



**AGENDA
TOWN OF JUPITER
PLANNING AND ZONING COMMISSION REGULAR MEETING
COUNCIL CHAMBERS
TUESDAY, AUGUST 13, 2024
7:00 PM**

The Planning and Zoning Commission (PZC) also acts as the Local Planning Agency (LPA) and the Zoning Board of Adjustments (ZBA).

NOTE: Those who wish to speak before the Commission must submit a green comment card to the secretary. Each comment is limited to three minutes. Speakers are asked to approach the podium when called. Please state name and address for the record prior to addressing the Commission.

Call To Order

ROLL CALL

Chair Kevin Kirn
Vice Chair Richard Dunning
Comm. Michael Cassatly
Comm. Dan Guisinger
Comm. Beth Kelso
Comm. David Thompson
Comm. Karen Vinson
Comm. Paul Keenan (1st Alt)
Comm. Cynthia Blum (2nd Alt)

Town Attorney, Thomas Baird, Esq.
Director of Planning and Zoning, John Sickler
Asst. Director of Planning and Zoning, Stephanie Thoburn
Principal Planner, Martin Schneider
Secretary, Vernisa Ayers

MINUTES

Motion to approve minutes from July 9, 2024 Regular Planning and Zoning Commission Meeting.

A. July 9, 2024 Planning and Zoning Commission Minutes.

CITIZEN COMMENTS

Non-agenda topic citizen comments will be noted by staff for follow-up, as appropriate. The Commission will not discuss these items at this meeting.

REGULAR AGENDA

Order of Business:

The normal order of business for hearings of agenda items is as follows:

- Declaration of ex-parte communications
- Swearing-in of witnesses
- Applicant presentation
- Staff presentation
- Intervenor (if any) presentation
- Commission questions of Applicant, Intervenor and Staff
- Public to be heard – Three-minute limit per speaker
- Rebuttal or closing arguments for quasi-judicial items, if desired, and time has been reserved by the parties
- Motion on floor - Discussion only on the motion
- Call for the vote

OLD BUSINESS

- B. 1. Flagler Wharf – Special Exception and site plan application for a 12-slip private marina, and a site plan application for restaurant with an accessory outdoor seating area, and professional office, on 2.95 ± acre property, located at the northeast corner of the intersection of North Alternate A1A and Old Jupiter Beach Road, approximately 1,300 feet north of Indiantown Road. (PZ 23-5496 and 5497) [Tab 1]

Town Council Consideration: September 19, 2024

NEW BUSINESS

STAFF UPDATE

Planning and Zoning Director report on recent Town Council actions on Commission items.

ADJOURN

Motion to adjourn Planning and Zoning Commission Meeting.

Next Scheduled Planning & Zoning Commission Meeting – Tuesday, September 10, 2024.

PLEASE TAKE NOTICE AND BE ADVISED that if any interested person desires to appeal any decisions made by the Planning and Zoning Commission with respect to any matter considered at these hearings, such interested person may need a verbatim record of the proceedings made, including the testimony and evidence presented at this hearing.

**TOWN OF JUPITER
PLANNING AND ZONING COMMISSION
DRAFT MINUTES
JULY 9, 2024**

CALL TO ORDER:

Chair Kevin Kirn called the meeting to order at 7:03 p.m.

ATTENDANCE:

Chair Kevin Kirn, Vice Chair Richard Dunning, Comm. Michael Cassatly, Comm. Beth Kelso, Comm. Karen Vinson, Comm. Dan Guisinger, Paul Keenan 1st Alternate (voting member) and Cynthia Blum 2nd Alternate; John Sickler, Director of Planning & Zoning; Stephanie Thoburn, Asst. Director of Planning and Zoning; Garret Watson, Principal Planner; Martin Schneider, Principal Planner; Peter Meyer, Senior Planner; Thomas Baird, Esq., Town Attorney and Vernisa Ayers, Secretary

MINUTES:

Motion to approve the minutes from June 11, 2024 Regular Planning and Zoning Meeting by Comm. Guisinger; seconded by Comm. Dunning. Final: Motion passed unanimously, with a 7-0 vote.

SWEARING IN:

Secretary Vernisa Ayers, conducted the swearing-in of witnesses for all quasi-judicial items on the agenda.

CITIZEN COMMENTS: None

REGULAR AGENDA:

A. OLD BUSINESS:

B. NEW BUSINESS:

1. **228 Bears Club Drive** - Variance request to Section 27-1326(b)(3) to increase the front yard perimeter wall height from four to six feet, located at 228 Bears Club Drive. (PZ 24-6049)

(Acting as the Zoning Board of Adjustments)

Disclosures: Vice Chair Dunning disclosed that he went by the property, spoke with the lead superintendent and staff. Commissioners Vinson, Guisinger, Cassatly, Kelso, Blum and Chair Kirn stated that they did not have any disclosures.

Applicant presentation: Misael Chavez, Project Manager for Onshore Construction presented the variance request.

Staff presentation: Senior Planner, Peter Meyer, reviewed the staff report.

Commissioners asked questions of the Applicant and Staff:

Vice Chair Dunning asked if the applicant was allowed to build a 4 foot wall but

not a 6 foot wall. Mr. Meyer responded saying yes, that is correct. Vice Chair Dunning stated that the applicant has only met two out of the seven required criteria. Vice Chair Dunning explained that after touring the neighborhood, he found that most properties had wall that met code, with the exception of one.

Public Comment: None

Deliberation by Commission:

Vice Chair Dunning expressed that since the applicant has only met two out of the seven required criteria and with there being no rebuttal from the applicant the item should be denied.

Motion: Comm. Keenan moved to recommend denial of the variance request based on staff's determination that the application does not meet all seven variance criteria; seconded by Comm. Vinson. Motion passed unanimously, with a 7-0 vote.

2. **Self-Service Storage Facility Regulations – APPLICANT REQUEST TO POSTPONE** - Applicant initiated zoning text amendment to Section 27-3054(9) to increase the allowable Floor Area Ratio (FAR) from 0.35 to 0.70 and the maximum building height from 15 feet to 30 feet for self-service storage facilities (SSSFs) within the Restricted Commercial (C-4) zoning district. (PZ 24-6043)

Motion: Comm. Guisinger motioned to recommend postponing the item; seconded by Comm. Kelso. Motion passed unanimously, with a 7-0 vote.

3. **Flagler's Wharf** – Special exception and site plan applications for a 12-slip private marina, and a site plan application for a restaurant with an accessory outdoor seating area, and professional office, on 2.95 ± acre property, located at the northeast corner of the intersection of North Alternate A1A and Old Jupiter Beach Road, approximately 1,300 feet north of Indiantown Road. (PZ 23-5496 and 5497)

Disclosures: Chair Kim and Comm. Kelso disclosed that they spoke with staff. Comm. Cassatly said that he toured the property. Vice Chair Dunning and Comm. Guisinger stated that they spoke with staff and toured the property. Commissioners Blum, Vinson and Keenan stated that they did not have any disclosures.

Applicant presentation: Troy Holloway, representative of 2GHO presented a PowerPoint presentation of the proposed project.

Staff presentation: Principal Planner, Martin Schneider and Assistant Director, Stephanie Thoburn, reviewed the staff report and recommendations.

Commissioners asked questions of the Applicant and Staff:

Comm. Blum expressed that after hearing both sides there is still quite a bit of issues regarding this application that staff and the applicant need to work together to come to some kind of agreement. Comm. Blum asked about issues with the historical signage proposed. Mr. Holloway replied saying that he agrees

that there should be some kind of marker and more seating but they need staff assistance with processing this through the State of Florida.

Comm. Kelso asked if there would be public access to the marina. Mr. Holloway explained that it's strictly leased privately. Comm. Kelso felt that there are a lot of questions that need to be answered by the Town Council before a decision could be made on the plan. Comm. Kelso raised concerns as to whether the Town Council would accept Alternate A1A as the frontage or if the proposed plan meets the intent of the Redevelopment Overlay Area (ROA).

Chair Kirn asked staff how Alternate A1A was determined as the frontage versus what the applicant proposed. Ms. Thoburn explained that per the Redevelopment Overlay Area (ROA) regulations, the property should be more open, a welcoming area that's not an outdoor service area abutting the street so that people passing by the site see the historic FEC Canal along with the State Historic Marker. Ms. Thoburn also stated that per the ROA, uses such as office could face the street on the ground floor. Ms. Thoburn shared that there's a disconnect with what was discussed and what's being shown tonight, which is why she'd like the opportunity to work the issues out with the applicant.

Comm. Cassatly asked Mr. Holloway if he knew what the future area would be. Mr. Holloway replied saying that they don't have a user for the property and really aren't sure at this point but talked about pickle ball or other recreation. Comm. Cassatly raised concerns about preserving the environment, preserving the history and how the noise may affect the neighbors. Mr. Holloway replied saying that there are conditions that require the restaurant to close the outdoor seating area after 10:00 p.m. so there shouldn't be a lot of noise. Comm. Cassatly inquired about the permanent 35 foot boat slips for the marina. Mr. Holloway explained that on an average day, the marina sees about two boats a day go out. Regarding the size of boats, this will be self-limiting due to the depth of the water.

Vice Chair Dunning asked why the applicant is requesting to allow 35 foot boats instead of the 32 foot recommended by staff. Mr. Holloway explained that the marina designers would like to utilize the maximum size boat allowed because boats are leased out by the foot. Vice Chair Dunning asked if there would be outdoor music playing and if there had been any complaints surrounding this application from the neighbors. Mr. Holloway replied saying that there will be some minor atmosphere music but nothing major. Mr. Holloway stated that after having a couple of meetings with the neighbors they were all in favor of the development. Vice Chair Dunning asked for clarification regarding the issue with the State historical marker. Mr. Holloway explained that it's hard to process the language with the State Historic Division. He said that previously the Town worked with him. Ms. Thoburn explained that the hardest part is getting permission for the photos and she'd also like to partner with the property owner in researching the history of their property so that all the burden does not fall to staff. Vice Chair Dunning felt that there were too many outstanding issues that would prevent him from being able to vote on this item. Mr. Holloway stated that he is willing to sit down with staff to work through the issues.

Comm. Guisinger asked if the doors mentioned by the applicant, as examples along Indiantown Road, were real entrances that were just locked. Mr. Holloway

responded saying that they are real, but it's just vacant space inside, but the doors could be opened. Comm. Guisinger asked when would construction start if the application is approved and if it would take place after the US1 bridge is completed. Mr. Holloway said probably six months to get through processing and permitting. Comm. Guisinger expressed concerns about the traffic once construction starts, and where the ingress and egress will be. Mr. Holloway replied saying that they are willing to do whatever the residents of the Town would prefer.

Comm. Vinson agreed that there needs to be more discussion before she would be able to make any kind of decision. Comm. Vinson stated that she didn't see why the Town wouldn't be willing to work with the applicant on the historical markers but did not want staff to bear the brunt of it.

Comm. Keenan stated why not just eliminate all access to Old Jupiter Beach Road completely. Mr. Holloway replied that it helps service vehicles to come in one way and out the other way, and that making left-hand turns, southbound on Alternate A1A already exists on Old Jupiter Beach Road. Mr. Holloway stated that there's no issues with coming in so this will not add to that problem. Comm. Keenan asked what are the terms of the lease agreements for the boat slips. Mr. Holloway stated possibly annually. Comm. Keenan expressed that the original concept that was put in place with the ROA requirements are a bit out dated and is not favorable to what is going on in the area now with Alternate A1A being a multi lane highway. Comm. Keenan asked staff if there was some give and take with the ROA requirements. Ms. Thoburn agreed that the area isn't currently pedestrian friendly but the intent of the ROA is to improve the pedestrian environment and make the building face Alternate A1A. Ms. Thoburn noted that the ROA for Center Street and Alternate A1A is a strategic priority in which the Council has directed staff to make the ROA mandatory versus incentive based.

Chair Kirn asked if the outdoor dining area along the waterfront can be extended across the entire back of the building to engage Alternate A1A. Mr. Holloway replied saying that the applicant would like the area to be a small cafe and more seating would require more parking. Ms. Thoburn noted that the applicant could relocate the outdoor seating along the back side of the building to this area so that it would not increase. Chair Kirn asked what could occur in the covered area if this was fully enclosed that would create additional parking. Mr. Sickler said that it would be a delivery and storage area for the restaurant.

Comm. Vinson asked staff how many slips were previously there. Ms. Thoburn said that there were 14 boat slips and regulations were in place.

Public Comment: Matt Sapowski submitted a comment card and shared concerns about safety, canal capacity, traffic impacts and how this would negatively affect neighbors.

Rodrick Nassif submitted a comment card expressing concerns about extensive dredging that will need to take place, safety and how this would negatively affect neighbors.

Deliberation by Commission:

Comm. Keenan felt that the Commission should consider postponing the item until the next meeting to give staff and the applicant time to work out some of the issues.

Vice Chair Dunning expressed that there is not enough information to make any kind of decision.

Comm. Kelso felt that the prior to the next Planning and Zoning Commission meeting the Town Council should determine if they would even agree with the request for the front facing Alternate A1A, with the proposal complying with the intent of the ROA, and with the 10 foot separated transitional upland buffer.

The Town Attorney noted that the process is for the Commission to make a recommendation for Town Council to consider. He explained that Town Council will not review this item until after it is heard by the Planning and Zoning Commission.

Commissioners Blum and Vinson shared concerns about how residents felt about the project.

Motion: Comm. Keenan moved to recommend postponing the item until the August 13, 2024 meeting; seconded Comm. Dunning. Motion passed unanimously, with a 7-0 vote.

4. **Jupiter Fire Rescue Department, Cinquez Station** – Special Exception and site plan applications for a two-story Fire Station and associated improvements, on a 3.0 acre portion of property, located at 2197 W. Indiantown Road. (PZ 24-6062 and 24-6063)

Disclosures: Comm. Keenan stated that he did not have disclosures. Chair Kirn disclosed that he spoke with staff. Vice Chair Dunning stated that he spoke with staff, the Chief and visited the sites. Commissioners Guisinger, Cassatly, Kelso, Blum and Vinson stated that they visited the sites.

Applicant presentation: Fire Chief, Darrel Donatto, representing the Town of Jupiter Fire Rescue Department and Doug Murray representing WGI, the agent for the Town of Jupiter Fire Rescue Department, presented a PowerPoint presentation of the proposed project.

Staff presentation: Principal Planner, Garret Watson, presented a PowerPoint presentation of the proposed project and reviewed the staff report.

Commissioners asked questions of the Applicant and Staff:

Comm. Keenan asked if the dog park was being moved closer to Indiantown Road. Mr. Watson confirmed that the expanded area is moving south closer to Indiantown Road. Comm. Keenan explained that it doesn't make sense to move it closer to traffic. Comm. Keenan asked if it was possible to move the fire station or the dog park to a different location in the park. Mr. Sickler replied saying that it was not possible because it's already framed on the west side by the existing

access road. Mr. Sickler explained that there's only minor modifications with the parking and adjustments to those access pathways on the westside. Ms. Thoburn clarified that the dog park will not abut Indiantown Road because there is approximately 50 feet between the property line and the sidewalk.

Comm. Vinson asked what was the height of the fire station and the maximum height allowed by code. Mr. Watson stated that in this zoning district 50 feet is the maximum height and the building is 34.5 feet. Comm. Vinson asked how much of the three acres is being used for the fire station and if the grassy area that is not being used could be incorporated into the dog park. Mr. Sickler said that approximately half of the three acres is being used for the fire station. Mr. Sickler noted that the grass parking area was located across the driveway from the dog park. Comm. Vinson inquired about buffering the fire station from Indiantown Road, the residents and the dog park. Ms. Thoburn stated that there are 87 existing sabal palms that will be relocated along the front buffer mimicking the Gateways landscaping at Center Street. Ms. Thoburn explained that the landscape theme will be continued along the front of Indiantown Road but will be more of a native tropical theme.

Comm. Guisinger wanted to know if the proposed landscape plan was more stringent than what was normal on Indiantown Road. Ms. Thoburn said yes. Comm. Guisinger mentioned that he is in favor of keeping the grass parking area unpaved because it looks nice. Comm. Guisinger asked if there is a sign copy area requirement for the 7 foot sign. Mr. Watson replied saying that we could provide a limit if desired. Comm. Guisinger inquired as to why the sign for the fire station was facing west on Carver instead of Indiantown Road. Chief Donatto replied saying that the rendering shows the view facing the west, which is the back side of the fire station where the trucks come in. He explained that fire stations typically have signage over the truck bays. Comm. Guisinger asked if a noise study had been completed for other fire stations located in residential areas. Chief Donatto answered yes, saying that he went out to the area with Code Enforcement officers from the Town of Jupiter and completed a noise study using a chainsaw. Chief Donatto shared that the results of the noise were 63 DBM which is conversational level.

Vice Chair Dunning noted that he is pleased that the Town has listened to the concerns of residents and tried to come up with alternatives to meet their needs. Vice Chair Dunning referenced a letter received from residents late the afternoon of the meeting voicing their concerns about the palm trees and landscaping in the park. Vice Chair Dunning shared that it looks like a lot of their concerns have been addressed.

Comm. Cassatly agreed that the Town has really done a great job with addressing the concerns of residents. Comm. Cassatly asked if it was necessary to leave the cement curbs that's on the grassy areas near the restrooms and will that stop it from being used for parking. Ms. Thoburn replied saying that it's stabilized so it could be used in event purposes.

Comm. Kelso asked if a decision had been made regarding the removal of the four oak trees mentioned in the letter received from the residents on Carver Ave. Mr. Sickler stated that they are seeking direction from the Commission

and Council as to how they want to address the frontage on Carver. Mr. Sickler explained that this can be done in the final plan submittal to trade out the trees for an alternate species of trees. Ms. Thoburn stated that royal palms, sabal palms and key thatch palms will also be added as a backdrop. Comm. Kelso shared that she thinks the sign should be on the southern elevation side instead of on Carver because that's what people will see as they go by. Comm. Kelso said that she's in favor of keeping the grass parking area.

Comm. Blum stated that she shares some of the same concerns with parking. Mr. Sickler said that based on staff observations, the parking area is not at capacity and felt comfortable with the ten space reduction. Mr. Sickler stated that the Town will continue to make observations as we go through the construction process and make the necessary adjustments.

Chair Kirn commended everyone involved in this process, in how they've done a great job with trying to address the needs of residents. Chair Kirn asked where does the water go and how is the water treated when you have fuel tanks, diesel generators and firehoses being rinsed out. Chief Donatto responded that the diesel generators have a double wall tank this is directly beneath the generator that contains everything in the smaller unit.

Chief Donatto explained that all the water is caught that comes from the trucks and sent through the drainage system that go into sand filters and oil separators. Chair Kirn asked how would you reserve the community room. Chief Donatto shared that they'll need to contact the fire rescue to make a reservation but the intent is to make it an amenity to the public.

Public Comment: None

Deliberation by Commission:

Comm. Dunning noted that he wanted to make sure the citizen comment letter is incorporated into this.

Motion: Comm. Dunning moved to recommend approval of the special exception and site plan applications with modifications; seconded Comm. Guisinger. Motion passed unanimously, with a 7-0 vote.

- 5. Jupiter Fire Rescue Department, Piatt Station** – Special Exception and site plan applications for a two story Fire Station and associated improvements, on a 4.7± acre property, located at 500 US Highway 1. (PZ 24-6046 and 24-6047)

Disclosures: Commissioners Blum, Kelso, Guisinger, and Vinson stated that they drove by the sites. Comm. Cassatly, stated that he drove by and walked the site. Vice Chair Dunning stated that he drove by the site and pulled it up on google earth. Chair Kirn disclosed that he drove by the site and spoke with staff. Comm. Keenan stated that he did not have any disclosures.

Applicant presentation: Doug Murray representing WGI, the agent for the Town of Jupiter Fire Department, presented a PowerPoint presentation of the proposed project.

Staff presentation: Principal Planner, Garret Watson, presented a PowerPoint presentation of the proposed project and reviewed the staff report.

Commissioners asked questions of the Applicant and Staff:

Comm. Blum asked if the owners of the KB Carlin are aware of this project and if have they have comments. Mr. Watson replied saying that they were provided the plans early on but nothing has happened with that project since it did not move forward through Town Council. Comm. Blum asked what would happen with the fire station across the street. Mr. Sickler stated that Palm Beach County has indicated that they are planning to continue to operate it at this time but we're not sure what will be done long term. Comm. Blum asked if he Town had ownership of the fire station located on Military Trail. Mr. Sickler explained that the Military Trail fire station was donated to the County by the Town of Jupiter as part of the Abacoa Development Order. He stated that there is a clause in the Deed that it returns to the Town should Palm Beach County no longer provide fire services to the Town. Mr. Sickler shared that it will become the third fire station.

Comm. Kelso shared that she loved having the Sun Trail, Riverwalk connector and rain garden features. She supported the condition to install the front buffer along US Highway 1 and the size requirement for the 7 foot sign. Comm. Kelso asked how would you get to the area for the potential kayak launch through the property. Ms. Thoburn replied saying that the future River Walk connector would provide public access.

Comm. Cassatly shared that he loved the environmental enhancements and concern for the environment. Comm. Cassatly asked how would the fire department take care of the north side of the river if timing is not favorable with the US1 bridge construction. Chief Donatto explained that it's going to take quite a bit of time to tear up the concrete underground structure that is on the site. Chief Donatto stated that they anticipate construction starting on the building in January 2025. Thomas Hernandez, Director of Public Works and Engineering, shared that the fire department comes online on October 1, 2026. He stated that the bridge project will already have opened one lane in each direction and likely be completed entirely by that point. Comm. Cassatly asked about the property being used for staging. Mr. Hernandez noted that there is currently a temporary Construction Easement Agreement between the Town and the contractor. Mr. Hernandez explained that they are working with the contractor and some of the adjacent property owners to get them relocated to a new site for staging.

Vice Chair Dunning shared his displeasure with there being a fire station right across the street that Palm Beach County will not allow the Town to use and asked how it may be used. Chief Donatto stated that they have indicated that they will continue to provide fire services. Chief Donatto noted that based on the numbers they receive roughly one call per day. Chief Donatto stated that through the Mayor and others that we'd be willing to purchase, lease, contract whatever it is through the station and we'd run those calls at no cost to the County in any way shape or form. Chief Donatto stated that a couple of residents have also sent letters to the County Commissioners but they've indicated that this is not something they want to do. Vice Chair Dunning asked

what area would they service. Chief Donatto replied saying that they would service County pocket areas.

Comm. Guisinger asked if the Town has provided FDOT with an end date of when they need to vacate the property for the construction to begin. Mr. Hernandez responded saying we have provided a date when we would like the relocation to be completed. Mr. Hernandez explained that everyone will have to be off the property by September 30, 2024 for demolition of the parking structure to start October 1, 2024. Comm. Guisinger asked if the fire station would be in an evacuation zone during hurricane season. Chief Donatto said that one of the conditions in the design construction criteria package is that the finished floor elevation be above the Category 5 storm surge level.

Comm. Vinson asked if there is going to be two emergency lights. Chief Donatto replied yes, one that is controlled by the County and the other for the fire station. Comm. Vinson noted that she is in favor of the Riverwalk.

Comm. Keenan stated it is unfortunate that the Town has to duplicate fire stations but felt that everyone has done a great job.

Chair Kirn also like the rain garden and that water runs off the roof of the firehouse, sits there and then is measured out into the system so it does not all go in at once. Chair Kirn asked if this location had a community room in it. Mr. Watson said yes.

Comm. Kelso asked if Palm Beach County would still have access to the dynamic emergency traffic preemptions. Chief Donatto stated that Palm Beach County is currently out to bid right now for a county-wide traffic preemption system. Chief Donatto explained that it is likely that there's going to be a single county-wide traffic preemption system for all fire departments with the exception of the Town of Palm Beach and Boca Raton.

Comm. Cassatly asked if extra precautions were put in place with the sand and oil traps give proximity to the water. Chief Donatto explained that they are not close to the mangroves and will use the same precautions. Chief Donatto noted that the design will ensure that both sites are protected environmentally.

Public Comment: None

Deliberation by Commission: None

Motion: Comm. Guisinger moved to recommend approval of the special exception and site plan applications, seconded Comm. Cassatly. Motion passed unanimously, with a 7-0 vote.

ANNOUNCEMENT:

Planning and Zoning Director provided the Commission with a summary of recent Town Council actions.

ADJOURN:

Chair Kirn adjourned meeting at 9:35 p.m.

Kevin Kirn, Chair

Vernisa Ayers, Secretary

**Town of Jupiter Staff Report for Flagler Wharf
Special Exception and Site Plan Applications
TOWN MANAGER'S OFFICE**



DATE: August 6, 2024

TO: Honorable Mayor and Members of Town Council

THRU: Frank J. Kitzerow, Town Manager

FROM: John Sickler, Director of Planning and Zoning **SAT**

SUBJECT: **Flagler Wharf** – Special Exception and site plan application for a 12-slip private marina, and a site plan application for restaurant with an accessory outdoor seating area, and professional office, on 2.95 ± acre property, located at the northeast corner of the intersection of North Alternate A1A and Old Jupiter Beach Road, approximately 1,300 feet north of Indiantown Road.

