.00 | 52 | 52 | 1.00 | 26 | 26 |
| Cinema/Entertainment | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Residential | 1.00 | 0 | 0 | 1.00 | 0 | 0 |
| Hotel | 1.00 | 0 | 0 | 1.00 | 0 | 0 |

**Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 3 | 1 | 0 | 0 | 0 |
| Retail | 0 | | 3 | 0 | 3 | 1 |
| Restaurant | 1 | 11 | | 2 | 5 | 2 |
| Cinema/Entertainment | 0 | 0 | 0 | | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | |

**Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)**

| Origin (From) | Destination (To) | | | | | |
|---|---|---|---|---|---|---|
| | Office | Retail | Restaurant | Cinema/Entertainment | Residential | Hotel |
| Office | | 1 | 1 | 0 | 0 | 0 |
| Retail | 2 | | 15 | 0 | 0 | 0 |
| Restaurant | 2 | 8 | | 0 | 0 | 0 |
| Cinema/Entertainment | 0 | 1 | 2 | | 0 | 0 |
| Residential | 5 | 2 | 7 | 0 | | 0 |
| Hotel | 0 | 0 | 3 | 0 | 0 | |

**Table 9-P (D): Internal and External Trips Summary (Entering Trips)**

| Destination Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 1 | 7 | 8 | 7 | 0 | 0 |
| Retail | 9 | 7 | 16 | 7 | 0 | 0 |
| Restaurant | 4 | 48 | 52 | 48 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

**Table 9-P (O): Internal and External Trips Summary (Exiting Trips)**

| Origin Land Use | Person-Trip Estimates | | | External Trips by Mode* | | |
|---|---|---|---|---|---|---|
| | Internal | External | Total | Vehicles[1] | Transit[2] | Non-Motorized[2] |
| Office | 2 | 13 | 15 | 13 | 0 | 0 |
| Retail | 3 | 9 | 12 | 9 | 0 | 0 |
| Restaurant | 9 | 17 | 26 | 17 | 0 | 0 |
| Cinema/Entertainment | 0 | 0 | 0 | 0 | 0 | 0 |
| Residential | 0 | 0 | 0 | 0 | 0 | 0 |
| Hotel | 0 | 0 | 0 | 0 | 0 | 0 |
| All Other Land Uses[3] | 0 | 0 | 0 | 0 | 0 | 0 |

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

# AM SYNCHRO

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 165 | 179 | 31 | 68 | 54 | 16 |
| Future Vol, veh/h | 165 | 179 | 31 | 68 | 54 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 179 | 195 | 34 | 74 | 59 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 374 | 0 | 418 | 277 |
| Stage 1 | - | - | - | - | 277 | - |
| Stage 2 | - | - | - | - | 141 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1185 | - | 592 | 762 |
| Stage 1 | - | - | - | - | 770 | - |
| Stage 2 | - | - | - | - | 886 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1185 | - | 574 | 762 |
| Mov Cap-2 Maneuver | - | - | - | - | 574 | - |
| Stage 1 | - | - | - | - | 770 | - |
| Stage 2 | - | - | - | - | 859 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 2.55 | 11.76 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 608 | - | - | 564 | - |
| HCM Lane V/C Ratio | 0.125 | - | - | 0.028 | - |
| HCM Ctrl Dly (s/v) | 11.8 | - | - | 8.1 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | | | ↑↑↱ | | | | ↱ | | | ↱ |
| Traffic Vol, veh/h | 0 | 457 | 0 | 0 | 323 | 31 | 0 | 0 | 0 | 0 | 0 | 59 |
| Future Vol, veh/h | 0 | 457 | 0 | 0 | 323 | 31 | 0 | 0 | 0 | 0 | 0 | 59 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 497 | 0 | 0 | 351 | 34 | 0 | 0 | 0 | 0 | 0 | 64 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | - | - | 0 | - | - | 248 | - | - | 192 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - | - | - | 6.94 | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - | - | - | 3.32 | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | 0 | 0 | - | - | 0 | 0 | 752 | 0 | 0 | 817 |
| Stage 1 | 0 | - | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | - | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | | | - | - | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | - | - | - | 752 | - | - | 817 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 | 9.78 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | 817 |
| HCM Lane V/C Ratio | - | - | - | - | 0.079 |
| HCM Ctrl Dly (s/v) | 0 | - | - | - | 9.8 |
| HCM Lane LOS | A | - | - | - | A |
| HCM 95th %tile Q(veh) | - | - | - | - | 0.3 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 32 | 33 | 19 | 93 | 103 |
| Future Vol, veh/h | 17 | 32 | 33 | 19 | 93 | 103 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 35 | 36 | 21 | 101 | 112 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 360 | 46 | 0 | 0 | 57 | 0 |
| Stage 1 | 46 | - | - | - | - | - |
| Stage 2 | 314 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 638 | 1023 | - | - | 1548 | - |
| Stage 1 | 976 | - | - | - | - | - |
| Stage 2 | 741 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 594 | 1023 | - | - | 1548 | - |
| Mov Cap-2 Maneuver | 594 | - | - | - | - | - |
| Stage 1 | 976 | - | - | - | - | - |
| Stage 2 | 689 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.71 | 0 | 3.55 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 818 | 854 | - |
| HCM Lane V/C Ratio | - | - | 0.065 | 0.065 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.7 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 25 | 26 | 16 | 81 | 39 |
| Future Vol, veh/h | 16 | 25 | 26 | 16 | 81 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 27 | 28 | 17 | 88 | 42 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 255 | 37 | 0 | 0 | 46 | 0 |
| Stage 1 | 37 | - | - | - | - | - |
| Stage 2 | 218 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 733 | 1035 | - | - | 1562 | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 818 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 691 | 1035 | - | - | 1562 | - |
| Mov Cap-2 Maneuver | 691 | - | - | - | - | - |
| Stage 1 | 986 | - | - | - | - | - |
| Stage 2 | 771 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 9.38 | 0 | 5.02 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 867 | 1215 | - |
| HCM Lane V/C Ratio | - | - | 0.051 | 0.056 | - |
| HCM Ctrl Dly (s/v) | - | - | 9.4 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.2 | - |

# PM SYNCHRO

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 213 | 226 | 54 | 155 | 146 | 48 |
| Future Vol, veh/h | 213 | 226 | 54 | 155 | 146 | 48 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 232 | 246 | 59 | 168 | 159 | 52 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 477 | 0 | 640 | 354 |
| Stage 1 | - | - | - | - | 354 | - |
| Stage 2 | - | - | - | - | 286 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1085 | - | 439 | 689 |
| Stage 1 | - | - | - | - | 710 | - |
| Stage 2 | - | - | - | - | 763 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1085 | - | 413 | 689 |
| Mov Cap-2 Maneuver | - | - | - | - | 413 | - |
| Stage 1 | - | - | - | - | 710 | - |
| Stage 2 | - | - | - | - | 717 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 2.2 | 19.35 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 459 | - | - | 465 | - |
| HCM Lane V/C Ratio | 0.46 | - | - | 0.054 | - |
| HCM Ctrl Dly (s/v) | 19.3 | - | - | 8.5 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 2.4 | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↑↑ | | | ↑↑↱ | | | | ↱ | | | ↱ |
| Traffic Vol, veh/h | 0 | 400 | 0 | 0 | 561 | 39 | 0 | 0 | 0 | 0 | 0 | 121 |
| Future Vol, veh/h | 0 | 400 | 0 | 0 | 561 | 39 | 0 | 0 | 0 | 0 | 0 | 121 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 435 | 0 | 0 | 610 | 42 | 0 | 0 | 0 | 0 | 0 | 132 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 0 | - | - | - | 0 | - | - | 217 | - | - | 326 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | - | - | - | - | - | - | - | - | 6.94 | - | - | 6.94 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | - | - | - | - | - | - | - | - | 3.32 | - | - | 3.32 |
| Pot Cap-1 Maneuver | 0 | - | 0 | 0 | - | - | 0 | 0 | 787 | 0 | 0 | 670 |
| Stage 1 | 0 | - | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | 0 | - | 0 | 0 | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | | | - | - | | | | | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | - | - | - | 787 | - | - | 670 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Ctrl Dly, s/v | 0 | 0 | 0 | 11.69 |
| HCM LOS | | | A | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | 670 |
| HCM Lane V/C Ratio | - | - | - | - | 0.196 |
| HCM Ctrl Dly (s/v) | 0 | - | - | - | 11.7 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | - | - | - | - | 0.7 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 59 | 107 | 36 | 173 | 78 |
| Future Vol, veh/h | 30 | 59 | 107 | 36 | 173 | 78 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 33 | 64 | 116 | 39 | 188 | 85 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 597 | 136 | 0 | 0 | 155 | 0 |
| Stage 1 | 136 | - | - | - | - | - |
| Stage 2 | 461 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 466 | 913 | - | - | 1425 | - |
| Stage 1 | 891 | - | - | - | - | - |
| Stage 2 | 635 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 401 | 913 | - | - | 1425 | - |
| Mov Cap-2 Maneuver | 401 | - | - | - | - | - |
| Stage 1 | 891 | - | - | - | - | - |
| Stage 2 | 547 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 11.64 | 0 | 5.45 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 639 | 1241 | - |
| HCM Lane V/C Ratio | - | - | 0.151 | 0.132 | - |
| HCM Ctrl Dly (s/v) | - | - | 11.6 | 7.9 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 69 | 89 | 54 | 8 | 45 | 59 |
| Future Vol, veh/h | 69 | 89 | 54 | 8 | 45 | 59 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 75 | 97 | 59 | 9 | 49 | 64 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 225 | 63 | 0 | 0 | 67 | 0 |
| Stage 1 | 63 | - | - | - | - | - |
| Stage 2 | 162 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 763 | 1002 | - | - | 1534 | - |
| Stage 1 | 960 | - | - | - | - | - |
| Stage 2 | 867 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 738 | 1002 | - | - | 1534 | - |
| Mov Cap-2 Maneuver | 738 | - | - | - | - | - |
| Stage 1 | 960 | - | - | - | - | - |
| Stage 2 | 838 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Ctrl Dly, s/v | 10.18 | 0 | 3.21 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 866 | 1534 | - |
| HCM Lane V/C Ratio | - | - | 0.198 | 0.032 | - |
| HCM Ctrl Dly (s/v) | - | - | 10.2 | 7.4 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0.1 | - |

# AUTOMATED PARKING

## Space Efficient Mechanical and Automated Parking Systems

Fully Automated Parking: the use of a combination of mechanical parking devices, such as transfer stations, vehicle elevators, shuttles, turntables, hoists of individual unoccupied vehicles to separate storage areas, which may be in tandem configurations. These mechanical devices may be robotic, relative to the movement of the vehicles within the enclosed garage. These systems are to be computer controlled, and managed for access and return delivery, in addition to overall system monitoring within an enclosed garage. These systems are generically identified as "robotic" or "rack and rail" systems with and without pallets.

Applicants for Fully Automated Parking Garage and System must provide the following, if 31 spaces or greater are proposed; if 30 spaces or fewer are proposed, provide those requirements in Section 13(c)(i), above, and provide a Parking and Loading Operations Plan, as required in Section 13(c)(ii)(b).

a. Site and other plans reflecting the equipment locations, sizes, sections, building elevations, and equipment manufacturer's data, and details. **These are included in this document.**

b. Provide a Parking and Loading Operations plan, which is a narrative that describes all operational aspects of the system, especially in mixed-use settings, and/or in conjunction with a shared-parking analysis. The narrative shall include the hours of operation, system queuing, operating cycle times and volumes, maintenance requirements and reports, system redundancy sufficient to support time-efficient storage and retrieval of vehicles, emergency procedures, security elements, OSHA requirements, ADA requirements, and any other elements as may be necessary for a thorough evaluation of the proposed system. **Please see Parking and Loading Operations plan attached to this Space Efficient Parking Garage and System report.**

c. Provide a traffic-statement and queuing analysis detailing the ingress/egress and circulation which demonstrates the measures which ensure that the proposed parking is designed to reasonably prevent stacking or backups into the public rights-of-way even during peak times and acknowledges that queuing in the right-of-way is prohibited and that all queuing must be accomplished on the project property. **A queuing analysis is attached. Max queue is 3 for inbound and 1 for outbound.**

d. A full-time trained attendant or valet shall operate a Fully-Automated Parking System, but is not required when the system is determined to be independently accessible or it is demonstrated that the system can be operated by users without an attendant, and the

Parking and Loading Operations Plan includes a non-attendant operational plan. **A full-time valet will be provided. No one other than Valet has access to the system.**

e. The storage spaces shall be consistent with and shall accommodate the varying sizes, height, and weights of the vehicles which are registered in and are common to the community. **See mechanical specifications for details (Drawing # 107111-LAY-03 and APS 10711 sheet 6/16 in Section 4, TECHNCIAL SPECIFICATIONS).**

f. The floor or pallet of the parked vehicle shall be solid and of sufficient width and length as to prevent dripping liquids or debris falling to any vehicle below. **Please see technical specifications.**

g. Provide an on-site electrical generator with sufficient capacity to store and retrieve vehicles in the event of a power outage. **A generator is provided on site.**

h. All equipment shall be regularly maintained and fully functional at all times. All maintenance records and reports are to be readily available on site, albeit the system can also be monitored remotely. **Acknowledged and details are included in the Planning and Operations Plan.**

i. Provide a separate room, or enclosed air-conditioned space within or adjacent to the garage for the purpose of housing the computer and related equipment that directs the operation of the system, and all of its components. **Please see AF1.00 & AF1-10 for details**

j. Separate individual building permits for the mechanical and electrical equipment components are required, which are to be incorporated as part of the overall building's mechanical and electrical systems. **Acknowledged and will be addressed at permitting.**

k. At each facility, there shall be posted the name, address, and telephone number of the person responsible for resolving any service or customer issues on a 24-hour basis and a description of the procedure utilized to assure that parked vehicles are safely returned. **Posted in the Valet Room and also will be provided at the front desk..**

l. Fully-Automated Parking may be used in conjunction with and as a part of a traditional parking garage. **There in no traditional garage associated with this project.**

Other Requirements

(i) All vehicles once located in their storage location are to be unoccupied by the user. **Acknowledged, once on the car elevator no humans will occupy the vehicle.**

(ii) Parking signage, operational kiosks, queuing lighting, monitors, etc. shall be provided to clarify, direct and instruct the users as to the operations of the systems. **This is 100% valet operated and valets will be trained on the operation of the system. Signage, exact kiosk**

**location and others will be finalized at time of permit once the manufacture has provided detailed drawings.**

(iii) For off-street parking facilities where vehicles are required to stop before a mechanically operated barrier which controls access to the site and/or system, such barrier shall be located a minimum of 18 feet from the property line, and be included within a traffic and queuing analysis. Please see sheet **AF1-10, 25' is provided.**

(iv) The parking equipment and devices, whether free-standing (stackers) or incorporated into and integrated with the enclosed building construction, shall comply with all applicable codes and ordinances, including but not limited to, the Florida Building Code, Life Safety Code (NFPA), National Electrical Code (NECA), Elevator Codes, and all other applicable codes and regulations. **Acknowledged.**

**The proposed system is intended to support the overall development by maximizing parking capacity within a reduced building footprint, minimizing land consumption, and improving site circulation while maintaining safety, operational efficiency, and compatibility with the surrounding urban context.**

**Purpose of a Space Efficient Parking System**

**The project incorporates a mechanical/automated parking solution to achieve the following objectives consistent with the intent of Ordinance No. 4035:**

- **Reduce the amount of land dedicated to traditional surface parking.**
- **Consolidate parking into a compact, structured environment.**
- **Improve pedestrian safety by limiting internal vehicular circulation.**
- **Support higher-quality urban design outcomes by freeing ground-level area for open space, landscaping, and active uses.**
- **Increase parking efficiency through vertical stacking and automated vehicle storage.**

**System Description**

**The proposed parking solution consists of a space-efficient mechanical and automated parking system designed to store vehicles using vertical stacking, lifts, and automated**

retrieval technology. The system will be integrated into the building structure below grade not seen by the public eye.

Key functional characteristics include:

- Vehicles are delivered to designated drop-off bays.
- The system mechanically or automatically positions and stores vehicles within structured racks or platforms.
- Retrieval is managed through controlled system operations to minimize circulation conflicts.
- Internal vehicular movement within the system is reduced, resulting in lower emissions and increased safety.

Consistency with Ordinance No. 4035 Objectives

The proposed approach aligns with the planning and design goals of Ordinance No. 4035 by:

1. Promoting Land Use Efficiency

The mechanical/automated parking structure allows a greater number of vehicles to be accommodated within a smaller footprint compared to conventional parking layouts. This supports compact development patterns and reduces the need for expansive surface lots.

2. Enhancing Urban Design Quality

By consolidating parking vertically and internally, the project can prioritize active uses, architectural frontage, and public realm improvements along street edges. This contributes to a more pedestrian-oriented and visually cohesive environment.

3. Reducing Vehicular Circulation Impacts

Because vehicles are stored using controlled mechanical operations, the need for internal driving aisles, ramps, and maneuvering areas is significantly reduced. This improves safety and reduces congestion within the site.

4. Improving Safety and Access Control

The system is designed with controlled entry points and monitored operations, limiting unauthorized access and minimizing conflicts between vehicles and pedestrians.

## 5. Supporting Sustainability Goals

**Space-efficient parking systems can contribute to reduced impervious coverage, more efficient building massing, and opportunities for additional landscaping and open space, consistent with broader environmental and planning objectives.**

### Operational Considerations

**At the operational level, the system will be designed to provide:**

- **Adequate vehicle queuing space to prevent spillback into public rights-of-way.**
- **Clear user interfaces for vehicle drop-off and retrieval.**
- **Redundancy and maintenance protocols to ensure system reliability.**
- **Safe pedestrian separation from mechanical operations.**

**Final operational details, including system manufacturer specifications, throughput capacity, and safety features, will be coordinated during later design phases (PWR) in conjunction with the selected system provider and General Contractor.**

### Architectural Integration

**The mechanical/automated parking components will be fully below grade. The intent is to ensure that the parking function does not visually dominate the structure and that it contributes positively to the character of the development and surrounding area.**

### Conclusion

**The incorporation of a space-efficient mechanical and/or automated parking system is consistent with the intent and requirements of Boca Raton Ordinance No. 4035. The system supports improved land utilization, enhanced urban design outcomes, reduced circulation impacts, and a safer, more controlled parking environment. Detailed system specifications and operational plans will be finalized in subsequent design and permitting phases to ensure full compliance with applicable codes, safety standards, and City requirements.**

# ***MECHANICAL PARKING OPERATIONAL PLAN***

Ingress/Egress – The site provides separate ingress and egress to/from the mechanical parking in the garage. This separation allows for increased capacity and reduced parking and retrieval times. The queuing analysis shows that the queue will be contained entirely on the site with no backup onto the adjacent alley.

Hours of operation – The mechanical parking system will operate 30 minutes before to 30 minutes after the private club is open. This mechanical system will require substantially fewer staff as the valet pulls the vehicle into the transfer cabin and then exits the vehicle and takes the next vehicle. The vehicle is lowered to the basement level to offload (30-60 seconds) and then the valet can drive the next vehicle into the transfer cabin. The exiting procedure is just as efficient as the member will request their vehicle at kiosk and the valet will exit the transfer station with the retrieved vehicle and present the vehicle to the driver.

System queuing – A detailed queuing analysis was provided as part of the traffic study. The 98$^{th}$ percentile queue is anticipated to be 3 vehicles based on the trip generation analysis and the operating cycle time provided by the manufacturer (up to 60 seconds plus 40 seconds valet operation total of 100 seconds. This will stack on the site with no backup onto the adjacent alley.

Operation cycle time and volume - Per the manufacturer, 30 to 60 seconds cycle time. As there are 2 shuttle stations below, the entering volume capacity is 72 vehicles entering (61 are anticipated). For exiting, the exiting volume capacity is 36 vehicles (22 are anticipated).

Maintenance requirements – Lödige Industries expects the system will meet the System Performance Specifications and this performance and availability will not significantly degrade over time, provided the system does not suffer unusual wear and tear or environmental damage, is operated in accordance with the User Manual, and is continuously maintained as directed by Lödige in the Maintenance Manual (a copy of which will be provided to the city at the time of permitting).

The maintenance and support package comprises of the 24/7 Customer Care Centre and Preventive / Corrective Maintenance. This package is an integral part of the automated car park system to ensure reliable and worry-free operation around the clock. The spare parts are supplied in an initial starter package followed by regular audits and stock replenishments. Preventive maintenance consists of both remote monitoring of the system and quarterly visits to inspect, clean, and lubricate the main components and sensors within the garage. These inspections identify worn or damaged parts allowing replacement before

failure. The regular cleaning of the storage area, transfer cabins and pallets will be performed according to Lödige maintenance manual.