PZ 23-5496 and 5497
M. Schneider

PZ Commission: 07/9/24 (Postponed)
08/13/24

Town Council: 09/19/24 (quasi-judicial)

Project Information

Project Name:	Flagler Wharf
Owner/Applicant:	Flagler Wharf Real Estate, LLC (Bjarne Borg, Manager) (Attachment A)
Agent:	Troy Holloway, Gentile Holloway O'Mahoney and Associates, Inc.
Location:	401 N. Alternate A1A; northeast corner of the intersection of North Alternate A1A and Old Jupiter Beach Road, approximately 1,300 feet north of Indiantown Road
Acreage:	2.95 ± acres
Future Land use designation:	Commercial
Zoning:	Center Street/North Alternate A1A Redevelopment Overlay Area (ROA) with underlying C-2, General Commercial
Existing uses:	Vacant with abandoned marina
Proposed uses:	
Marina/Private Docks	12 mooring spaces
Restaurant (total gross floor area)	4,586 square feet (SF)
Restaurant	3,376 SF
Outdoor Seating	1,210 SF
Professional Office	<u>2,758 SF</u>
Total	7,344 SF
Request:	Special Exception and Site Plan application for a 12-slip private marina and Site Plan application for a two-story building with 3,376 square-foot restaurant on first floor with an accessory 1,210 square feet of outdoor seating, and 2,758 square feet of professional office on the second floor.

Applicant Issues

The applicant has issue with condition 7 (a)(i) related to maximum boat length. The applicant desires more than a maximum 35' boat length overall, as recommended by staff.

Staff Update

To address the issues discussed at the July 9th Planning and Zoning Commission (PZC) meeting, the applicant submitted revised plans. The following items were addressed:

- 1) To address the Redevelopment Overlay Areas requirement, the applicant addressed the following:
 - a. Provided a real entry feature, access, and raised porch instead of a faux door with ground level porch facing N. Alternate A1A;
 - b. The outdoor seating was relocated to the north side of the building to engage the waterfront, and reduced the amount of outdoor seating on the south side across from the drive aisle and parking spaces.
- 2) The covered delivery area was reduced in size, included in the restaurant square footage, and is fully parked.
- 3) Historic marker easement and amenities were added along N. Alternate A1A and landscaping was revised to provide views from the marker to the historic FEC Canal.
- 4) Staff updated the recommended conditions to address:
 - a. The maximum boat length from 32' as measured at the waterline to 35' in length overall (LOA) (see Site plan analysis- Marina and Environmental Protection below);
 - b. To ensure views are maintained from N. Alternate A1A to the historic FEC Canal.

Staff revised the recommended conditions in Exhibit A, provided additional analyses where warranted in the Analysis section, and updated the Project Data section as necessary to reflect the applicant's updated proposal.

Planning and Zoning Commission Recommendation (7/9/2024)

At the July 9, 2024 Planning and Zoning Commission (PZC) meeting, the Commission voted unanimously to postpone the applications to the August meeting to give the applicant time to address:

- 1) Development does not engage with uses and building is not designed to front N. Alternate A1A as required by ROA guidelines;
- 2) Delivery storage area should be parked; and
- 3) Determine whether maximum boat length for the marina should be 35 or 32 feet.

Planning and Zoning Commission Recommendation (11/14/2023)

At the November 14, 2023 Planning and Zoning Commission meeting, the board voted unanimously to recommend denial of the special exception and site plan applications. Justification for the recommendation were the inconsistencies with the Comprehensive Plan and Land Development Regulations specifically the following:

- 1) Incompatibility of the massing and height of the 5-story building to surrounding properties and area;
- 2) Concerns and lack of mitigation for traffic, associated with the proposal, for delays that occur at Old Jupiter Beach Road and Alt. A1A, and Eganfuskee and Alt A1A; and
- 3) Environmental concerns on the marine environment by the proposed marina.

Staff comment: To address the concerns, the applicant resubmitted plans, which removed the five-story office/retail building with an under-building garage and redesigned the site plan to address many of the comments and concerns. The former location of the previously proposed office/retail building is now an area for “future development”.

Staff Compliance Review Summary

The Department of Planning and Zoning (the Department) analyzed the most recent applications, as described in the statement of use (See Attachment B). The applications **are generally consistent** with the Comprehensive Plan. To ensure consistency with the intent of the policies of the Comprehensive Plan, staff has recommended conditions as it relates to the requirements for a living shoreline in Coastal Management Element.

The application is **compliant** with the Town’s Land Development Regulations, specifically the Center Street/North Alternate A1A Redevelopment Overlay Area (ROA). The applicant is requesting reduced setbacks which can be granted by Town Council if the general planning principals are met per Section 27-1759. The regulations require buildings to provide uses that front the street (see full analysis in “Center Street/North Alternate A1A ROA” section below). The applicant revised the plans to address the ROA criteria and other issues. Staff is satisfied that the revised proposal is compliant. However, it remains the Town Council’s determination as to whether the proposal meets the intent and regulations of the ROA (see full analysis in the “Center Street/North Alternate A1A Redevelopment Overlay Area (ROA)” section below).

The application **is contingent upon** Town Council acceptance of N. Alternate A1A as the property frontage versus Old Jupiter Beach Road (see full analysis in the “Request to reconsider the front property line” section below).

In order to address the inconsistencies and maintain compliance, staff has recommended **conditions** in Exhibit 1.

Project Data

Pertinent site plan data and information in reference to the application is listed below:

Table 1: Adjacent Properties

Direction	Existing Land Uses	Future Land Use Zoning Districts
North	Commercial (Edgewater Plaza) Commercial (Octopus Marine) vacant commercial lot, and single-family home	Commercial/ General Commercial (C-2), Redevelopment Overlay Area Center Street/N. Alternate A1A
South	Commercial (Enterprise Rent-A-Car) and vacant building (24 Old Jupiter Beach Road)	Commercial/ General Commercial (C-2)
East	Vacant	Residential Medium Density/ Residential Single Family (R1)
West	N. Alternate A1A/Industrial Development/FEC Railroad (RR)	Industrial/Light Industrial (I-1) across from N. Alternate A1A and the FEC RR ROW

Table 2: Site Plan

	Commercial, General (C2) requirements [27-566]	Owner's Previous Proposal	Owner's proposal
Minimum site area	15,000 SF	2.95 Acres (128,415 SF) ¹	2.95 Acres (128,415 SF) ¹
Minimum width	75 feet	328.6 feet	328.6 feet
Minimum site depth	150 feet	291.6 feet ²	291.6 feet ²
Maximum building height	50 feet (60 feet if parking below)	58 feet (with parking below) 60 feet (including parapet wall) 68 feet (maximum height for the elevator towers)	34'-2" 42'1.5" (Maximum height for the elevator towers)
Maximum lot coverage	35%	25.4%	7.1% (7,462 SF)
Minimum green space of Developed Site (Separating the Future Development Area)	30%	30.7%	31.7% (33,383 SF) Removing the 23,277 SF future development area from the calculation of site area and green space. ³

¹ Represents the total site area (including proposed upland and proposed submerged lands). The proposed upland will be reduced by the proposed creation of new marina surface water. The proposed upland area is 2.42 Acres (105,303 SF) and will be utilized for greenspace, setbacks and lot coverage calculations.

² Dependent upon Town Council approval of North Alternate A1A as the front property line.

³ The minimum green space of entire site, including the future development area is 52.7% (56,660 SF).

Table 3: Setbacks

	C-2 zoning district requirements in Center Street/N. Alt. A1A ROA	Applicant's proposal
Front setback – West (Alt. A1A) ¹	50 feet; 20 feet ²	30.4 feet to the nearest wall of the building and 20.5 feet to the raised porch
Side corner setback – South (OJBR ³)	35 feet; 20 feet ²	298.7 feet
Side interior setback – North	10 feet	15'10" from water
Rear setback – East	30 feet	132.6 feet

¹ Subject to Town Council acceptance of the applicant's request that N. Alternate A1A be considered the front.

² Minimum reduced setbacks consistent with implementing the general planning principles of the Center Street/N. Alternate A1A Redevelopment Overlay Area contained in the analysis section.

³ Old Jupiter Beach Road

Table 4: Landscaping

	Minimum requirements	Owner's proposal
Perimeter trees (quantity)	61 Trees (1/25 LF)	78 Trees
Foundation Perimeter Planting (Linear Feet)	3 Shade trees or equivalent (1/250 LF)	5 Trees (6 Palms, 10 Accent Trees)
Foundation Planting (square feet)	466.5 SF	1,357 SF
Native trees	82 Trees (50%)	116 (70.3%)
Native shrubs and Groundcovers	2,041.5 SF (50%) 2,124 SF (50%)	2,441 SF (59.7%) 2,557 SF (60.1%)
Transitional Upland Buffer/Living Shoreline	10 feet wide at least 50% of the shoreline/ Living shoreline at least 50% of the bulkhead	Upland buffer and living shoreline not provided ¹
Required Landscape Trees	12	30 trees
Total Trees	103 ¹	150 trees (included 42 extra trees including relocated trees) ²

¹ Staff has recommended a condition of approval in order to meet the minimum requirements.

² An additional 27 trees are required to meet Code Compliance case #20-0000667, which are included in the additional trees provided on site.

Table 5: Parking

	Square Feet (SF)	Minimum requirements	Owner's proposal
Restaurant (1/85 square feet)	3,376 SF	40 spaces	40 spaces
Outdoor Seating (1/85 square feet)	1,210 SF	14 spaces	14 spaces
Professional Office (1/250 square feet)	2,758 SF	11 spaces	11 spaces
Private Marina (1/slip) ¹	12 Slips	12 spaces	12 spaces
Spaces provided above code requirements			7 spaces
Total Spaces		77 spaces	84 spaces

¹ Staff recommends a condition of approval to limit vessel size. If larger vessels are requested, additional parking will be required to address increased demand (see analysis, Marina and environmental protection section).

Table 6: ADA Accessible Parking

Minimum requirement	Provided
4 ADA spaces	4 ADA spaces

Table 7: Vegetation and Environmental Preservation

	Minimum requirements	Owner's proposal
Upland preservation	None	None
Tree protection requirements	At least 50 percent specimen trees preserved on-site per ROA requirements	3 of the 8 previous specimen trees preserved on-site. ¹
Gopher Tortoise(s) located onsite	Relocate per Fish and Wildlife requirements, if present	To be verified at time of application for a Vegetation Removal Permit
Existing Exotic Vegetation	Must be removed	To be removed

¹ An additional 27 trees are required to meet Code Compliance Case #20-0000667, which are required because specimen trees were not adequately protected as required and damaged by the owner, then removed without a permit.

Table 8: Stormwater Management

Drainage Statement	Applicant's proposal
Satisfies Town of Jupiter Requirements	Yes

Table 9: Architectural Details

	Owner's proposal
Restaurant Building	
Primary base wall color and Fiber Cement Siding	Timid White #OC-39 Benjamin Moore (White)
Aluminum Door and Window Frames	Dark Bronze
Stucco raised bands, trims, support columns and piers	Chantilly Lace #OC-65 Benjamin Moore (White)
Standing seam metal roof	Sterling Silver Garland
Covered outdoor seating area	
Aluminum Louvered Gates	Dark Bronze
Aluminum Railings, guardrails and Brackets	Dark Bronze
Trellis, exposed beams and rafters	Chantilly Lace #OC-65 Benjamin Moore (White)

Table 10: Signage

	Maximum requirements	Owner's proposal
Freestanding Signage	One	One
Sign area	100 SF	62 SF
Sign height	15 feet	10 feet ¹
Sign setback	10 feet	10 feet

¹ Staff recommends a condition of approval stating that the freestanding sign shall have a maximum height of 7 feet and shall be architecturally compatible with the building.

Table 11: Pedestrian Amenities

	Maximum requirements	Owner's proposal
Bicycle racks	1 (5 bikes)	1 (8 bikes)
Bench	1	3
Trash Receptacle	1	1

Table 12: Living Shoreline Data

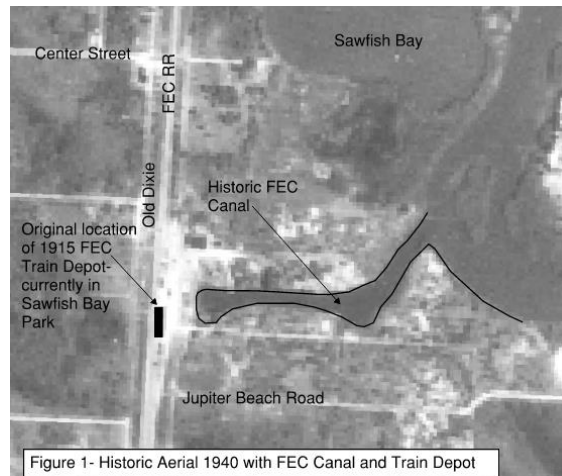
	Owner's Previous Proposal	Owner's proposal
Length of Proposed Bulkhead	0	347 Linear Feet (LF)
Length planted at Bulkhead	0	325 LF
Linear Feet of Mangrove Tree Height Planting	0	152 LF (47%) ¹
Linear Feet of Mangrove Hedge Height Planting	0	173 LF (53%) ¹
¹ Percentage of Plantable length. Comprehensive plan requires a total of 50% planted with upland transitional buffer. The proposal provides a nearly completely planted transitional buffer (94%), except accessways to docks. Note: There are existing, tree height mangroves growing in the northwest corner of the property that are not included with the linear total and will continue to be maintained on site.		

Background and History

The subject property is a 2.95-acre commercially designated property comprised of vacant parcels owned by Flagler Wharf Real Estate, LLC. As recent as 2018, the property was owned by Bell's/ OJB Park LLC (also known as Bells Mobile Home Park). In May 2018, the property owner sent a Notice of Change of Land Use, pursuant to Florida Statue 723.061(1)d), to each mobile homeowner, which began the six-month proceeding to vacate the mobile home park tenants from the site. As part of this process, owners were entitled to compensation from the Florida Mobile Home Relocation Trust Fund.

In 2019, an application (PZ 19-3968, 3969 and 3970) was filed requesting approval of a Small Scale Planned Unit Development (SSPUD), Special Exception for an 85-bed Assisted Living Facility (ALF) and marina and site plan within a PUD. That application was withdrawn along with a concurrent request to amend the zoning regulations to allow a greater Floor Area Ratio (FAR) for the ALF use. During this time, 27 existing specimen trees were damaged during ground excavation and removed without a permit. Code Compliance case #20-0000667 and stipulation agreement required an additional 27 trees to meet future tree mitigation requirements.

The subject property and abutting canal have historic value relative to the Flagler Railway. Built in 1915, the Town of Jupiter's second train depot of the Florida East Coast (FEC) Railway was located just west of the subject property within the current N. Alternate A1A right of way (Figure 1). The historic train depot is now situated one half mile north in Sawfish Bay Park. The original location of the second train depot was built in conjunction with the existing FEC canal located on the subject property. An old railroad spur track leading to a wharf turning basin was also on the subject property. The historic presence of the FEC train depot is important to the character of the property and the Center Street/N. Alt. A1A Redevelopment Overlay Area (ROA), as further identified in the Town Council's Strategic Plan as "Areas of Local Importance". The location of the Jupiter FEC Railway Station and Canal is also shown on the 1916 Plat, overlaid on the 1940 aerial to give further historic context of the subject property (Attachment C).



The subject property is located in the Center Street/N. Alternate A1A ROA, and was identified by Town Council as the first of the ROAs to be studied and updated as part of the "Areas of Local Importance" Strategic Initiative, during a roundtable discussion on April 4, 2023. The study and related zoning text amendment to the ROA will include development guidelines designed to protect and enhance its unique character including but not be limited to having historic significance. The existing ROA regulations refer to the historical commercial character of the area. Based on Town Council input, staff will be processing an update to the existing Center Street/N. Alternate A1A ROA in the fourth Quarter of 2024. One of the main changes to the Center Street/N. Alternate A1A ROA will be to require adherence to the regulations versus having voluntary regulations as an incentive.

Analysis

This section analyzes the land development regulations and notes the application's inability or ability to satisfy all applicable development provisions of the Town Code and Comprehensive Land Use Plan (CLUP). The analysis is as follows:

Comprehensive Land Use Plan (CLUP) Consistency. The proposed development is generally in conformance with the Commercial land use designation of the Future Land Use element of the CLUP and the Coastal Management Element, specifically, Policies 1.5.5 and 1.5.6. In order to ensure the intent of the policies of the Coastal Management Element are satisfied associated with the living shoreline and transitional upland buffer requirements along the canal, staff has recommended conditions in Exhibit 1 (see full analysis in the Marina and Environmental Protection section on the following pages).

Center Street/North Alternate A1A Redevelopment Overlay Area (ROA). The subject property is zoned C-2 General Commercial and is located within the Center Street/North Alternate A1A Redevelopment Overlay Area (ROA), which provides planning principles and special land development regulations, which if met can provide incentives for infill and redevelopment. The below analysis provides an overview of how the proposal meets the ROA:

General Planning Principles. The applicant is requesting to use incentives available in the Center Street/North Alternate A1A ROA (See Attachment “D”, Section 27-1759 and 1760) to reduce the front setback of the two-story building from 50 feet to 30.4 feet for the restaurant/office building that fronts the street, with the raised porch setback at 20.5 feet. Pursuant to Section 27-2307, the raised porch, which is 10 feet wide, may encroach into the required setback a maximum of 35% (or 10.5 feet) and therefore may be permitted to encroach into the 30.4-foot building setback. Because the applicant is requesting to utilize the incentives of the ROA, they are required to meet the general planning principles. The applicant addresses how the proposal meets these planning principals in the attached Statement of Use (pp. 7-13).

Staff Comment: It is staff’s opinion that with the revisions submitted after the July 9th PZC meeting, the request **does** meet the general planning principles of the overlay area. The applicant initially proposed a building that lacked engagement with N. Alternate A1A, and the covered delivery/storage area fronted on N. Alternate A1A and did not engage the street. After the PZC postponed the item at their July 9th, staff and the applicant met to review the outstanding issues. The applicant submitted revised plans that provided real doors, windows and sidelights facing N. Alternate A1A (see Figure 2); reduced the size of the covered delivery area; rearranged the outdoor seating to better engage the waterfront; and provided a historic marker easement area with caprock seating and a view corridor to the waterfront.

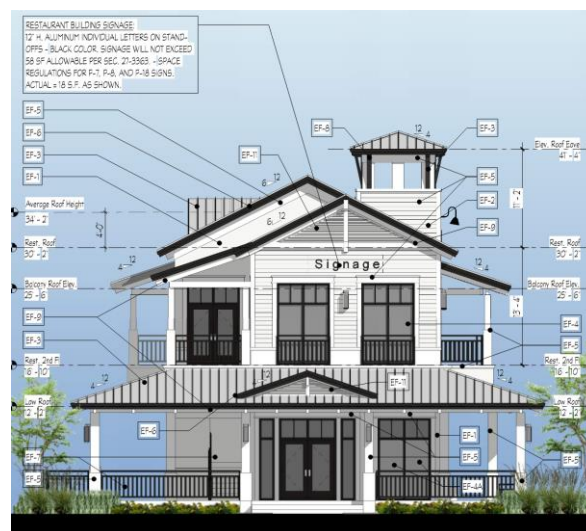


Figure 2: Building Elevation – West (Facing N. Alternate A1A)

The applicant is requesting the Town Council consider N. Alternate A1A as the front property line, instead of Old Jupiter Beach Road. It is important to distinguish that based on the intent of

the Center Street/Alternate A1A ROA, N. Alternate A1A is the street the building front, regardless of the front setback determinations.

Orienting the front setback to N. Alternate A1A is reasonable, since this is the “A” street or primary street, and the request to reduce the front setback will result in the building moving further away from the abutting residential lot to the east. In order to qualify for the ROA incentives, such as the reduced front setback, the development shall be consistent with and implement the general planning principles as discussed in the analysis above. If Town Council finds that the restaurant/office building meets the intent of the ROA and grants a reduced setback, staff recommends a condition that **the applicant revise the site data to reflect the front building setback of 30.4 feet and 20.5 feet for the raised porch is for the restaurant/office building only.** Currently, the site data references 20.5 feet as the front setback in the site data, which is how far the raised porch is from the property line and does not represent the setback to the building. The recommended condition will require a revision to the site plan and establish the correct setback for the building. It will also prevent the reduced setback from being applied to the future development area, any development of which will require a separate review and approval by Town Council.

The proposed site plan is reliant on a determination by Town Council that the ROA criteria have been met. Depending on the Town Council’s determination as to whether the applicant meets the general planning principles of the ROA, specific changes to the architecture and/or site plan may be necessary.

Request to reconsider the front property line. The applicant is requesting an interpretation that the front of the property be N. Alternate A1A instead of Old Jupiter Beach Road (OJBR) and provided their justification (see Attachment B, page 3). Per the Section 27-1, the “Front, lot” means “the narrowest width of a lot adjacent to a street”; and the “Lot, frontage” means “the shortest property line adjacent to a street; also the front property line. When designating the shortest property line on a street as the front creates inconsistencies with the orientation of buildings and structures or traffic volumes on a street, the director of planning and zoning or his designee may designate another frontage”. Staff notes designating N. Alternate A1A as the front is consistent with other properties to the north and south of the subject property, and establishes consistency with the planning principle of the Redevelopment Overlay Area.

The Director is deferring this decision to Town Council because this is a large-scale site plan and similar decisions have been deferred in this manner. If the interpretation of N. Alternate A1A being the front is not granted by Town Council, it would make the north side of the property along the FEC canal the rear property line; the N. Alternate A1A property line to the west would be considered the side corner; and the east property line abutting a residential property would be the interior side property line. In this case, the 30-foot rear setback line would be measured from the mean high-water line to the proposed building. Also, N. Alternate A1A would be the side corner, and would need to meet a 35-foot setback.

The proposed application would not meet the rear or side corner setbacks in this case. The applicant has requested to use N. Alternate A1A as the street frontage rather than OJBR. Their justification is that N. Alternate A1A is utilized in the current property address, and that the uses will be orientated to N. Alternate A1A, which would be in furtherance of the planning principles of the ROA, and that the front being N. Alternate A1A will provide the maximum setback protection to the residential properties to the east. In the Public Outreach section of the statement of use, the applicant also states that the residents did not want the project to be oriented toward OJBR. If Town Council grants the request for N. Alternate A1A to be the front, the 30-foot rear setback requirement to the residential property to the east would be met.

Future Development area. Should the Town Council approve the setback reduction along N. Alternate A1A, the approval should only be for the proposed restaurant building and not for the future development site or property as a whole. The building massing and height of the future development may have a greater impact to both street frontages (N. Alternate A1A And Old Jupiter Beach Road), and would require a separate site plan application review for the future development area. The potential uses for the future development of the C-2 property are outlined in Section 27-564, entitled “Use Regulations” (See Attachment “E”).

Staff recommends a condition to ensure that **the reduced front setback of 30.4 feet is limited to the restaurant/office building and that any future development shall meet existing Land Development Regulations.**

Architecture. The proposed development is in conformance with the Architectural and Community Appearance Standards, specifically Section 27-2013, which requires design, relief features and decorative treatments complementing the retail frontage of the restaurant and ground floor of professional offices. The proposed building is a Coastal Architectural style, and has pedestrian elements along the waterfront and other three elevations. The N. Alternate A1A elevation has been modified from predominantly faux windows and faux doors on the ground floor abutting the covered restaurant delivery area, to real architectural elements on a raised porch area that abuts the restaurant space and outdoor seating area along the historic FEC canal. The delivery area has been reduced in size and the restrooms have been moved to the southwest corner of the restaurant. The revised architecture and use areas engage N. Alternate A1A.

Historical Significance. To be consistent with the ROA and the historic commercial character of the site, the applicant has proposed an interpretive historical sign with details located along N. Alternate A1A (see Attachment B, pages 3 and 4 Statement of Use). The applicant states the proposed interpretive historical sign will reflect the impact Henry Flagler had on the site. Due the historic significance of the site, staff is recommending that a Florida Historic Marker processed and approved by the state and reviewed by the Historic Resources Board be provided along N. Alternate A1A and an interpretive historical sign be located interior to the property for restaurant patrons to view. An interpretive historic sign will provide pictures and more detail of the site than the state historic marker along N. Alternate A1A. In order to provide conformity with the intent and purpose of the historic character required by the ROA, staff is recommending the following conditions:

- **Submit a draft of the historic interpretive signage for review and approval by the Historic Resources Board using best efforts to research the history of the site and obtaining permissions for any pictures used.**
- **Submit a draft easement for public access to the Florida Historic Marker location along the right of way (N. Alternate A1A) for the review and approval of the Town Engineer.**
- **Provide monies for the estimated cost to manufacture and install the Florida Historic Marker.**
- **The owner shall maintain the interpretive sign in perpetuity.**
- **The owner shall maintain views from the Florida Historic Marker at N. Alternate A1A into the FEC Canal.**
- **Modify the site plan to provide a historic interpretive sign on the property, visible to patrons of the restaurant and marina.**

This area, where the historic Florida East Coast railroad wharf and canal existed, was a historic working waterfront and is an integral part of the Town of Jupiter’s history and development. It is important for new development to respect and pay homage to the history of place, allowing for a more authentic experience. If during the construction of the marina and subsequent dredging artifacts are discovered, a condition is recommended that the applicant **provide the Town or**

the Loxahatchee River Historical Society any artifacts that have been uncovered by dock construction, and ensure these items, reproductions, pictures, etc. are publicly displayed on the subject property.