Preventive maintenance is typically performed twice yearly. The maintenance contract also includes 24/7 remote monitoring and error resolution from the Customer Care Center via a camera system and joystick control. Corrective maintenance is performed on an as-needed basis. Every maintenance visit is accompanied by a work order. System reports are generated on a daily basis and monthly basis indicating the system performance and any downtime events.

System redundancy – Per the manufacturer, System availability of not less than 98% excluding maintenance and user errors is system availability of not less than 98% excluding maintenance and user errors is anticipated. The system layout has 2 entry / exit cabins, which means it can continue to park and retrieve vehicles in case one cabin is occupied or out of service. Time efficient storage and retrieval of vehicles is achieved by robust maintenance protocols including the 24/7 monitoring and error resolution mentioned above in the maintenance section.

Emergency procedures – The system will be tied into the fire alarm, so when a fire alarm is triggered the system software initiates an emergency shutdown sequence. E-stop buttons are located around the system where needed. This brings the system to an immediate stop.

Security elements – The system perimeter is enclosed. Any access doors into the system will be fitted with electrical interlocks meaning opening the door will cause the system to immediately shutdown. There is a special procedure for maintenance access, which is only performed by trained maintenance technicians. The entry cabins are fitted with all necessary safety scanners and devices.

OSHA requirements – The system is subject to a safety risk assessment during design. Relevant OSHA considerations include safe access and egress for maintenance personnel and adequate lighting.

ADA requirements – The mechanical parking system is 100% valet operated. No ADA spaces are required or provided.

## PEAK QUEUE STORAGE WORKSHEET (MEMBERS)

Elevator Entrance

ITE Transportation and Land Development 95th Percentile

Location THE SANBORN

Storage = (((ln P(x>M) - ln Qm) / ln p) - 1)

M = queue length which is exceeded p percent of the time
N = number of lanes
Q = service rate per channel ( vehicles per hour)
r = demand rate/service rate = q/NQ = utilization factor
q = demand rate on the system (vehicles per hour)
$Q_m$ = tabled values of the relationship between queue length, number of lanes and utilization factor (if n = 1, $Q_m$ = r)

Where:

Q = 100% VALET vehicles per hour  Wait Time= 120.0 sec
**N = 2 shuttle stations**
P(x > M) =5 percent = .05
Vehicles per hour = 37  from Trip Generation (PM Inbound)

q = 37 vehicles per hour per lane

Provides the longest queue that would occur in the VALET lane

p = 0.62 = 37 / (45*1)  $Q_m$ = 0.62

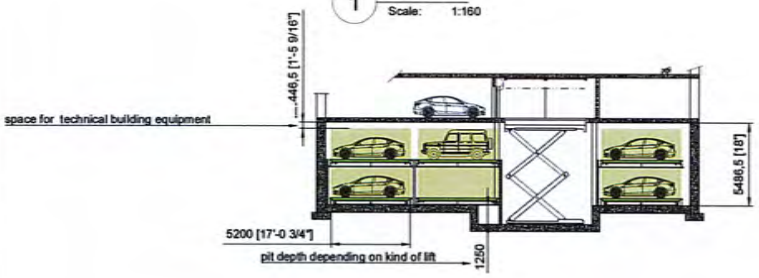
M = Storage = {[ln .05 - ln (0.62)] / ln (0.62) -1} * 25

M = Storage = {[( -2.996 - -0.483 ) / -0.483 ] - 1} x 25

M = Storage = 5 VEHICLES

## 1 Section

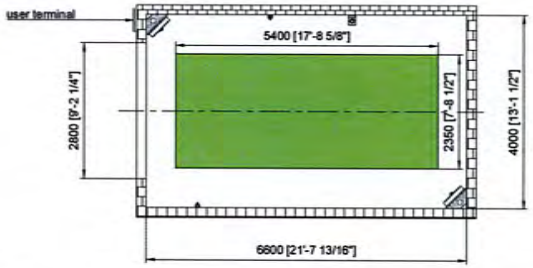
Scale: 1:160




## 2 Entrance cabin

Scale: 1:50

Typical dimensions




## 3 Parking level -1 on Steelwork

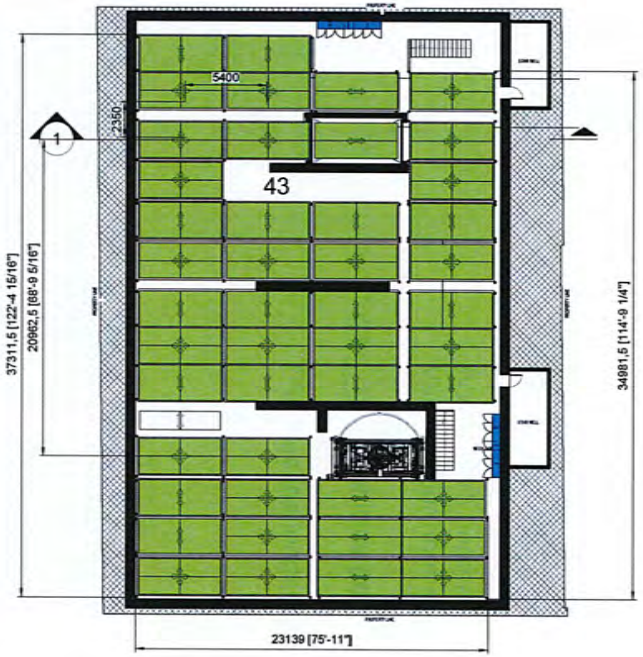
Scale: 1:160

System dimensions for XL pallet (5400 x 2350 mm)

## 4 Parking level -2

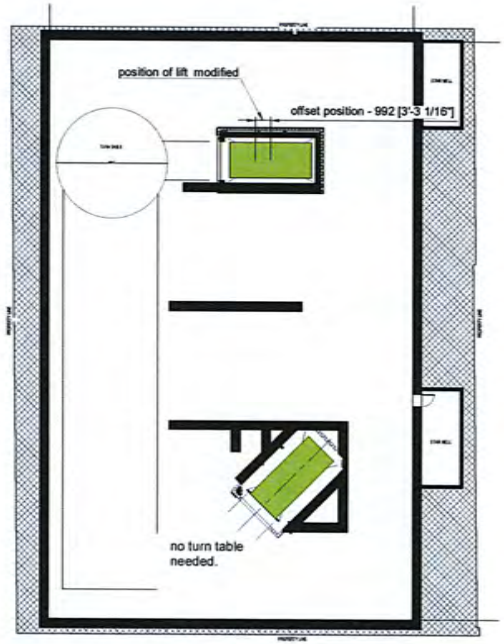
Scale: 1:160

Turntable on lift no. 2




## 5 Entry - Ground floor level - draft?

Scale: 1:160




**4** AUTOMATIC PARKING SYSTEM

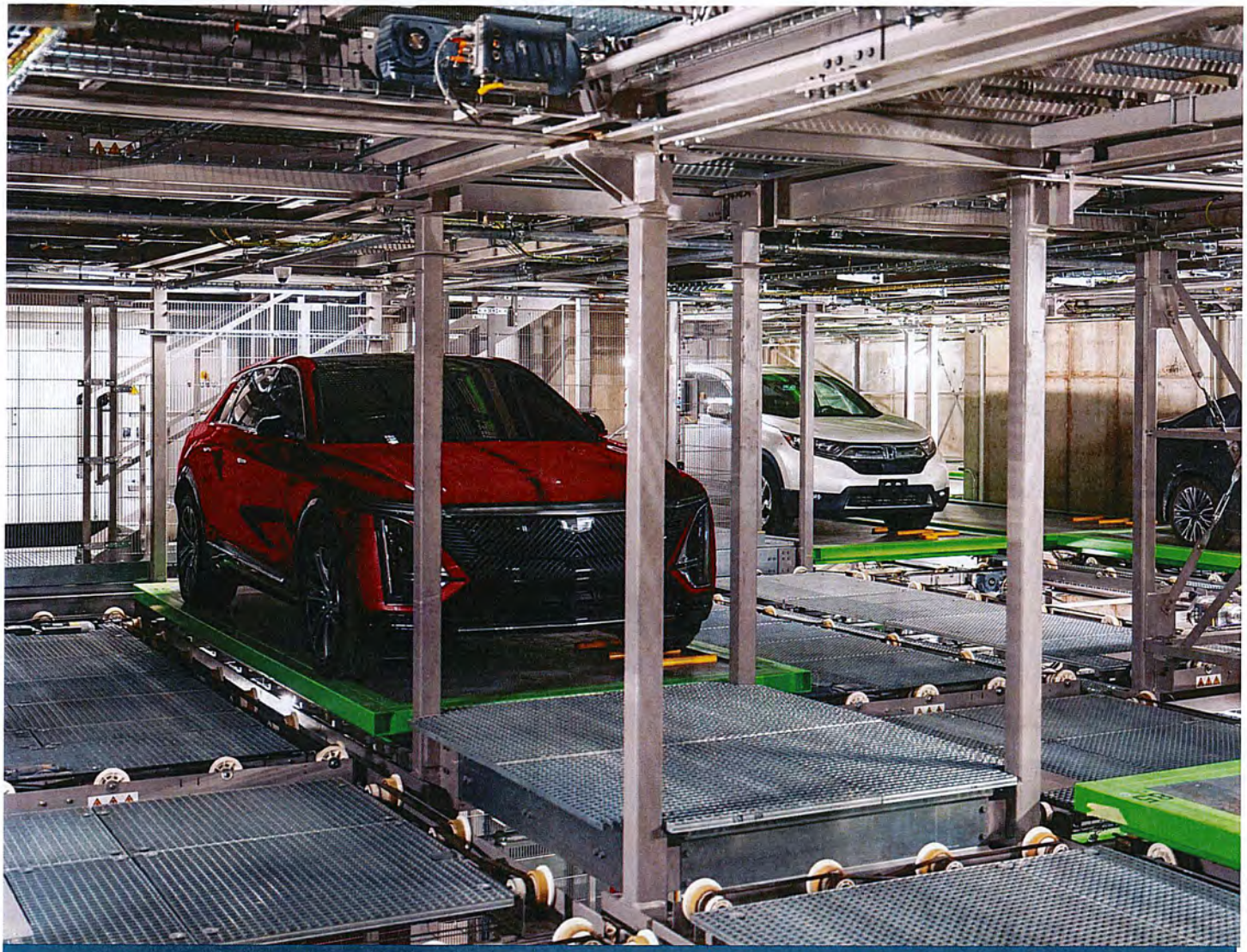
| | | |
|---|---|---|
| Number of parking spaces: | (42+43) = 85 | |
| Shuffle positions: | 4 (2 per level) | |
| Number of parking levels: | 2 | |
| Dimensions of the pallet: | Length: | 5400 mm |
| | Width: | 2350 mm |
| Number of transfer cabins: | 2 | |
| Number of car lifts: | 2 | |

| | | |
|---|---|---|
| Car dimensions: | Max. length: | 5200 mm |
| | Max. width: | 2250 mm |
| | Max. height: | approx. 2000-2200 mm |
| | Max. weight: | 2700 kg |

Charging stations for electric vehicles TBD.

NOTE: It might be possible to extend the pallet-/car- length by 100 mm(4").

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Index | Revision | | | | | Date | Name |
| | Date | Name | © "Refer to protection notice ISO 16016." | | LODIGE INDUSTRIES | Lödige Systems GmbH Wilhelm-Lödige-Str. 7 34414 Warburg Germany www.lodige.com | |
| Drawn | 07.11.2025 | Wemers | | | | | |
| Checked | AMP | (Gesa) TLL | Tolerance | Surface | | | |
| Approved | AMP | Bawn | n/a | n/a | | | |
| Scale | Title | | | | Drawing Number | | |
| 1:100 | FLORIDA PARKING SYSTEM RESPACE E-PUZZLE XL | | | | 107111-LAY-03 | | |
| | | | | | Customer: HdA architects | | Sheet: 1 |
| | | | | | Order Number: Q/107111 | | of: 1 |



# RESPACE E-PUZZLE TECHNOLOGY

A new level of parking freedom

**APS 107111**

**HDA Architects / 3S Capital Management**

**29th October 2025**

Creation of a new automated parking system for 76 vehicles in Boca Raton, FL, USA

LODIGE INDUSTRIES

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## 1 INTRODUCTION

This proposal is based on your enquiry dated 20th October 2025. The quoted equipment is designed according to the automated parking standard EN 14010.

This proposal enables 76 parking positions on 2 parking floors.

## 2 COMMERCIAL OFFER

Our commercial offer is based on the information given in the following pages and in conjunction with the APPENDICES.

**$ 4,650,000.00 on concrete floor or**

**$ 5,200,000.00 with steelwork.**

Prices are net, excluding Sales Tax and any other taxes and duties, based on INCOTERMS DAP.

Issued for and on behalf of

Lödige USA Inc.

Jonathan Hardy

Managing Director

Lödige USA Inc. is a subsidiary of Lödige Industries GmbH

### Service

We know how important it is to maintain the impeccable condition of your installations. As your trusted partner, we are committed to maintaining and preserving your investments with the utmost care. Thanks to our unwavering commitment, you can rest assured that your interests will be protected with the highest level of professionalism and integrity, so that it remains fully functional beyond its average lifespan.

Remote maintenance and preventive maintenance are integral part of the Lödige car park system and should therefore be contractually agreed in separate discussions.

# 3 SCOPE OF WORK

The scope includes the packages listed in this section below. Scope to be provided by the customer is detailed in the Appendix Scope Matrix attached.

## 3.1 Package One: Design & Approvals (Design Phase)

| | |
|---|---|
| 1 | System layout (2D in DWG and PDF Format is included in the scope) |
| 2 | Structural load layout |
| 3 | Electrical load layout (Electrical cabinets in line with our standard sizes is included) |
| 4 | Automated parking system building integration support for electrical works, sprinklers, lights, and HVAC around system |
| 5 | Detailed project schedule |

## 3.2 Package Two: Manufacturing, Programming & Factory Testing

The table below lists the equipment to be supplied for the parking system.

| No. | Item | Qty. |
|---|---|---|
| 1 | Vehicle pallets – without electrical vehicle charging ports | 76 |
| 2 | Motorized vehicle conveyors | 84 |
| 3 | Electric chain lift (PGL) | 2 |
| 4 | Turntable - rotating vehicles for exiting cabin forwards | 2 |
| 5 | Entry / exit cabin equipment – for installation in customer supplied cabin<br>• External cabin availability indicator light (green / red)<br>• Corner cabinet with LCD display in transfer cabin<br>• Vehicle sensor kit inside the transfer cabin<br>• Emergency stop button including interlocking of pedestrian doors<br>• Magnetic interlock pedestrian service door sensors in the vehicle storage area wired to system controls and alarm system | 2 |
| 6 | RFID-enabled storage & retrieval kiosk | 2 |
| 7 | RFID-enabled remote access control key fobs | 152 |
| 8 | Internal video cameras (CCTV) | 16 |
| 9 | Compiled copy of the Lödige RESPACE technology control software | 1 |

All relevant electrical components contained within various sub-systems shall be to CE standards (local standards where applicable e.g. UL-listed). Machines are painted in RAL 7036 - platinum grey (vehicle conveyors) or RAL 3020 – traffic red (turntables and lifts); pallets are painted in RAL 3020 (traffic red) & RAL 7031 (non-slip grey).

### 3.3 Package Three: Installation

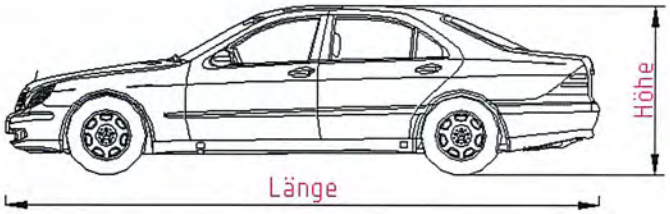
During the installation phase Lödige Industries provides:

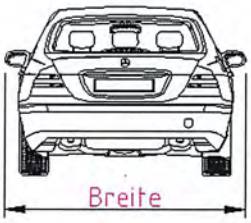
| | |
|---|---|
| 1 | Project management and monthly status updates |
| 2 | Participation (in person or remotely) at reasonably regular project meetings |
| 3 | Delivery to project site |
| 4 | Duties and tariffs known prior to the date of this proposal |
| 5 | Installation and commissioning of the deliverables detailed in Package Two above |
| 6 | Installation of all internal wiring from the Lödige electrical distribution panel and control panels to various system components |
| 7 | All required health and safety certification required for Lödige's installation team |
| 8 | One day operator and user training including user manual (pdf format). Run-in support for 2 days on-site is included; it can be increased upon on request. |

# 4 TECHNICAL SPECIFICATIONS

## 4.1 Maximum car dimensions Vehicle Characteristics

| Maximum Vehicle Dimensions | Imperial | Metric |
|---|---|---|
| Length | 204 $^{23}/_{32}$" | 5 200 mm |
| Width - incl. mirrors with 1" buffer left/right | 88 $^{37}/_{64}$" | 2 250 mm |
| Height, max. | 78 $^{47}/_{64}$" - 86 $^{39}/_{64}$" | 2000-2200 mm |
| Weight, max.<br>XL pallet (5500 mm x 2350 mm): | 5900 lbs. | 2700 kg |




## 4.2 Parking System

| Description | Value (Imperial) | Value (Metric) |
|---|---|---|
| Pallet length (XL pallet) | 212 $^{19}/_{32}$" | 5 400 mm |
| Pallet width (XL pallet) | 210 $^{5}/_{8}$" | 2 350 mm |
| Parking Levels | Parking Level -1, Parking Level -2 | |
| No. of Parking Positions | [76] | |
| No. of Entry / Exit Cabins | [2] | |

## 4.3 Electrical Loads

| Type | Load (Estimated) |
|---|---|
| Total connected electrical load | [TBA] kVA |
| Total running electrical load [1] | [TBA]A @ 400V 3Ph+N |
| Max. charging capacity | US: up to 3.3 kW / up to 6.8 kW |

[1] Based on lifts and all parking floors operating simultaneously. The load requirements will be confirmed upon completion of the design.

### EV-Charging

Per our discussions, EV charging is not deemed necessary for this system. However, if required this can be offered as an additional add-on by Lödige. To avoid complicated and costly refurbishment work on site, it is optimal to decide on any EV charging requirements prior to completion of the design phase.

## 4.4 Environmental Requirements

| Criteria | Specification |
|---|---|
| Temperature | Cabin: 0°C to 40°C (32°F to 104°F) – System 5 °C to 35 °C (41 °F to 95 °F) |
| Humidity | < 80% humidity non-condensing, free from water leaks and flooding |
| Dust | broom clean with no visible dust introduced after installation begins |
| Noise | 85 dB(A) in accordance with VDI 4466 8.1 |

## 4.5 System Availability

System availability of not less than 98% excluding maintenance and user errors.

Lödige Industries expects the system will meet the System Performance Specifications and this performance and availability will not significantly degrade over time, provided the system does not suffer unusual wear and tear or environmental damage, is operated in accordance with the User Manual, and is continuously maintained as directed by Lödige in the Maintenance Manual.

## 5 PROGRAM SCHEDULE

A detailed project schedule will be prepared on contract award to coordinate Lödige's activities with the building works other suppliers. Lödige cannot be held liable for delays due to permit processing or local authority approvals. Delays in the project schedule outside of Lödige's control that require Lödige to postpone installation may result, either in further delays and or in increased project costs.

Lodige assumes an approval period of 5 days for design and project documents to not delay the manufacturing and purchasing timeline.

## 6 SERVICE (TO BE AGREED SEPARATELY)

The maintenance and support package comprises of the 24/7 Customer Care Centre (located in Germany) and Preventive / Corrective Maintenance. This package is an integral part of the automated car park system to ensure reliable and worry-free operation around the clock. The spare parts are supplied in an initial starter package followed by regular audits and stock replenishments.

### 24/7 Customer Care Centre

Experience shows that the 24/7 Customer Care Centre resolves around 80% of queries that occur remotely through:

- 24/7 helpdesk - hotline
- 24/7 passive remote monitoring
- 24/7 system control via remote connection

### Preventive and Corrective Maintenance

Preventive maintenance consists of both remote monitoring of the system and quarterly visits to inspect, clean, and lubricate the main components and sensors within the garage. These inspections identify worn or damaged parts allowing replacement before failure. The customer is responsible for regular cleaning of the storage area, transfer cabins and pallets according to Lödige instructions.

### Spare Parts Supply

A spare part package is recommended to be purchased and is derived from long term experience and usage analysis. It is assumed that the system is not subject to unusual wear and tear or environmental damage and that it is operated and maintained by Lödige.

## 7 SITE INFORMATION

Lödige has not received specific site information beyond basic architectural and structural drawings, and therefore specifically excludes liability for costs associated with any site conditions, restrictions and or any other conditions present that Lödige could not have reasonably anticipated at the time of issue of the commercial offer, that are not specified in the scope matrix.

### 7.1 Project Drawings

| Title | Date | Origin |
|---|---|---|
| MASSING STUDY-0126-Floor Plan – Level - 1 | - | Client |
| 107111-LAY-02 | 22.10.2025 | Lödige |

# 8 OFFER CONDITIONS

We deliver exclusively according to our delivery and payment conditions. We reserve the right to make changes to all information regarding materials, designs, suppliers as well as the enclosed data sheets and layouts that serve technical progress or the functional requirements of the customer.

## 8.1 General principles of Costs

The listed prices are net prices and are based on the following two indices:

- Steel and component prices – will be adjusted based on the latest steel and component price indications from the market.
- Labor rates - will be adjusted based on the official index of labor costs Germany for design and engineering and based on the US Bureau of Labor Statistics CPI index for local labor.

Prices are based on INCOTERM 2020 DAP and an exchange rate of 1,17. Lödige reserves the right to adapt the price on the date of contract signing. Prices for the individual items are valid only in connection with the total price and are valid in conjunction with the technical information in the tender document and commercial terms contained in this document.

We reserve the right to change the prices in cases, where individual positions are ordered separately. The legal Sales Tax and any other taxes and duties are excluded and have to be added to the stated prices. Due to the volatility of the international commodity market, we reserve the right to pass on price increases from our suppliers, during and after contract award.

All delivery dates are non-binding and are intended only as a guideline.

## 8.2 Payment Schedule

| % | Accumulated | Data/ Milestone |
|---|---|---|
| 20 | 20 | Upon order confirmation |
| 10 | 30 | Upon completion of the design package |
| 40 | 70 | Upon notice of readiness for shipping first of type |
| 20 | 90 | Upon substantial completion of system |
| 10 | 100 | Upon final acceptance, at the latest two weeks after the start of commercial use |

Payments shall be made within 30 days after receipt of invoice.

## 8.3 Labour Hourly Rates (2025)

| German Project Management/Design Office | Mon-Fri 07:00 - 20:00 | Mon-Fri 20:00 - 07:00 | Saturday | Sunday |
|---|---|---|---|---|
| Project Management | 122€ | 183€ | 183€ | 244€ |
| Mech. Integration | 122€ | 183€ | 183€ | 244€ |
| Mech. Design | 122€ | 183€ | 183€ | 220€ |
| Electr. Integration | 110€ | 165€ | 165€ | 220€ |
| Electr. Design | 110€ | 165€ | 165€ | 220€ |
| SW Design | 110€ | 165€ | 165€ | 220€ |
| Documentation | 110€ | 183€ | 183€ | 244€ |

All rates from Lodige Germany do not include travel costs. Travel costs will be charged at cost +15% handling charge. Public Holiday Rates are not included and are chargeable.

| Site Works | Mon-Fri 07:00 - 20:00 | Mon-Fri 20:00 - 07:00 | Saturday | Sunday |
|---|---|---|---|---|
| Project manager | $ 155,00 | $ 232,50 | $ 232,50 | $ 310,00 |
| Site supervisor | $ 155,00 | $ 232,50 | $ 232,50 | $ 310,00 |
| Commissioning Engineer PLC | $ 155,00 | $ 232,50 | $ 232,50 | $ 310,00 |
| Commissioning Engineer HLC | $ 155,00 | $ 232,50 | $ 232,50 | $ 310,00 |
| Electrician | $ 120,00 | $ 180,00 | $ 180,00 | $ 240,00 |
| Mechanic | $ 120,00 | $ 180,00 | $ 180,00 | $ 240,00 |

## 8.4 Transport

The prices for transport were calculated on the day of the offer submission and are to be considered as an indication. In the event of an order, the actual transport costs at the time of transport will be charged at cost +15% handling fee.

## 8.5 Delivery Time

To be confirmed after order confirmation and technical clarification.

Lödige points out that due to the current worldwide market situation, supply chains and travel options for personnel have been significantly disrupted. Lödige is currently unable to foresee whether and to what extent such disruptions can lead to delays in planned delivery and service dates. Accordingly, all delivery and service dates listed are to be regarded as non-binding target dates, which are subject to timely delivery by Lödige's suppliers and subcontractors. Lödige strives to meet target dates and will inform its customers promptly if they are endangered by disruptions.

## 8.6 General terms of delivery

These terms are valid in conjunction with the Lödige Industries Group "General Terms and Conditions of Delivery and Service" as at 10/2020.

### General

Lödige Industries reserves the copyright of all statements referring to material, workmanship, suppliers, datasheets, drawings and layouts. Lödige reserves the right to make alterations to materials, procedures or suppliers where this not results in a technological or functional deterioration for the customer.

### Taxes and Duties

Taxes and Duties other than those applicable in the country of origin of the equipment are not included.

### Validity of offer

The offer contained in this quotation is valid for 7 days from date of issue. The prices are based on current material, transport, labour and tax and non-wage labour costs. Lödige reserves the right to adjust prices as described above. Any given price breakdown is based on the price for the complete system. Changes to the item quantities or scope of work will result in price alterations.

### Warranty

The warranty period for material and workmanship is 12 months and starts on the first day of commercial use or at the latest 3 months after commissioning.

Wear and tear items such as bulbs, filters, grease etc. are not included in the warranty. Lödige reserves the right to replace parts either directly or through a third party.

### Manuals and Documentation

1 (one) softcopy in PDF format of operating and maintenance manuals are provided.

### Maintenance and Spare Parts

The maintenance package including the 24/7 remote support through the Customer Care Centre (CCC) is an integral part of the automated car park system and will be offered accordingly.

### Design Standards

Lödige equipment is in accordance with DIN/ EN and IATA International Standards. Layouts will be drawn in 2D AutoCAD format as standard. BIM360 and or 3D modelling can be offered in line with the hourly rates on a time basis. **The electrical cabinet standard sizes included are:**

| Electrical Cabinet Type | Size |
|---|---|
| PC Cabinet - RC 10 | 600 mm x 500 mm x 2000 mm |
| Main power Cabinet - RC 20 | 1800 mm x 500 mm x 2000 mm |
| Lift Cabinet - RC 40 | 1800 mm x 500 mm x 2000 mm |
| Level Cabinet - RC 5X | 1200 mm x 500 mm x 2000 mm |
| EV Cabinet – RC 7x | TBD |

The technical cabin equipment is designed in accordance with the Lödige standard. Deviations from the above-mentioned design standards must be additionally priced. Lödige machines and equipment comply with international DIN/EN standards.

### Consequential Damages

Lödige Industries will not be held liable for loss of profit, loss of use, loss of revenue, loss of production, loss of productivity or disruption, wasted expenditure, increased costs and expenses, loss of contracts and all special, indirect and consequential losses or damage which may be suffered by the buyer.

### Force Majeure

As a result of the sensitive market situation, Lödige Industries will not be held liable for any delays due to material shortages, loss of profit, loss of use, loss of revenue, loss of production, loss of productivity or disruption, wasted expenditure, increased costs and expenses, loss of contracts and all special, indirect and consequential losses or damage which may be suffered by the buyer.

### Intellectual Property (IP)

Lödige does not assign or transfer intellectual property rights to customers neither Background IP nor for IP created in the performance on any contract for customers. Lödige does however usually grant a perpetual and irrevocable license to use the Background IP and Contract IP to extend required to get the proper benefit from the contract.

### Severability Clause

Should individually parts of this quotation be or become invalid, the quotation or remaining parts thereof remain valid. The parties are charged to reach an agreement to substitute the invalid clauses in the sense of this agreement.

### Images

All illustrations, images and other graphic information appearing in this document are merely informative; they have no contractual value and they are the property of Lödige Industries.

**Ready for Installation Conditions – Please refer to the scope matrix for more details**

- Building is closed, clean and dry (roof, pits, walls and doors)
- Temperature in the building higher than freezing temperature (min. 41°F, max. 95°F)
- Relative humidity must be ≤ 80%
- Concrete in place and cured, sealed and swept clean and must be in accordance to FEM9.831-1 as a minimum.
- Concrete in all Transfer vehicle areas must be in accordance with FEM9.831-1 (10.2012) and DIN 18202 according to Tab3, line 4 as a minimum.
- No overhead work in the area of Lödige installation
- Working and emergency lighting needs to be provided as by local requirements (typically 27,87 foot-candle, to be verified against local building code by others)
- Dry storage area in the building available for Lödige assembly material, typically 25% of installed floor area
- Cosh storage area/ container
- Outside the building storage and truck unloading areas with load bearing and even access ways to Lödige's work areas need to be available for low bed trucks
- Water protection in the building (floors/pits) and sealing of the assembly openings. All gutters shall be connected and functional and pit sump pumps installed and operational.
- Temporary Power (EU:230V and 400V; US/CAD: 110V and 220V) needs to be available for Lödige's equipment and hand tools (power points at a maximum of 20m away from all working areas)
- Permanent Power needs to be available at the lastest at the start of Lödige electrical installation works
- Lödige's commissioning must be unhindered and continuously as per schedule.
- Server-room and Control-room including the network needs to be available at least 4 weeks prior to starting the commissioning.
- Building quick acting doors / Fire doors that do not form part of Lödige's scope, need to be fitted and commissioned prior to commissioning
- Sprinkler systems need to installed prior to starting the electrical commissioning. Fire alarm systems to start once the commissioning has been completed.
- Free and unhindered access to allow Lödige's Installation
- Equipment (e.g. Cars) for testing purposes need to be available, including test weights and drivers

**Please visit our website for more details and our customers' success stories**

**www.lodige.com**

APPENDICES

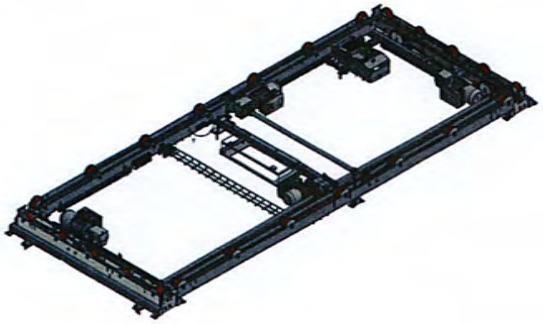
References

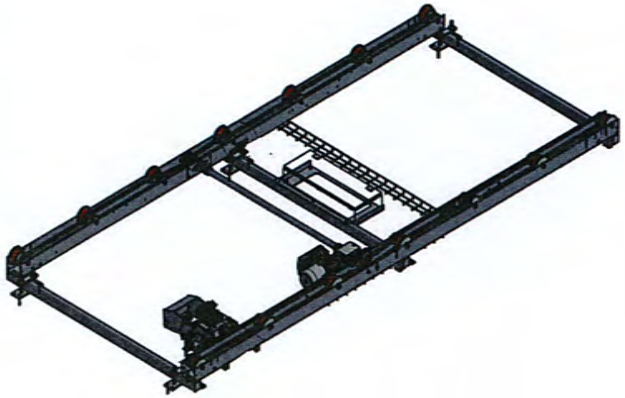
Scope Matrix

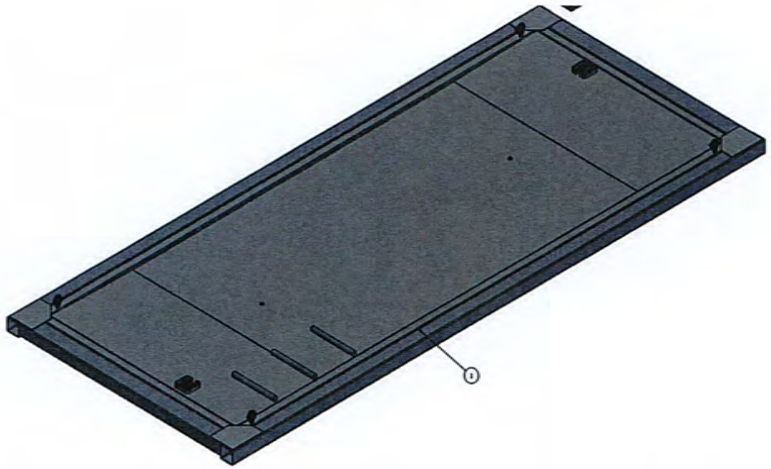
Layouts

# CONVEYORS AND PALLETS

PopUp, LC,WC – One size

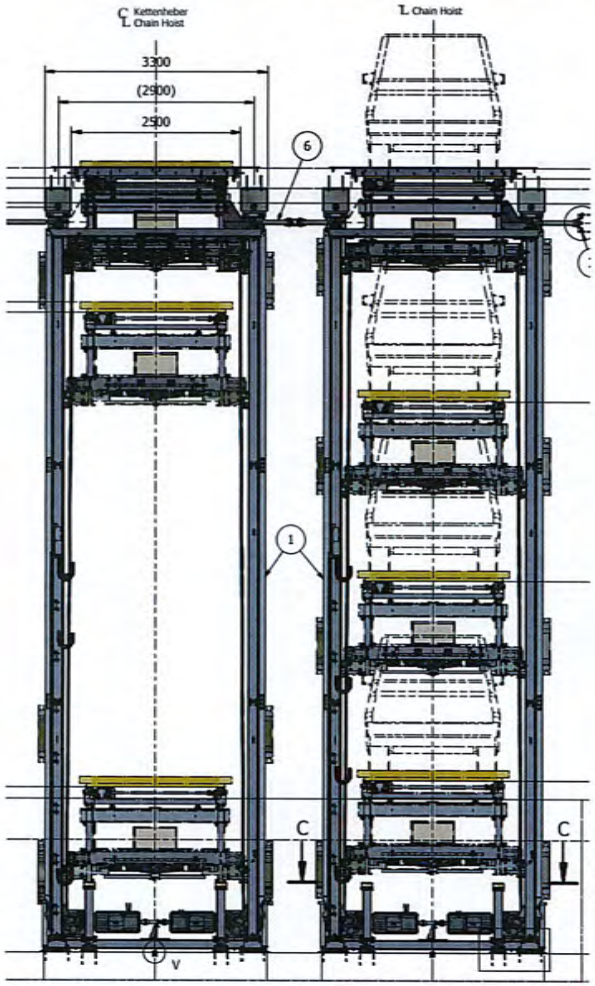


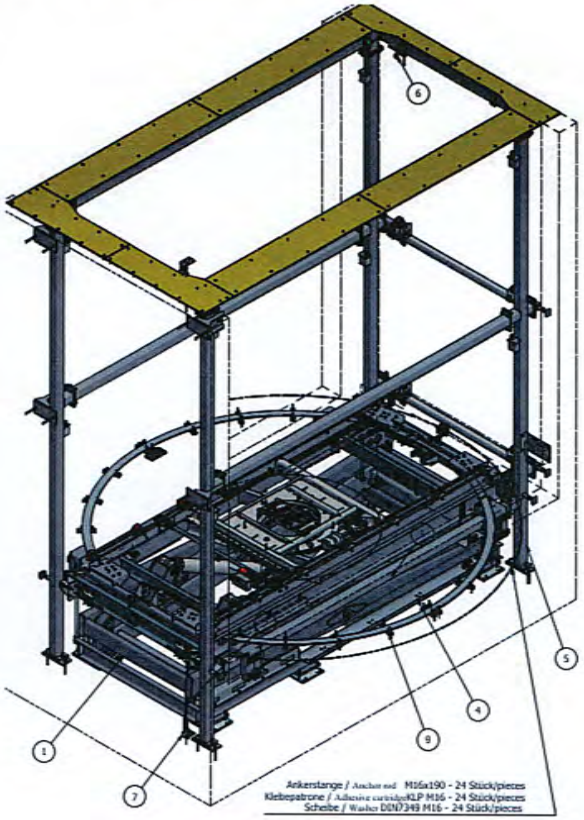


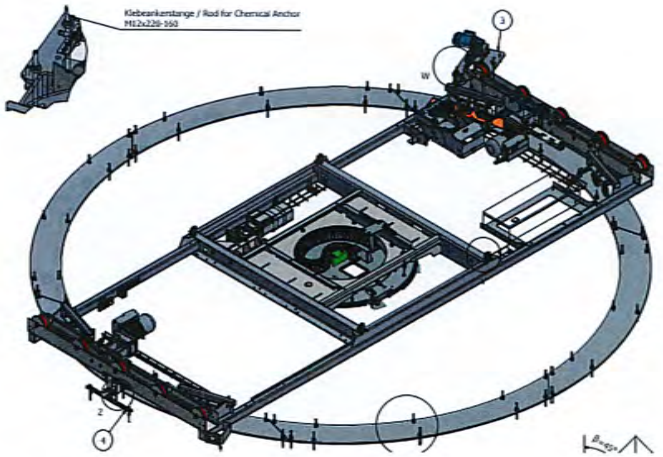


Pallets – two sizes – Standard (3t cars) & XL (2,7t cars)