Site Plan. The proposed site plan will be in conformance with the requirements of Chapter 27, entitled “Zoning” with the staff recommended conditions of approval.

Marina and Environmental Protection. The property is now vacant, with existing mooring slips associated with the prior use now abandoned and in disrepair. The previous use included 14 small perpendicular slips at 250 linear feet and an 18-foot average length of slips. The applicant proposes to increase the width of the canal fronting the subject property by excavating approximately 6,500 square feet of the upland to accommodate larger boats. The proposed mooring space width is 17.35’ and the length of slip before entering the existing 60’ canal right of way is 47.1’. Due to increasing the size of the slips from 18’ to 30.5’ or greater, and increasing the marina basin significantly, pursuant to Section 27-177(1) and 1b, staff is concerned that without conditions to restrict the size and type of vessels, the proposed marina will not be in conformity with the residential nature of the canal.

The proposed marina will be in conformance with criteria in Section 27-96 and 27-1759 of the Zoning Code related to the protection of the existing mangrove wetland and upland habitat and Coastal Management Policies 1.5.5. and 1.5.6., with the recommended conditions of approval.

- **Dock Slips.** The applicant proposes to increase the historic FEC canal width by an additional 16.5 feet of waterway width to accommodate 12 larger boat slips at the end of a residential canal and increase the boat turning basin. The proposed dock length is 30.6 feet in length. With the waterfront restaurant use and the residential boat traffic along the majority of the 60 feet canal, staff finds that the mooring of any commercial vessel is inappropriate for the marina and surrounding residential area. This restriction includes commercial fishing vessels, ferries, barges and service boats, and also restricts businesses that rent boats or other watercraft. Therefore, a condition is recommended **to restrict commercial vessels or any boat or watercraft rental business. A standard limitation on advertising vessels for sale and for sale signage size is also part of the recommended condition.**
- **Maximum length of vessels.** Because marina use restrictions and requirements are established on a case-by-case basis as part of the special exception review and approval process, staff finds that restrictions are needed to maintain the residential character of the canal. Staff finds that unless conditioned, the size of the vessels may be larger than what is shown on the proposed site plan, (see Figure 3) which shows approximately 30-foot vessels docking in the boat slips. The width of the waterway will be 107’ from the proposed new boardwalk on the subject property to the existing seawall north of the 60 foot FEC Railway Company Canal. Vessels larger than 35 feet can easily be maneuvered in the enlarged turning basin. If larger capacity vessels utilize the marina, they likely will warrant requiring additional parking for support services to accommodate the crew, maintenance and passenger demands associated with larger capacity vessels.

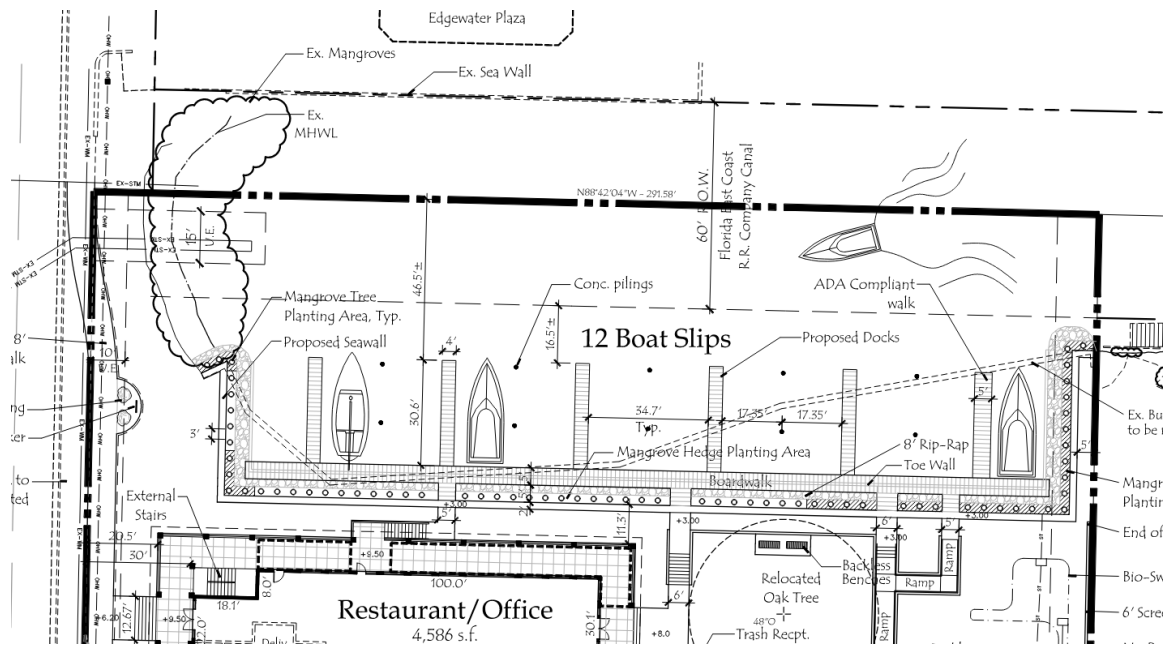


Figure 3. Site plan showing vessel size in relationship to boat slips

As an example, motor yachts tend to average 13 feet in width, and are generally 50+ feet in length.¹ These motor yachts would be able to dock in the proposed mooring spaces. Larger yachts typically necessitate more frequent services to maintain them, which will require regular service personnel to travel to and park on the site. The applicant proposes 12 parking spaces and one loading space for the 12 mooring spaces. Larger vessels typically generate additional intensity, which is anticipated to be greater than the 31 traffic trips and the 12 parking spaces allocated in the traffic analysis and on the site plan. Large vessels also require a deeper draft, requiring more extensive and regular dredging, which can create issues with the marine environment and can lead to issues with shoreline stabilization. The circumstance of larger vessels creating impacts and demands has been observed at Marina at the Bluffs, Admiral's Cove and Jupiter Yacht Club marinas. In the Statement of Use (page 14, Attachment B) the applicant states that boats over 40 feet are not anticipated, and "boats of this size are typically cleaned by the owner, and will not involve any additional crew."

Because the applicant has not accounted for the need for potential boat services in the traffic or parking analysis to provide for greater impacts of services associated with larger vessels, staff is recommending conditions to **restrict the size of the boats allowed in the marina to no more than 35 feet in length overall (LOA)**. LOA is a typical measurement of boat length. “Length overall (LOA)” is the maximum length of a vessel’s hull measured parallel to the waterline (Wikipedia). Previously the condition recommended no more than 32 feet as measured to the waterline. Boat measurements to the waterline are typically less than the measurement of length overall by a few feet; however, differences can be vary greatly depending on size and design of vessels. Figure 4 (below) shows an image of a boat and the various boat lengths for the vessel. The length overall corresponds to the hull length without engine, which is 35’9”. The length at waterline is 30’11”, which shows that the difference in this case is 4’8”. Staff recommends using LOA instead of measurement at the waterline based on its latest research and past experience with enforcement of boat lengths at marinas:

- On-line searches of vessels less than 40' in length revealed that measurements at the waterline were not typically provided. Most boat specifications provided an

¹ Piershare.com “sizing Your Boat: All About Length, Draft, Beam and Clearance”

overall length. Measuring vessels at the waterline may make enforcement difficult, especially in the field.

- Experience with enforcement of boat lengths at the Bluffs Marina, where maximum boat length limits were measured at the waterline. Measurement at the waterline is difficult for the residents to envision and understand, and has led to misunderstandings in enforcement. Measuring boat length at the waterline also excludes extended bows or afts from the measurement, which can significantly increase the length of vessels beyond slip length and in appearance from the dock or shoreline.

Figure 4: Example boat length specifications



Staff is also recommending a condition that **any request to increase the maximum vessels length or number of vessels shall require a site plan amendment subject to the review of the Planning and Zoning Commission and approval by Town Council** to provide for proposed changes to the marina and its environs, and to ensure additional parking is provided to accommodate the greater demand.

- *Transitional Upland Buffer Easement.* Coastal Management Element Policy 1.5.5 of the Comprehensive Plan requires buffer zones of vegetation and/or riprap, to provide for an

environment for native vegetation, which should be established between any urban development and adjacent waterway. As the north property line abuts the historic FEC canal, Policy 1.5.6 specifically requires a minimum of 10 square feet for each linear foot of wetland or deep-water habitat perimeter that lies adjacent to the uplands. To ensure that the water's edge is protected from the upland development, a transitional upland buffer must be proposed and be maintained. A transitional upland buffer easement along the seawall on the north side of the property is required per Coastal Management policies 1.5.5 and 1.5.6.

Staff Comment: The applicant provides an adequate buffer zone of vegetation for the entire shoreline. Per Section 27-1759, General Planning Principles of the Center Street/North Alternate A1A Redevelopment Overlay Area (ROA), the plan shall “preserve, accentuate, and enhance the natural resources and specimen trees which exist upon those properties located along N. Alternate A1A, the Jupiter River and other waterways within this ROA”. To comply with Comprehensive Plan policies and ROA principles, the applicant provided rip rap with areas for mangrove planting at tree height along 47% of the total shoreline, and will plant and maintain mangroves at hedge height along the remaining 53% of the plantable shoreline bulkhead to promote a sustainable living shoreline. The applicant changed some of tree height mangroves along the west side to hedge height in order to provide “windows” for visitors who stop at the historic marker along N. Alternate A1A to see the waterfront and envision what the historic waterfront may have looked like. In addition, there are existing mangroves growing in the northwest portion of the property that will remain. The mangroves in this area are predominantly of tree height. **A condition is recommended detailing the installation requirements for the mangroves including the required amount and locations of “tree form” and “hedge height” mangroves provided.**

Although the applicant does not provide a continuous ten feet wide upland buffer, the applicant does provide 5 feet of rip rap up to a retaining wall with mangroves and artificial reef modules, and an additional five feet of upland transitional buffer landward of the retaining wall, which is being considered as meeting the intent of the requirements. The configuration of having the mangroves in front of the retaining wall is similar to the living shoreline provided by Admirals Cove. Staff is requesting that the Town Council confirm the proposed configuration that provides a separated 10 feet transitional upland buffer easement meets the intent of the Comprehensive Plan policies.

If confirmed by Town Council as appropriate, staff has recommended a condition that **the applicant provide a transitional upland buffer easement between the retaining wall and the limits of the transitional upland buffer** as detailed in Exhibit 1.

- **Marine Stewardship Plan.** A Marine Stewardship Plan must also be addressed to maintain the proposed living shoreline. The applicant proposed concrete pilings for their docks in order to encourage the growth of oysters and was asked by staff to consider including another benefit for the living shoreline on the property. After meeting with the applicant and discussing further stewardship options, the applicant agreed to include educational signage for canal. Therefore, staff is recommending that **prior to the issuance of any development permits, the applicant shall provide a draft Marine Stewardship Plan subject to the review and approval of the Department. The Marine Stewardship Plan shall describe how the existing and proposed mangroves will be maintained, the permitting and construction of artificial reef modules, and the installation and maintenance of educational signage related to environmental stewardship. Prior to Certificate of Occupancy, the Final Marine Stewardship Plan must be approved by the department.**

Outdoor Bar and Outdoor Seating.

- *Limits of the Defined Area.* The applicant proposes limits to the outdoor seating area and bar on the site plan. This ensures the outdoor seating and bar area does not increase the intensity of use, adding traffic and requiring additional parking. Staff is recommending a condition that **outdoor alcohol sales shall be limited to the 1,210 square feet area as shown on the site plan and shown in detail on the floor plan, as the outdoor seating area and bar.** The Florida Department of Business and Professional Regulation (DBPR) requires the applicant to apply for an alcohol license which specifies the exact limits of alcohol sales area that must be approved by Town staff before issuance. The area delineated on the site plan will ensure that the limits are clearly shown on the alcohol license which can be enforced by the Town and DBPR.
- *Limits on Alcohol Signage.* Staff recommends the applicant install “No Alcohol Beyond This Point” signs to define the area identified as “limits of outdoor seating area”, as shown on the Site Plan. This is to inform patrons not to carry alcohol purchased at the restaurant beyond the limits of the seating area (e.g. the marina and area under the oak tree). Staff has added a condition **requiring the applicant to modify the site plan to include “no alcohol beyond this point” sign locations and sign detail.**
- *Hours of Operation.* The applicant is proposing outdoor seating in conjunction with the restaurant. Due to the close proximity to residential, staff is concerned that late night outdoor activities may create noise issues that disturb nearby residents. Pursuant to Section 27-175(b)(1), of the site plan criteria, the Town Council can limit use, including a restriction on the time an activity may take place, in order to reduce nuisances. Staff is recommending a condition that proactively addresses the issue of the outdoor seating area of the restaurant complying with the Town’s sound standards established in Section 13-144 of the Town’s code. In order to achieve compliance, **staff recommends that the seating of tables for outdoor seating shall be discontinued at 9 PM daily and the outdoor seating area shall be closed by 10 PM daily. Any doors and windows of the restaurant that have been opened shall be closed by 10 PM daily.** The time aligns with the sound code definition of “daytime” sound levels which transitions to lower “nighttime” levels at 10 PM.

Sidewalks and Easements. The applicant proposes to relocate the existing sidewalk along N. Alternate A1A onto the subject property away from the travel lane and provide an eight-foot-wide sidewalk to create a safer pedestrian friendly environment along the roadway. The distance of the sidewalk from the property line varies and would be more appropriate to be consistently away from the traffic lanes with the addition of more landscaping such as shrubs and groundcover, thereby separating pedestrians on the sidewalk from traffic. Staff recommends conditions of approval for the applicant to provide:

- **A public pedestrian easement for the portions of the sidewalk along N. Alternate A1A that are outside of the right-of-way, and for the portion of sidewalk outside the right-of-way adjacent to the entrance drive on Old Jupiter Beach Road, or add public sidewalk dedications on the replat.**
- **Additional landscaping on the southern 70-foot length of N. Alternate A1A to increase the amount of planting between the sidewalk and edge of curb of Alternate A1A in order to provide greater separation between the sidewalk and the right of way.**
- **Coordination with the Florida Department of Transportation’s (FDOT) regarding any requirements related to relocation of the FDOT’s sidewalk outside of the right of way limits and establishing green areas within the FDOT’s right of way.**
- **A safe sight corner clip easement to the Town of Jupiter for the 30’x30’ site triangle at the intersection of Old Jupiter Beach Road and North Alternate A1A.**
- **Dedication of a public drainage easement along the east property line from Old Jupiter Beach Road right of way to the outfall located at the marina sea wall.**

Landscaping. The proposed development is **not** in conformance with Chapter 23, entitled “Landscaping”. Staff has recommended conditions to ensure conformance with Section 23-76, as further outlined below.

- **Landscape median contribution.** Pursuant to Section 23-76, entitled “Landscape median contributions” monies totaling \$40.04 per linear foot are required for the frontage along North Alternate A1A. Based on the 456.55 feet of frontage (461.55 – 5 feet of right-of-way dedication for Old Jupiter Beach Road), a total of \$18,280.26 will be required to be paid prior to the issuance of any development permits. Therefore, staff has **recommended a condition of approval that the Owner submit a contribution of \$18,280.26 to be used for landscaping the North Alternate A1A median.**
- **Right-of-way maintenance agreement.** Landscaping is proposed in the right-of-way. Therefore, staff recommends the applicant **prepare and submit a draft right-of-way maintenance agreement with the Town for perpetual maintenance of the landscaping, sod, and irrigation that are developed within public rights-of-way.**
- Staff recommends a condition that the applicant **revise the landscape plans to include a note that the sod within the “Future Development” area; ground cover and sod adjacent to the subject property; and all landscaping within the abutting rights-of-way shall be irrigated, sodded, and maintained in accordance with the approved landscape plan.**
- In order to provide a buffer to the residential properties to the east during construction and to give the trees in the buffer more time to grow, staff recommends a condition that **prior to the beginning of any construction of the restaurant/office building or marina, the applicant shall install the 6-foot-high wall, trees and temporary irrigation along the east side of the property.**

Parking. The proposed development is now in conformance with Section 27-2828 entitled, Standards for required off-street parking and loading spaces.

- **Restaurant Delivery Area.** The applicant has modified the covered restaurant delivery area located under the second story office on the western side of the restaurant (please see Figure 4). The area, which was not previously included within the restaurant square footage by the applicant, was reduced from approximately 446 square feet to 124 feet, and is now included within the total square footage of the restaurant for purposes of calculating parking and traffic. The reduction of the delivery area allowed for an increase in the interior restaurant use area, which was also added to the total square footage of the restaurant and provided a door on the western façade facing N. Alternate A1A.

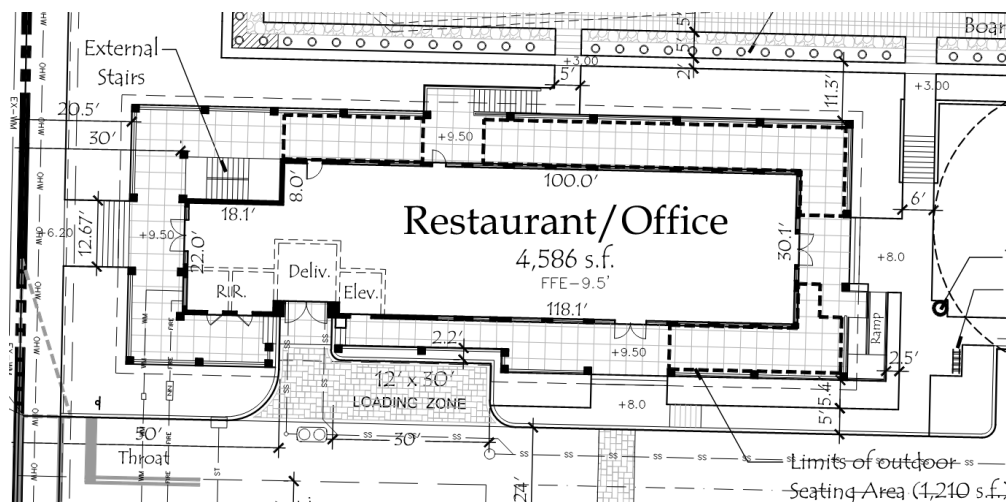


Figure 4. Site plan showing the covered delivery area in relation to the restaurant

- **Valet Parking.** The applicant does not plan for valet parking for the restaurant at this time. However, staff would like to be prepared to address valet parking if it is implemented in the future. Therefore, staff recommends a condition **if a valet parking plan is proposed in the future, it shall be subject to the review and approval of the Department as an amendment to the site plan.**

Signage. The proposed development will be in conformance with Section 27-3359 and 3362, entitled “Space regulations for permanent signs”, with the recommended conditions of approval.

- The applicant has not included a signage plan with the application, staff has recommended a condition of approval to **submit a Signage Plan to the Department which shall be subject to its review and approval, prior to the issuance of any development permits.**
- The property is adjacent to residential properties and excess light visible to the neighborhood is considered a nuisance; therefore, staff is recommending that **no lighted signage facing the north and east are permitted** including wall, freestanding and directional signage.
- The sign detail provided on sheet SP-3 of the Site Plan shows a freestanding sign at 10 feet in height. Staff recommends that the freestanding sign be reduced to no more than 7 feet in height, consistent with other commercial signs in the Town and along N. Alternate A1A. For example, the Enterprise Rental Car on N. Alternate A1A was approved in 2018 with a freestanding sign at 6 feet tall. Therefore, a condition of approval has been recommended stating that **the freestanding sign shall not exceed 7 feet in height and the copy area shall not exceed 84 square feet. The signage and copy area shall be architecturally compatible with the site.**

Staff Comment: The applicant proposes two building identification signs above the first floor. The code defines building identification signs in Section 27-1, as “a sign on which copy is limited to the name and address of a building or institution.” Staff notes that the building identification sign can be the name of the restaurant or office building. Tenant signs above the first floor are not permitted; however, sometimes an owner chooses to name a building after a major tenant and is authorized to have building identification signs. Based on the elevation proposed, only two wall signs are proposed, which will be considered building identification signs since they are above the first story. Therefore, to prevent the possibility of excessive signage, staff recommends a condition **to limit the total number of wall signs to two, as shown on the proposed elevations.**

Traffic. The proposed application will be in conformance with Palm Beach County (PBC) and the Town’s traffic performance standards.

The applicant submitted a traffic study, dated July 31, 2024, which demonstrates the anticipated traffic generation (see Attachment F). The latest traffic statement based on the restaurant/office building with the reduced delivery area and greater square footage of restaurant, is a significant reduction from the proposal in 2023, which included the five-story office building. There is a slight increase in traffic compared to the proposal reviewed by PZC in July, in which the covered delivery area was not counted toward the restaurant square footage. The development proposed in 2023 would have generated 817 average daily trips more than the current proposal. The proposal that was reviewed by the PZC in July, would have produced 39 less average daily trips than the latest proposal, and 3 less AM and 3 less PM peak hour trips. The table below compares the applicant’s new proposal with the previous two proposals. Also note that the square footage used in the Traffic Statement is the total of the restaurant square footage plus the outdoor seating, whereas the square footage of restaurant and outdoor seating are called out separately on the site plan. Considering these development trips and the projected total

buildout traffic on major thoroughfares and intersections, the proposed application in compliance with both the Town’s and County’s traffic performance standards (TPS).

Traffic Performance Standards (TPS)	Owner’s Previous Proposal 11/30/23	Owner’s proposal 2/22/24	Owner’s proposal 7/31/24
Satisfies Palm Beach County & Town of Jupiter TPS	Yes	Yes	Yes
New daily trips	1,153	297	336
New AM peak hour trips	103	27	30
New PM peak hour trips	121	28	31

The applicant proposes a one-way ingress for vehicular circulation from Old Jupiter Beach Road, restricting new trips leaving the site from using Old Jupiter Beach Road, and rather, encouraging traffic to use the N. Alternate A1A exit. The removal of expected traffic on the local road mitigates the impact of the development on the intersection of N. Alternate A1A and OJBR in order to address neighborhood due to the delays they experience turning left to travel southbound. However, it will increase the number of vehicles making a U-turn “downstream” (to the north) at a median opening at Eganfuskee that has no turn lane for safe stacking or at the existing Center Street intersection. According to the applicant’s traffic analysis, the proposed development would create four trips per peak hour that would utilize the U-turn north of the site, which is unchanged from the proposal reviewed by the PZC in July.

Staff Comment: Per the Town’s traffic engineer, the traffic mitigation for addressing operational and safety issues are limited. The most effective solution to address the operational issue with westbound left turns is to install a traffic light. However, this is subject to a traffic signal warrant study that would need to be reviewed and approved by the Florida Department of Transportation (FDOT). Based on the relatively low volume of side-street traffic, it is unlikely that a traffic signal at the intersection would be warranted.

Site Plan Criteria.

Section 27-175, contains minimum criteria for review of all site plan applications processed. Upon review of the 12 criteria in Section 27-175, staff finds that the Applicant has met 10 of the 12 criteria. The criteria that are not satisfied are:

- (4) The proposed development is compatible and/or consistent with the established or proposed character of a neighborhood or area.
- (10) The proposed development does not create noise or visual pollution.

Staff Comment: Staff has provided conditions of approval to address parking and closing the outdoor seating area, windows, and doors of the restaurant by 10 PM to address potential issues that could from a restaurant being located near a residential neighborhood.

Special exception Criteria for a Marina Use.

Section 27-177, contains minimum criteria for review of special exception applications. Upon review of the criteria in Section 27-177, staff finds that the applicant will satisfy all of the minimum criteria with the conditions of approval as noted in the sections above. Staff has provided conditions of approval for the following code sections that will insure that the proposed development is in compliance:

Section 27-177. – Criteria for special exceptions

1. The proposed special exception use shall be compatible with the character and use of the surrounding property in its function.

2.b. The degree of noise, odor or other potential nuisance factors generated by the special exception use.

Staff Comment: Staff has provided conditions of approval in regards to the size and nature of the boat traffic, by limiting the size and restricting commercial vessels. Staff has outlined these in the special exception analysis of the marina use.

Attachments:

Exhibit 1 – Conditions of Approval

Attachment A – Disclosure Statement

Attachment B – Statement of Use

Attachment C – Jupiter FEC Railway Station and Canal (1916 Plat)

Attachment D – Section 27-1759 and 1760, Center Street/N. Alternate A1A ROA

Attachment E – Section 27-564, C-2 Use Regulations

Attachment F – Traffic Analysis

* Please contact Martin Schneider martins@jupiter.fl.us or 561-741-2290 in order to obtain a copy of the proposed plans or any attachments.