# MACHINES – LIFTS AND TURNTABLES

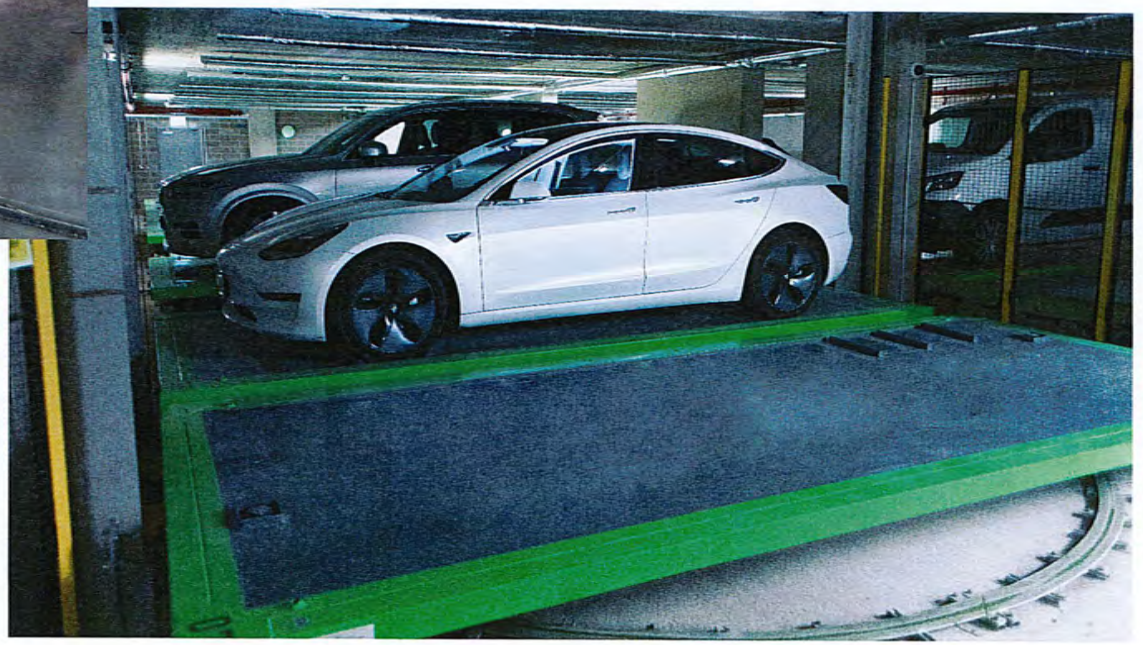


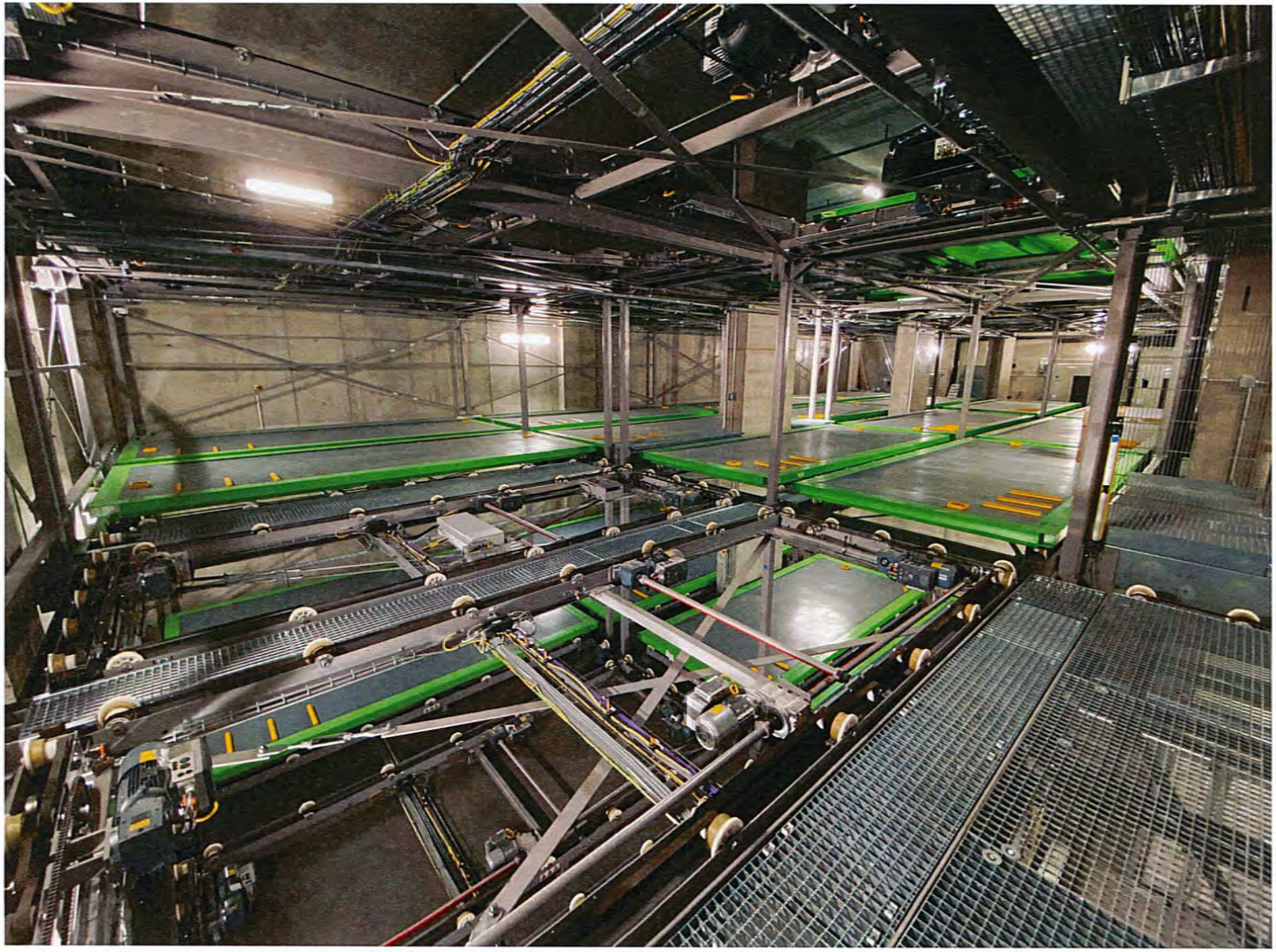



LÖDIGE INDUSTRIES

Respace E-Puzzle in a steel rack structure, below on a concrete floor





LÖDIGE INDUSTRIES

# HMI USER SCREEN

18,5" Touchscreen User Terminal placed outside of the cabin
Login and Logoff for Inpark, Outopark and repark

# LOBBY SCREEN (OPTIONAL)

32" Panel PC to show the following information:

- Amount of free and occupied parking spots
- Status of the System
- Active job for the Cabin
- Jobs Queue the system is working on.
- Parking duration of the last 5 Users

# RESPACE User Guide

A new level of parking freedom

Parking your Car: Quick and Easy with

Lödige Industries RESPACE E-Puzzle Technology

LÖDIGE INDUSTRIES

## 1 PURPOSE OF DOCUMENT

The purpose of this document is to explain the Inpark and Outpark procedure for the users of the Automated Parking System (APS) supplied by Lödige Industries.

## 2 CAR DIMENSIONS

The maximum car dimensions are published on site and must be respected by the users.

| | |
|---|---|
| Maximum Length | : |
| Maximum Width | : |
| Maximum Height (incl. antenna) | : |
| Maximum Weight | : |
| Max Charging Rate | : |

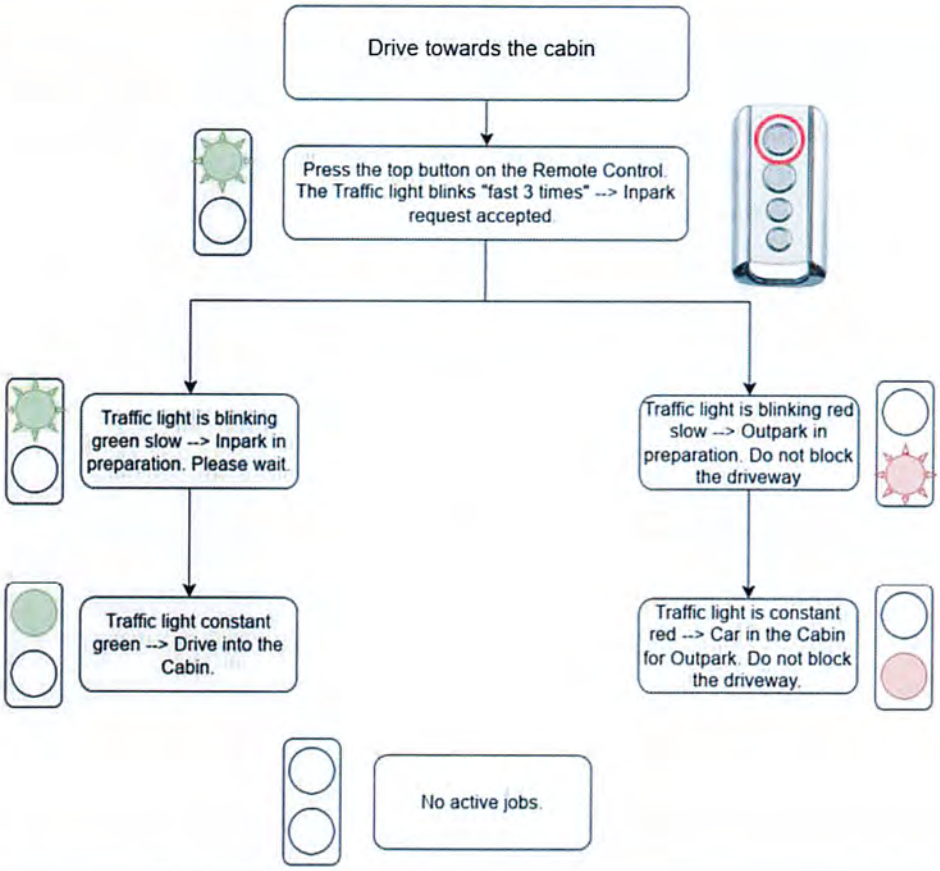
*# Maximum dimensions include mirrors, EV-charging lid, hitch or racks mounted on vehicles.*

## 3 INPARK

Each user will be given a remote control which will have a unique number which will be displayed on the screens during Inpark and Outpark processes.

**Step 1 - Register your Inpark**

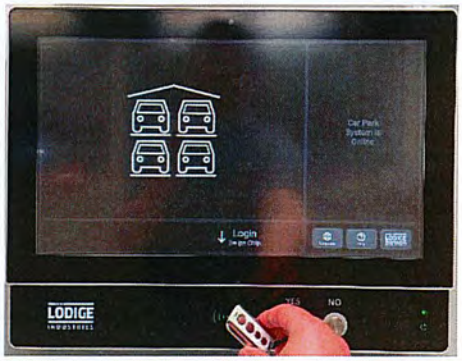
**Option 1: FOB – Remote Control**




Fold side mirrors in – this will make it easier to correctly position your vehicle!
EV Cars – EV Flap on the right-hand side of the vehicle then keep left, on the left side then keep right when driving in the cabin

Important: Remove snow chains from your tires before entering the cabin! Snow chains can damage the equipment in the system. The user is also responsible for clearing the car from snow before driving into the cabin.

## Option 2: FOB - RFID

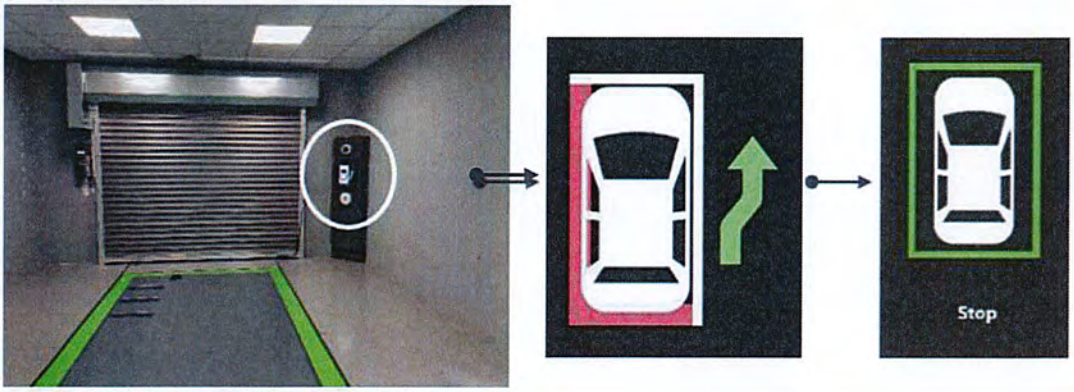



Put the FOB / RFID in front of the signal ((•)) sign.

Confirm the parking intention.

## Step 2: Park your Car

Guidance Screen




Drive in towards the green framed area and follow instructions on the guidance screen until your car is within the green framed area and highlighted by the green stop picture.

## Step 3: Prepare Your Car

Follow the instructions on the guidance screen, turn off the car, activate handbrake, remove antenna, plug EV Cable (optional) and go to the User Terminal.

## Step 4 (optional): EV-Charging

Connect EV-cable to pallet.

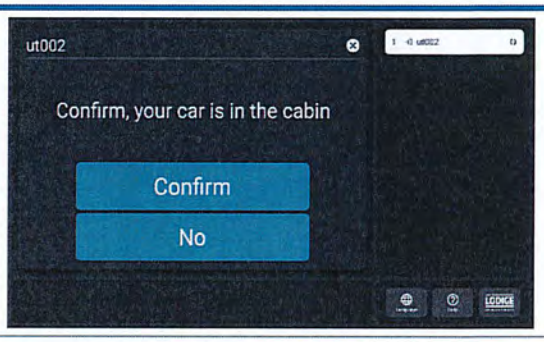
Connect EV-cable to car. Make sure, the cable is not overhanging the pallet.

**IMPORTANT:**

After the car has been parked properly in the cabin the "Check in" at the user terminal must be processed. Leaving the location without doing so will end cause your vehicle to block others.

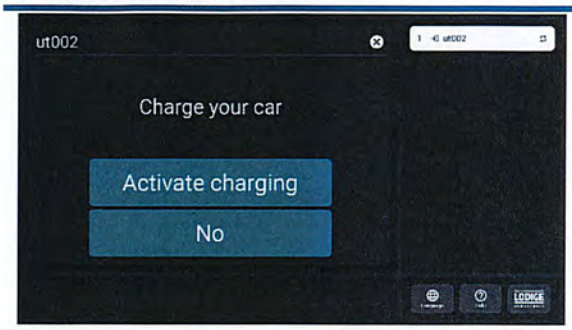
## Step 5: Check-In

Check-In at the User Terminal using the FOB.

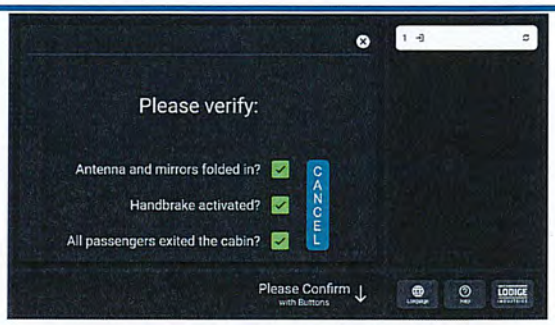



Confirm that your car is in the cabin.

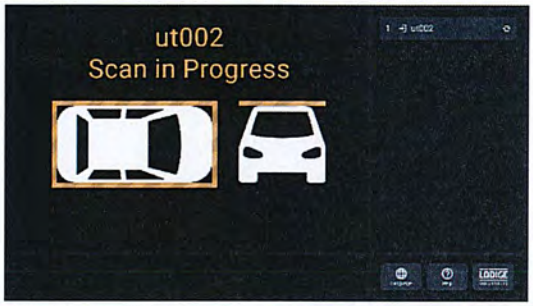
**Step 5: Check-In**



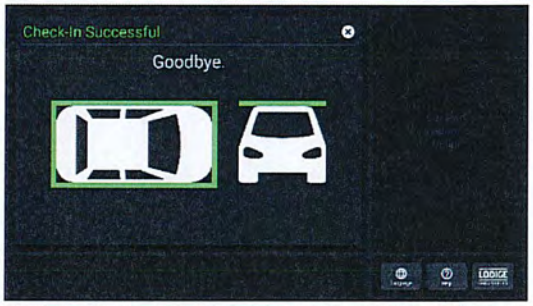

Optional: Activate the EV-Charging



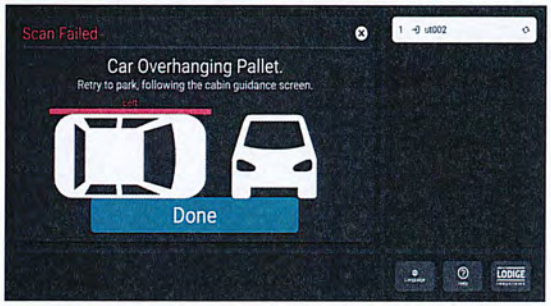

Answer the safety questions and confirm by the buttons below the touchscreen and confirm with the button "YES".
Optional: Availability of EV cable question




The System scans the car




If the Scan was successful the parking process is complete.




If the scan fails double check the position of the car in the cabin and if anything is hanging over the palette (i.e. open door).

For further Fault Messages please check the section 3.2 Faults

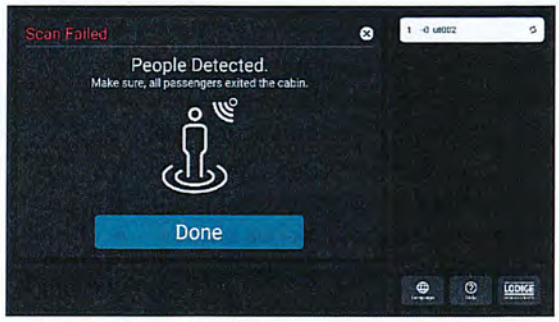
## 3.1 USER SAFETY GUIDELINES

- Only vehicles that fit within the system dimensions can be parked in the system.
- All passengers must leave the vehicle and cabin prior to parking in the system.
- The area should be kept clean and tidy and free from obstacles that may interfere with the system operation and scanners.
- The user is responsible to use the parking system safely and ensure all passengers follow suit.
- After parking the car in the cabin pull the handbrake before leaving the car.
- Vehicle aerials, roof racks or any other objects that protrudes higher than the maximum height allowed must be removed prior to parking.
- CCTV in Operation
- Parking is at your own risk, no responsibility for loss or damage will be taken.
- Only press the E-Stop (emergency stop button in the cabin in an emergency. Misuse may be chargeable).

## 3.2 FAULTS

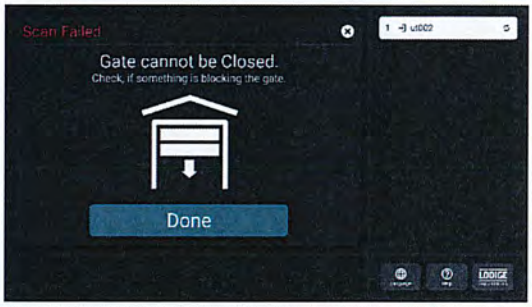
**Car Overhanging Pallet**

If the car is not parked in the correct position, the Car Overhanging Pallet Fault will be shown on the User Screen. Go back to the Cabin and follow the instructions on the Guidance Screen.



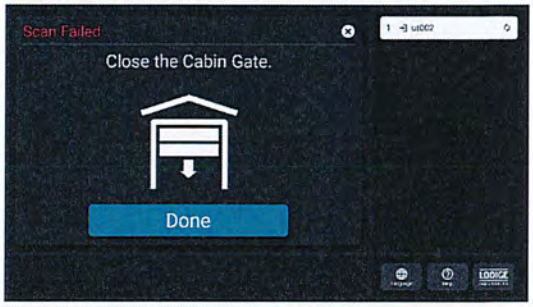

**People Detected**

If movement in the cabin has been detected by the sensors, the People Detected Fault will be shown on the User Screen.
Make sure, no persons and none of your belongings (bags etc.) are left inside the cabin.



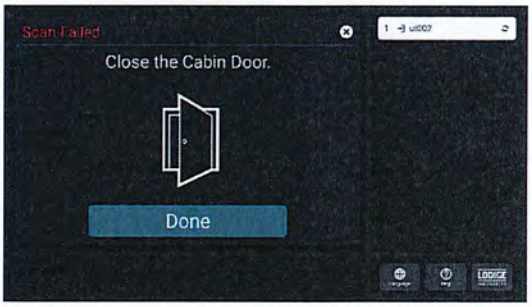

**Gate cannot be Closed**

If something is blocking the Garage door, the Gate cannot be Closed Fault will be shown on the User Screen.
Go back to the Cabin and make sure that nothing is blocking the Garage Door.




**Close the Cabin Gate**

If the Garage Door has not been closed before going to the User Screen, close the Cabin Gate Fault will be shown on the User Screen.
Go back to the Cabin and push the Door close button.



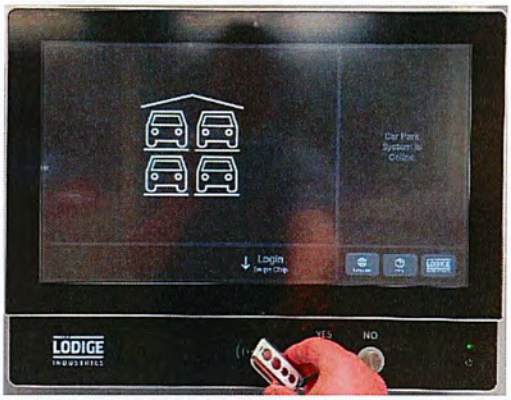
**Close the Cabin Door**

This error message can have 2 causes.

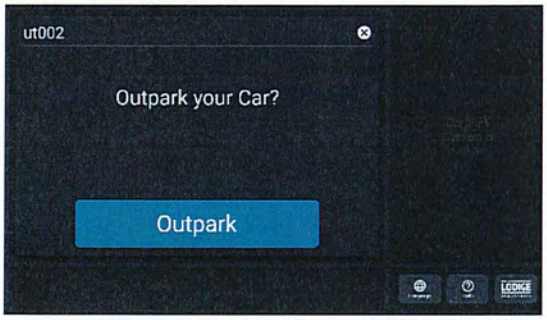
- The door is not closed, close the door.
- The door is closed but the related Escape button within the cabin has been pushed. Pull out the Escape button.

## 4 OUTPARK

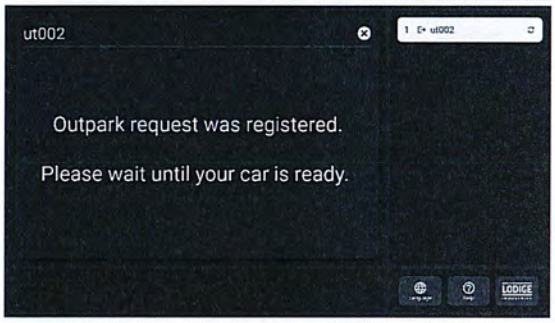
### Step 1: Request your Car




Check-In at the User Terminal by using the FOB.



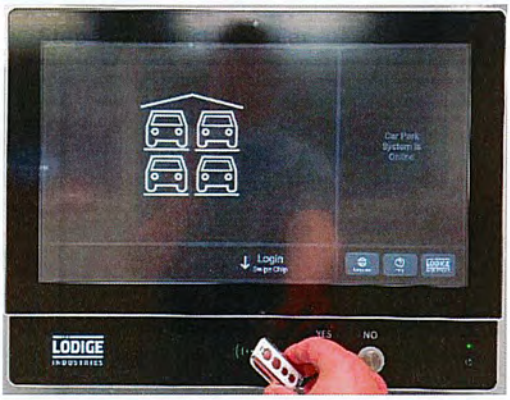

Press "Outpark" to retrieve your car.



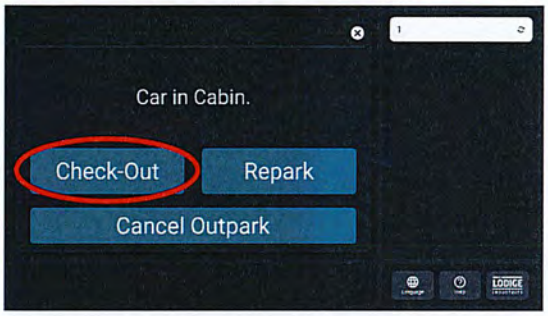

User Screen shows that the Outpark request has been registered.

**Step 2: Wait for your car and Checkout**

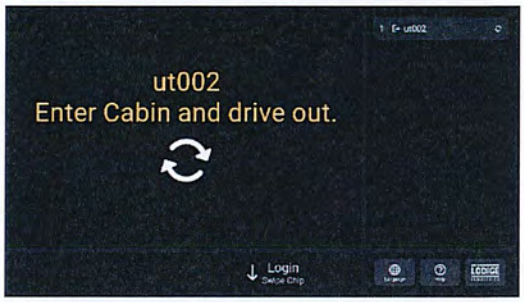
Wait until your car has been transferred to the Cabin.



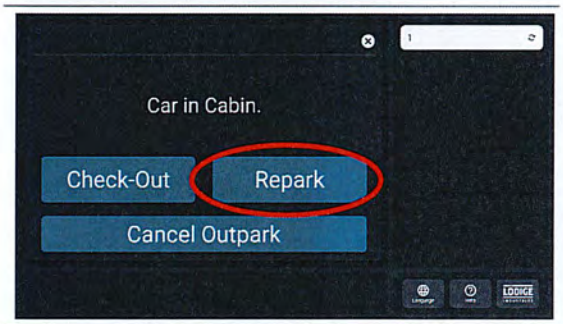

Login with your FOB again to check-out.

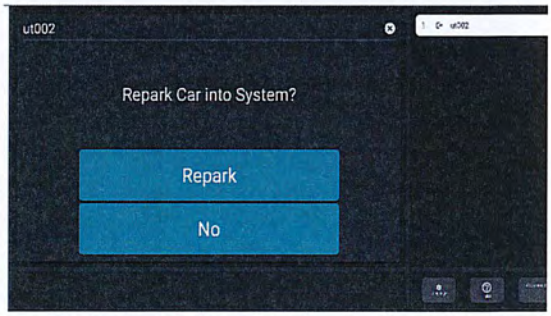



Press "Check-Out".



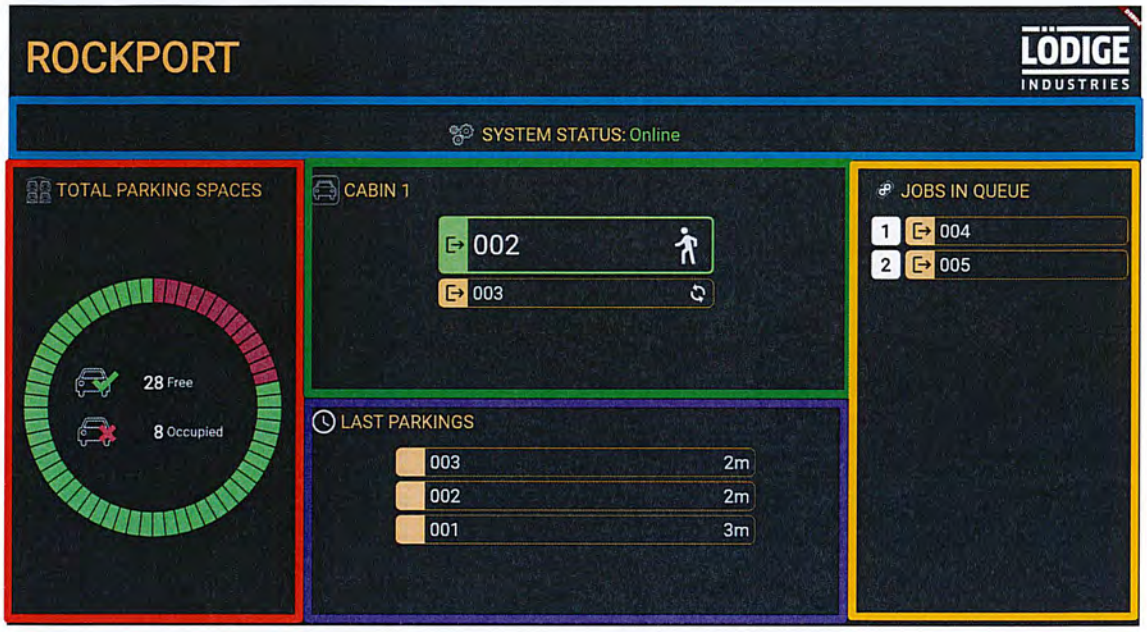

The Cabin opens and you can drive out.




Optional: If "Repark" function has been chosen access the car and log in again with the FOB at the user terminal a Repark can be triggered followed by the security questions.

## 5 LOBBY SCREEN




The Lobby Screen is divided in 5 different Sections to show the information for the Car Park System.

1. Section (highlighted in red) shows the amount of free and occupied parking spots.

2. Section (highlighted in blue) shows the status of the System
   Possible Status are: Offline or Online

3. Section (highlighted in green) shows the active job for the Cabin.
   It can be an OutPark, InPark. If the job is highlighted green the Outpark is done and the User can sign off at the User Terminal.

4. Section (highlighted in orange) shows the Jobs Queue the system is working on.

5. Section (highlighted in purple) shows the Parking duration of the last 5 Users.

## 6 FREQUENTLY ASKED QUESTIONS

1. How long does it take to park or Outpark my car.
    a. Outpark duration: 4 – 5 Minutes if the Job queue is empty.
    b. Inpark: Time to drive in the Cabin, park the car, go to the User Terminal and answer the questions.
2. What happens if I leave something in my car once in the system?
    a. User the Repark Function
3. What happens if I lose my remote fob and or charging cable?
    a. A new remote-control fob or charging cable need to be purchased via the reception from Lödige.
4. What happens if I did not select "charge my car" but want to charge it once in the system.
    a. User the Repark function and select "Activate Charging"
5. What do I do if the system does not work?
    a. Follow the instruction or go to the reception.
6. What do I do if I have a different car due to mine being in the garage for servicing or have a hire car? Can I still park?
    a. Yes, as long the car is within the maximum car dimensions.
7. What do I do in the event of a fire alarm.
    a. Leave the Cabin and follow the emergency plan of the building.

JMD ENGINEERING, INC.

# PARKING DEMAND STUDY

## THE SANBORN
## BOCA RATON, FLORIDA

**TP-25-35**
**Revised August 21, 2026**
**JULY 24, 2026**
**© JMD ENGINEERING, INC.**
Certificate of Authorization
Number 00009514

Digitally signed by JOHN M DONALDSON
Date: 2026.08.21 '16:16:21 -05'00

JOHN M. DONALDSON LICENSE No 40568 STATE OF FLORIDA PROFESSIONAL ENGINEER

This item has been Electronically signed & Sealed by John M. Donaldson, P.E. on the time and date stamp shown using the digital signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

John M. Donaldson, P.E.
Florida Registration Number 40568

800 CRESTWOOD CT. S, #807 ROYAL PALM BEACH, FL 33411
PHONE 561- 379-5178

## INTRODUCTION

The Sanborn is a proposed private club located at 100 NE 1st Avenue in the City of Boca Raton. The purpose of this Parking Study was to identify the peak parking demand experienced by the site.

The existing site is vested for 8,188 square feet of office per the Downtown Managers' Office. The proposed design is replacing the existing building with a 52,000 square foot private club (8 stories with 6,500 square feet per story) and 2 stories of underground parking. Of the 52,000 square feet, there are 11,547 square feet open to air (1st floor open air lobby, 7th floor mechanical and the 8th floor pool deck). This brings the "under air" total to 40,453 square feet which is consistent with the OE transfer analysis which has been submitted to the city. The applicant is offering 85 mechanical parking spaces for the site.

As mentioned above, the purpose of this Parking Study was to identify the peak parking demand experienced by the site. The study will evaluate the various elements of the site and apply, as warranted, the shared parking demand as provided for in Ordinance 4035. The proposed development is unique in the downtown, and the parking code does not contemplate this type of development as there are no private clubs currently located within the downtown area.

## METHODOLOGY

As the private club is not a use contemplated in Ordinance 4305, as directed by staff, we must analyze parking in a vacuum based on individual uses and then adjust accordingly. We have identified these individual uses:

| | |
|---|---|
| Lobby | 2,555 SF |
| Office | 297 SF |
| Gym | 3,096 SF |
| Spa | 5,328 SF |
| Game/Card Room | 1,670 SF |
| Meeting & Multi-Use | 6,778 SF |
| Storage | Not Parked |
| Bar | 121 LF |
| Restaurant/Lounge | 4,767 of CSA |
| Total | 24,491 SF |

*- Rooftop outdoor lounge/bar 1,190 SF (25% of indoor CSA of 4,767 SF) exempt from parking

A breakdown of the areas parked for each floor is shown in Table 1.

TABLE 1

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1st FLOOR | | | | | | REST | OFFICE | MEETING | SPA | REC | GYM |
| | STAFF AREA | 92 | | | | | 92 | | | | |
| | VALET OFFICE | 115 | 207 | | | | 115 | | | | |
| | CIGAR ROOM+ATTACHED RR | 381 | | | | | | 381 | | | |
| | ELEVATORS | 90 | | | | | 90 | | | | |
| 2ND FLOOR | WELLNESS ROOM | 3781 | 5328 | | | | | | 5328 | | |
| | LOCKER ROOMS | 1289 | | | | | | | | | |
| | LAUNDRY ROOM | 258 | | | | | | | | | |
| | | | RR+HALL | 595 | | | | | | 1052 | |
| 3RD FLOOR | GAME ROOM | 928 | 124 | 1052 | | | | 950 | | | |
| | MEETING ROOM | 840 | 110 | 950 | 4503 | | | | | | 3096 |
| | GYM | 2435 | 361 | 2796 | | | | | | | |
| 4TH FLOOR | | | | | | | | | | | |
| | MULIT PURPOSE ROOM | 2777 | | | | | | 3426 | | | |
| | RESTROOM | 397 | | | | | | | | | |
| | STAGE | 252 | | | | | | | | | |
| | BAR | 20 LF | | | | | | | | | |
| | | | RR+HALL | 401 | | | | | | | |
| 5TH FLOOR | RESTAURANT A | 1022 | 1636 | | | 1636 | | | | | |
| | SPEAKEASY | 614 | | | | | | | | | |
| | BAR | 16 LF | | | | | | | | | |
| | CELLAR | 825 | 98 | 923 | | | | 923 | | | |
| | LIBRARY/STUDY | 358 | 42 | 400 | | | | 400 | | | |
| | CARD ROOM | 552 | 66 | 618 | | | | | | 618 | |
| 6TH FLOOR | | | | | | | | | | | |
| | BOARD ROOM | 698 | | | | 2721 | | 698 | | | |
| | LOUNGE | 1523 | | | | | | | | | |
| | RESTAURANT B | 1198 | | | | | | | | | |
| | BAR | 60 LF | | | | | | | | | |
| 7TH FLOOR | STORAGE (NOT PARKED) | 1341 | | | | | | | | | |
| 8TH FLOOR | POOL LOUNGE | 410 | | | | 410 | | | | | |
| | OUTDOOR DINING LIMIT | | | | | | | | | | |
| | OF 1190 SF CSA (NOT PARKED) | | | | | | | | | | |
| | BAR | 25 LF | | | | | | | | | |
| | | | | | | 4767 | 297 | 6778 | 5328 | 1670 | 3096 |
| | | | | | | REST | OFFICE | MEETING | SPA | REC | GYM |
| | LOBBY | 2555 | | | | | | | | | |
| | REST/LOUNGE | 4767 | | | | | | | | | |
| | OFFICE | 297 | | | | | | | | | |
| | MEETING | 6778 | | | | | | | | | |
| | SPA | 5328 | | | | | | | | | |
| | REC | 1670 | | | | | | | | | |
| | GYM | 3096 | | | | | | | | | |
| | TOTAL | 24491 | | | | | | | | | |

We have parked the lobby based on retail.

As can be seen in Table 1, the area that is parked is 24,491 square feet and there are 43,008 square feet that is being analyzed. The difference in the square footage parked is due to service areas for the restaurant, back of house, circulation, storage, etc. We have shown the totals for each floor in Table 2 below:

| TABLE 2<br>PARKED VS NOT PARKED | | |
|---|---|---|
| FLOOR | NOT PARKED | PARKED |
| 1ST | 3281 | 3233 |
| 2ND | 1172 | 5328 |
| 3RD | 1402 | 5098 |
| 4TH | 3074 | 3426 |
| 5TH | 2923 | 3577 |
| 6TH | 3081 | 3419 |
| 7TH | 1338 | 0 |
| 8TH* | 2246 | 410 |
| TOTAL | 18517 | 24491 |

* -Outside Roof Deck Bar Area is Less Than 25% Overall Restaurant CSA

Based on the values in Table 2, the proposed site has a parking requirement of 279 spaces as shown in Table 3.

**TABLE 3**
**EXISTING PARKING BY BOCA CODE**

| USE | REFERENCE | AMOUNT | UNITS | RATE | PARKING REQUIRED |
|---|---|---|---|---|---|
| OFFICE | 4035.SEC 2.(4)(b) | 297 | SF | 3/1000 | 1 |
| GYM | SEC. 28-1655(1)(u) | 3,096 | SF | 1/175 *.9 | 16 |
| SPA | 4035.SEC 2.(4)(b) | 5,328 | SF | 4/1000 | 22 |
| GAME/CARD ROOM | 4035.SEC 2.(4)(b) | 1,670 | SF | 4/1000 | 7 |
| MULIT-USE AND MEETING | SEC. 28-1655(1)(h) | 146 | SEATS | 1 PER 3 *.9 | 44 |
| BAR** | 4035.SEC 2.(4)(b) | 121 | LF | 1/2.2 | 55 |
| RESTAURANT* | 4035.SEC 2.(4)(b) | 4,767 | CSA | 1/38.9 | 123 |
| LOBBY | 4035.SEC 2.(4)(b) | 2,555 | SF | 4/1000 | 11 |
| TOTAL | | | | | 279 |

## PARKING ADJUSTMENTS ALLOWED BY CODE

**Restaurant/Lounge & Bar Parking**

In Shared Parking, there are two factors in the methodology that are appropriate for The Sanborn, Mode Split and Noncaptive Market adjustments. The Mode Split is based on alternative modes of transportation that do not require a parking space. These would include walking, bicycles, transit, ride sharing and for downtown Boca the Circuit. Based on discussions with traffic staff, we have agreed that an aggressive TDM plan that includes a 100% transit subsidy for employees would provide a 10% reduction. In addition, given the uses within the private club, there is the opportunity for a Noncaptive Market adjustment as well.

ULI methodology provides for non-captive parking adjustments. The non-captive ratio is a second factor modified when designing a shared parking model. "Captive market" was originally borrowed from market researchers to describe people who are already present in the immediate vicinity at certain times of the day. In the shared parking analysis, the term "captive market" reflects the adjustment of parking needs and vehicular trip generation rates due to the interaction among uses in an area. Traditionally, the non-captive adjustment is used to fine-tune the parking needs of restaurants and other persons already counted as being parked for the day (in this case, gym, spa, meeting rooms, cigar room, card/game room etc.).

Parking demand projections are adjusted to avoid double counting parkers who are already counted as parked for one land use when they patronize another. A user of the gym/spa, for example, does not contribute to an on-site restaurant or retail parking accumulation when he/she eats lunch/dinner or visits the bar. The card/game room user does not re-park as a restaurant/bar user, nor does he/she occupy two parking spaces during this time; thus, the restaurant/bar demand projection to account for this "captive" market. A reduction can also be made for restaurant trips that occur when a restaurant patrons' uses the other facilities for their table, or when a club member there for a meeting/event stops to grab a quick bite. A maximum of 10% non-captive for restaurants.

The result of this Mode Split and Noncaptive Market adjustment would be a 20% reduction in the restaurant/lounge/bar parking as shown in Table 4, bringing the total required parking to 249 spaces. This 20% is consistent with the internal capture rate applied to this project and is 50% of the internal capture rate that an FDOT study of the adjacent Mizner Park determined was 40%.

TABLE 4
ADJUSTED PARKING ALLOWED BY CODE INCLUDES LOBBY SF

| USE | REFERENCE | AMOUNT | UNITS | RATE | PARKING REQUIRED |
|---|---|---|---|---|---|
| OFFICE | 4035.SEC 2.(4)(b) | 297 | SF | 3/1000 | 1 |
| GYM | SEC. 28-1655(1)(u) | 3,096 | SF | 1/175 *.9 | 16 |
| SPA | 4035.SEC 2.(4)(b) | 5,328 | SF | 4/1000 | 22 |
| GAME/CARD ROOM | 4035.SEC 2.(4)(b) | 1,670 | SF | 4/1000 | 7 |
| MULIT-USE AND MEETING | SEC. 28-1655(1)(h) | 146 | SEATS | 1 PER 3 *.9 | 44 |
| BAR** | 4035.SEC 2.(4)(b) | 121 | LF | 1/2.2 | 44 |
| RESTAURANT** | 4035.SEC 2.(4)(b) | 4,767 | CSA | 1/38.9 | 99 |
| LOBBY* | 4035.SEC 2.(4)(b) | 2,555 | SF | 4/1000 | 11 |
| TOTAL | | | | | 244 |

* - ALL LOBBY PARKED AT RETAIL RATE
** - TDM 10% REDUCTION & NONCAPTIVE 10% REDUCTION APPLIED RESTAURANT/BAR ONLY

**Shared Parking Analysis**

As allowed under Ordinance 4035, a shared parking study has been conducted for the site. Per the code, "The intent of these shared parking requirements is to permit a reduction in the total number of required parking spaces when a parcel is occupied by two or more uses which typically do not experience peak parking demands at the same time. When any land or building is used for two or more uses, as listed below, the minimum total number of required parking spaces shall be determined by the following procedures: Multiply the minimum required parking for each individual use, excluding spaces reserved for use by specified individuals or classes of individuals, by the appropriate percentage listed in the Table below for each of the designated time periods. Add the resulting sum for each of the five vertical columns for the table. The minimum parking requirement is the highest sum resulting from the foregoing addition."

**Non-Concurrent Uses**

Shared parking under Ordinance 4035 per Section 2(4)(b)3.b breaks down shared parking for five time periods:

Weekday Midnight to 6 AM

Weekday 9 Am to 4 PM

Weekday 6 PM to Midnight

Weekend 9 AM to 4 PM

Weekend 6 PM to Midnight.

Not all uses within the private club will be in operation 24/7. In fact, most of the anticipated activity will occur after 5 PM. As such, there are significant non-concurrent uses within the building that must be accounted for in the shared parking analysis. Table 5 indicates the uses open and thus parking during the shared parking time periods which range from a low of 100 spaces to a high of 247 spaces (before shared parking is applied). A "0" indicates the area is closed during that time period.

TABLE 5
NON-CONCURRENT USE BREAKDOWN

| | | weekday | | | weekend | |
|---|---|---|---|---|---|---|
| Spaces | Use | 12 to 6 | 9 to 4 | 6 to 12 | 9 to 4 | 6 to 12 |
| 3 | cigar | 3 | 3 | 3 | 3 | 3 |
| 22 | spa | 0 | 22 | 22 | 22 | 22 |
| 16 | gym | 16 | 16 | 16 | 16 | 16 |
| 6 | game | 0 | 0 | 6 | 0 | 6 |
| 8 | meeting rooms | 0 | 8 | 8 | 8 | 8 |
| 22 | multi-purpose | 0 | 0 | 22 | 0 | 22 |
| 30 | Rest A | 0 | 0 | 30 | 0 | 30 |
| 6 | Cellar | 0 | 0 | 6 | 0 | 6 |
| 2 | Card | 2 | 0 | 2 | 0 | 2 |
| 3 | Library | 0 | 0 | 3 | 0 | 3 |
| 15 | Speakeasy | 15 | 15 | 15 | 0 | 15 |
| 46 | Main Bar | 46 | 0 | 46 | 46 | 46 |
| 5 | Private | 5 | 0 | 5 | 0 | 5 |
| 30 | Rest B | 0 | 30 | 0 | 30 | 30 |
| 18 | roof bar | 0 | 18 | 18 | 18 | 18 |
| 1 | Office | 1 | 1 | 1 | 1 | 1 |
| 11 | Lobby | 11 | 11 | 11 | 11 | 11 |
| | | | | | | |
| office | 48 | 9 | 12 | 48 | 12 | 48 |
| retail | 57 | 29 | 49 | 57 | 49 | 57 |
| rest | 139 | 61 | 63 | 109 | 94 | 139 |
| TOTAL | 244 | 99 | 124 | 214 | 155 | 244 |

This breakdown was input into the shared parking formula, and the results are shown in Table 6.