V:\PlanningZoning\Staff\WP51\PROJECTS\Flagler Wharf (FKA Bells Mobile Home Park)\PZ 23-5496 & 5497 SE, SP (2023)\PZC August 13\Staff Report - Flagler Wharf.docx

Conditions for Compliance with Comprehensive Plan and Town Code

The application shall be subject to the following conditions:

- 1) The Owner shall install and maintain all improvements in compliance with the following:
 - a) Site Plan and Site Area Enlargement, prepared by Gentile, Holloway & O'Mahoney & Associates, Inc., referenced as "SP-1, SP-2," respectively, dated 03/04/24, revised on 07/31/24 and received by the Planning and Zoning Department 08/01/24.
 - b) Site Development Details, prepared by Gentile, Holloway & O'Mahoney & Associates, Inc., referenced as "SP-3", respectively, dated 03/04/24, revised on 07/18/24 and received by the Planning and Zoning Department 07/19/24.
 - c) Landscape Plan and Landscape Specification Plan, prepared by Gentile, Holloway & O'Mahoney & Associates, Inc., referenced as "LP-1 and LP-2", respectively, dated 01/09/23, revised 07/18/24, and received by the Planning and Zoning Department 07/19/24.
 - d) Tree Disposition Plan, prepared by Gentile, Holloway & O'Mahoney & Associates, Inc., referenced as "TD-1", dated 04/07/23, revised 07/17/24, and received by the Planning and Zoning Department 07/19/24.
 - e) Architecture Plan, prepared by Stephen Bonuff, A1A Architects + Planners, Inc., referenced as "A1.0" through "A5.0", dated 07/19/24 received by the Planning and Zoning Department 7/19/24.
 - f) Floor Plan, prepared by Stephen Bonuff, A1A Architects + Planners, Inc., referenced as "A1.1", dated 06/21/24 received by the Planning and Zoning Department 06/21/24.
 - g) Preliminary Drainage Plan, prepared by Bowman Construction, referenced as "DP", dated 01/09/23, revised 06/21/24, and received by the Planning and Zoning Department 06/21/24.

- h) Preliminary Utilities Plan, prepared by Bowman Construction, referenced as “UTL”, dated 01/09/23, revised 06/21/24, and received by the Planning and Zoning Department 06/21/24.
 - i) Striping and Signage Plan, prepared by Bowman Construction, referenced as “STRP”, dated 01/09/23, revised 06/21/24, and received by the Planning and Zoning Department 06/21/24.
 - j) Statement of Use, prepared by Gentile, Holloway & O’Mahoney & Associates, Inc., dated 09/25/23, revised 07/31/24, and received by the Planning and Zoning Department 08/01/24.
 - k) Traffic Analysis, prepared by Bowman, dated 17/31/24, received by the Planning and Zoning Department 07/31/24.
- 2) The uses conducted on the subject property shall be consistent with the statement of use, dated 07/17/24. Any revisions to the site plan, statement of use, or other details submitted as part of the Application, including but not limited to the location of the proposed improvements or additional, revised, or deleted colors, materials, or structures, or changes to how the use operates, shall be submitted to the Department of Planning and Zoning (the Department) and shall be subject to its review and approval.
- 3) **Redevelopment Overlay Area.** The reduced front building setback to North Alternate A1A of 30 feet shall be limited to the proposed restaurant/office building. Any future development of the subject property shall meet the existing Land Development Regulations.
- 4) **Site Plan.**
 - a) Prior to the issuance of the first building permit, the applicant shall provide a draft easement for review and approval by the Town’s Engineer, to provide a public pedestrian access easement for the portions of the sidewalk along North Alternate A1A that are outside of the right-of-way, and for the portion of sidewalk outside the

right-of-way adjacent to the entrance drive on Old Jupiter Beach Road, or add public sidewalk dedications on the replat.

- b) Upon site plan approval and prior to the Town's issuance of an Engineering Permit for this project, the Owner shall obtain Florida Department of Transportation's (FDOT's) advisement regarding any requirements related to relocation of the FDOT's sidewalk outside of the right of way limits and establishing green areas within the FDOT's right of way, such as a requirement for dedication of a Public Sidewalk Easement, execution of a Perpetual Maintenance Easement, or similar. Any such FDOT requirements shall be established in accordance with FDOT's required time frames, and at a minimum shall be fully established prior to any temporary certificate of occupancy or final certificate of occupancy for the project.
- c) Upon site plan approval and prior to the Town's issuance of an Engineering Permit, the Owner shall dedicate a safe sight corner clip easement to the Town of Jupiter for the 30'x30' site triangle at the intersection of Old Jupiter Beach Road and North Alternate A1A.
- d) Prior to the issuance of the any development permits, the applicant shall dedicate a public drainage easement along the east property line from Old Jupiter Beach Road right of way to the outfall located at the marina seawall.
- e) Upon the submission of the final plans and prior to the issuance of any development permits, the Applicant shall modify the site plan to:
 - i. Show the location of "No Alcohol Beyond This Point" signs to contain the outdoor seating and bar service area to 1,210 square feet, and provide a sign detail.
 - ii. Redesign the landscaping near the sidewalk along the southern 70-foot length of North Alternate A1A to increase the amount of planting between

the sidewalk and edge of curb of North Alternate A1A, which is currently labeled "sod".

- iii. Revise the site data to reflect the front building setback of 30 feet and the raised porch setback of 20.5 feet is for the restaurant/office building only.
- iv. Provide environmental education and historic interpretive signs on the property, visible to patrons of the restaurant and marina.

5) ***Outdoor seating.***

- a) Seating of tables for outdoor seating shall be discontinued at 9 PM daily and the outdoor seating area shall be closed by 10 PM daily. Any doors and windows of the restaurant that have been opened shall be closed by 10 PM daily.
- b) Outdoor alcohol sales shall be limited to the 1,210 square feet area as shown on the site plan and floor plan details, as the outdoor seating area and bar.

6) ***Parking.*** If a valet parking plan is proposed in the future, it shall be subject to the review and approval of the Department as an amendment to the site plan.

7) ***Marina.***

- a) Upon the submission of the final plans and prior to the issuance of any development permits, the applicant shall:
 - i. Revise the site plan to add a note that vessels docked at the marina shall be limited to no more than 35 feet in length overall (LOA).
 - ii. Provide copies of all permits required from the United States Army Corp of Engineers (ACOE), Florida Department of Environmental Protection (FDEP) and South Florida Water Management District (SFWMD) shall be submitted to the Department. This includes, but is not limited to, any and all permits, documents and authorization letters relating to docks, seawalls, riprap, dredging and fueling (by fuel trucks and/or boats).

- iii. Submit a list of "Clean Marina Action Plan" criteria the applicant proposes to implement, which shall be subject to the Department's review and approval. Once approved the Owner shall implement the list of "Clean Marina Action Plan" criteria. In the event any portion of the approved plan is not implemented or maintained, the Owner may be found in violation of this Development Order.
 - b) The 12 boat slips approved for the private marina shall be limited to 12 vessels.
 - c) The 12 boat slips approved for the private marina shall be limited to vessels no more than 35 feet in length overall (LOA).
 - d) Any request to increase the maximum vessel length or number of vessels, shall require a site plan amendment subject to the review of the Planning and Zoning Commission and approval by Town Council.
 - e) No commercially operated vessels, including rental boat or watercraft businesses, shall operate from or be moored within the marina, except for maintenance or repair of the marine facilities.
 - f) Vessels advertised as being "for sale" are permitted; however, the "for sale" signage, including contact information, shall not be more than four square feet.
- 8) ***Environmental***
- a) Prior to the issuance of any development permits, the Applicant shall submit a draft Marine Stewardship Plan, subject to the review and approval of the Department. The Marine Stewardship Plan shall describe how the existing and proposed mangroves will be maintained, the permitting and construction of artificial reef modules, and the installation and maintenance of educational signage related to environmental stewardship. Prior to Certificate of Occupancy, the Final Marine Stewardship Plan shall be approved by the department.

- b) Prior to the issuance of any development permits, the applicant shall install mangrove plantings for the living shoreline on 100% of the 5-foot-wide rip rap section of the 10-foot-wide transitional buffer at a 100% survivability rate, as shown on the site plan. The mangrove plantings are permitted to be maintained at a lower level to not impede views from the outdoor seating in areas indicated as "hedge height". Mangroves shall be maintained at a minimum height of at least 3 feet above the top of the seawall height for approximately 173 linear foot in front of the outdoor seating area. Mangroves shall be permitted to grow to tree form along the east property line and a portion of the western edge of the marina as indicated on the site plan for a total of approximately 152 linear feet.
- c) The applicant shall provide a transitional upland buffer easement between the retaining wall and the limits of the transitional upland buffer. Prior to the issuance of any development permits, the draft transitional upland buffer easement shall be submitted to the Department and shall be subject to its review. The applicant shall record the executed transitional upland buffer easement in the records of Palm Beach County prior to issuance of the first Certificate of Occupancy.

9) ***Historical Preservation***

- a) The applicant shall provide the Department or the Loxahatchee River Historical Society any artifacts that have been uncovered by dock construction, and ensure these items, reproductions, pictures are publicly displayed on the subject property.
- b) Historic signage for review and approval by the Historic Resources Board:
 - i. Prior to the issuance of the first building permit, the applicant shall submit a draft of the historic interpretive signage located along the waterfront for review and approval by the Historic Resources Board, using best efforts

to research the history of the site and obtaining permissions for any pictures used.

- ii. Prior to the issuance of the first building permit, the applicant shall provide a draft easement for public access to the Florida Historic Marker along the right of way (North Alternate A1A). The easement shall be for review and approval by the Town's Engineer.
- iii. Prior to the Certificate of Occupancy, the applicant shall record the approved easement for the Florida Historic Marker.
- iv. The owner shall maintain the interpretive sign in perpetuity.
- v. The owner shall maintain views from the Florida Historic Marker at N. Alternate A1A into the FEC Canal.
- vi. Prior to the issuance of the first building permit, the applicant shall provide an estimate of the costs, as approved by the Department, to manufacture and install a Florida Historic Marker along the right of way. The applicant shall then provide the costs in escrow equal to the amount approved by the Department.

10) **Landscaping.** Upon the submission of the final plans and prior to the issuance of any development permits, the applicant shall:

- a) Revise the landscape plans to include a note that the large amounts of sod within the "Future Development" area; ground and sod cover adjacent to the subject property; and all landscaping within the abutting rights-of-way shall be irrigated, sodded, and maintained in accordance with the approved landscape plan.
- b) Submit a contribution of \$18,280 for the North Alternate A1A landscape median fee.

- c) Prepare and submit a draft right-of-way maintenance agreement with the Town for perpetual maintenance of the landscaping, historical marker, cap rock seating, sod and irrigation that are developed within public rights-of-way and public pedestrian access easement areas established with FDOT or the Town. The agreement shall be based on Town's standard agreement for right-of-way maintenance. The Owner shall submit the recorded agreement to the Department prior to the issuance of a Certificate of Occupancy. Should the FDOT require the Town to be responsible to the FDOT for the perpetual maintenance of the relocated sidewalk along North Alternate A1A, then the right of way maintenance agreement shall also obligate the Owner to the perpetual maintenance obligation for the North Alternate A1A sidewalk.
 - d) Prior to beginning any construction of the restaurant/office building or marina, the Applicant shall install the 6-foot-high wall, trees, and temporary irrigation along the east side of the property.
- 11) **Water.** Connection fees and amendment to water service agreement will be due within 60 days of site plan approval or prior to the issuance of development permits, whichever occurs first.
- 12) **Signage.**
 - a) The freestanding sign shall have a maximum height of 7 feet and shall be architecturally compatible with the approved building.
 - b) Prior to the issuance of any development permits, the owner shall submit a Signage Plan to the Department which shall be subject to its review and approval.
 - c) No lighted signage facing the north or east property line (toward residential property) shall be permitted.

- d) The total number of wall signs are limited to two, as shown on the proposed elevations.
- e) Prior to the Certificate of Occupancy, the applicant shall install all interpretive environmental and historic signage, and the Florida Historic Marker pertaining to the historic FEC railroad and FEC canal and the implementation of marine stewardship programs. The owner shall maintain the interpretive signs in perpetuity.
- f) Prior to the issuance of the first building permit, the applicant shall provide draft language of the environmental interpretive signage along the waterfront to the Department for the approval by the Environmental Task Force.

12. Miscellaneous.

- (a) The placement of any type of vending machines or units which dispense food, beverages, candy, merchandise, products, goods, handbills, or advertising magazines outside the confines of the principal structure on the exterior portions of the subject property within public view, is prohibited.
- (b) **Unity of Title.** Prior to issuance of the first development permit, the applicant shall provide a Unity of Title for review and acceptance by the Town's Engineer.

For office use only –
Project #



Disclosure of Ownership Interest – Property
Town of Jupiter
Department of Planning and Zoning
210 Military Trail, Jupiter, FL 33458
Phone: (561) 741-2323 ♦ Fax: (561) 744-3116

TO: DIRECTOR OF PLANNING AND ZONING, OR HIS OR HER
 OFFICIALLY DESIGNATED REPRESENTATIVE

STATE OF FLORIDA
 TOWN OF JUPITER

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

1. Affiant is the ☐ individual or ☒ MGR Index Investment, LLC as agent for Flager Wharf Real Estate, LLC [position e.g.,
 president, partner, trustee] of Index Investment, LLC as agent for Flager Wharf Real Estate, 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
 Comprehensive Plan amendment or Development Order approval with the
 Town of Jupiter.
2. Affiant's address is: 1000 N US 1, Suite 902 Jupiter, FL 33477.
3. Attached hereto as Exhibit "B" is a complete listing of the names and
 addresses of every person or entity having a five 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.
4. Affiant acknowledges that this Affidavit is given to comply with Town of Jupiter
 policy, and will be relied upon by the Town of Jupiter in its review of

application for Comprehensive Plan amendment or Development Order approval affecting the Property. Affiant 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 percent or greater interest in the Property.

5. Affiant 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 Comprehensive Plan amendment or Development Order approval.
6. Affiant further states that Affiant is 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.
7. Under penalty of perjury, Affiant declares that Affiant has examined this Affidavit and to the best of Affiant's knowledge and belief it is true, correct, and complete.

FURTHER AFFIANT SAYETH NAUGHT.


 Bjarne Borg, Affiant
 (Print Affiant Name)

The foregoing instrument was acknowledged before me this 5²⁰ day of DECEMBER, 2022, by BJARNE BORG,
☒ who is personally known to me or ☐ who has produced _____ as identification and who did take an oath.



RICHARD C. TURNER
 Notary Public, State of Florida
 My Comm. Expires January 29, 2023
 Commission No. GG 295854


 Notary Public

(Print Notary Name)

NOTARY PUBLIC

State of Florida at Large

My Commission Expires: _____

EXHIBIT "A"**PROPERTY**

BEGINNING AT A POINT IN THE NORTH LINE OF SOUTH HALF (S 1/2) OF GOVERNMENT LOT 2, SECTION 6, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA, 374.56 FEET EAST OF THE WEST LINE OF SAID GOVERNMENT LOT 2; THENCE NORTHERLY ALONG A LINE PARALLEL WITH THE WEST LINE OF SAID GOVERNMENT LOT 2, A DISTANCE OF 210 FEET; MORE OR LESS, TO THE SOUTH RIGHT OF WAY LINE OF THE FLORIDA EAST COAST RAILROAD COMPANY CANAL; THENCE WESTERLY ALONG THE SOUTHERLY RIGHT OF WAY LINE OF THE FLORIDA EAST COAST RAILROAD COMPANY CANAL TO ITS INTERSECTION WITH THE WEST LINE OF THE EAST 100 FEET OF THE WEST 201 FEET OF SAID GOVERNMENT LOT 2; THENCE SOUTHERLY ALONG SAID WEST LINE OF THE EAST 100 FEET OF THE WEST 201 FEET A DISTANCE OF 255 FEET, MORE OR LESS, TO A POINT IN THE SOUTH LINE OF A CERTAIN PARCEL OF LAND BELONGING TO THE FLORIDA EAST COAST RAILROAD COMPANY AND DESCRIBED IN DEED BOOK 86, PAGE 255, PALM BEACH COUNTY PUBLIC RECORDS; THENCE WESTERLY ALONG SAID SOUTH LINE A DISTANCE OF 35.4 FEET; MORE OR LESS; THENCE SOUTHWESTERLY ALONG THE BOUNDARY OF SAID FLORIDA EAST COAST RAILROAD COMPANY'S PROPERTY A DISTANCE OF 44.5 FEET TO THE EAST LINE OF JUPITER AVENUE; THENCE SOUTHERLY ALONG THE EAST LINE OF JUPITER AVENUE, A DISTANCE OF 117.6 FEET; MORE OR LESS, TO THE NORTH LINE OF THE SOUTH 320 FEET OF THE NORTH 1880 FEET OF THE WEST 800 FEET OF SAID GOVERNMENT LOT 2; THENCE EASTERLY ALONG THE NORTH LINE AFORESAID A DISTANCE OF 323.5 FEET; THENCE NORTHERLY PARALLEL WITH THE WEST LINE OF GOVERNMENT LOT 2 TO THE POINT OF BEGINNING.
LESS THAT PORTION LYING SOUTH OF THE NORTH RIGHT OF WAY LINE OF JUPITER BEACH ROAD AS SHOWN IN OFFICIAL RECORDS BOOK 8763, PAGE 1371, AND LESS THAT PORTION LYING WEST OF THE EAST RIGHT OF WAY LINE OF STATE ROAD 811.

PARCEL 1:

ALL THAT PORTION OF LANDS AND WATERS OF THE FLORIDA EAST COAST RAILROAD COMPANY CANAL, AS DESCRIBED IN DEED BOOK 86, PAGE 255, LYING IN GOVERNMENT LOT 2, SECTION 6, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA; BOUNDED ON THE WEST BY THE EASTERLY RIGHT OF WAY LINE OF STATE ROAD 811, BOUNDED ON THE NORTH BY THE CENTERLINE OF SAID CANAL AS DESCRIBED IN SAID DEED BOOK 86, PAGE 255; BOUNDED ON THE SOUTH BY THE SOUTH LINE OF SAID CANAL; BOUNDED ON THE EAST BY A LINE PARALLEL WITH AND 374.56 FEET EAST OF AS MEASURED AT RIGHT ANGLES TO THE WEST LINE OF SAID GOVERNMENT LOT 2.

PARCEL 2:

INTENTIONALLY DELETED.

PARCEL 3:

ALL OF A 1 FOOT STRIP OF LAND BEING A PORTION OF LANDS AND WATERS OF THE FLORIDA EAST COAST RAILROAD COMPANY CANAL, AS DESCRIBED IN DEED BOOK 86, PAGE 255, LYING IN GOVERNMENT LOT 2, SECTION 6, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA; LYING EASTERLY, ADJACENT AND CONTIGUOUS WITH THE EASTERLY RIGHT OF WAY LINE OF STATE ROAD 811; LYING SOUTH OF THE SOUTH LINE OF THE NORTH 1147.4 FEET OF SAID GOVERNMENT LOT 2.

TOGETHER WITH**INGRESS & EGRESS EASEMENT:**

TOGETHER WITH NON-EXCLUSIVE EASEMENT FOR INGRESS, EGRESS, AND ACCESS OVER, ACROSS, AND THROUGH THAT PORTION OF FLORIDA EAST COAST RAILWAY COMPANY CANAL AS DESCRIBED IN DEED BOOK 86, PAGE 255, LYING IN GOVERNMENT LOT 2, SECTION 6, TOWNSHIP 41 SOUTH, RANGE 43 EAST, PALM BEACH COUNTY, FLORIDA, NOT LYING WITHIN PARCELS 1 AND 2 ABOVE, AS GRANTED IN THAT CERTAIN ACCESS EASEMENT RECORDED IN OFFICIAL RECORDS BOOK 20080, PAGE 1765, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, LESS AND EXCEPT ANY PORTION OF SAID CANAL TAKEN OR USED FOR ROAD OR HIGHWAY PURPOSES.

TOGETHER WITH (PER THIS OFFICE)

THOSE LANDS LYING WEST OF THE EAST LINE OF THE WEST 100 FEET OF SECTION 6, TOWNSHIP 41, SOUTH, RANGE 43 EAST, PALM BEACH COUNTY; BOUNDED ON THE NORTH BY THE CENTERLINE EXTENSION OF THE FLORIDA EAST COAST RAILWAY COMPANY CANAL AND BOUNDED ON THE SOUTH BY THE SOUTH LINE OF SAID FLORIDA EAST COAST RAILWAY PARCEL PER DEED BOOK 86, PAGE 255.

ALL PARCELS ARE CONTIGUOUS AND ADJOINING.

ALL TOGETHER CONTAINING 2.948 ACRES MORE OR LESS

OR 128415 SQUARE FEET MORE OR LESS

DISCLOSURE OF OWNERSHIP INTERESTS IN APPLICANT

Affiant must identify all entities and individuals owning five percent or more ownership interest in the Property. Affiant must identify individual owners. For example, if Affiant is an officer of a corporation or partnership that is wholly or partially owned by another entity, such as a corporation, Affiant 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.

[illegible]

George G. Gentile, PLA ■ Emily M. O'Mahoney, PLA ■ M. Troy Holloway, PLA ■ Dan Siemsen, PLA ■ Dylan Roden, PLA

**Statement of Use
Flagler Wharf:
Special Exception and Site Plan Review
September 25, 2023
Rev. July 31, 2024**

Introduction:

2GHO, Inc., on behalf of the Owner (Flagler Wharf Real Estate, LLC), is requesting site plan approval, including a special exception for marine facilities, on a ±2.95-acre* parcel located on North Alternate A1A approximately 1,300' north of Indiantown Road, within the Town of Jupiter. The Owner is proposing to redevelop the property with a waterfront cafe with outdoor dining, professional office, and a reconfigured 12-slip marina. The subject proposal also involves a request to designate A1A as the project frontage, which is discussed elsewhere in this statement of use. The table below depicts the development program, and the respective intensities.

**2.57 acres of property are upland, 0.38 acres are submerged lands; this site plan proposes 2.42 acres of upland, 0.53 acres of submerged lands.*

Use	Square Footage
Waterfront Cafe	3,376 sf
Outdoor Seating	1,210 sf
Professional Office	2,758 sf
Marina	12 (slips)
Total	7,344 sf

The subject property has a land use designation of Commercial and is zoned C-2: General Commercial. The property is located within the Center Street/ A1A Redevelopment Overlay Area (ROA) and qualifies as an infill redevelopment project.

Note, this application is considered a revision to the original site plan application filed in 2022, which consisted of a site plan of 42,073 sf and contained the waterfront café with outdoor dining, professional office, medical office, accessory dwelling units, café support space, and utility storage.

Project History:

The subject property was originally developed as the Bell's Mobile Home Park. In 2016, the Owner purchased the property and at the specific request by the Town of Jupiter for them to start reviewing a new proposed site plan the owner began relocating residents to other areas. The property is now vacant. In 2019, an application was filed requesting approval of a Small Scale Planned Unit Development (SSPUD), Special Exception for an 85-bed Assisted Living Facility within a PUD, and a Special Exception for a Marina in a PUD. Ultimately, that application was withdrawn.

Compatibility with Surrounding Uses:

The subject property and the Owner's proposal for the above-mentioned uses, are consistent with, though providing an upgrade to, the surrounding area. See below land uses:

	Future Land Use	Zoning/Overlay
Subject Property <i>Vacant</i>	Commercial	C2: General Commercial ROA: Center Street / A1A
North: <i>Edgewater Plaza</i>	Commercial	C2; General Commercial ROA: Center Street /A1A
South: <i>Enterprise Rent-A-Car</i>	Commercial	C2; General Commercial
East: <i>Vacant</i>	Residential Medium Density	R1; Residential, Single Family
West <i>Industrial Development Railroad</i>	Industrial	I1; Light Industrial

Proposed Site Plan:

In the spirit of promoting logical redevelopment, the Owner's primary focus is building the waterfront restaurant, outdoor dining, and dock reconfiguration. The Owner has indicated an area of 'future development' in the southwest corner of the property, and will file a separate site plan amendment application in the future based on what the market is dictating.

The site layout takes advantage of the property's physical shape, as well as its location as a corner lot on a major arterial roadway (Alternate A1A). The proposed plan provides for two access points; access on Old Jupiter Beach Road, and an additional access on Alternate A1A. Parking is located on the side of the restaurant and traverses to the southern portion of the project boundary consistent with the intent of the Center Street/North Alternate A1A ROA.

The proposed waterfront cafe is located on the northern portion of the property adjacent to the Flagler canal. The 3,376 -sf cafe also includes a 2,758 sf of office on 2nd floor of the proposed cafe. The café location provides the public with a visual connection to the marina and waterway from Alternate A1A. Immediately north of the proposed cafe is a pedestrian walk adjacent to a proposed seawall and the proposed reconfigured 12 marina slips. The Owner intends to lease these slips to the public.

The proposed site plan meets all of the land development regulations as it relates to setbacks*, greenspace, and building height. The proposed site plan improves and maintains the reconfigured boat slips and provides public access to the waterfront. Additionally, the site will provide the required pedestrian amenities (e.g., benches and trash cans) and bicycle racks.

Setback Designation Request:

*As it relates to setbacks/project frontage, the Owner requests consideration to designate Alternate A1A as the lot frontage, as opposed to Old Jupiter Beach Road. While Section 27-1 of the Town's zoning code states that lot frontage shall be the shortest property line adjacent to a

street (Old Jupiter Beach Road), it does give the Director of Planning and zoning (or their designee) the ability to designate an alternative frontage (Alternate A1A).

The request to designate Alternate A1A is logical. First, the property already has an Alternate A1A street address. Additionally, designating A1A as the frontage is directly consistent with the general planning principles of the Center Street/A1A Overlay as it will orient the proposed office building to face the major corridor, while being sensitive to the adjacent residential area. Finally, at the September 5th neighborhood meeting (discussed in the public outreach portion of this statement of use), the residents were adamant that the proposed building should be situated such that it fronts A1A.