The parking calculations prepared for the proposed private social club initially assign parking to all programmed spaces, including the lobby, in accordance with the City's parking regulations.

## TABLE 6
## SHARED PARKING CALCULATIONS

**WEEKDAY NIGHT**
**12 AM - 6 AM**

| REQ'D | USE | % | SPACES |
|---|---|---|---|
| 9 | OFFICE | 5% | 1 |
| 29 | RETAIL | 5% | 2 |
| 61 | RESTAURANT | 10% | 7 |
| 99 | | | 10 |

**WEEKDAY DAY**
**9 AM - 4PM**

| REQ'D | USE | % | SPACES |
|---|---|---|---|
| 12 | OFFICE | 100% | 12 |
| 49 | RETAIL | 70% | 34 |
| 63 | RESTAURANT | 50% | 32 |
| 124 | | | 78 |

**WEEKDAY EVENING**
**6 PM - 12 AM**

| REQ'D | USE | % | SPACES |
|---|---|---|---|
| 48 | OFFICE | 10% | 5 |
| 57 | RETAIL | 90% | 52 |
| 109 | RESTAURANT | 100% | 109 |
| 214 | | | 166 |

**WEEKEND DAY**
**9 AM - 4 PM**

| REQ'D | USE | % | SPACES |
|---|---|---|---|
| 12 | OFFICE | 10% | 2 |
| 49 | RETAIL | 100% | 49 |
| 94 | RESTAURANT | 50% | 47 |
| 155 | | | 98 |

**WEEKEND NIGHT**
**6 PM - 12 AM**

| REQ'D | USE | % | SPACES |
|---|---|---|---|
| 48 | OFFICE | 5% | 4 |
| 57 | RETAIL | 70% | 40 |
| 139 | RESTAURANT | 100% | 139 |
| 244 | | | 183 |

As shown in Table 6, there is a maximum of 183 spaces required (a reduction of 25% which falls within the allowable 25% threshold per Ordinance 4035 per Section 2(4)(b)3.b which states *"The maximum reduction under this provision shall be twenty-five percent (25%),unless a greater reduction is approved as a technical deviation under Paragraph 2(4)(b)2.")*.

There are 85 spaces proposed on site and therefore for Weekday and Weekend 6 PM to Midnight, 88 spaces must be provided off-site. These spaces must meet the requirement of Section 2(4)(b)6 which requires that off-street parking spaces shall be located same parcel or no more than 600 feet from the use they are intended to serve, if approved by the CRA Board of Commissioners and a legal instrument assuring the continued availability of such spaces is reviewed and approved by the CRA Attorney. In approving off-site parking, the CRA Board of Commissioners must find that the off-site parking facility is reasonably located in relation to the use it is intended to serve, based upon such factors as the type of facility, likely purpose of the trip to the facility, distance from the use intended to be served, any physical barriers which must be crossed to reach the use to be served, and adequate and appropriate signage. All handicapped spaces shall be provided on-site unless the off-site lot is adjacent in such a manner as to provide access comparable to an on-site location.

*Off-Site Location*

For the weeknight and weekend periods, the applicant proposes using the adjacent Aletto garage. Per the Aletto IDA, there are 206 spaces available during the weeknight and 71 are required. For the weekend day, there are 348 available at Aletto and 13 are required and for weekend night, there are 212 available at Aletto and 98 are required.

**TABLE 7**
**ADDITIONAL OFF-SITE PARKING REQUIRED**

| TIME | SANBORN REQUIRED | SANBORN PROVIDED | SPACES SHORT | AVAILABLE AT ALETTO |
|---|---|---|---|---|
| WD 12-6 | 10 | 85 | 0 | 446 |
| WD 9-4 | 78 | 85 | 0 | 0 |
| WD 6-12 | 166 | 85 | -81 | 206 |
| WE 9-4 | 98 | 85 | -13 | 348 |
| WE 6-12 | 183 | 85 | -98 | 212 |

**Historical Precedent**

Please note that while this use was not specifically contemplated 40+ years ago, there is precedent. By way of example, the Royal Palm Yacht Club down the street secured a technical deviation for 51%. However, it is important to note that the technical deviation was applied AFTER a significant reduction in parking, including not requiring the gym to be parked and thus the technical deviation is far greater than 51%. This is despite the fact that you can be a member without living in Royal Palm – hence driving. More importantly, Royal Palm is not part and parcel of a walkable downtown. This also holds true with the Boca Resort.

## CONCLUSION

JMD Engineering, Inc. has completed a Parking Study of The Sanborn, a proposed private club, located in Boca Raton, Florida. The Parking Study indicates that a peak parking demand of 183 spaces will exist during the weekday and weekend peak hours. As there are 85 spaces on site this will require 98 spaces off-site that meet the requirement of Section 2(4)(b)6.

January 9, 2026

Mark Jacobsen, RLA, ASLA
Design Studio Boca - Landscape Architects and Planner
2300 Corporate Blvd. NW Suite 214
Boca Raton, FL. 33431
Phone: 561-955-8623/Cell: 561-212-3504
Email: mark@dsboca.com

RE: Arboricultural Consulting for 100 Northeast 1st Avenue, Boca Raton, FL

To Whom It May Concern,

I visited the above-mentioned property on Friday, January 9, 2026 to evaluate +/- 36 trees, take photographs, calculate tree preservation zones (TPZ), perform relocation evaluations, and note any defects.

Please see attached tree table with data collected in the field including species, height, width, diameter at breast height (dbh), clear trunk, health condition, health condition percentage, TPZ, relocation recommendation, and notes.

Note all trees were evaluated from the ground only, no aerial inspections, soil excavations or penetrations were performed. The performed reviews were 360-degree visual assessments only. Health condition ratings are in accordance with the CTLA 10th Edition Guide for Plant Appraisal. A numbered aerial tree overlay revision has also been attached for review.

Note while onsite three (3) additional trees were discovered and have been added as Tree numbers Eight A, 13A & 34A. A total of four (4) trees and 35 palms were evaluated. Please see relevant photographs and additional comments below.

.

JTC Management Group, Consulting Arborists
15 Southwest 19th Avenue
Fort Lauderdale, Florida 33312
c 954 612 2500
jtcgroup.inc@gmail.com

**Trees One, Two, Three, Four, Five, Six, Seven, Eight, Eight A, Nine & Ten**

Foxtail Palms *(Wodyetia* bifurcata) Tree numbers One, Three & Four, Royal Palms (*Roystonea regia*) Tree Numbers Two, Five & Six, and Christmas Palms (*Adonidia merrillii*) Tree numbers Seven, Eight, Eight A, Nine & Ten, facing east, north and south. Note Tree numbers One, Three, Four, Seven, Eight, Eight A, Nine & Ten are unsuitable for relocation due to nutrient deficiency.

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**Trees 11, 12, 13, 13A & 14**

Royal Palm (*Roystonea regia*) Tree number 11, Yellow Tabebuia (*Tabebuia caraiba*) Tree number 12m Christmas Palm (*Adonidia merrillii*) Tree number 13, Live Oak (*Quercus virginiana*) Tree number 13A, and Areca Palm (*Dypsis lutescens*) Tree number 14, facing east, and south. Note poor structure, trunk lean, confined root space, heading cuts for Tree number 12, and note poor structure, confined root space, buried root collar for Tree number 13A. None of these trees are suitable for relocation due to either poor structure, nutrient deficiency or confined root space.

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**Trees 15, 16, 17, 18, 19, 20 & 21**

Solitaire Palm (*Ptychosperma elegans*) Tree number 15, Christmas Palm (*Adonidia merrillii*) Tree number 16, Montgomery Palms (*Veitchia montgomeryana*) Tree numbers 17, 18 & 21, and Royal Palms (*Roystonea regia*) Tree numbers 19 & 20, facing east, west and north. Note Tree number 15 is a Florida Invasive Species Council Category II Invasive. Note Tree numbers 15, 16 & 17 are unsuitable for relocation due to either nutrient deficiency or Florida Invasive Species Council Category II Invasive status.

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**Trees 22, 23, 24, 25, 26, 27, 28, 29 & 30**

Montgomery Palm (*Veitchia montgomeryana*) Tree number 22, Thatch Palm (*Thrinax radiata*) Tree number 23, Areca Palms (*Dypsis lutescens*) Tree numbers 24, 28 & 29, Christmas Palms (*Adonidia merrillii*) Tree numbers 25, 27 & 30, and Foxtail Palm (*Wodyetia bifurcata*) Tree number 26, facing north, west, east and south. Note Tree numbers 22, 24, 25, 26, 27 & 30 are unsuitable for relocation due to nutrient deficiency, and Tree numbers 28-29 have insufficient root balls for relocation.

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**Trees 31, 32 & 33**

Christmas Palms (*Adonidia merrillii*) Tree numbers 31 & 32, and Royal Poinciana (*Delonix regia*) Tree number 33, facing north and east. Note poor structure, flush cuts, unbalanced crown, significantly confined root zone, deadwood, and light mounted to trunk for Tree number 33. None of these trees are suitable for relocation due to either nutrient deficiency, poor structure or confined root space.

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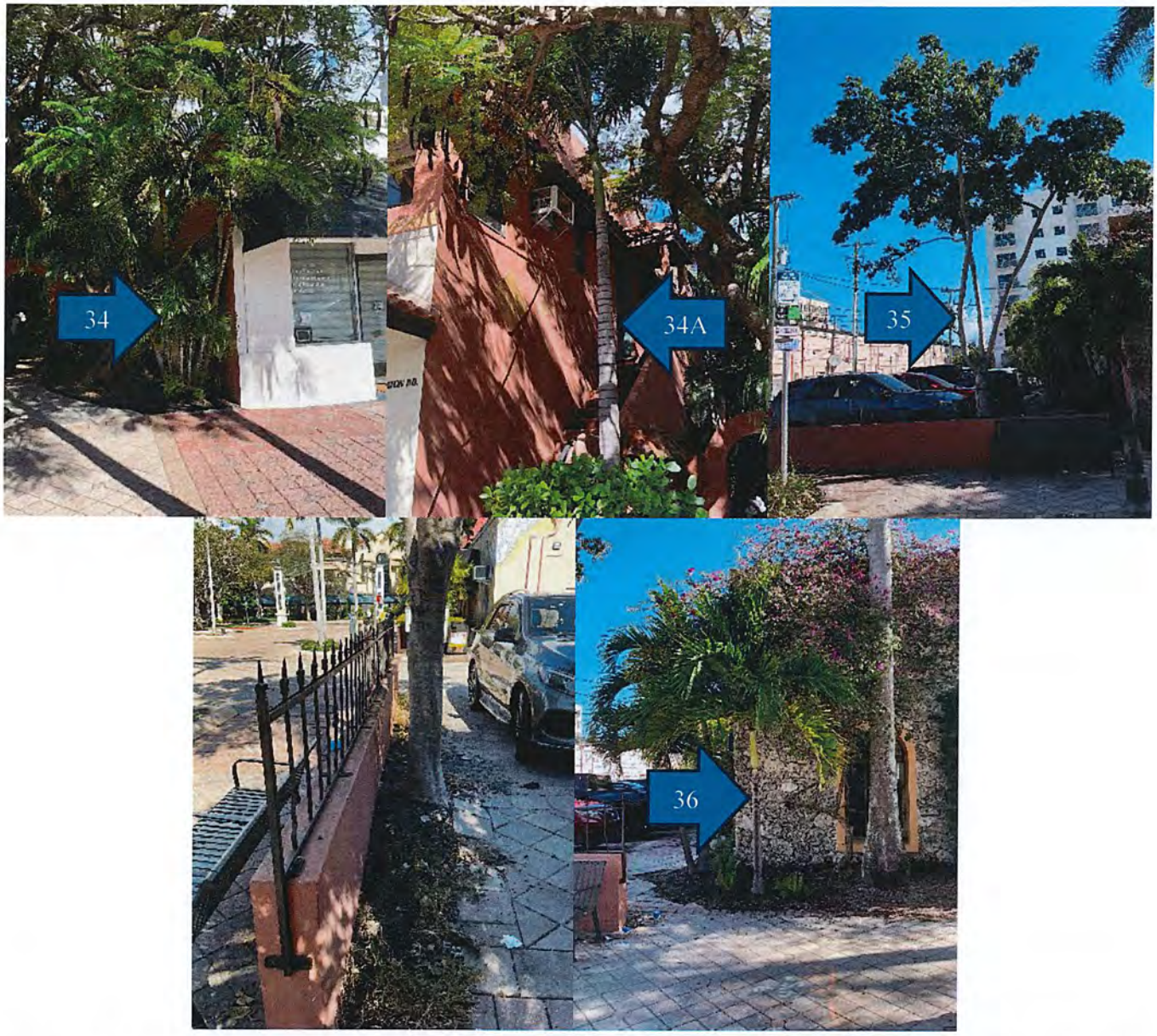
**Trees 34, 34A, 35 & 36**




Areca Palm (*Dypsis lutescens*) Tree number 34, Montgomery Palm (*Veitchia montgomeryana*) Tree number 34A, Gumbo Limbo (*Bursera simaruba*) Tree number 35, and Christmas Palm (*Adonidia merrillii*) Tree number 36, facing north and west. Note canopy crowding, insufficient rootball for relocation for Tree number 34A, and note Poor structure, significantly confined root space, insufficient rootball for relocation, poor live crown ratio for Tree number 35. Note none of these trees are suitable for relocation due to either nutrient deficiency, insufficient rootball for relocation, poor structure or confined root space.

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**End Report**

Mark C. Williams

Mark C. Williams

ASCA RCA #580
Registered Consulting Arborist®

TPA
Tree and Plant Appraisal Qualification
Certificate Holder
2024 - 2029

ISA Certified Urban Forest Professional FL 5221-AM
ISA Tree Risk Assessment Qualified
LIAF Certified Landscape Inspector #2007-0083
WRRQ Wildfire Risk Reduction Qualified

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# FINAL MEMORANDUM

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

| | |
|---|---|
| **Date** | August 12, 2026 |
| **To** | Jacob German, AICP, Senior Planner, City of Boca Raton |
| **From** | Kaitlyn Forbes, AICP, CNU-A, Urban Designer |
| **Subject** | The Sanborn |
| **Project** | PZCRP-2025-00003 |
| **CC** | Tamashbeen Rahman, AICP, Planning Administrator |

Complete Cities Planning Group reviewed the submitted IDA application for the project referred to as Sanborn generally located east of NE 1st Avenue and south of NE 2nd Street, on approximately 0.30 acres. The site is currently development with one and two-story non-residential buildings.

The applicant proposes to redevelop the site for a private social club consisting of various entertainment and dining options, exclusive to club members. The property is not open to general members of the public. The development plans incorporate a 100-foot, eight (8) story structure, as permitted by Ordinance 4035. An active rooftop with a pool deck and associated amenities is proposed at the 8th level.

The ground floor design responds to the unique nature and use intended for the site. Members enter the site through a rear alley, to the north of the property. Roll-up gates secure the vehicular access to and from the site. Once within the site, vehicles are parked by valet staff using a mechanical lift system in below grade parking. Shared parking is proposed with the adjacent Aletto project, which is under construction. Accordingly, all vehicular use areas are screened from adjacent streets and properties as required.

Indoor-outdoor spaces serve as a welcoming lobby and courtyard for members as they enter the building. A cigar lounge and open-air smoking area are also provided on the ground floor, in addition to various mechanical rooms. Trash is kept in a storage room on the first floor, along the northern property line, and picked-up by the haulers through the existing alley. A mechanical room is located on the 7th floor, screened by an architectural screen. Ground mounted utility equipment is screened by landscaping, where required.

A level of transparency, commensurate with the private nature of the site, is provided through the form of a glass-block water wall feature on the west side of the building. This design feature allows for interior illumination, shadows, and movement to be seen from the outside, without impacting patron privacy. At the corner of the building, façade openings are provided above eye level so that interior landscaping and lighting can be seen, but again, is responsive to the private nature of the use. In total, the project provides 42.16% open space, where 40% is required by Ord. 4035.

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

Vertically, the proposed design offers a contemporary interpretation of Mizner design, incorporating traditional materials such as limestone and wood into a modern composition. Horizontal fins are repeated across the façade to help mitigate the scale and mass of the project and its use of glass, while also contributing to privacy at upper levels.

In summary, Complete Cities finds the proposed plan is generally consistent with Ord. 4035, as amended, inclusive of its appendices.

# CITY OF BOCA RATON COMMUNITY APPEARANCE BOARD
# FORMAL RECOMMENDATION

**Application No.:** PZSPA-2025-00003 **Agenda Date:** September 15, 2026

**MOTION:** ☒ Approved With Conditions ☐ Postponed

☐ Approved As Submitted ☐ Denied

| | Y | N | Abstain | Absent |
|---|---|---|---|---|
| Jose Jaramillo | x | | | |
| Alan West | x | | | |
| Paola Morales | | | | x |
| Joe Peterson | x | | | |
| Veronica Margolina | x | | | |
| Erez Bar-Nur | x | | | |
| | | | | |

ITEM # A.4

**DESCRIPTION**

**Project Name: The Sanborn** – Formal Recommendation to the Planning & Zoning Board

**Property Address: 100 Northeast 1st Avenue**

**Representative: Miskel Backman, LLP.**

**CONDITION OF APPROVAL (IF ANY):**

**Explore the opportunity to replace the pavers within the pedestrian right-of-way**

**Done and ordered at Boca Raton, Palm Beach County, Florida on: September 15, 2026**

**Jose Jaramillo, Chairman**
**Alan West, Vice Chair**
**Community Appearance Board**

# DOWNTOWN
# INDIVIDUAL DEVELOPMENT APPROVAL CHECKLIST

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

| YES | NO | |
|---|---|---|
| ■ | ☐ | 1. Plans reviewed by the applicants for conformance with height, bulk, parking, setback regulations and the overall design for conformance with the Development Order (Ordinance 4035) design guidelines pages 37-40. A copy of the guidelines used by the CRA in reviewing your plans is attached. |

## *Submission Requirements*

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

**ITEMS OMITTED WILL DELAY REVIEW PROCEDURES**

| | | |
|---|---|---|
| ■ | ☐ | 2. Completed application, completed and signed checklist form, Planning Advisory (PA) date and fee. |
| ■ | ☐ | 3. Certification of title and letter of authorization where applicable. |
| ■ | ☐ | 4. Unity of title where applicable. |
| ■ | ☐ | 5. Detailed, signed and sealed, site plans, landscape plans, irrigation plan and elevations drawn to scale. |
| ■ | ☐ | 6. The site plan must be of engineering scale with adequate resolution for verification of measurements, horizontal control and include the following: |
| ■ | ☐ | (a) Name and address of owner, property identification numbers, applicant and person preparing the site plan. |
| ■ | ☐ | (b) Date, north arrow and graphic scale. |
| ■ | ☐ | (c) Locational sketch showing property in relation to adjacent area. |
| ■ | ☐ | (d) Location of property lines, proposed/existing easements, right-of-ways, water courses and other essential features. |
| ■ | ☐ | (e) Width and location of existing or proposed public or private streets. |
| ■ | ☐ | (f) Proposed/existing lot and building site lines. |
| ■ | ☐ | (h) Landscaping and treatment of perimeter areas such as fences, walls or berms. An appropriate irrigation system must be indicated as being provided for all landscaped areas. |
| ■ | ☐ | (i) Accessory structures and dimensioned waste/storage collection point(s). |
| ■ | ☐ | (j) Phasing of the site including any temporary landscaping/accesses. |
| ■ | ☐ | (k) Proposed location of sidewalks, bike paths, curbs, gutters, water mains, sanitary sewers, storm drains, manholes, inlets, seawalls or wells. |
| ■ | ☐ | (l) Acreage of site, square footage of structures, number of residential units or hotel rooms, square footage of open space as defined in the Development Order (areas counted as open space must be identified on the plans by shading or crosshatching), office equivalent calculations and shared parking calculations. |
| ■ | ☐ | (m) Zoning and Comprehensive Plan designation for any adjacent property outside of DDRI. |
| ■ | ☐ | (n) Proposed height of structures as measured from average crown of road and maximum permitted height. |
| ■ | ☐ | (o) List of unit types and sizes. |

# DOWNTOWN
# INDIVIDUAL DEVELOPMENT APPROVAL CHECKLIST (Pg. 2)

- ■ ☐ (p) Parking spaces dimensioned and numbered (required/provided).
- ■ ☐ (q) Existing and proposed fire hydrants and fire connections.
- ■ ☐ (r) Location, percentage and size of areas to be conveyed, dedicated or reserved as open space, public parks, recreational and similar uses.
- ■ ☐ (s) Name of adjoining property owners or development projects.
- ■ ☐ (t) Available water lines or wells.
- ■ ☐ (u) Available sewer lines.