The project team would request Town Council's consideration in our request to situate the proposed building along the A1A frontage.

Environmental Stewardship:

The Owner realizes that the subject property is well-located, and is pleased to make specific environmental enhancements with the proposed development that will raise environmental awareness. With the construction of the proposed marina, the Owner will utilize concrete pilings, which allow for oyster attachment, and stimulates marine life habitat. Additionally, the Owner will post educational signage near the boardwalk that will provide the public knowledge on how this project is doing its environmental part.

Historical Significance:

The Owner's understand the Town's desire and commitment to pay homage to the past that has ultimately made Jupiter the place it is today.

Henry Flagler is well remembered for his industrial contributions within the Town of Jupiter. Within close proximity to the FEC railroad tracks, Flagler was responsible for building two train depots; the first in 1894, and the second in 1915 within the Town limits. These depots were used for to transport passengers, and for the shipping of fruits, vegetables, mail, and live animals for Trapper Nelson's Zoo. Additionally, this area is significant for being the center of shipping and transit in Jupiter. Old Jupiter Beach Road was once the main access to the beach, connecting to a swing bridge before the eventual construction of the Indiantown Road bridge.

Specific to the subject site, Flagler dug the adjacent canal to obtain access to the railroad. The Owners are happy to celebrate this fact with a historical marker on the property. The proposed historical signage, will reflect an important story of a place, and show the importance of the Jupiter's heritage.

While there are technically no historical structures within a ½ mile of the site, the proposed architecture of the project seeks to take elements from the nearby Center Street neighborhood

that will work in creating balance between remembering the past, and facilitating change in a way the sustains appropriate future development.

Traffic and Parking:

The proposed uses require a total of 70 spaces pursuant to Town regulations. A more detailed breakdown is provided on the following page:

Use (Square Footage)	Code Required Rate	No. Spaces Required
Prof. Office (2,758)	1/250 sf	11.03
Waterfront Cafe Use (3,376)	1/85 sf	39.72
Outdoor Dining (1,210 sf)	1/85 sf	14.24
Private Docks (12 slips)	1/slip	12.0
Total Parking Required		77 sp

The site will provide **84** spaces, making the proposed site plan compliant with the Town's off-street parking regulations. Note, valet parking is not proposed with this application.

As indicated in the traffic study included with this application, the proposed development complies with Palm Beach County Traffic Performance Standards.

During this review process, staff has noted the need for additional parking related to marina services, due to the project's initial request for shared parking. As the project is no longer requesting shared parking, all of the proposed uses are FULLY parked, based on the Town's regulations. The site is overparked by 7 spaces, and will be able to support all proposed uses. Please see the special exception section of this statement of use for more information related to marine services.

Public Outreach:

On September 5, 2023, the owner and applicants met at the Generation Church, located at 430 Center Street, with 12 residents of Old Jupiter Beach Road (OJBR). A PowerPoint presentation was presented to the residents, providing them with a complete and full understanding of the proposed site plan and architecture. Following the meeting a pdf of the presentation was also provided to each resident that had requested a copy.

During this meeting there were NO negative comments or feelings expressed from the residents regarding this project. Several residents stated that they were surprised that residential was not being developed here, and were curious as to why. One longtime OJBR resident, since 1970, stated that they really liked the plan and were very happy to finally see something being built on the property, finally removing the longtime eyesore. Overall, all of the residents seemed very happy with the proposed project, the uses, architectural design and had NO issues with the proposed height of the building. There were a couple of questions pertaining to the estimated start date, how long to build and what were the future intentions of the vacant eastern residentially zoned parcel. They also wanted assurance that the front of the project was NOT oriented toward OJBR, but rather to Alternate A-1-A, further supporting our request to designate A1A as the property frontage.

On October 3, 2023 at 6PM, the Owner and applicants met again at Generation Church, on Center Street with the Eganfuskee Street property owners. Of the 16 property owners on Eganfuskee Street, all of whom were invited, we only had 2 property owners attend and 1 who responded via email. And similar to our meeting with the Old Jupiter Beach Road property owners, all property owners who attended/responded, were in favor of this project, had NO issues with the project and loved the architecture and look of the development.

Please note, that this Public Outreach was conducted with the initial proposal which depicted the 5-story medical/ professional office building; a more intense plan with more anticipated trips.

Consistency with the Town of Jupiter's Comprehensive Plan:

The Owner's proposal is consistent with the Town's Comprehensive Plan, as demonstrated below:

Future Land Use Element

- ❖ Policy 1.3.9 Commercial - This future land use designation provides for neighborhood, general, office, low-impact clean manufacturing, and accessory residential apartments for employees, which are detailed below. **The subcategories should be used as a guide for the assignment of zoning.**

General Commercial – This subcategory consists of a wide range of commercial goods and services serving a community-wide market. That does not mean that the entire range of all commercial goods and services must be available. A representative sample of activities includes personal services, banking and offices, retail stores, nurseries, printing and publishing, auto repair, marine facilities, and medical and dental clinics.

Location Criteria

- 1) At major intersections, or as provided for in certain districts of the IOZ District;
- 2) Central to and/or readily accessible to several residential areas of the community;
- 3) Preferably grouped with other stores of this category to achieve a combined market draw of people on multipurpose trips;
- 4) Not adjacent to low-density, single-family neighborhoods;
- 5) Adjacent to Medium Density Residential areas when proper buffering is provided;
- 6) Situated preferably on an arterial roadway, but never on a local street;
- 7) In areas where water supply and sewerage facilities services are available.

Response: Based on the subject property's zoning designation of General, Commercial, we have analyzed this proposal based on the General Commercial subcategory within the Town's Comprehensive Plan.

The Owner's proposal of proposed office, marine facilities and restaurant are the uses included in the General Commercial description in the Comprehensive Plan, providing for office and for services that will serve a community-wide market. Further, the proposal meets the above-mentioned locational criteria, and intensity measures.

- ❖ Policy 1.4.1 Development orders for future development and redevelopment activities shall be issued only in areas possessing the appropriate Future Land Use designation and that are consistent with the goals, objectives and policies of the Comprehensive Plan.

*Response: The subject property has the proper land use designation of **Commercial** that supports all of the proposed uses in this application and is fully consistent with the goals objectives and policies of the Comprehensive Plan.*

Infill Development, Redevelopment and Upgrading of Existing Properties

The proposed project meets the following policies established in the Comprehensive Plan regarding infill development, redevelopment, and upgrading of properties:

- ❖ Policy 1.13.1 The Town shall assess and identify specific locations for possible infill and desired redevelopment areas, including substandard housing areas.

Response: The subject property is located within one of the Town's designated Redevelopment Overlay Areas (ROA). More specifically, the property has been assigned to the Center Street/ North Alternate A1A ROA. While the use of the specified general planning principles in this ROA are strictly voluntary, the Owner has decided to incorporate the principles into its proposed site plan. This furthers the infill nature of the redevelopment consistent with this policy.

- ❖ Policy 1.13.3 At a minimum, infill, redevelopment plans and activities, and upgrading of existing properties shall:

- a) Be consistent with other policies of the Comprehensive Plan.

Response: The proposed infill redevelopment project is consistent with the Town's Comprehensive Plan as described within this Statement of Use. Additionally, this property owner has eliminated inconsistencies through the relocation of the Bells Mobile Home Park

- b) Be coordinated with the availability of public facilities and services at the levels of service adopted in the Comprehensive Plan.

Response: With this submittal, a drainage statement demonstrating the necessary adopted Town/County requirements have been met. Additionally, a traffic statement consistent with Palm Beach County's Traffic Performance Standards has been provided to the Town for review.

- c) Address the impact of redevelopment activities on natural systems and any historic and archaeological resources.

Response: The property has previously been developed and cleared. There are not natural systems or historical or archeological resources associated with the property. The project does include a marina. A marina exists on the property and is proposed to be reconfigured. In doing so, the Owner will remove existing silt sediments, which will enhance water quality as part of the development. Additionally, the Owner has granted easements to the Town of Jupiter to support the town's drainage and water quality enhancement project within the industrial area west of Old Dixie Highway.

- d) Provide for visual continuity of the target study area through the application of sound principles of architectural design and landscaping.

Response: There is no specific visual continuity within the area, which includes a car rental facility, automotive repair tire shop, tattoo parlor, and metal plumbing warehouse along Alternate A1A and residential uses along Old Jupiter Beach Road. The architecture and landscaping have been designed to enhance the visual aesthetic of the property and surrounding areas. Much of the surrounding area is old and in need of redevelopment. The intent is not to match older properties directly, but to provide an enhancement to the area to which future redevelopment will match using high quality, sound architectural design and landscaping.

- e) Be consistent with future character as outlined in neighborhood plans and master plan studies for specific areas; or the surrounding established character of a neighborhood or area, including but not limited setbacks, lot coverage, building scale, and/or massing.

Response: Although there are no neighborhood plans or master plans studies by name, the property is within the Center Street/N.A1A ROA. The proposed project incorporates the desired, though not required, elements of the ROA into the design.

Please refer to the Architectural and Community Appearance section of this statement of use for additional information on the building design, and why it is contextually compatible with the existing area.

- f) Ensure development addresses or reduces existing non-conformities or demonstrates that the proposal will not create adverse impacts by allowing alternative solutions.

Response: The Owner has eliminated multiple non-conforming uses and conditions through the relocation of the Bell's Mobile Home Park. The proposed development conforms with Town regulations in its entirety.

Be consistent with Section 723.0612, Florida Statutes, related to mobile home parks and include relocation strategies for those residents displaced by the implementation of the plan, which ensure that the displaced residents are provided adequate notice, equitable compensation and assistance in locating comparable alternative housing in proximity to employment and necessary public services and/or provide a minimum percentage of replacement housing on site.

Response: The above requirement has been fully satisfied.

Consistency with the Town of Jupiter's Zoning Code:

This project is consistent with the Town's zoning code as discussed herein.

Commercial, General District (C-2)

As mentioned elsewhere in this statement of use, the subject property is assigned C-2 as the zoning district. The proposed development of an office, medical office, and restaurant with outdoor seating seeks to provide the residents of the Town with a range of goods and services. With the property's location (located on North Alternate A-1A; a major arterial), the development is consistent with Section 27-253 the intent of the C-2 zoning district.

Additionally, proposing a marina (with 12 slips) is permitted as a Special Exception Use within the C-2 zoning district.

Center Street/N. Alternate A1A Redevelopment Overlay Area

Section 27-1739 of the code states that the general intent of the designated redevelopment overlay areas is to provide incentives to encourage infill development by methods outlined in the general planning principles within each ROA. While these planning principals are not mandatory, per Sec. 27-1740, the Owner has incorporated all of the principles into the proposed design.

1. The design and architecture shall be consistent with and shall preserve and enhance the historical commercial character of this area of the town.

Response: As mentioned elsewhere in this statement of use, the subject area does not contain much architecturally historic significance. As such, the intent is not to match older properties directly, but to provide an enhancement to the area to which future redevelopment will match using high quality, sound architectural design and landscaping.

2. The project shall provide for a collection of compatible, interrelated uses, including commercial retail space uses and services, contribute additional employment opportunities, and provide for opportunities for accessory residential where desired or appropriate.

Response: The project includes each element identified - professional office, restaurant. These proposed uses contribute to employment opportunities. The Restaurant will be an amenity for the neighboring community building and the surrounding residential neighborhoods east of Alternate A1A.

3. Apply as many of the traditional neighborhood development planning principles listed in section 27-994 of the zoning chapter as feasible;

Response: The subject parcel incorporates multiple TND concepts such as orienting the buildings to the street, providing all of the parking on the side, and rear of the buildings, engaging and providing an active waterfront, and providing several opportunities for pedestrian amenities, particularly shaded seating areas, throughout the property.

4. Orient existing commercial buildings such that the front of the buildings face the street upon which the buildings are located;

Response: There are no existing buildings remaining on the property. The above criterion is not applicable.

5. Provide on-street parking in front of and/or provide off-street parking along the side and rear of the building;

Response: Alternate A1A is a State Road under the Jurisdiction of FDOT. The road is considered a major arterial the design of which is not conducive to on street parking. On Street parking on Old Jupiter Beach Road would be unusual and out of context for the neighborhood. As such, this element is not feasible for the project.

6. Preserve, accentuate and enhance the natural resources and specimen trees which exist upon those properties located along Alternate A1A, the Jupiter River, and other waterways within this ROA;

Response: This project will result in significant water quality enhancements to the existing canal by widening the west end and removing existing silt deposits. The property owner has also cooperated with the Town of Jupiter through the granting of critically needed easements to facilitate the water quality and drainage improvements for the industrial property west of Old Dixie Highway. In combination the proposed improvements will increase water flow and quality. The Owner's arborist held a site visit with the Department of Natural Resources, and based on that discussion, the design proposes the relocation of existing oak trees, and a Ficus tree. Relocation of these trees meets the intent of this standard.

7. Provide for the orientation of new buildings and their entrances, windows and outdoor spaces such that these features front Alternate A1A.

Response: The restaurant building has been set back from the street to better provide the public with a physical and visual connection to the waterway. The restaurant engages and provides substantial landscaped open spaces along the waterway. It also engages with Alternate A1A with the placement of the door into the restaurant, as well as a pedestrian walkway leading from the sidewalk to the covered walkway/porch around the building.

8. Preserve, accentuate and enhance views from the waterways by prohibiting the location of service areas and dumpsters abutting the waterways and the Jupiter River.

Response: The service area of the restaurant has been pulled away from the waterway, integrated into the architecture of the building and appropriately placed immediately west of the proposed restaurant and fully screened from all views.

Section 27-1760 of the Town's code entitled "Land Development Regulations" sets particular regulations that must be **specifically met** within the Center Street/N. A1A ROA. The project meets these standards as outlined below:

1. **Setbacks and step-backs.** A reduced front setback is permitted, provided 75 percent of the parking required for the use is provided on the side or to the rear of the property, not including on-street parking, as follows:

- a. Street setbacks shall be a minimum of 20 feet.

Response: The building meets or exceeds all minimum setbacks, as shown on the site plan.

- b. Buildings proposed at the minimum street setbacks set forth above shall not exceed two stories or 35 feet without adhering to the vertical building step-back envelope (the roofline shall not be considered to be within the vertical envelope). The step-back envelope of a building shall increase at a ratio of one foot to one foot (for every one foot of vertical run, one foot of horizontal) above 35 feet, not including the building height above the roof, or pole plate for trussed roof systems.

Response: This standard is not applicable to the proposed structure.

- c. Buildings that have existing nonconforming front setbacks may maintain their existing front setbacks so long as the fronts of the buildings are maintained as part of the properties' redevelopment. Buildings may include additional floors above the existing nonconforming front setback, upon the approval of the town council.

Response: The property is vacant. As such, the above criterion is not applicable to the proposed development.

2. **Landscape buffers.** A reduced front landscape buffer is permitted, as follows:
 - a. Buildings using the reduced street setback set forth above shall have a minimum street landscape buffer of five feet;
Response: The proposed plan meets the required 10' landscape buffer requirement along Alternate A1A and Old Jupiter Beach Road.
 - b. Buildings that have existing nonconforming front landscape buffers may maintain their existing front buffers so long as that portion of the front of the buildings is maintained as part of the redevelopment, and provided that street trees, large palms, planters, landscape islands, and/or foundation plantings are installed and maintained in locations approved by the town;
Response: There are no existing buildings on site. As such, this criterion is not applicable to the proposed development.

Where on-street parking is approved by the town, the street buffer may be reduced or eliminated to correspond with the parking, provided street trees, large palms, planters, landscape islands, and/or foundation plantings are installed and maintained in the right-of-way.

Response: On street parking is not feasible. As such, this criterion is not applicable to the proposed development.

3. **Green space.** Properties whose percentage of green space does not comply with the underlying zoning district requirements may maintain their existing nonconforming green space so long as the properties' percentage of green space is ten percent or above. Those properties having less than ten percent green space shall submit landscape plans which shall provide sufficient landscape buffers, foundation plantings and landscaping to provide shade.
Response: The proposed development meets all green space requirements of the underlying zoning district.
4. New or redeveloped buildings shall be designed such that they meet the following criteria:
 - a. The building shall provide a front entrance on the street upon which the building is located;
Response: As mentioned, the restaurant building has been set back from the street to better provide the public with a physical and visual connection to the waterway. It also engages with Alternate A1A with the placement of the door into the restaurant, as well as a pedestrian walkway leading from the sidewalk to the covered walkway/porch around the building.

- b. The building's entrances shall be covered by awnings (temporary or permanent), and have a stoop, porch, and/or arcade;

Response: The proposed restaurant building now provides for a covered outdoor seating area on the west side of the building that engages with Alternate A1A. The building entry is also oriented towards Alternate A1A.

- c. The building's windows and outdoor spaces shall be oriented toward the street.

Response: Both of the proposed buildings windows and outdoor spaces will engage the street or waterfront, which following TND principles, serves as a street.

5. The owner shall preserve at least 50 percent of any specimen trees which exist on-site.

Response: The Oaks and Ficus are being relocated and preserved on-site.

6. Properties along Alternate A1A with direct access to the Jupiter River or other waterways shall be redeveloped such that they engage the water. Service areas and dumpsters shall not abut and be visible from the adjacent waterway.

Response: The proposed development is designed to engage and interact with the adjacent waterway. The restaurant and marine facility both provide engagement with engage the water. An example of this is seen by placing the covered outdoor dining and usable open space facing the water.

7. On-street parking is permitted within the rights-of-way of the following streets, provided it meets the regulations of [section 27-2832](#):

- a. Old Dixie Highway, Seminole Avenue, Town Hall Avenue, and Orange Avenue: 90-degree and parallel parking permitted;

Response: Not Applicable

- b. Center Street: both reverse angle-in parking and parallel parking are permitted.

Response: Not Applicable

Architectural and Community Appearance Review Standards for Site Plan

Sec. 27-2007 of the Town's code require standards for Architectural and Community standards. Please refer to our responses to the bellow standards.

1. Whether the buildings or structures proposed are consistent with the appearance or architectural style and character of other structures in the same master planned or Large-Scale Planned Unit Development (PUD) developments, or any zoning district which has adopted architectural standards.

Response: This standard is not applicable. However, the proposed development is consistent in appearance and architectural style and character.

2. Whether the proposed architectural design and appearance of the buildings or structures are of such architectural quality, variety and appearance so as to not cause surrounding properties from materially depreciating in appearance and value.

Response: The proposed design significantly enhances the property and the surrounding areas by providing for high quality architecture that will bring vibrancy to the area, which can spur future redevelopment and upgrading of the area, as is badly needed. This will enhance the value and appearance of and for surrounding properties.

3. Whether the proposed architectural design and appearance of the buildings or structures are in harmony with existing or proposed developments in the general area.

Response: The area surrounding the property, as discussed previously and below, does not contain a consistent or valuable design or appearance standard. The architectural design and appearance is consistent with the vision for future development in the area.

Contextually, the site sits among a series of non-descript structures on the east side of Alternate AIA north of Indiantown Road. To the south across Old Jupiter Beach Road is Enterprise Rent-a –Car, a single-story building of pseudo-Mediterranean style with tan stucco walls and three-barrel tile hip roof elements married to a flat roof "box". To the south of the car rental is Sportfish Outfitters, a single-story marine supply store of "Florida Cracker" design with standing seam metal roof, stucco siding and a front porch facing the street.

To the north and across the canal is a single-story paint store with a flat roof and attached mansard style canopy and further north is the single-story Economy Tire and Auto Repair of Jupiter. West across Alternate AIA lies the Florida East Coast Railroad tracks. East of the site lies a series of single-family residential homes of varying sizes, styles and content. None of the buildings contain identifiable architectural styles. None of the buildings are historical or are representative of any historical character. None of the buildings contain architectural features which would be desirable to emulate. The corridor is run down, has no defined character; it is badly in need of redevelopment as recognized and encouraged by the ROA. The Owner desires to be a catalyst for that redevelopment and incorporate, as discussed above, elements encouraged for the ROA.

4. Whether the proposed buildings or structures are consistent with the standards of this division, the town's land development regulations, other applicable ordinances of the town, and any areas which have been the subject of a special study, including, but not limited to, the Indiantown Road Overlay Zoning District (IOZ), and the U.S. Highway One/Intracoastal Waterway Study Area

Response: As discussed throughout this statement, the property is within the Center Street/North Alternate A1A Redevelopment Overlay Area and the proposed design is consistent with the standards encouraged therein. The design and architecture is

consistent with and preserves and enhances the historical commercial character of the area by providing for a collection of compatible uses. It should be noted however there are no existing historical structures within visual sight of the property.

Although the buildings adjacent to the subject property do not represent a direct source of relevant architectural context or historical reference, the design team has incorporated the materials, colors and architectural details observed in the surrounding historical neighborhoods, and we feel the design revisions respond to the special character and qualities of this area, including historical, literal and implied.

The restaurant building is oriented to preserve, accentuate, and enhance views of the waterway and does not locate any service areas or dumpsters abutting the marina area.

Additionally, the proposed project is in conformance with Chapter 27, Article 11, Division 5 entitled "Architectural and Community Appearance Standards". The plans included with this application illustrate the compatibility of the buildings, which accurately reflect the scale, massing, proportions, elevations, architectural style and character of the project so that the site plan application may be evaluated consistent with the Town of Jupiter standards.

5. Whether the proposed buildings or structures, and in particular, residential dwelling units, for a particular site plan or subdivision contain a variety of architectural styles and floor plans or model types so as to avoid a monotonous appearance of residential units and/or streetscapes within a particular site plan or subdivision. In order to avoid the monotonous appearance of residential units and/or streetscapes within a site plan or subdivision, the council may require any number of different residential dwelling unit floor plans or housing model types and/or a variety of architectural styles. In order to implement this policy, the council may adopt conditions to require any number of floor plans or housing model types, and may also specifically address a building's scale, massing, proportion, elevations and architectural details, including, but not limited to, its architectural trim and colors.

Response: Not applicable, as this project no longer provides for accessory residential.

Special Exception Request for Marina:

South Florida has made recreational boating a part of its economic make up. The proposed marina will add a desired use for the marine community. Further, the proposed marina will be placed at the terminus of a canal limiting impact to any neighboring properties.

Note, the proposed marina **will not** function as a commercial marina, as the slips will be for private use only (no slips are reserved specifically for the restaurant use). There will be no overnight lodging onboard any vessels, showers, or waste disposal occurring at the marina. The Owner also requests that the Town allow the ability to moor vessels up to 35' (as measured at the waterline), as the project team believes the self-limiting nature of the existing canal will only accommodate up to that size.

Data provided by the Marine Industries Association of Palm Beach County states that approximately 25% of registered private recreational boats in the state of Florida are between the 25' – 38' range. In Palm Beach County, the most popular brands of vessels

purchased are the Bahamas, Jupiter, and Contenders, all of are within the 32'-38' range. Vessels of this size would not be inconsistent with the surrounding areas, as the average size of vessels moored on adjacent properties range from 32'-36'. Further, the boat draft typically associated with a vessel of this size can be fully accommodated within the existing canal.

Finally, we would request a length of "35" feet (*as measured at the waterline*); as the canal currently supports approx. 19 boat docks, approx. 16 boats + jet skis; including a +/-73' boat and several 40'+/- boats. The renovated marina design (per Isiminger & Stubbs Engineering) allows for this length, the canal width at the marina would also allow for this length and the depth of the canal would accommodate this length.

Per the C-2 use regulations, the proposed marina is considered a special exception. Section 27-177 of the zoning code identifies the criteria that are required to be met for a special exception approval. Each of the criteria are met, as further explained herein

1. The proposed special exception use shall be compatible with the character and use (existing and future) of the surrounding property in its function; hours of operation; type and amount of traffic to be generated; building location, mass, height and setback; and other relevant factors peculiar to the proposed special exception use and the surrounding property.

Response: During the operation of the mobile home park, a marina existed on the property. The Owner seeks to reconfigure the marina, as permitted by the Army Corps of Engineers. The reconfiguration will use improved construction standards from the marina that historically has existed on the property. There are no buildings or ancillary uses such as fueling proposed as a part of the marina use. The proposed slips will provide boat access to the community and residents in the adjacent neighborhoods who do not abut the water. The proposed use is consistent with the marine character of the surrounding area and will not generate excessive traffic. The location of the slips is appropriately cut into the property to maintain the navigability of the waterway.

2. The proposed special exception use shall not have a detrimental impact on surrounding properties based on:

- a. The number of persons anticipated to be using, residing, or working on the property as a result of the special exception use;

Response: With only 12 slips, the marina will not be used by more than 12 boat owners. While the design team understands staff's concern with providing additional parking for the marina use, it is important to note that the site is overparked by 14 spaces, and is not proposing shared parking for this proposal, meaning the project is parked based on code requirements. Additionally, it is not anticipated that boats will exceed 35' for this use, as mentioned in the beginning of the Special Exception section of the narrative. There will be no overnight lodging and/or waste disposal on the property, will not create a parking demand beyond what is already provided for based on code requirements. Boats of this size are typically cleaned by the Owner, and will not involve any additional crew. Last, any systems maintenance, or engine servicing would be done at an off-site facility such as Safe Harbor, or Viking.

- b. The degree of noise, odor or other potential nuisance factors generated by the special exception use; and

Response: It is not anticipated that there will be any noise or odor impacts with the proposed marina. Marina uses are common in similar areas. As the proposed marina is only 12 slips, it has minimal impacts. Further, the marina will have rules and regulations to prohibit noise and odor. Further, the Owner plans to limit the hours of the marina daily from 6a-9p.

- c. The effect on the amount and flow of traffic within the vicinity of the proposed special exception use.

Response: The twelve slips will have minimal traffic. Industry standards based on data from the U.S. Coast Guard has confirmed that only 15% of boats are used daily. This would equate to only 2 of the 12 boats potentially impacting traffic on a daily basis. Use of the slips by commercial vessels is not proposed.

Site Plan Review Criteria:

The Owner's proposal meets each of the required criteria for site plan review set forth in Section 27-175.

1. The proposed development is consistent with the goals, objectives and policies of the town comprehensive plan.

Response: The proposed development aligns with several Goals, Objectives, and Policies of the Town's Comprehensive Plan, as outlined in this Statement of Use.

2. The proposed development is consistent with any applicable, countywide land development regulations.

Response: The only countywide regulation relates to traffic. As part of this application, the Owner will obtain traffic concurrency approval from Palm Beach County's Traffic Division.

3. The proposed development is consistent with all applicable land development regulations and all other portions of this Code.

Response: The subject development is compliant with all elements of the Town of Jupiter regulations and this code, as discussed throughout this statement. The Owner is not requesting any waivers or variances.

4. The proposed development is compatible and/or consistent with the established or proposed character of a neighborhood or area.

Response: The property is designated Commercial land use and is zoned C-2 General Commercial. C-2 is the most intensive zoning district in the town and intended for commercial development consistent with the property owners' development plan, as further discussed throughout this statement. The proposed redevelopment is consistent with the vision of the Town for the area as identified in the ROA for this otherwise ununified area of the Town, as discussed further throughout this statement.

5. The proposed development does not create or excessively increase traffic congestion or otherwise affect public safety.

Response: As demonstrated in the submitted traffic statement, no excessive increase in traffic will be generated with the proposed redevelopment. All applicable traffic performance standards are met.

6. There are adequate levels of service for public facilities, including, but not limited to, transportation, water supply, drainage and sanitation, available concurrent with the impacts of the development proposed by the application.

Response: As this is an infill redevelopment project, adequate levels of service will be provided concurrent with the approved development. The submitted drainage and traffic statements show consistency with the applicable standards set forth by the respective reviewing authority. Further, the Town of Jupiter's Water and Stormwater Department will also be reviewing the above-mentioned documents ensuring compliance with this criterion.

7. The proposed development does not significantly reduce light and air to adjacent properties.

Response: The proposed redevelopment will not significantly reduce light and air to the adjacent properties. The proposed buildings are positioned along the roadways and separated from adjacent properties.

8. The proposed development does not adversely affect property values in adjacent areas.

Response: As discussed above, the proposed redevelopment will not adversely affect property values in the area. In fact, the proposed development will be a catalyst to the improvement of commercial and residential properties in the adjacent area resulting in an increase in property values.

9. The proposed development would not be a deterrent to the improvement or development of adjacent property in accordance with existing regulations.

Response: The proposed redevelopment will not pose any deterrent of surrounding properties desire to improve or redevelop in accordance with the existing regulations. To the contrary, it is an example showing that those properties can be redeveloped in accordance with these regulations and the development can act as a catalyst for other high-quality developments similar to that proposed.

10. The proposed development does not create noise or visual pollution.

Response: The development will not create any visual pollution. The proposed development will be enhancing an existing vacant property with high quality design. All sound generated from the proposed use will be within the requirements of the Town's Sound Ordinance.

11. The proposed development does not negatively impact adjacent natural systems or public facilities, such as parks.

Response: There are no negative impacts on natural systems or public facilities such as parks. The only adjacent system or facility is the canal. As noted throughout this statement, the proposal provides an upgrade to the marina and surrounding water quality.

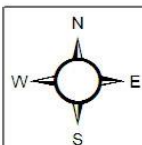
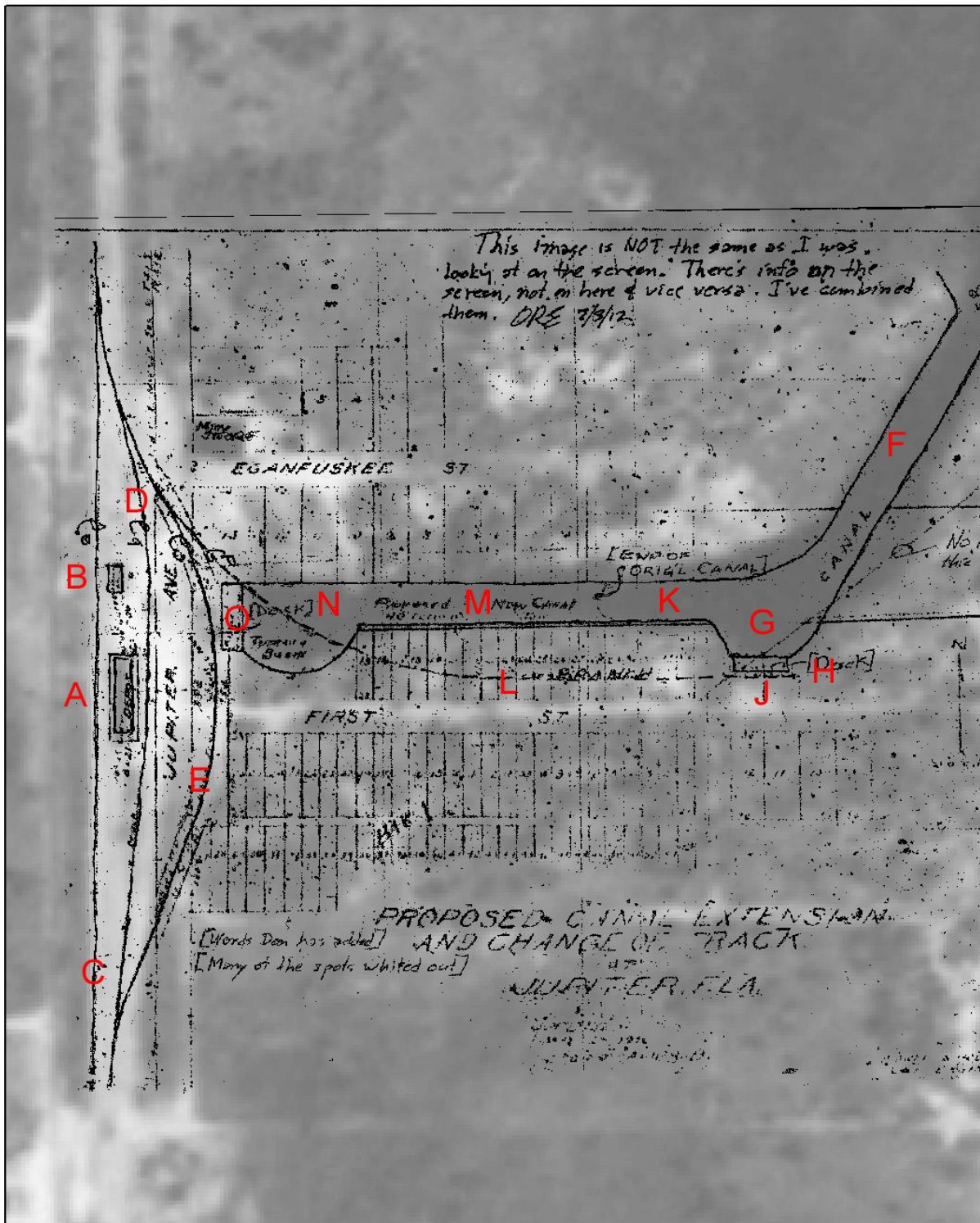
12. The proposed development provides pedestrian amenities, including, but not limited to, benches, trash receptacles, and/or bicycle parking.

Response: All required pedestrian amenities are provided for, as shown on the site plan.

Conclusion:

The Owner is excited to bring a much-needed high-quality development to this area of the Town that will provide for amenities for the community with a waterfront restaurant with outdoor seating, marina, and 2nd floor professional office. The Owner and their consultants have worked to propose a special redevelopment that could spur future quality development in the area. The development is consistent with all the requirements of the C-2 Zoning District and the Center Street/North Alternate A1A ROA, and incorporates the desired but not required elements of the ROA.

Jupiter FEC Railway Station and Canal (1916 Plat)



0 100 200 Feet

Jupiter Depot Area
1916 Plat Over 1940 Aerial

jimmiller@email.com
850-445-5042

Sec. 27-1759. - General planning principles.

Those properties located within the Commercial, Neighborhood Districts (C-1), Commercial, General Districts (C-2), Commercial, Office Districts (C-3), Commercial, Restricted Districts (C-4), and Industrial, Park, Light Industry Districts (I-1) are eligible for the incentives provided for in this ROA. In order to qualify for incentives, the development or redevelopment project shall be consistent with and implement the following general planning principles:

- (1) The design and architecture shall be consistent with and shall preserve and enhance the historical commercial character of this area of the town;
- (2) The project shall provide for a collection of compatible, interrelated uses, including commercial retail space uses and services, contribute additional employment opportunities, and provide for opportunities for accessory residential where desired or appropriate;
- (3) Apply as many of the traditional neighborhood development planning principles listed in section 27-994 of the zoning chapter as feasible;
- (4) Orient existing commercial buildings such that the front of the buildings face the street upon which the buildings are located;
- (5) Provide on-street parking in front of and/or provide off-street parking along the side and rear of the building;
- (6) Preserve, accentuate and enhance the natural resources and specimen trees which exist upon those properties located along Alternate A1A, the Jupiter River, and other waterways within this ROA;
- (7) Provide for the orientation of new buildings and their entrances, windows and outdoor spaces such that these features front Alternate A1A;
- (8) Preserve, accentuate and enhance views from the waterways by prohibiting the location of service areas and dumpsters abutting the waterways and the Jupiter River.

(Code 1992, § 24-190; Ord. No. 32-10, § 2, 12-21-2010; Ord. No. 29-16, § 2(24-190), 5-16-2017)

Sec. 27-1760. - Land development regulations.

Those land development regulations which must be specifically met in this ROA, which differ from the underlying zoning district and shall be met, are as follows:

- (1) Setbacks and step-backs. A reduced front setback is permitted, provided 75 percent of the parking required for the use is provided on the side or to the rear of the property, not including on-street parking, as follows:
 - a. Street setbacks shall be a minimum of 20 feet.
 - b.

Buildings proposed at the minimum street setbacks set forth above shall not exceed two stories or 35 feet without adhering to the vertical building step-back envelope (the roofline shall not be considered to be within the vertical envelope). The step-back envelope of a building shall increase at a ratio of one foot to one foot (for every one foot of vertical run, one foot of horizontal) above 35 feet, not including the building height above the roof, or pole plate for trussed roof systems.

- c. Buildings that have existing nonconforming front setbacks may maintain their existing front setbacks so long as the fronts of the buildings are maintained as part of the properties' redevelopment. Buildings may include additional floors above the existing nonconforming front setback, upon the approval of the town council.
- (2) Landscape buffers. A reduced front landscape buffer is permitted, as follows:
- a. Buildings using the reduced street setback set forth above shall have a minimum street landscape buffer of five feet;
 - b. Buildings that have existing nonconforming front landscape buffers may maintain their existing front buffers so long as that portion of the front of the buildings is maintained as part of the redevelopment, and provided that street trees, large palms, planters, landscape islands, and/or foundation plantings are installed and maintained in locations approved by the town;
 - c. Where on-street parking is approved by the town, the street buffer may be reduced or eliminated to correspond with the parking, provided street trees, large palms, planters, landscape islands, and/or foundation plantings are installed and maintained in the right-of-way.
- (3) Green space. Properties whose percentage of green space does not comply with the underlying zoning district requirements may maintain their existing nonconforming green space so long as the properties' percentage of green space is ten percent or above. Those properties having less than ten percent green space shall submit landscape plans which shall provide sufficient landscape buffers, foundation plantings and landscaping to provide shade.
- (4) New or redeveloped buildings shall be designed such that they meet the following criteria:
- a. The building shall provide a front entrance on the street upon which the building is located;
 - b. The building's entrances shall be covered by awnings (temporary or permanent), and have a stoop, porch, and/or arcade;
 - c. The building's windows and outdoor spaces shall be oriented toward the street.
- (5) The owner shall preserve at least 50 percent of any specimen trees which exist on-site.
- (6) Properties along Alternate A1A with direct access to the Jupiter River or other waterways shall be redeveloped such that they engage the water. Service areas and dumpsters shall not abut

and be visible from the adjacent waterway.

(7) On-street parking is permitted within the rights-of-way of the following streets, provided it meets the regulations of section 27-2832:

- a. Old Dixie Highway, Seminole Avenue, Town Hall Avenue, and Orange Avenue: 90-degree and parallel parking permitted;
- b. Center Street: both reverse angle-in parking and parallel parking are permitted.

(Code 1992, § 24-191; Ord. No. 32-10, § 2, 12-21-2010; Ord. No. 29-16, § 2(24-191), 5-16-2017)

Sec. 27-564. - Use regulations.

- (a) *Uses by right.* In any Commercial, General District (C-2), land, buildings or premises may be used by right only for one or more of the following:
- (1) All retail or service stores or shops except convenience stores.
 - (2) All personal service or repair shops.
 - (3) Medical or dental clinics.
 - (4) Office buildings.
 - (5) Banking, finance or insurance business.
 - (6) Restaurant, tavern or lounge.
 - (7) Printing and publishing service.
 - (8) Day care and preschool facilities (See division 8 of article XI of this chapter).
 - (9) Swimming pools (See division 40 of article XI of this chapter).
 - (10) Nursery and greenhouse.
 - (11) Indoor recreation facilities.
 - (12) Veterinary clinic (See division 23 of article XI of this chapter).
 - (13) Museum and art gallery.
 - (14) Water-oriented uses.
 - (15) Accessory residential (See section 27-1913).
- (b) *Special exceptions.* The following uses may be permitted after review by the planning and zoning commission and provided the town council determines that the application meets the criteria contained in section 27-177, all other applicable provisions of law, and does not otherwise adversely affect the public:
- (1) Auto, marine, recreational vehicle, truck sales, mobile homes (new and used sale and rental facilities and lots) (See division 28 of article XI of this chapter).
 - (2) Wholesale outlets and distribution businesses.
 - (3) Shopping centers and/or retail with aggregate floor area of more than 20,000 square feet.
 - (4) Motel, hotel.
 - (5) Car wash.
 - (6) Self-service storage facilities.
 - (7) Marine facilities (See division 25 of article XI of this chapter).
 - (8) Outdoor recreation facilities, amusements (See division 30 of article XI of this chapter).
 - (9) Utility services and transmission towers (See division 43 of article XI of this chapter).
 - (10) Churches and funeral homes.

- (11) Recreational vehicle parks (See division 36 of article XI of this chapter).
- (12) Nursing homes and convalescent facilities (See division 29 of article XI of this chapter).
- (13) Automotive fueling stations (See division 37 of article XI of this chapter).
- (14) Hospital (See division 29 of article XI of this chapter).
- (15) Hospital, specialty (see division 29 of article XI of this chapter).
- (16) Theaters, indoor and drive-in.
- (17) Auction.
- (18) Cemeteries (See division 7 of article XI of this chapter).
- (19) Automobile repair station.
- (20) Public parking garage.
- (21) Club.
- (22) Helistop (See division 4 of article XI of this chapter).
- (23) Timesharing.
- (24) Fast food restaurant.
- (25) Public uses (See division 35 of article XI of this chapter).
- (26) Mobile home parks, subject to the provisions of chapter 12 and division 27 of article XI of this chapter.
- (27) Integrated health park (See division 22 of article XI of this chapter).
- (28) Convenience stores.
- (29) Assisted and independent living facilities (See division 6 of article XI of this chapter).
- (30) High-tech, laboratory and/or office research (in multi-story buildings).
- (31) Microbrewery.

(Code 1992, § 27-552; Ord. No. 10-88, §§ 507.2.A, 507.2.B, 3-1-1988; Ord. No. 5-97, § 3, 5-19-1998; Ord. No. 38-98, § 4, 11-17-1998; Ord. No. 37-99, § 12, 10-19-1999; Ord. No. 22-00, § 4, 2-20-2001; Ord. No. 14-02, § 3, 7-16-2002; Ord. No. 12-10, § 5, 2-16-2010; Ord. No. 15-10, § 5, 9-21-2010; Ord. No. 39-14, § 3, 2-17-2015; Ord. No. 44-14, § 5, 2-17-2015; Ord. No. 9-21, § 3, 6-15-2021)

Bowman

Jupiter Wharf Traffic Analysis

Palm Beach County, Florida

Bowman Project No. M22C42.01

Prepared for:

**Index Investment Group
Real Estate & Equity Investments
1000 N US Highway One, Suite 902
Jupiter, Florida 33477**

July 31, 2024

bowman.com

Jupiter Wharf Traffic Analysis

Palm Beach County, FL

Prepared for:

Index Investment Group

Real Estate & Equity Investments
1000 N US Highway One, Suite 902
Jupiter, Florida 33477
561.571.9759

Prepared by:

Bowman

2090 Palm Beach Lakes Blvd, Suite 400
West Palm Beach, FL 33409
561.840.8650

Natalia T. Lercari, P.E.
Professional Engineer
License No. 68205

State of Florida, Board of Professional Engineers

July 31, 2024

TABLE OF CONTENTS

Introduction..... 1

Traffic Volume Components 2

 Roadway Capacities and Volumes..... 2

 Project Trip Generation..... 2

 Project Distribution 2

Traffic Performance Standards 4

 Radius of Influence 4

 Test One – Part One: Intersection Analysis 5

 Test One – Part Two: Roadway Links (Significance Analysis) 5

 Test One – Part Two: Roadway Links (Link Analysis) 5

 Test Two – Five-Year Analysis (Significance Analysis)..... 6

 Test Two – Five-Year Analysis (Link Analysis)..... 6

Intersection Capacity Analysis 7

Turn Lane Evaluation 8

Conclusions 12

LIST OF FIGURES

Figure 1 Site Location 1

Figure 2 Project Distribution 3

Figure 3 Radius of Influence..... 4

Figure 4 Net New Project Distribution and Assignment..... 9

Figure 5 Pass-By Project Distribution and Assignment 10

Figure 6 Total Project Assignment..... 11

LIST OF TABLES

Table 1 Trip Generation Analysis..... 2

Table 2 AM Peak Hour Significance Analysis – Test One..... 5

Table 3 PM Peak Hour Significance Analysis – Test One 5

Table 4 AM Peak Hour Significance Analysis – Test Two..... 6

Table 5 PM Peak Hour Significance Analysis – Test Two 6

Table 6 Intersection Capacity Analysis Summary..... 7

APPENDICES

- APPENDIX A** Site Plan, Property Appraiser Data, & Pre-Application Letter
- APPENDIX B** Traffic Data
- APPENDIX C** Intersection Capacity Analysis Worksheets

Introduction

Bowman has completed a traffic analysis associated with the development of land located at the northeast corner of State Road 811 (Alternate A1A) and Old Jupiter Beach Road, in Jupiter, Florida. The 2.59-acre site is Parcel Control Number (PCN) 30-43-41-06-00-002-0260. The site is currently vacant land. The proposed development, with an anticipated buildout year of 2025, will include approximately 2,758 square feet of general office, a 3,376 square-foot restaurant with 1,210 square feet of outdoor seating area, and a boat dock with 12 berths. The site location is graphically depicted on **Figure 1**. The site plan and property appraiser data are attached in **Appendix A**.

The traffic impacts of the proposed development have been evaluated in accordance with Article 12 of the Palm Beach County Traffic Performance Standards (TPS) requirements.

Figure 1 Site Location



Traffic Volume Components

Roadway Capacities and Volumes

Roadway capacities and volumes were obtained from the TPS database and are included in **Appendix B**.

Project Trip Generation

Using information obtained from Palm Beach County, dated July 25, 2022, and ITE Trip Generation, 11th edition, trip generation estimates were developed for the proposed land uses. The trip generation analysis for daily, AM peak hour, and PM peak hour conditions is summarized in **Table 1**. The analysis indicates that the proposed development is anticipated to generate 336 daily trips, 30 AM peak hour trips, and 31 PM peak hour trips. Excerpts from Palm Beach County and ITE are included in Appendix B.

Table 1 Trip Generation Analysis

LAND USE	ITE CODE	INTENSITY	TRIP GENERATION RATE ⁽¹⁾	IN	OUT	TOTAL TRIPS			PASS-BY ⁽¹⁾				NEW TRIPS			
						IN	OUT	TOTAL	IN	OUT	TOTAL	%	IN	OUT	TOTAL	
DAILY																
General Office	710	2,758 SF	T = 10.84 (X)	50%	50%	15	15	30	1	2	3	10%	14	13	27	
High Turnover Restaurant	932	4,586 SF	T = 107.2 (X)	50%	50%	245	247	492	105	107	212	43%	140	140	280	
Marina Boating Docks	420	12 Berths	T = 2.41 (X)	50%	50%	14	15	29	0	0	0	0%	14	15	29	
TOTAL						274	277	551	106	109	215		168	168	336	
AM PEAK HOUR																
General Office	710	2,758 SF	T = 1.52 (X)	88%	12%	4	0	4	0	0	0	10%	4	0	4	
High Turnover Restaurant	932	4,586 SF	T = 9.57 (X)	55%	45%	24	20	44	10	9	19	43%	14	11	25	
Marina Boating Docks	420	12 Berths	T = 0.07 (X)	33%	67%	0	1	1	0	0	0	0%	0	1	1	
TOTAL						28	21	49	10	9	19		18	12	30	
PM PEAK HOUR																
General Office	710	2,758 SF	T = 1.44 (X)	17%	83%	1	3	4	0	0	0	10%	1	3	4	
High Turnover Restaurant	932	4,586 SF	T = 9.05 (X)	61%	39%	26	16	42	11	7	18	43%	15	9	24	
Marina Boating Docks	420	12 Berths	T = 0.21 (X)	60%	40%	2	1	3	0	0	0	0%	2	1	3	
TOTAL						29	20	49	11	7	18		18	13	31	

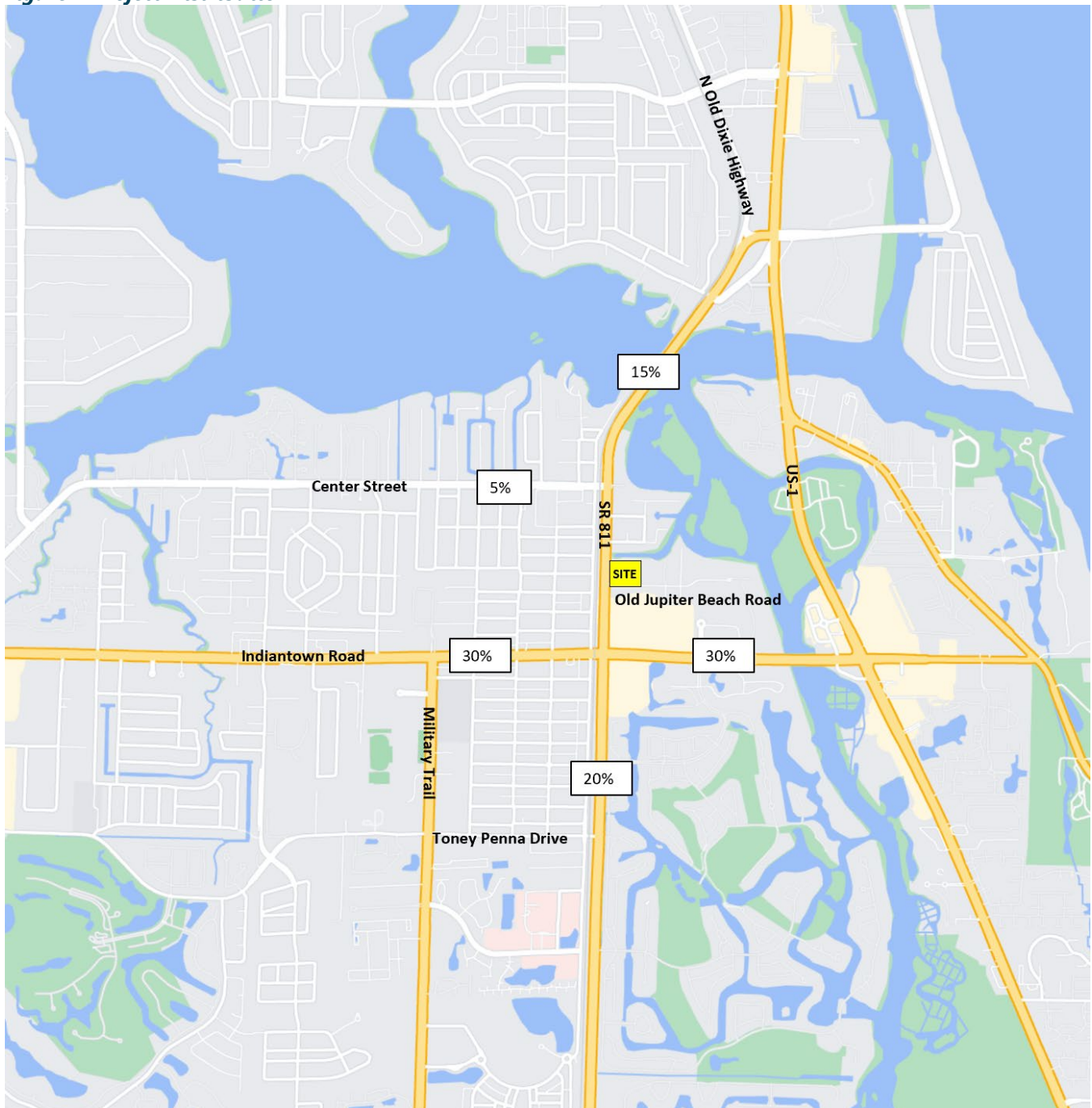
(1) Source: Palm Beach County Trip Generation Rates, Updated July 25, 2022 and ITE *Trip Generation Manual*, 11th Edition

Project Distribution

The distribution of project traffic was based on a review of the current travel pattern, existing roadway characteristics, existing land uses, connectivity of the surrounding roadway network, and location of major roadways. Driveway distributions were determined based on a review of available access to and from the site.