■ ☐ 7. A review of all site utilities as required pursuant to Section 2(4)d of the Development Order.

☐ ■ 8. A review of construction phasing including requirements for parking and staging during construction.

☐ ■ 9. Where a site plan covers only a part of real property owned by the applicant, a master-phasing plan for the entire property.

■ ☐ 10. Typed and sealed legal descriptions and sealed surveys (including crown of road elevation prepared by a registered land surveyor). Provide an electronic WORD file of the legal description.

☐ ■ 11. Preliminary design of bridges or culverts as may be required.

■ ☐ 12. An existing tree survey depicting all trees having a diameter of 2" or greater as measured 4-1/2 feet above the ground.

■ ☐ 13. Parking accumulation study and/or traffic statement and electronic pdf files of the traffic statement and/or parking study and site plan, if required by City Traffic Engineer.

■ ☐ 14. All Planning Advisory (PA) comments have been addressed. A PA response letter should be provided.

■ ☐ 15. A computer generated colorized copy of the site plan, floor plan, rendering and elevations will be required prior to the scheduling of a public hearing.

■ ☐ 16. Samples of colors and samples or descriptions of materials as appropriate.

■ ☐ 17. Schedule a Pre-Application meeting to ensure that the information, drawings, etc., are complete.

■ ☐ 18. You will not be placed on a meeting agenda until all pertinent information has been received and determined to be complete as provided for in Ordinance 4035.

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

Date: 02.10.2026 Signed: Alex De Angelis

(Applicant)

Downtown Boca
Downtown Design Review

DOWNTOWN BOCA

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

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

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

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

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

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

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

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

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

**Submittal Checklist**

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

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

**Compliance Checklist**

I. Community Patterns

IDG Step #1: Determine building footprint and placement

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

IDG Step #2: Determine General Building Envelope

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

II. Architectural Patterns

IDG Step #3: Establish Architectural Bays

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

IDG Step #4: Determine Building Massing

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

IDG Step #4: Determine Building Massing (continued)

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

IDG Step #5: Building Articulation

A. Skyline

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

B. Mid-Section

☐ Windows provide a sense of activity for both commercial and residential buildings, giving the feel of a vibrant and enjoyable place.

☐ Windows should be appropriately scaled to their function, whether those functions are retail, commercial, or residential in nature.

☐ Where shutters are used, their width should be one half of the window opening.

☐ Balconies reinforce the sense of activity within a building and provide a connection to the outdoors for building occupants.

☐ As balconies do not increase the occupied space of a building, they do not impact the overall development area

C. Ground Floor

☐ Active uses on the ground floor of buildings

☐ The ground plane should include areas for outside dining and gathering

☐ The ground plane should include planting beds for ornamental flowers and trees

☐ Shade trees, as well as palm trees should be provided along the street spaces

☐ Pergolas, and other shade devices can be a substitute for shade trees

☐ Ground floor arcades are encouraged

☐ Storefronts are provided for ground floor public uses such as retail.

☐ The ground floor should include landscape buffer area and appropriate doors and windows for residential uses.

☐ Light fixtures on buildings and street light fixtures are provided.

☐ Box windows and balconies projecting beyond the façade of the building on lower floors to provide views up and down the street.

☐ Linkages to pedestrian crossings, landscape, open space and transportation are provided.

**(i) Compliance with the Amended Development Order and the amended Downtown Plan**

In reaffirming the applications for Individual Development Approval demonstrate compliance with the standards of this Amended Development Order, and the Amended Downtown Plan, applications shall demonstrate the following:

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

   **Response:** *The proposed design has been thoughtfully conceived to foster an active and engaging relationship between the building and the surrounding public realm, ensuring that the project contributes positively to the dynamic character of Downtown. The architecture intentionally promotes visual interaction, transparency, and pedestrian engagement along all street frontages, while balancing privacy and exclusivity appropriate to the nature of the development.*

   *Rooted within the architectural fabric of Boca Raton, the project draws inspiration from the timeless principles established by Addison Mizner, whose vision for the city emphasized pedestrian-oriented spaces, layered architectural depth, courtyards, gardens, water elements, and the seamless blending of architecture with landscape. Rather than replicating historic Mediterranean Revival architecture literally, the project interprets these principles through a contemporary architectural language that respects Boca Raton's heritage while contributing to its continued evolution.*

   *Along the primary western frontage facing NE 1st Avenue, the building is envisioned as an extension of Sanborn Square and the surrounding pedestrian environment. Echoing Mizner's philosophy of creating experiential streetscapes and intimate public realms, the façade incorporates lush tropical landscaping, layered greenery, and a prominent water wall feature constructed of glass block. This architectural element creates a unique threshold condition where movement, light, and activity within the lobby and interior gathering spaces can be perceived from the public realm through the softly translucent surface of the glass block. The effect establishes a dynamic dialogue between the interior and exterior environments, allowing the building to contribute visual energy and human interaction to the streetscape while maintaining an appropriate level of privacy and exclusivity.*

*At the corner of East Boca Raton Road and NE 1st Street, the limestone-clad architectural walls incorporate carefully positioned openings and framed view corridors that visually connect the public sidewalks to the private garden spaces within the development. These moments of transparency are inspired by the layered courtyards, arcades, and garden walls commonly found within Mizner's original architectural vocabulary, where architecture was designed not as a barrier, but as a sequence of spatial experiences that unfold gradually along the pedestrian journey.*

*Additionally, the project emphasizes pedestrian-scale detailing, natural materiality, integrated lighting, shaded landscaped edges, and activated frontage conditions intended to enrich the public realm and reinforce Downtown Boca Raton's walkable urban character. The integration of architecture, landscape, water, and filtered transparency creates a refined yet lively streetscape environment that reflects both the historical design ethos of Boca Raton and the contemporary aspirations of the evolving Downtown district.*

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

**Response:** *The ground floor frontages along all street-facing elevations have been intentionally designed to promote visual connectivity between the interior uses and the public realm, reinforcing an active and engaging pedestrian experience consistent with the vision for Downtown Boca Raton.*

*Rather than presenting opaque or inactive street edges, the project incorporates a layered architectural approach that allows activity within the building to remain visually perceptible from the surrounding sidewalks and adjacent public spaces. Along the primary frontage facing NE 1st Avenue, the ground floor is designed as an extension of the public realm and Sanborn Square, utilizing expansive glazed elements, landscaped openings, and a signature glass block water wall feature that allows light, silhouettes, movement, and activity within the lobby and gathering spaces to be perceived from the street. While the glass block introduces a degree of softness and privacy, it intentionally maintains visual interaction between the interior and exterior environments, creating a dynamic and animated façade condition throughout the day and evening hours.*

*Additionally, the project incorporates strategically positioned openings within the limestone-clad façade walls at the corner of East Boca Raton Road and NE 1st Street, allowing pedestrians visual access into the interior garden spaces and active common areas within the development. These framed views provide moments of transparency and spatial depth that visually connect the public sidewalks with the activity occurring inside the project.*

*The architectural design further emphasizes pedestrian engagement through integrated lighting, layered landscaping, transparent entry conditions, and activated lobby spaces that contribute to the vibrancy of the streetscape. Inspired by the architectural principles established by Addison Mizner, the project embraces the concept of blending architecture, gardens, courtyards, and pedestrian experiences into a cohesive urban environment. The result is a ground floor frontage that contributes visual energy, human activity, and architectural richness to the Downtown streetscape while maintaining the refined character and identity of the development.*

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

   **Response Summary:** *The proposed project has been thoughtfully envisioned as a contemporary interpretation of the architectural principles that have long shaped the identity of Boca Raton, drawing inspiration from the timeless urban philosophy of Addison Mizner — where architecture, landscape, light, and pedestrian life are woven together to create meaningful civic experiences.*

   *Rather than functioning as an isolated object within the city, the building is conceived as an extension of the surrounding public realm and the evolving fabric of Downtown. The architecture embraces a layered composition of lush tropical landscaping, warm natural materials, illuminated architectural screening, transparent glazing, water elements, and carefully framed openings that together create a rich and engaging streetscape experience. The project avoids monolithic conditions by breaking the massing into human-scaled architectural moments that can be appreciated from the pedestrian perspective through varied façade depths, shifting planes, landscaped terraces, and refined material transitions.*

   *Along the street frontages, the design promotes visual interaction and connectivity between the public realm and the life occurring within the building. The western façade along NE 1st Avenue is envisioned as an extension of Sanborn Square itself*

*— a lush garden edge where architecture dissolves into landscape. A signature glass block water wall softly reveals movement, light, and activity within the lobby spaces beyond, establishing a dynamic relationship between privacy and openness while contributing visual energy to the pedestrian environment both day and night.*

*At the corner conditions, framed openings carved within limestone walls create moments of transparency and spatial depth, allowing glimpses into private garden courtyards and activated gathering spaces. These layered visual experiences encourage exploration along the streetscape, reinforcing pedestrian movement and creating a visual dialogue between adjacent developments, nearby parks, and the broader Downtown district.*

*The project further strengthens the urban fabric by encouraging walkability, interaction, and social engagement through widened pedestrian pathways, shaded landscaped edges, integrated lighting, rooftop activation, and active frontage conditions that contribute to the vibrancy of the block. Every architectural gesture — from the modulation of the façade to the integration of tropical planting and water — has been designed to enrich the pedestrian experience and create a sense of place rooted within Boca Raton's architectural heritage while expressing a distinctly contemporary identity.*

*Collectively, the project contributes a refined yet vibrant addition to Downtown Boca Raton — one that enhances the existing development pattern, reinforces human-scaled urbanism, and creates a timeless architectural presence grounded in landscape, movement, and civic engagement.*

(a) achieves a rich mixture of uses, architectural expression and variety;

**Response:** *The project contributes to the evolving mixture of uses and architectural diversity within Downtown Boca Raton by introducing a highly articulated mixed-use environment that integrates hospitality-style amenities, social gathering spaces, landscaped open areas, rooftop activation, and pedestrian-oriented frontage conditions. The architectural composition avoids a monolithic appearance through the use of layered horizontal façade elements, warm natural materials, extensive glazing, tropical landscaping, and varied architectural expressions across the building elevations.*

*The design incorporates limestone-clad walls, warm wood-toned horizontal screening elements, transparent glazing systems, water features, and lush landscape buffers that collectively create a refined yet dynamic architectural*

*character. Rooftop amenity areas, activated terraces, illuminated architectural features, and integrated landscape elements further contribute to the visual richness and diversity of the project both during daytime and evening conditions.*

(b) promotes synergy and interaction between nearby uses by, among other things, encouraging walking and the pedestrian experience;

**Response:** *The project has been intentionally designed to strengthen pedestrian connectivity and interaction between surrounding developments, Sanborn Square, nearby mixed-use buildings, and the broader Downtown district. The ground level emphasizes walkability through widened pedestrian pathways, lush landscaped edges, shaded walking areas, visual transparency, and enhanced streetscape conditions that encourage pedestrian activity and lingering.*

*The western frontage along NE 1st Avenue functions as an extension of the public realm and adjacent park environment, blurring the boundary between architecture and landscape. The integration of seating opportunities, tropical planting, lighting features, and the signature glass block water wall creates an engaging pedestrian experience that contributes activity and visual interest to the streetscape.*

*Additionally, the project's open and visually permeable frontage conditions allow pedestrians to experience glimpses of interior activity, garden spaces, and illuminated gathering areas, fostering interaction between the public realm and the life occurring within the building. The design prioritizes human-scaled experiences, encouraging walking and reinforcing Downtown Boca Raton's urban fabric as a connected and pedestrian-oriented environment.*

(c) considers the physical pattern of development to encourage a visual connection and attraction to points further along the street; and

**Response:** *The project carefully responds to the existing physical development pattern of the surrounding area by framing views, preserving visual corridors, and creating architectural focal points that enhance the pedestrian journey throughout the block. The building massing and landscape design intentionally guide visual movement along the streetscape through layered architectural elements, transparency, lighting, and strategically positioned open spaces.*

*The illuminated horizontal façade articulation, landscaped setbacks, rooftop activation, and framed openings within the limestone walls create moments of visual*

*interest that draw pedestrians further along the street and reinforce the continuity of the Downtown experience. The corner conditions and activated street frontages provide depth and transparency rather than presenting blank or inactive façades, contributing to a dynamic urban environment that remains visually engaging from multiple vantage points.*

*Furthermore, the integration of lush landscaping and open garden areas softens the building's presence and visually connects the project to nearby parks, streetscape improvements, and adjacent developments, reinforcing the cohesive character of the surrounding urban fabric.*

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

**Response:** *The project façade has been carefully articulated to avoid the appearance of a singular monolithic structure and instead create a composition that can be appreciated at the pedestrian level through variation in materials, setbacks, lighting, transparency, and architectural detailing. The building incorporates varied horizontal projections, layered façade depths, recessed glazing systems, landscaped terraces, rooftop elements, and contrasting material palettes that create a rhythm and scale appropriate to the pedestrian experience.*

*The façade composition utilizes warm-toned horizontal screening devices, limestone cladding, transparent glazing, integrated lighting, tropical landscaping, and varied architectural openings to create visual richness and texture throughout the development. The massing is intentionally broken down into smaller-scaled architectural components through shifting planes, layered edges, and vertically framed elements that reduce perceived bulk and create a more refined streetscape presence.*

*Importantly, the project avoids large unadorned wall conditions by incorporating continuous architectural articulation, landscape integration, water features, transparent conditions, and human-scaled detailing along all street-facing elevations. The building's setbacks, façade modulation, and activated edges create*

*a dynamic pedestrian environment that contributes positively to the architectural variety and visual identity of Downtown Boca Raton while remaining sensitive to adjacent and proximate developments.*

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

**Response Summary:** *The proposed development has been envisioned as a contemporary social and architectural landmark that furthers the vision of Downtown Boca Raton through a seamless integration of hospitality, wellness, landscape, and urban life. Inspired by the timeless principles established by Addison Mizner, the project reinterprets Boca Raton's architectural heritage through a modern expression rooted in pedestrian engagement, layered spatial experiences, and the harmonious relationship between architecture and landscape.*

*Conceived as a private members-only social club serving the Boca Raton community, the building is designed not as an isolated object, but as an extension of the Downtown fabric itself. Restaurants, lounges, wellness amenities, fitness facilities, meeting spaces, rooftop gardens, and social gathering environments collectively create a vibrant destination that encourages movement, interaction, and engagement throughout the surrounding district. While exclusive in operation, the architecture remains visually connected to the public realm through transparency, landscaped openings, illuminated gathering spaces, and activated street frontages that contribute energy and life to Downtown both day and evening.*

*The project strengthens the interconnected pedestrian character of Downtown through widened walkways, shaded landscaped edges, activated corner conditions, and visually permeable façade elements that blur the threshold between public and private space. Along the street frontages, lush tropical landscaping, water features, limestone garden walls, and carefully framed openings create moments of transparency and visual intrigue that encourage exploration and reinforce the walkable urban fabric of the city.*

*Architecturally, the building contributes to Boca Raton's unique sense of place through a refined composition of natural materials, layered horizontal screening elements, recessed glazing, rooftop terraces, and integrated landscape environments that soften the building's presence while creating depth, texture, and human-scaled*

*articulation. The signature glass block water wall serves as both a civic gesture and architectural threshold, softly revealing movement and activity within the club while establishing a dynamic dialogue between the building and the street.*

*The massing has been intentionally broken down into elegant, pedestrian-scaled layers that avoid monolithic conditions and instead create a rhythm of light, shadow, landscape, and architectural variation that can be appreciated from the street level. Illuminated rooftop gardens, shaded courtyards, active social terraces, and integrated landscape spaces collectively evoke a sense of activity, comfort, and social vitality that enriches the Downtown experience.*

*Through thoughtful urban design, the project creates welcoming public-facing spaces that encourage casual interaction, lingering, and pedestrian engagement while reinforcing the identity of Downtown Boca Raton as a walkable, architecturally distinctive, and socially connected urban environment. The result is a timeless contemporary landmark — one that contributes not only to the skyline of Boca Raton, but to the civic life, cultural character, and evolving architectural legacy of the city itself.*

(a) is designed to contain uses that encourage occupants and visitors to engage with the street and the Downtown;

**Response:** *The proposed members-only social club has been carefully programmed to foster engagement between its occupants and the surrounding Downtown Boca Raton environment through a diverse mixture of hospitality, wellness, dining, and social uses. Restaurants, lounges, spa and fitness facilities, rooftop amenity spaces, meeting rooms, and gathering areas collectively create an active destination that encourages members and visitors to move throughout Downtown and engage with the surrounding urban fabric. The architecture intentionally promotes visual interaction with the street through transparent ground floor conditions, landscaped frontage areas, illuminated gathering spaces, and activated rooftop environments that contribute energy and activity to the public realm both day and evening.*

(b) contributes to the interconnectivity between and among neighboring sites, and generally the Downtown;

**Response:** *The project strengthens the interconnected pedestrian fabric of Downtown Boca Raton by reinforcing walkability, visual continuity, and pedestrian movement between neighboring properties, Sanborn Square, nearby mixed-use developments, and surrounding streets. Landscaped pathways, widened pedestrian zones, activated corner conditions, and visually permeable frontage elements create a seamless relationship between the project and adjacent public spaces. The development has been intentionally designed to function as an extension of the Downtown experience rather than an isolated destination, encouraging movement, interaction, and connectivity throughout the district.*

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

**Response:** *The project utilizes a layered architectural composition that creates visual richness through variation in materials, façade depth, lighting, landscaping, and transparency. Distinctive architectural features such as the signature glass block water wall, limestone-clad garden walls, rooftop terraces, and horizontal screening elements establish a unique architectural identity while contributing to the vibrancy of the streetscape. Lush tropical landscaping is integrated throughout the site to soften building edges and blur the transition between private property and the public realm, creating a pedestrian environment that feels active, inviting, and deeply connected to the character of Boca Raton.*

(d) contributes to the Downtown's unique sense of place, and to distinguishing Downtown from other places;

**Response:** *The development contributes to the unique identity of Downtown Boca Raton by drawing inspiration from the architectural principles established by Addison Mizner while expressing them through a contemporary architectural language. The project emphasizes timeless materials, lush courtyards, layered façades, water features, shaded pedestrian environments, and the seamless integration of architecture and landscape — all characteristics deeply rooted within Boca Raton's architectural heritage. Rather than replicating historic architecture literally, the building reinterprets these principles in a modern manner that reinforces Downtown Boca Raton's distinct character and differentiates it from more generic urban environments.*

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

**Response:** *Although designed as a private members-only social club, the project intentionally avoids inward-focused or disconnected design conditions. The architecture promotes continuous engagement with the surrounding city through transparency, visual openings, activated street frontages, landscaped setbacks, and pedestrian-oriented design elements. Ground floor spaces visually connect to the sidewalks and adjacent streets through framed garden views, illuminated gathering spaces, and transparent façade conditions that contribute to the life of the Downtown rather than turning away from it. The project has been designed to enhance the public realm experience while balancing the privacy appropriate for the club's members.*

(f) relates to the human scale through thoughtful urban design; and

**Response:** *The development carefully relates to the human scale through layered massing, varied architectural articulation, pedestrian-scaled landscaping, integrated lighting, and refined material detailing. The building avoids large monolithic conditions through the use of recessed glazing, horizontal façade modulation, landscaped terraces, and shifting architectural planes that create depth and texture when experienced from the street level. Tropical landscaping, shaded walkways, water features, and carefully scaled architectural elements contribute to a comfortable and visually engaging pedestrian experience that reinforces the walkable character of Downtown Boca Raton.*

(g) provides and encourages comfortable street spaces and opportunities for casual, spontaneous social interaction.