Figure 2 graphically depicts the general traffic distribution. The trip distribution percentages were applied to the net new peak hour trip generation to determine the project assignments on each of the roadway links within the project radius of influence.

Figure 2 Project Distribution



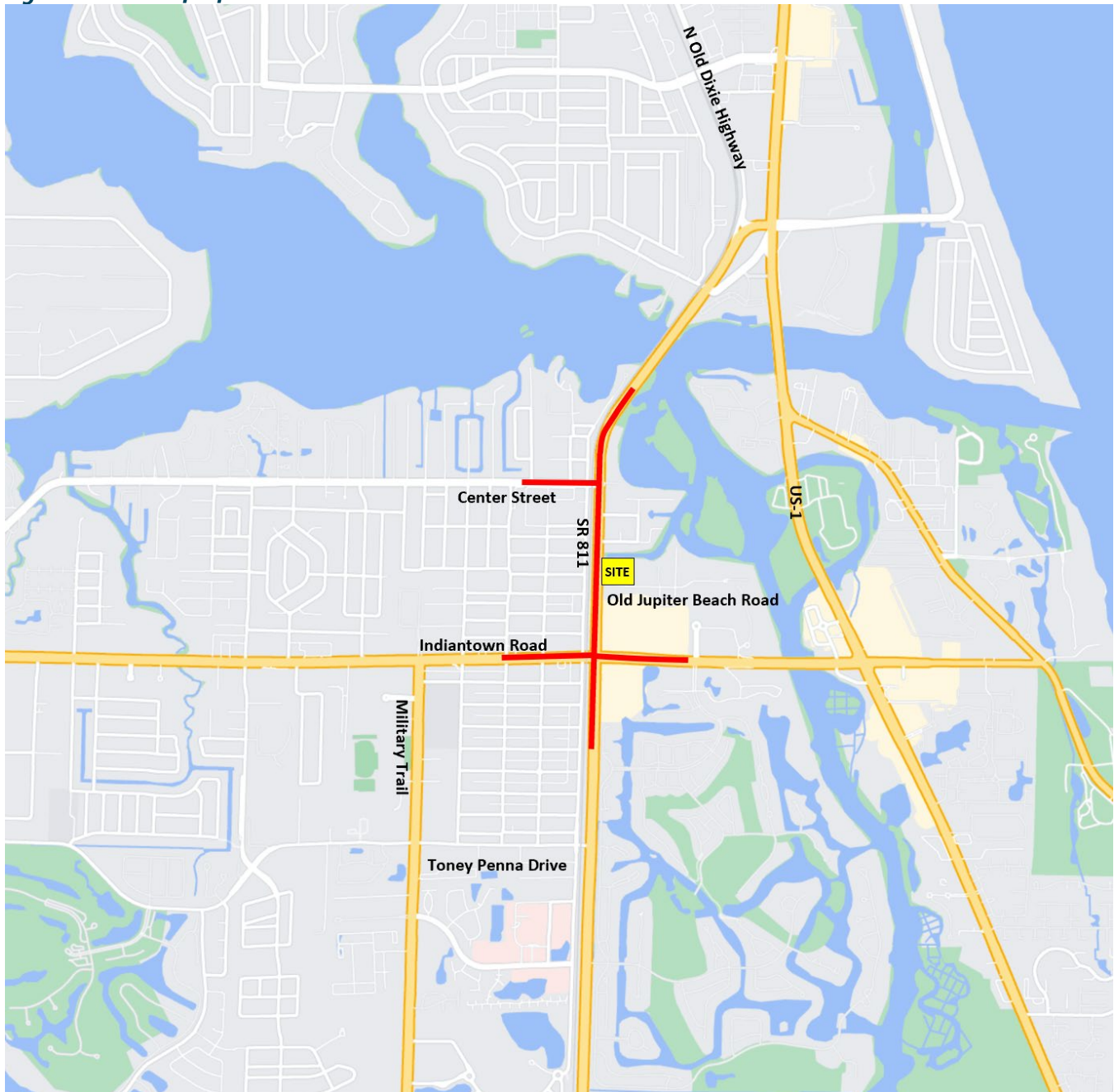
[This Space Intentionally Left Blank]

Traffic Performance Standards

Radius of Influence

The proposed project will have a radius of influence of 0.5 miles, based on the TPS requirements as defined in Article 12 of the Unified Land Development Code. **Figure 3** identifies the major thoroughfare roadways within the radius of influence.

Figure 3 Radius of Influence



Test One – Part One: Intersection Analysis

Results of the analysis indicate that none of the roadway segments are expected to be significant during AM and PM peak hour conditions. Therefore, no intersection analysis is required.

Test One – Part Two: Roadway Links (Significance Analysis)

Significance was determined for all major roadways within the project radius of influence. For those roadways determined to be significant, link and/or intersection capacity analyses were performed in accordance with Article 12. For links where the project traffic is expected to be one (1) percent or more of the Level of Service (LOS) D roadway capacity threshold, the project will be considered significant on that link. **Table 2** and **Table 3** summarize the AM and PM peak hour significance analysis, respectively, for the roadway links within the radius of influence. Results of the analysis indicate that none of the roadway segments are expected to be significant during AM and PM peak hours.

Table 2 AM Peak Hour Significance Analysis – Test One

ROADWAY	FROM	TO	STATION NUMBER	FACILITY TYPE	DIR.	LOS "D" CAPACITY	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS	PROJECT SIGNIFICANCE	SIG. IMPACT?
							PROJECT DIST.	PROJECT TRIPS	PROJECT DIST.	PROJECT TRIPS			
Alternate A1A/SR 811	Toney Penna Drive	Indiantown Road	1808	6LD	NB	2,940	20%	4	0%	0	4	0.14%	No
					SB	2,940	0%	0	20%	2	2	0.07%	No
	Indiantown Road	Old Jupiter Beach Road	1604	6LD	NB	2,680	80%	14	0%	0	14	0.52%	No
					SB	2,680	0%	0	65%	8	8	0.30%	No
	Old Jupiter Beach Road	Project Driveway	1604	6LD	NB	2,680	50%	9	0%	0	9	0.34%	No
					SB	2,680	20%	4	65%	8	12	0.45%	No
	Project Driveway	Eganfuskee Street	1604	6LD	NB	2,680	0%	0	100%	12	12	0.45%	No
Center Street	Eganfuskee Street	Center Street	1604	6LD	SB	2,680	20%	4	65%	8	12	0.45%	No
					NB	2,680	0%	0	70%	8	8	0.30%	No
Center Street	Center Street	N Old Dixie Highway	1800	6LD	SB	2,680	20%	4	35%	4	8	0.30%	No
					NB	2,940	0%	0	15%	2	2	0.07%	No
Center Street	Alternate A1A/SR 811	Loxahatchee River Road	1803	2L	EB	1,180	5%	1	0%	0	1	0.08%	No
					WB	1,880	0%	0	20%	2	2	0.11%	No
Indiantown Road	US-1	Alternate A1A/SR 811	1807	6LD	EB	2,680	0%	0	30%	4	4	0.15%	No
					WB	2,680	30%	5	0%	0	5	0.19%	No
Indiantown Road	Alternate A1A/SR 811	Military Trail	1209	6LD	EB	2,680	30%	5	0%	0	5	0.19%	No
					WB	2,680	0%	0	15%	2	2	0.07%	No

Table 3 PM Peak Hour Significance Analysis – Test One

ROADWAY	FROM	TO	STATION NUMBER	FACILITY TYPE	DIR.	LOS "D" CAPACITY	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS	PROJECT SIGNIFICANCE	SIG. IMPACT?
							PROJECT DIST.	PROJECT TRIPS	PROJECT DIST.	PROJECT TRIPS			
Alternate A1A/SR 811	Toney Penna Drive	Indiantown Road	1808	6LD	NB	2,940	20%	4	0%	0	4	0.14%	No
					SB	2,940	0%	0	20%	3	3	0.10%	No
	Indiantown Road	Old Jupiter Beach Road	1604	6LD	NB	2,680	80%	14	0%	0	14	0.52%	No
					SB	2,680	0%	0	65%	8	8	0.30%	No
	Old Jupiter Beach Road	Project Driveway	1604	6LD	NB	2,680	50%	9	0%	0	9	0.34%	No
					SB	2,680	20%	4	65%	8	12	0.45%	No
	Project Driveway	Eganfuskee Street	1604	6LD	NB	2,680	0%	0	100%	13	13	0.49%	No
Center Street	Eganfuskee Street	Center Street	1604	6LD	SB	2,680	20%	4	65%	8	12	0.45%	No
					NB	2,680	0%	0	70%	9	9	0.34%	No
Center Street	Center Street	N Old Dixie Highway	1800	6LD	SB	2,680	20%	4	35%	5	9	0.34%	No
					NB	2,940	0%	0	15%	2	2	0.07%	No
Center Street	Alternate A1A/SR 811	Loxahatchee River Road	1803	2L	EB	1,180	5%	1	0%	0	1	0.08%	No
					WB	1,880	0%	0	20%	3	3	0.16%	No
Indiantown Road	US-1	Alternate A1A/SR 811	1807	6LD	EB	2,680	0%	0	30%	4	4	0.15%	No
					WB	2,680	30%	5	0%	0	5	0.19%	No
Indiantown Road	Alternate A1A/SR 811	Military Trail	1209	6LD	EB	2,680	30%	5	0%	0	5	0.19%	No
					WB	2,680	0%	0	15%	2	2	0.07%	No

Test One – Part Two: Roadway Links (Link Analysis)

Roadway capacity analysis is not required because none of the links were determined to be significantly impacted. Therefore, the project passes Test One.

Test Two – Five-Year Analysis (Significance Analysis)

Test Two considers the five-year analysis. Significance was determined for all major roadways within the project radius of influence. For those roadways determined to be significant, link and/or intersection capacity analyses were performed in accordance with Article 12. The LOS standard for Test Two is LOS E. For links where the project traffic is expected to be three (3) percent or more of the LOS E roadway capacity threshold, the project will be considered significant on that link. **Table 4** and **Table 5** summarize the significance analysis for AM and PM peak hour conditions, respectively. Results of the analysis indicate that none of the roadway segments are expected to be significant during AM and PM peak hour conditions.

Table 4 AM Peak Hour Significance Analysis – Test Two

ROADWAY	FROM	TO	STATION NUMBER	FACILITY TYPE	DIR.	LOS "E" CAPACITY	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS	PROJECT SIGNIFICANCE	SIG. IMPACT?
							PROJECT DIST.	PROJECT TRIPS	PROJECT DIST.	PROJECT TRIPS			
Alternate A1A/SR 811	Toney Penna Drive	Indiantown Road	1808	6LD	NB	2,940	20%	4	0%	0	4	0.14%	No
					SB	2,940	0%	0	20%	2	2	0.07%	No
	Indiantown Road	Old Jupiter Beach Road	1604	6LD	NB	2,830	80%	14	0%	0	14	0.49%	No
					SB	2,830	0%	0	65%	8	8	0.28%	No
	Old Jupiter Beach Road	Project Driveway	1604	6LD	NB	2,830	50%	9	0%	0	9	0.32%	No
					SB	2,830	20%	4	65%	8	12	0.42%	No
	Project Driveway	Eganfuskee Street	1604	6LD	NB	2,830	0%	0	100%	12	12	0.42%	No
Center Street	Eganfuskee Street	Center Street	1604	6LD	SB	2,830	20%	4	65%	8	12	0.42%	No
					NB	2,830	0%	0	70%	8	8	0.28%	No
					SB	2,830	20%	4	35%	4	8	0.28%	No
Indiantown Road	Center Street	N Old Dixie Highway	1800	6LD	NB	2,940	0%	0	15%	2	2	0.07%	No
					SB	2,940	15%	3	0%	0	3	0.10%	No
	Center Street	Alternate A1A/SR 811	1803	2L	EB	1,180	5%	1	0%	0	1	0.08%	No
Indiantown Road	Alternate A1A/SR 811	Loxahatchee River Road	1803	2L	WB	1,880	0%	0	20%	2	2	0.11%	No
	US-1	Alternate A1A/SR 811	1807	6LD	EB	2,830	0%	0	30%	4	4	0.14%	No
					WB	2,830	30%	5	0%	0	5	0.18%	No
Indiantown Road	Alternate A1A/SR 811	Military Trail	1209	6LD	EB	2,830	30%	5	0%	0	5	0.18%	No
					WB	2,830	0%	0	15%	2	2	0.07%	No

Table 5 PM Peak Hour Significance Analysis – Test Two

ROADWAY	FROM	TO	STATION NUMBER	FACILITY TYPE	DIR.	LOS "D" CAPACITY	INBOUND		OUTBOUND		TOTAL PROJECT TRIPS	PROJECT SIGNIFICANCE	SIG. IMPACT?
							PROJECT DIST.	PROJECT TRIPS	PROJECT DIST.	PROJECT TRIPS			
Alternate A1A/SR 811	Toney Penna Drive	Indiantown Road	1808	6LD	NB	2,940	20%	4	0%	0	4	0.14%	No
					SB	2,940	0%	0	20%	3	3	0.10%	No
	Indiantown Road	Old Jupiter Beach Road	1604	6LD	NB	2,830	80%	14	0%	0	14	0.49%	No
					SB	2,830	0%	0	65%	8	8	0.28%	No
	Old Jupiter Beach Road	Project Driveway	1604	6LD	NB	2,830	50%	9	0%	0	9	0.32%	No
					SB	2,830	20%	4	65%	8	12	0.42%	No
	Project Driveway	Eganfuskee Street	1604	6LD	NB	2,830	0%	0	100%	13	13	0.46%	No
Center Street	Eganfuskee Street	Center Street	1604	6LD	SB	2,830	20%	4	65%	8	12	0.42%	No
					NB	2,830	0%	0	70%	9	9	0.32%	No
					SB	2,830	20%	4	35%	5	9	0.32%	No
Indiantown Road	Center Street	N Old Dixie Highway	1800	6LD	NB	2,940	0%	0	15%	2	2	0.07%	No
					SB	2,940	15%	3	0%	0	3	0.10%	No
	Center Street	Alternate A1A/SR 811	1803	2L	EB	1,180	5%	1	0%	0	1	0.08%	No
Indiantown Road	Alternate A1A/SR 811	Loxahatchee River Road	1803	2L	WB	1,880	0%	0	20%	3	3	0.16%	No
	US-1	Alternate A1A/SR 811	1807	6LD	EB	2,830	0%	0	30%	4	4	0.14%	No
					WB	2,830	30%	5	0%	0	5	0.18%	No
Indiantown Road	Alternate A1A/SR 811	Military Trail	1209	6LD	EB	2,830	30%	5	0%	0	5	0.18%	No
					WB	2,830	0%	0	15%	2	2	0.07%	No

Test Two – Five-Year Analysis (Link Analysis)

Roadway capacity analysis is not required because none of the links were determined to be significantly impacted. Therefore, the project passes Test Two.

Intersection Capacity Analysis

Intersection capacity analysis was performed for the intersection of SR-811/Alternate A1A and Old Jupiter Beach Road. The turning movement counts for movements to/from Old Jupiter Beach Road were collected on Tuesday, March 28, 2023, from 7:00 to 9:00 AM, and 4:00 to 6:00 PM. The counts for through movements for 2023 Existing and 2025 Background Conditions were based on TPS link volume data. 2025 Total volumes were obtained by adding the background volumes and project trips at the intersection. The volume table and turning movement data are included in **Appendix C**.

Intersection capacity analysis was performed for AM and PM peak hour conditions using Synchro 11 software. The intersection is currently unsignalized. Old Jupiter Beach Road is controlled by a stop sign and SR-811 is uncontrolled. The Highway Capacity Manual (HCM) 6th Edition outputs from Synchro were used. The intersection capacity analysis worksheets are included in Appendix C. The adopted Level of Service (LOS) for roadways and intersections is LOS D. Results of the AM and PM peak hour intersection capacity analyses are summarized in **Table 6** and indicate that the study intersection is currently operating, and is expected to operate, at an overall acceptable LOS for both AM and PM hours in Existing, Background, and Total conditions. The westbound approach currently operates, and will continue to operate, at an unacceptable level of service. The delays are expected at the minor approach of an unsignalized intersection. No project traffic is being added to the westbound approach.

A detailed intersection capacity analysis summary table with 95th percentile queues is included in Appendix C. Results of the queue analysis indicate that the turn lanes currently have, and are expected to continue to have, adequate storage length to accommodate the 95th percentile queues. The existing queues were validated based on field observations. The maximum 95th percentile queue for the westbound left turn in the Existing, Background, and Total conditions is approximately two (2) vehicles. Therefore, no additional vehicles are expected in the queue for the westbound left turn movement as a result of the addition of project trips on Alternative A1A.

Table 6 Intersection Capacity Analysis Summary

Intersection	Conditions	Time	Level of Service							
			Overall		WB		NB		SB	
			LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Old Jupiter Beach Road @ SR-811/Alternate A1A	Existing	AM	A	0.3	E	41.2	A	0.0	A	0.1
		PM	A	0.9	F	122.3	A	0.0	A	0.5
	Background	AM	A	0.4	E	48.4	A	0.0	A	0.1
		PM	A	1.2	F	175.6	A	0.0	A	0.6
	Total	AM	A	0.4	E	49.8	A	0.0	A	0.1
		PM	A	1.4	F	186.6	A	0.0	A	0.8

Turn Lane Evaluation

The proposed site will be served by one (1) right-in, right-out driveway (north driveway) connection to SR-811/ Alternate A1A and one (1) inbound-only driveway connection to Old Jupiter Beach Road. Old Jupiter Beach Road connects to SR-811 as a T-intersection with a full median opening. Old Jupiter Beach Road has two approach lanes (one (1) exclusive right-turn and one (1) exclusive left-turn) and one (1) departure lane at SR-811. The proposed project distribution and assignments for net new, pass-by, and total trips are graphically shown on **Figure 4**, **Figure 5**, and **Figure 6**, respectively. The daily and peak-hour turning movements volumes for the site driveways and the intersection of SR-811 and Old Jupiter Beach Road were assigned based on the trip generation and distribution data.

The project's north driveway and Old Jupiter Beach Road connect to SR-811, which is a state-maintained road. Consequently, a pre-application approval letter was obtained from the Florida Department of Transportation (FDOT) for the required access and turn lane requirements. No right turn lanes were requested at the project driveway to SR-811 or at the Old Jupiter Beach Road/SR-811 intersection. The FDOT pre-application letter is included in Appendix A.

[This Space Intentionally Left Blank]