**Response:** *The project has been intentionally designed to create inviting and comfortable street-level environments that encourage social interaction and pedestrian activity. Landscaped garden edges, shaded sidewalks, illuminated public-facing features, seating opportunities, and active frontage conditions collectively contribute to an engaging public realm experience. The western frontage, envisioned as an extension of Sanborn Square, creates opportunities for*

*members, visitors, and pedestrians to casually interact with the architecture, landscape, and surrounding Downtown environment. Through the integration of hospitality-inspired spaces, pedestrian-scaled design, and visually activated street frontages, the project contributes to a vibrant and socially connected urban atmosphere.*

**Notice to Submitters:** To ensure clarity, avert potential misunderstandings, and conserve taxpayer funds that might otherwise be expended in litigating unjustified estoppel-related claims, this Notice reaffirms: a party cannot reasonably rely on any aspect of governmental action unless and until the City has taken final action and all applicable appeal periods have expired. Submission of an application, materials, project narrative, fees, presentation, proposal, request, information or documentation regarding a potential project, as well as any pre-application meetings or preliminary discussions (collectively or individually, a "Submission") by or on behalf of a party (a "Requester"), and any actions by or on behalf of the City related thereto (including, without limitation, receipt, placement on an agenda, review, comments, input, discussions, directions, meetings, recommendations, evaluations, assessments, analyses, opinions, conclusions, consensus, statements, suggestions, representations, or other communications, whether or not provided to Requester) does not:

(i) create, or form the basis of, a claim of estoppel, vested rights, detrimental reliance, or entitlement of any type or nature,

(ii) create a presumption that a Submission is complete or consistent with any City Code, requirement, or policy, or

(iii) serve as an assurance, guarantee or entitlement that a Submission will be reviewed, processed, or considered at all or in any specific manner (or further reviewed, processed or considered).

By preparing and/or providing a Submission to the City, Requester: (i) is proceeding at his/her/its own risk, and (ii) bears any and all risk of loss in connection with the Submission or resulting from the denial of the Submission, including without limitation, losses related to time invested, costs incurred, potential opportunities, and resources expended. Note, based on the specific facts, estoppel rights may not extend to all final actions of the City, and such final actions remain subject to City Council's authority to revoke, rescind, reverse, repeal, withdraw or annul a prior action. [Revised October 20, 2023]

Project Property Address(es): 100 NE 1st Ave

Project Parcel Control Number(s): 06-43-47-20-28-000-0130

## DISCLOSURE OF OWNERSHIP INTERESTS – PROPERTY and *APPLICANT

**TO BE COMPLETED AND EXECUTED BY THE PROPERTY OWNER(S) AND BY APPLICANT (*ONLY WHEN THE APPLICANT IS NOT THE OWNER OF THE SUBJECT PROPERTY) FOR EACH APPLICATION FOR: Site Plan Approval, Conditional Use Approval, Master Plan Approval, Comprehensive Plan Future Land Use Map Amendment Approval, Rezoning Approval, etc. ("Development Order Approval")**

**TO:** DEVELOPMENT SERVICES DIRECTOR, OR HIS OR HER OFFICIALLY DESIGNATED REPRESENTATIVE

STATE OF FLORIDA COUNTY
OF PALM BEACH

AS TO PROPERTY OWNER:

BEFORE ME, the undersigned authority, this day personally appeared Eli Iaslovits, hereinafter referred to as "Affiant One," who being by me first duly sworn, under oath, deposes and states as follows:

**1.(a)** Affiant One is the [ ] individual or [ ] Manager [position - e.g., president, partner, trustee] of SANBORN RE LLC [name and type of entity - e.g., ABC Corporation, XYZ Limited Partnership] that holds an ownership interest in real property legally described on the attached Exhibit "A" (the "Property"). The Property is the subject of an application for Development Order Approval with the City of Boca Raton.

**1.(b)** Affiant One's address is:

561 Golden Harbor Drive, Boca Raton, FL 33432

**1.(c).** Attached hereto as Exhibit "B" is a complete listing of the names and addresses of every person or entity having a five (5%) percent or greater interest in the Property. Disclosure does not apply to an individual's or entity's interest in any entity registered with the Federal Securities Exchange Commission or registered pursuant to Chapter 517, Florida Statutes, whose interest is for sale to the general public.

AS TO APPLICANT:

BEFORE ME, the undersigned authority, this day personally appeared Eli Iaslovits, hereinafter referred to as "Affiant Two," who being by me first duly sworn, under oath, deposes and states as follows:

**2.(a)** Affiant Two is the [ ] individual or [ ] Manager [position - e.g., president, partner, trustee] of 3S Investments, LLC [name and type of entity - e.g., ABC Corporation, XYZ Limited Partnership] (hereinafter "Applicant"). Applicant seeks Development Order Approval for real property legally described on the attached Exhibit "A" (the "Property").

**2.(b)** Affiant Two's address is:

561 Golden Harbor Drive, Boca Raton, FL 33432

**2.(c).** Attached hereto as Exhibit "C" is a complete listing of the names and addresses of every person or entity having a five (5%) percent or greater interest in the Applicant. Disclosure does not apply to an individual's or entity's interest in any entity registered with the Federal Securities Exchange Commission or registered pursuant to Chapter 517, Florida Statutes, whose interest is for sale to the general public.

AS TO PROPERTY OWNER AND/OR APPLICANT (only when the Applicant is not the owner of the subject property):

3. Affiant One and/or Affiant Two acknowledge(s) that this Affidavit is given to comply with City of Boca Raton policy, and will be relied upon by the City of Boca Raton in its review of an application for Development Order Approval affecting the Property. Affiant One further acknowledges that he or she is authorized to execute this Disclosure of Ownership Interests on behalf of any and all individuals or entities holding a five (5%) percent or greater interest in the Property. Affiant Two further acknowledges that he or she is authorized to execute this Disclosure of Ownership Interest on behalf of the Applicant.

4. Affiant One further acknowledges that he or she shall by affidavit amend this disclosure to reflect any changes to ownership interests in the Property that may occur before the date of final public hearing on the application for Development Order Approval. Affiant Two further acknowledges that he or she shall by affidavit amend this disclosure to reflect any changes to ownership interests in the Applicant that may occur before the date of final public hearing on the application for Development Order Approval.

5. Affiant One and Affiant Two further state that Affiant One and Affiant Two are familiar with the nature of an oath and with the penalties provided by the laws of the State of Florida for falsely swearing to statements under oath.

6. Under penalty of perjury, Affiant One and Affiant Two declare that Affiant One and Affiant Two have examined this Affidavit and to the best of Affiant One's and Affiant Two's knowledge and belief it is true, correct, and complete.

FURTHER AFFIANT ONE SAYETH NAUGHT.

_____

Eli Iaslovits, Affiant One

(Print Affiant One Name)

The foregoing instrument was acknowledged before me this ____ day of _____, 20____, by _____, [ ] who is personally known to me or [ ] who has produced _____ as identification and who did take an oath.

_____

Notary Public

_____

(Print Notary Name)

NOTARY PUBLIC

State of Florida at Large

My Commission Expires: _____

FURTHER AFFIANT TWO SAYETH NAUGHT.

_____

Eli Iaslovits, Affiant Two

(Print Affiant Two Name)

The foregoing instrument was acknowledged before me this ____ day of _____, 20____, by _____, [ ] who is personally known to me or [ ] who has produced _____ as identification and who did take an oath.

_____

Notary Public

_____

(Print Notary Name)

NOTARY PUBLIC

State of Florida at Large
My Commission Expires: __

**EXHIBIT "A"**

**PROPERTY**

## EXHIBIT "B"

## DISCLOSURE OF OWNERSHIP INTERESTS - PROPERTY

Affiant One must identify all entities and individuals owning five (5%) percent or more ownership interest in the Property. Affiant One must identify individual owners. For example, if Affiant One is an officer of a corporation or partnership that is wholly or partially owned by another entity, such as a corporation, Affiant One must identify the other entity, its address, and the individual owners of the other entity. Disclosure does not apply to an individual's or entity's interest in any entity registered with the Federal Securities Exchange Commission or registered pursuant to Chapter 517, Florida Statutes, whose interest is for sale to the general public.

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## EXHIBIT "C"

## DISCLOSURE OF OWNERSHIP INTERESTS - APPLICANT

Affiant Two must identify all entities and individuals owning five (5%) percent or more ownership interest in Applicant's corporation, partnership, or other principal, if any. Affiant Two must identify individual owners. For example, if Affiant Two is the officer of a corporation or partnership that is wholly or partially owned by another entity, such as a corporation, Affiant Two must identify the other entity, its address, and the individual owners of the other entity. Disclosure does not apply to an individual's or entity's interest in any entity registered with the Federal Securities Exchange Commission or registered pursuant to Chapter 517, Florida Statutes, whose interest is for sale to the general public.

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CITY OF BOCA RATON

Agent Authorization

# AG

**Notice to Submitters:** To ensure clarity, avert potential misunderstandings, and conserve taxpayer funds that might otherwise be expended in litigating unjustified estoppel-related claims, this Notice reaffirms: a party cannot reasonably rely on any aspect of governmental action unless and until the City has taken final action and all applicable appeal periods have expired. Submission of an application, materials, project narrative, fees, presentation, proposal, request, information or documentation regarding a potential project, as well as any pre-application meetings or preliminary discussions (collectively or individually, a "Submission") by or on behalf of a party (a "Requester"), and any actions by or on behalf of the City related thereto (including, without limitation, receipt, placement on an agenda, review, comments, input, discussions, directions, meetings, recommendations, evaluations, assessments, analyses, opinions, conclusions, consensus, statements, suggestions, representations, or other communications, whether or not provided to Requester) does not:

(i) create, or form the basis of, a claim of estoppel, vested rights, detrimental reliance, or entitlement of any type or nature,

(ii) create a presumption that a Submission is complete or consistent with any City Code, requirement, or policy, or

(iii) serve as an assurance, guarantee or entitlement that a Submission will be reviewed, processed, or considered at all or in any specific manner (or further reviewed, processed or considered).

By preparing and/or providing a Submission to the City, Requester: (i) is proceeding at his/her/its own risk, and (ii) bears any and all risk of loss in connection with the Submission or resulting from the denial of the Submission, including without limitation, losses related to time invested, costs incurred, potential opportunities, and resources expended. Note, based on the specific facts, estoppel rights may not extend to all final actions of the City, and such final actions remain subject to City Council's authority to revoke, rescind, reverse, repeal, withdraw or annul a prior action. [Revised October 20, 2023]

Project Parcel Control Number (PCN) 06-43-47-20-28-000-0130

Project Property Address: 100 NE 1ST AVE Boca Raton, FL 33432

Property Owner (As Listed in Palm Beach County Property Appraiser):
SANBORN RE LLC

Type of ownership, if not an individual*:

☐ Corporation ■Limited liability company ☐Limited partnership

☐ General partnership or joint venture ☐Unincorporated REIT

☐ Trust (Trust Documentation may be required)

☐ Other, specify, _____State of formation (i.e. Delaware) _____

*copy of Registered Agent from State of Division of Corporations to be provided.

**NOTE THAT AUTHORIZED AGENT FORM IS ONLY VALID FOR 6 MONTHS AFTER NOTARIZED DATE.**

EACH OWNER AS LISTED IN THE PALM BEACH COUNTY PROPERTY APPRAISERS RECORDS WILL NEED TO SUPPLY AN AUTHORIZED AGENT FORM. Ie: (Husband and wife), (Members of a Trust), (Tenants by Entirety), (Tenancy in Common)

# AUTHORIZED AGENT FORM

I/We*, Sanbom RE LLC as owner of 100 NE 1ST AVE
(As Listed in Palm Beach County Property Appraiser) (print property address(s) or PCN(s))

do hereby authorize Ele Zachariades to act as my agent in
(print name of authorized agent)

representing and/or submitting development applications to the City of Boca Raton. I understand that I am the owner of record responsible for the development applications submitted by my agent referenced above. I further understand that each time my agent submits an application or signs any required documents, the individual must exhibit this authorization form at the discretion of the Planning and Zoning Staff.

*If the property is owned by multiple persons/parties, additional notary pages will be required.

The Owner's Signature Is To Be Notarized

(Owner's Signature) 7/30/2026 (Date)

Eli Laslovits
(Owner Print Name)

STATE OF FLORIDA
COUNTY OF Miami-Dade

The foregoing instrument was acknowledged before me on this 30th day of July, 2026. By Eli Laslovits, who is personally known to me ( ) or has provided the following identification FL Driver License.

Notary Public Signature:

Notary Public Print Name: Zack Pierre

Notary Public Stamp Here:

NOTARY PUBLIC STATE OF FLORIDA
ZACK PIERRE
Commission # HH 345085
Expires January 2, 2027

**NOTE THAT AUTHORIZED AGENT FORM IS ONLY VALID FOR 6 MONTHS AFTER NOTARIZED DATE**

EACH OWNER AS LISTED IN THE PALM BEACH COUNTY PROPERTY APPRAISERS RECORDS WILL NEED TO SIGN THIS AUTHORIZED AGENT FORM. Ie: (Husband and wife), (Members of a Trust), (Tenants by Entirety), (Tenancy in Common)

# LOBBYIST DISCLOSURE

**(Section 28-9(2), Code of Ordinances)**

In the space provided below, please list each person retained or authorized to communicate with the City/Community Redevelopment Agency (including the City Council/CRA Board of Commissioners, Planning and Zoning Board, and any other City advisory board, and employees of the City/CRA) on your behalf on this application, including:

(i) Whether such person is a "lobbyist" as defined under Palm Beach County Code Section 2-352, as may be amended;

(ii) The name of the principal(s) or entity(ies) that retained such person; and

(iii) An affirmation that such person has either registered in the Palm Beach County Central Lobbyist Registry or is not required by law to do so. Any identifying information associated with such lobbyist registration shall be provided, such as a copy or screenshot of the applicable Palm Beach County registry entry. *

The applicant shall update and supplement such certifications, and the disclosures contained therein, throughout the pendency of the application, including providing copies or screenshots of updated Palm Beach County registry entries when applicable, and including upon the retention or authorization of any additional person subject to this requirement or any change in the information previously provided. Any person appearing before the City Council, the CRA, the Planning and Zoning Board, or any other board or advisory body of the City on behalf of an applicant shall, prior to addressing such body, verbally disclose on the record whether such person is a lobbyist and, if so, the principal on whose behalf such person is appearing. Prior to scheduling a public hearing, staff will request that the Applicant verify that this document is up to date.

| Name | Registered Lobbyist (Y/N) | Name of principal(s) or entity(ies) you are representing | Date of Registration with Palm Beach County Central Lobbyist Registry (or indicate "Exempt") |
|---|---|---|---|
| Ele Zachariades, Esq. | Y | 3S Capital Management LLC | 11/10/2025 |
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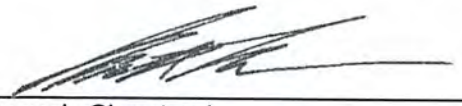
I certify under penalty of perjury that the information contained in this Lobbyist Disclosure is true and correct to the best of my knowledge and that I will update this disclosure throughout the pendency of the application as required by Section 28-9(2) of the City Code.

I acknowledge that it is my duty to update this disclosure, which is ongoing and applies throughout the pendency of the application, including the retention or authorization of any additional representative.



(Owner's Signature)

7-1-26

(Date)

# Principal Details

## Principal Details

**Company Name :** 3S Capital Management Inc.
**Company Address :** 715 SAINT ALBANS DR, Boca Raton, FL 33486, USA
**Principal Verifier Name :** Scott Kerner
**Email ID :** scott@3Scapitalmanagement.com
**Principal Verifier Address :** 715 SAINT ALBANS DR, Boca Raton, FL 33486, USA

Change Principal Verifier? click here.

## Legislative Interest(s) of Principal

Land Use/Zoning

## Government Entities where Principal represented currently

For History click here.

| Government Entity | Effective From |
|---|---|
| Atlantis | 11/10/2025 |
| Belle Glade | 11/10/2025 |
| Boca Raton | 11/10/2025 |
| Boynton Beach | 11/10/2025 |
| Briny Breezes | 11/10/2025 |
| Cloud Lake | 11/10/2025 |
| Delray Beach | 11/10/2025 |
| Glen Ridge | 11/10/2025 |
| Golf | 11/10/2025 |
| Greenacres | 11/10/2025 |
| Gulf Stream | 11/10/2025 |
| Haverhill | 11/10/2025 |
| Highland Beach | 11/10/2025 |
| Hypoluxo | 11/10/2025 |
| Juno Beach | 11/10/2025 |
| Jupiter | 11/10/2025 |
| Jupiter Inlet Colony | 11/10/2025 |
| Lake Clarke Shores | 11/10/2025 |
| Lake Park | 11/10/2025 |

| | |
|---|---|
| Lake Worth Beach | 11/10/2025 |
| Lantana | 11/10/2025 |
| Loxahatchee Groves | 11/10/2025 |
| Manalapan | 11/10/2025 |
| Mangonia Park | 11/10/2025 |
| North Palm Beach | 11/10/2025 |
| Ocean Ridge | 11/10/2025 |
| Pahokee | 11/10/2025 |
| Palm Beach | 11/10/2025 |
| Palm Beach Shores | 11/10/2025 |
| Palm Springs | 11/10/2025 |
| Royal Palm Beach | 11/10/2025 |
| South Bay | 11/10/2025 |
| South Palm Beach | 11/10/2025 |
| Tequesta | 11/10/2025 |
| Wellington | 11/10/2025 |
| Westlake | 11/10/2025 |

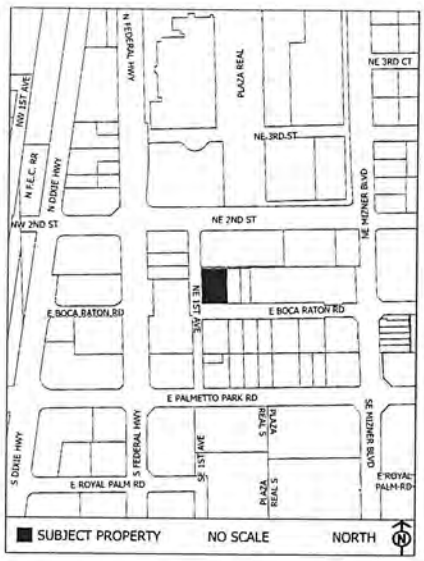
**Date Registered :** 11/10/2025 **Effective From :** 11/10/2025 **Date Withdrawn :**

To see previous representations history for this Principal click here.

# NOTICE OF PUBLIC HEARING
# THE PLANNING AND ZONING BOARD
## City of Boca Raton, Florida hereby gives notice:
## 6:00 P.M. on October 1, 2026
## Police Administration and Training/ Fire Rescue Administration
## 6500 Congress Avenue, Boca Raton, FL 33487

**Recommendation to the Community Redevelopment Agency regarding:**

Consideration of an Individual Development Approval (IDA) of the Boca Raton Community Redevelopment Agency for "The Sanborn" project generally located on approximately 0.30 acres at 100 Northeast 1st Avenue to authorize the construction of an eight (8) story, approximately 54,681 square foot private club development with a two (2) level, approximately 11,200 square foot below-grade, fully automated, valet parking structure, with related on-site and off-site improvements, including a transfer of authorized development from Downtown Subarea D to Downtown Subarea B, and including a conversion of uses within Downtown Subarea B from 31,979 square feet of Office (including 8,188 square feet of Office on-site to demolished) to 40,453 square feet of Retail (Medium); resulting in approximately zero (0) square feet of office equivalent development remaining in Downtown Subarea B, and approximately 254,833 square feet of office equivalent development remaining in Downtown Subarea D; providing for repealer; providing an effective date.




If you have any questions regarding this matter, please email the project planner, Jacob German, via email at: jgerman@myboca.us

**All quasi-judicial public hearings are conducted pursuant to the Quasi-Judicial Public Hearing Procedures that are posted on the City's website and a copy can be obtained from the City Clerk.**

**NOTICE:** If any decision of the Planning and Zoning Board affects you, and you decide to appeal any decision made at this meeting with respect to any matter considered, you will need a record of the proceedings and, for such purposes, you may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. This NOTICE is required by State Law. If you desire a verbatim transcript, you shall have the responsibility, at your own cost, to arrange for the transcript.

In accordance with the Americans with Disabilities Act and Florida Statutes 286.26, persons with disabilities needing special accommodation to participate in this proceeding should contact the Office of the City Clerk at 393-7740 at least three business days prior to the proceeding (whenever possible) to request such accommodation.