Figure 4 Net New Project Distribution and Assignment

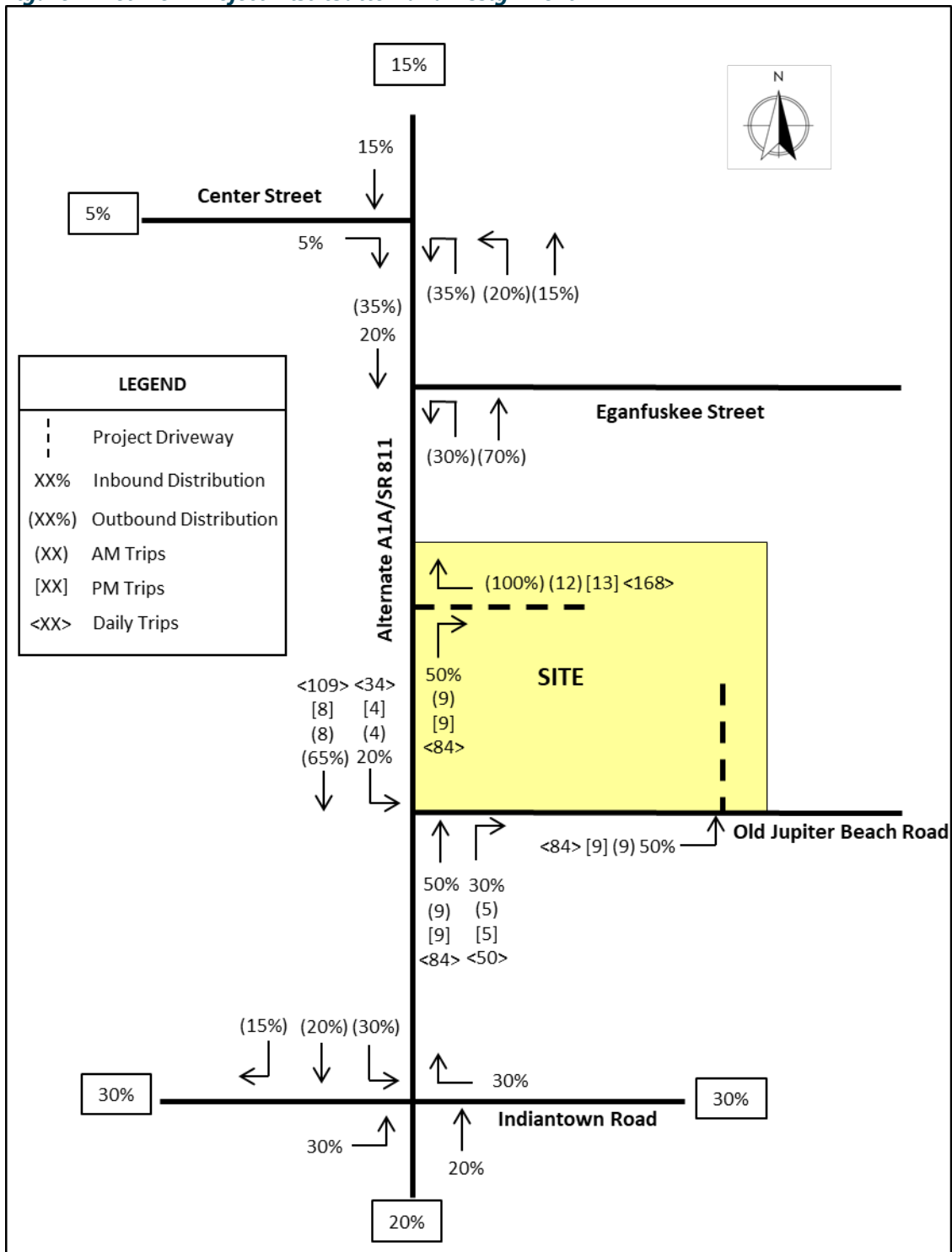


Figure 5 Pass-By Project Distribution and Assignment

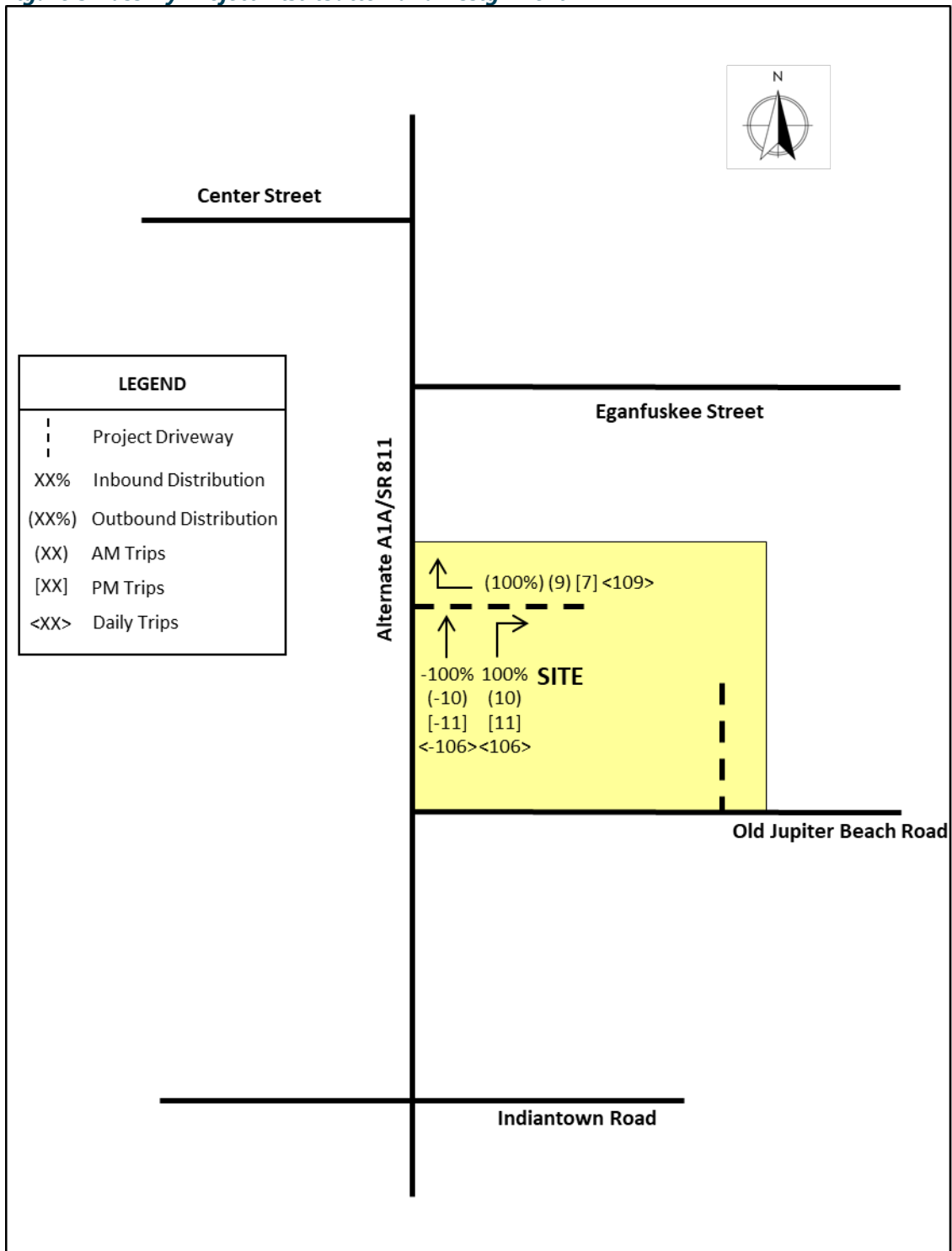
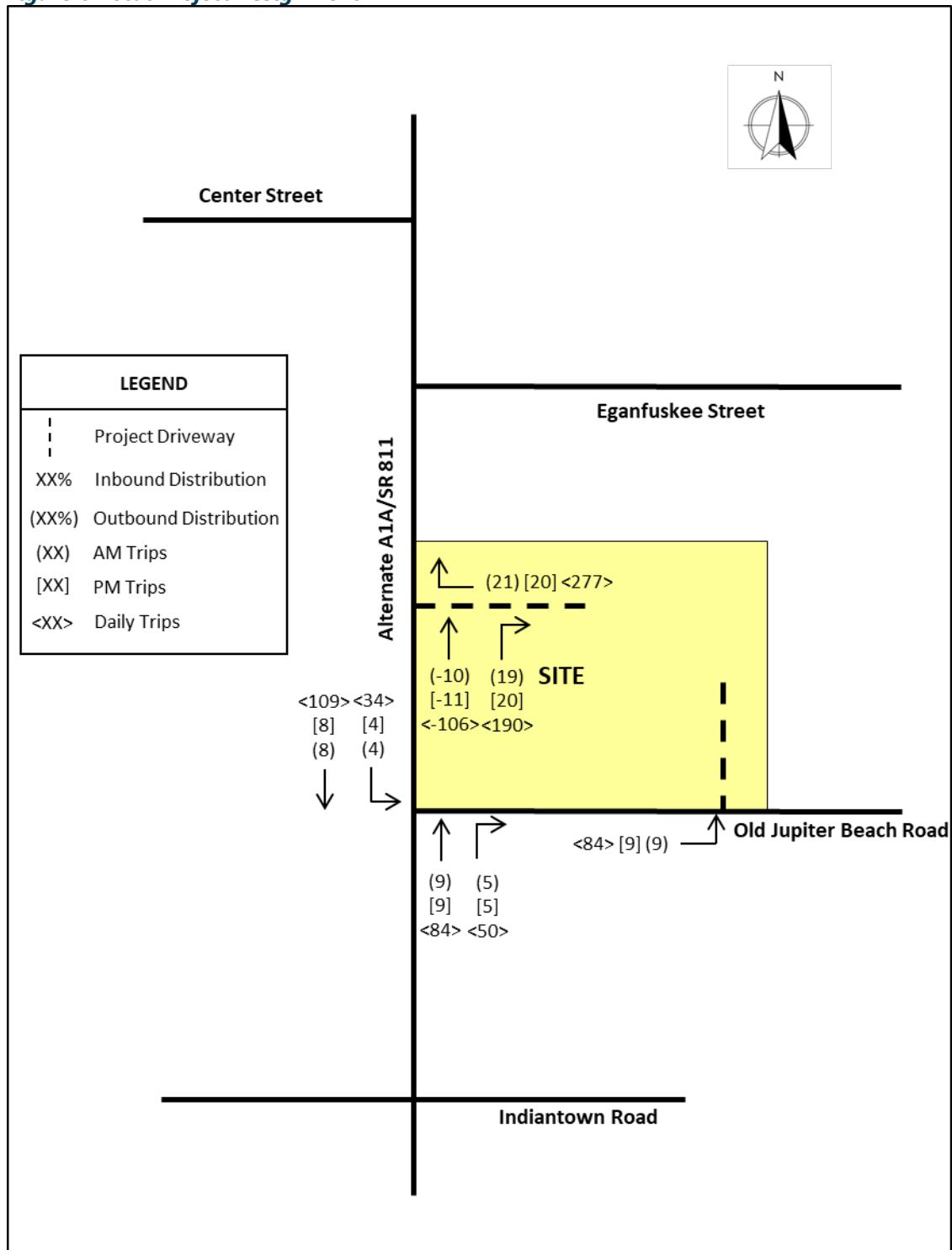


Figure 6 Total Project Assignment



Conclusions

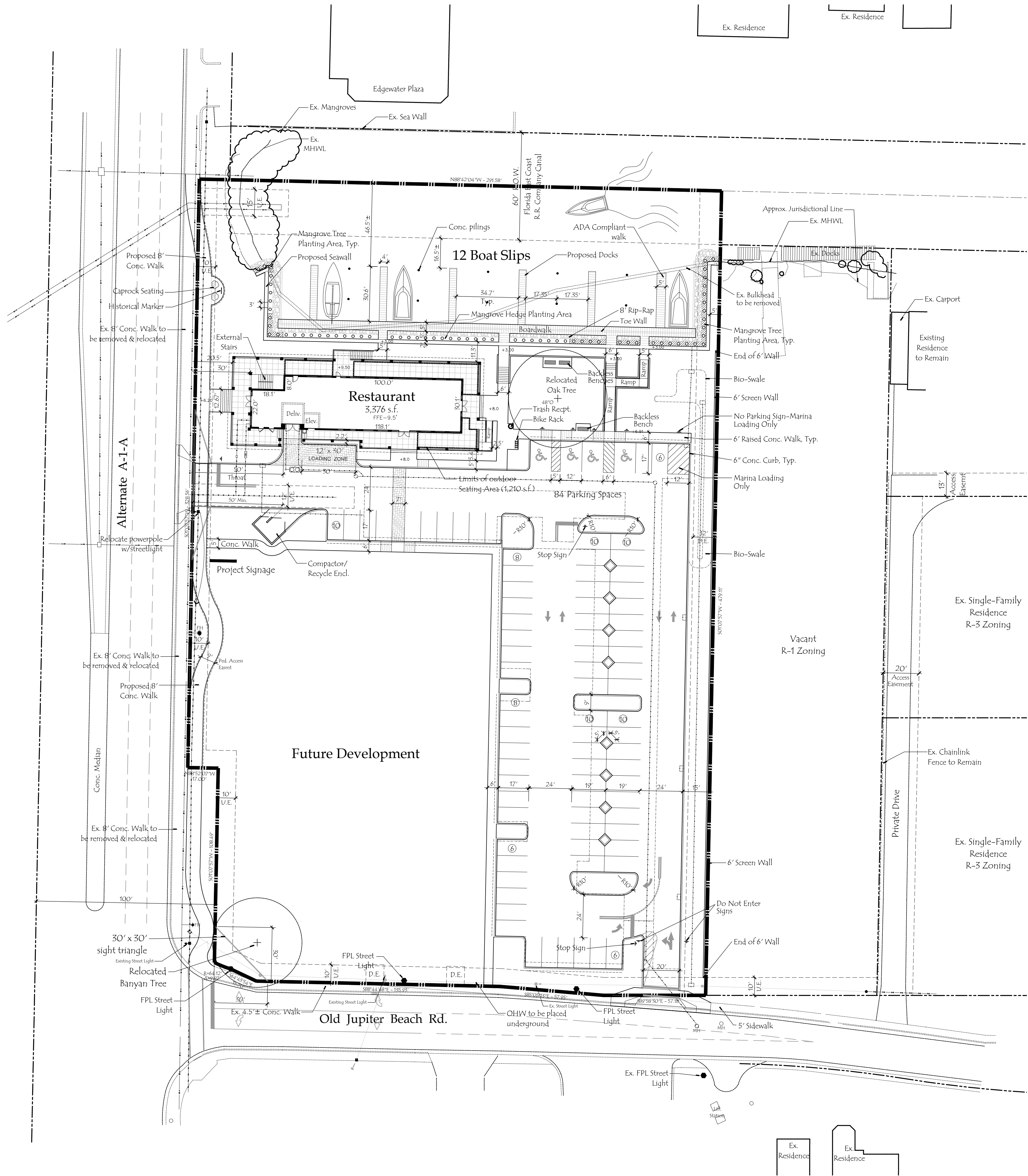
Bowman has analyzed the potential traffic impacts associated with the development of land located at the northeast corner of State Road 811 (Alternate A1A) and Old Jupiter Beach Road, in Jupiter, Florida. The site is currently vacant land. The proposed development, with an anticipated buildout year of 2025, will include approximately 2,745 square feet of general office, a 3,376 square-foot restaurant, and a boat dock with 12 berths.

The analysis indicates that this project meets all the test requirements of the Palm Beach County TPS. The intersection capacity analysis indicates that the study intersection is currently operating, and is expected to continue to operate, at an acceptable LOS for both AM and PM hours in Existing, Background, and Total conditions. A pre-application approval letter was obtained from the FDOT for the required access connections. No right turn lanes were requested at the project driveway to SR-811 or at Old Jupiter Beach Road.

Appendix A

Site Plan, Property Appraiser Data, & Pre-Application Letter

N:\Flagler Wharf\Drawing Files\RESTAURANT PLANS\5th Submittal\Flagler Wharf 7-19-24.dwg, 7/17/2024 8:47:56 AM, DWG To PDF.pc3



Site Data-Commercial

Existing Land Use	Commercial
Existing Zoning	C-2; General Commercial District
Redevelopment Overlay Area	Center Street/N. Alt. A-1-A
Total Site Area	2.95 Acres; 128,414.98 s.f.
Existing Submerged Lands	.38 Acres; 16,614 s.f.
Proposed Submerged Lands	.53 Acres; 23,112 s.f.
Existing Uplands	2.57 Acres; 111,800.98 s.f.
Proposed Uplands	2.42 Acres; 105,302.98 s.f.
Allowable Building Height	50' or 60' if parking below
Greenspace Required	30% Min.; 31,591 s.f.
Greenspace Provided	55,980 s.f.; 53.2% (incl. Alt. A-1-A walk in property & does not incl. water area)
Lot Coverage Allowable	35% Max.
Lot Coverage Provided	7.1%, 7,462 s.f.

Building Data

Waterfront Cafe	3,376 s.f.
Outdoor Seating	1,210 s.f.
Prof. Office	2,758 s.f.
Total Area	7,344 s.f.

Building Setbacks

	Required	Provided
* Front (Alt. A-1-A)	20'	20.5'
Side Interior (North)	10'	11.3' to MHWL
* Side Corner (Old Jup. Bch. Rd.)	20'	298.7'
Rear (East)	30'	132.5'

* Street setbacks shall be a min. of 20'; with 1:1 setback over 35'.

Parking Data

Parking Required:			
Restaurant	3,376 s.f.	1 sp./85 s.f.	39.72 Spaces
Outdoor Seating	1,210 s.f.	1 sp./85 s.f.	14.24 Spaces
Prof. Office	2,758 s.f.	1 sp./250 s.f.	11.03 Spaces (not incl. 195 sf lobby)
Private Docks	12 Slips	1 sp./slip	12 Spaces
Code Parking Required:			77 Spaces
Parking Provided:			84 Spaces
Handicap Parking Required			4 Spaces
Handicap Parking Provided			4 Spaces

Pedestrian Amenity Data

	Required	Provided
Bike Racks (1 per 12,500 s.f.)	1 (5 bikes)	1 (8 bikes)
Benches (1 per 12,500 s.f.)	1	3
Trash Receptacles (1 per 25,000 s.f.)	1	1

Living Shoreline Data

Length of Proposed Bulkhead	347 LF
Plantable Length of Bulkhead	325 LF
LF of Mangrove Tree Plantings	164 LF (50.5%)
LF of Mangrove Hedge Plantings	161 LF (49.5%) Max. 6' ht. from MHWL

© Copyright 2024 All Rights Reserved

2GHO
LANDSCAPE ARCHITECTURE
& PLANNING

1907 Commerce Lane
Suite 101
Jupiter, Florida 33458
561-575-9557
www.2GHO.com

Flagler Wharf Jupiter, Florida

Designed: MTH.
Drawn: MTH.
Approved: GGG MTH. EMO
Date: 3/4/24
Job no.:
Revisions: 5/29/24
6/20/24
6/28/24

Seal

LC C000177

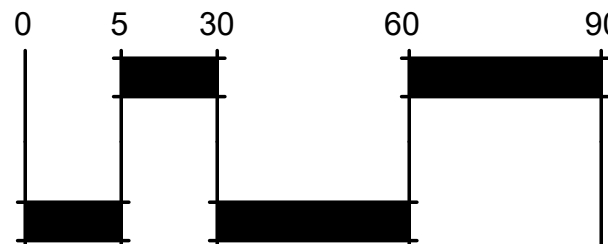
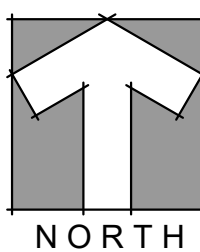
Sheet Title:
Site
Development
Plan

Scale: 1" = 30'

Sheet No.

SP-1

00-0000



Location Address 401 N ALTERNATE A1A 1**Municipality** JUPITER**Parcel Control Number** 30-43-41-06-00-002-0260**Subdivision****Official Records Book** 33141**Page** 14**Sale Date** DEC-2021

Legal Description 6-41-43, S 440 FT OF N 1560 FT OF W 374.5 FT OF GOV LT
2 LYG S OF & ADJ TO FEC RR CANAL R/W (LESS W 83
FT, SLY 110.17 FT OF E 17 FT OF W 100 FT ALT A-1-A &
SLY 50 FT OLD JUPITER BEACH RD R/WS) & PT OF FEC
RR CNL LYG N OF & ADJ TO IN OR20071P1703

OwnersFLAGLER WHARF REAL ESTATE
LLC**Mailing address**1000 N US HIGHWAY 1 STE 902
JUPITER FL 33477 4451

Sales Date	Price	OR Book/Page	Sale Type	Owner
DEC-2021	\$100	33141 / 00014	QUIT CLAIM	FLAGLER WHARF REAL ESTATE LLC
FEB-2020	\$0	31206 / 00335	QUIT CLAIM	FLAGLER WHARF REAL ESTATE LLC
APR-2016	\$10	28285 / 00798	QUIT CLAIM	OJB PARK LLC
MAR-2016	\$1,775,000	28215 / 00761	WARRANTY DEED	OJB PARK LLC
SEP-2014	\$2,000,200	27052 / 00957	CERT OF TITLE	LSREF2 BARON LLC

1 2 3

No Exemption Information Available.

Number of Units 0***Total Square Feet** 0**Acres** 2.70**Use Code** 1000 - VACANT
COMMERCIAL**Zoning** C2 - Commercial, General (30-
JUPITER)

Tax Year	2022	2021	2020
Improvement Value	\$7,344	\$6,510	\$6,548
Land Value	\$2,352,280	\$2,033,546	\$2,033,546
Total Market Value	\$2,359,624	\$2,040,056	\$2,040,094

All values are as of January 1st each year

Tax Year	2022	2021	2020
Assessed Value	\$2,359,624	\$2,040,056	\$2,040,094
Exemption Amount	\$0	\$0	\$0
Taxable Value	\$2,359,624	\$2,040,056	\$2,040,094

Tax Year	2022	2021	2020
Ad Valorem	\$42,347	\$37,585	\$38,192
Non Ad Valorem	\$0	\$0	\$0
Total tax	\$42,347	\$37,585	\$38,192



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450
July 7, 2023

JARED W. PERDUE, P.E.
SECRETARY

THIS PRE-APPLICATION LETTER IS VALID UNTIL – July 7, 2024
THIS LETTER IS NOT A PERMIT APPROVAL

Djami Auguste
Bowman Consulting Ltd.
301 SE Ocean Blvd Suite 301
Stuart, FL 34994

Dear Djami Auguste:

RE: Pre-application Review for **Category D Safety Upgrade Driveway**, Pre-application Meeting Date: **November 3, 2022**
Palm Beach County - Jupiter; SR 811; Sec. # 93090000; MP: 10.5; Access Class - 5;
Posted Speed - 45; SIS - No; FDOT Ref. Project:

Request: Right-in/right-out driveway on the east side of SR 911 approximately 310 feet north of Old Jupiter Beach Road .

SITE SPECIFIC INFORMATION

Project Name & Address: **Jupiter ALF – 26.93798, -80.09252, 401 N Alternate A1A 1, Jupiter FL**
Property Owner: **Flagler Wharf Real Estate LLC**; Parcel Size: **3.70 Acres**
Development Size: **3,200 SF Restaurant, 22,171 SF Medical Office, 12,880 SF General Office, 3 Low-Rise Multifamily Residential, 13 Slips Public Docks, and 1,741 SF of Small Office Building.**

WE APPROVE YOUR REQUEST

This decision is based on your presentation of the facts, site plan and survey - please see the conditions and comments below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:

- **A minimum driveway length of 50 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided.**
- **If a gate is proposed, a minimum driveway length of 100 feet to the call box and/or gate house, and a turnaround area before the gate are required.**

Comments:

- All driveways not approved in this letter must be fully removed and the area restored.
- A Drainage Permit is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).
- The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway System and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval.** The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: <https://osp.fdot.gov>; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter.

Sincerely,

Carina Harvey
2023.07.07
10:35:46 -
04'00'

Carina Harvey
District Access Management Manager

cc: Patricia Moore

File: S:\Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2022-11-03 & AMRC\Pre-app 3. 93090000 MP 10.5 SR 811_Jupiter ALF\93090 MP 10.5 SR 811_Jupiter ALF.docx

www.dot.state.fl.us

Appendix B

Traffic Data

Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Industrial	General Light Industrial	110	1000 S.F.	4.87	10%	88/12	0.74	14/86	0.65
	Manufacturing	140	1000 S.F.	4.75	10%	76/24	0.68	31/69	0.74
	Warehouse	150	1000 S.F.	1.71	10%	77/23	0.17	28/72	0.18
	Mini-Warehouse/SS	151	1000 S.F.	1.45	10%	59/41	0.09	47/53	0.15
	HCF Center Warehouse - Non Sort	155	1000 S.F.	1.81	10%	81/19	0.15	39/61	0.16
Residential	Single Family Detached	210	Dwelling Unit	10	0%	26/74	0.7	63/37	0.94
	Multifamily Low-Rise Housing upto 3 story (Apartment/Condo/TH)	220	Dwelling Unit	6.74	0%	24/76	0.4	63/37	0.51
	Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	Dwelling Unit	4.54	0%	23/77	0.37	61/39	0.39
	55+ SF Detached	251	Dwelling Unit	4.31	0%	33/67	0.24	61/39	0.30
	55+ SF Attached	252	Dwelling Unit	3.24	0%	34/66	0.2	56/44	0.25
	Congregate Care Facility	253	Dwelling Unit	2.21	0%	58/42	0.08	49/51	0.18
	Assisted Living Facility	254	Beds	2.6	0%	60/40	0.18	39/61	0.24
Ldg	Hotel	310	Rooms	7.99	10%	56/44	0.46	51/49	0.59
Rec	Golf Course	430	Holes	30.38	5%	79/21	1.76	53/47	2.91
	Health/Fitness Club	492	1000 S.F.	32.93	5%	51/49	1.31	57/43	3.45
Institutional	Elementary School	520	Students	2.27	0%	54/46	0.74	46/54	0.16
	Middle/Junior School	522	Students	2.1	0%	54/46	0.67	48/52	0.15
	High School	525	Students	1.94	0%	68/32	0.52	48/52	0.14
	Private School (K-8)	530	Students	3.17 ^a	0%	56/44	1.01	46/54	0.26
	Private School (K-12)	532	Students	2.48	0%	63/37	0.79	43/57	0.17
	Church/Synagogue ^b	560	1000 S.F.	7.6	5%	62/38	0.32	44/56	0.49
	Day Care	565	Students	4.09	50%	53/47	0.78	47/53	0.79
	Library	590	1000 S.F.	72.05	10%	71/29	1	48/52	8.16
Med	Hospital	610	1000 S.F.	10.77	10%	67/33	0.82	35/65	0.86
	Nursing Home	620	Beds	3.06	10%	72/28	0.14	33/67	0.14
Office	General Office (10k-250k SF GFA) ^h	710	1000 S.F.	10.84	10%	88/12	1.52	17/83	1.44
	General Office (>250k SF GFA) ^h	710	1000 S.F.	$\ln(T) = 0.87 \ln(X) + 3.05$	10%	88/12	$\ln(T) = 0.86 \ln(X) + 1.16$	17/83	1.44
	Small Office Building (<=10k SF GFA)	712	1000 S.F.	14.39	10%	82/18	1.67	34/66	2.16
	Medical Office (Stand-Alone)	720	1000 S.F.	$T=42.97(X)-108.01$	10%	79/21	3.10	30/70	3.93
	Medical Office (Near Hospital)	720	1000 S.F.	31.86	10%	81/19	2.68	25/75	2.84
	Government Office	730	1000 S.F.	22.59	10%	75/25	3.34	25/75	1.71

Palm Beach County Trip Generation Rates

(Must be used with traffic studies submitted to the County on or after 9/1/2022. However, immediate use is highly recommended)

Gr	Landuse	ITE Code	Unit	Daily Rate/Equation	Pass-By %	AM Peak Hour		PM Peak Hour	
						In/Out	Rate/Equation	In/Out	Rate/Equation
Retail	Nursery (Garden Center)	817	Acre	108.1	0%	50/50	2.82	50/50	8.06
	Nursery (Wholesale)	818	Acre	19.50	0%	50/50	0.23	50/50	0.36
	Landscape Services	PBC	Acre ^c	121.70	0%	40/60	34.4	58/42	15.1
	Shop Center (>150ksf)	820	1000 S.F.	37.01	24%	62/38	0.84	48/52	3.4
	Shop Plaza (40-150ksf) w/Sup Market	821	1000 S.F.	94.49	39%	62/38	3.53	48/52	9.03
	Shop Plaza (40-150ksf) w/out Sup Market	821	1000 S.F.	67.52	39%	62/38	1.73	49/51	5.19
	Strip Retail Plaza (<40ksf)	822	1000 S.F.	54.45	63%	60/40	2.36	50/50	6.59
	Automobile Sales (New)	840	1000 S.F.	27.84	15%	73/27	1.86	40/60	2.42
	Automobile Parts Sales	843	1000 S.F.	54.57	28%	55/45	2.51	48/52	4.9
	Tire Store	848	1000 S.F.	27.69	28%	64/36	2.61	43/57	3.75
	Supermarket	850	1000 S.F.	93.84	36%	59/41	2.86	50/50	8.95
Services	Pharmacy + DT	881	1000 S.F.	108.40	50%	52/48	3.74	50/50	10.25
	Drive-In Bank	912	1000 S.F.	100.35	47%	58/42	9.95	50/50	21.01
	Fine Dining Restaurant	931	1000 S.F.	83.84	44%	50/50	0.73	67/33	7.8
	High Turnover Sit-Down Rest.	932	1000 S.F.	107.2	43%	55/45	9.57	61/39	9.05
	Fast Food Restaurant w/o DT	933	1000 S.F.	450.49	45%	58/42	43.18	50/50	33.21
	Fast Food Restaurant + DT	934	1000 S.F.	467.48	49%	51/49	44.61	52/48	33.03
	Coffee/Donut Shop w/o DT	936	1000 S.F.	441.88 ^d	45%	51/49	93.08	50/50	32.29
	Coffee/Donut Shop + DT	937	1000 S.F.	533.57	49%	51/49	85.88	50/50	38.99
	Coffee/Donut Shop + DT w/No Seat	938	DT Lanes	179	49%	50/50	39.81	50/50	15.08
	Gas Station w/Convenience Store ^e	FDOT	FP, 1000 S.F.	14.3*PM Trips	61%	50/50	Note f	50/50	12.3*FP+15.5*(X)
	Carwash (Automated) ^g	PBC	Lane	166.00	0%	50/50	11.97	50/50	13.65

Footnotes

- a) Based on Daily to AM peak ratio for LUC 532 (Private School (K-12))
- b) Weekend peak hour rate = 10.36 per 1,000 s.f. with a 48/52 directional split
- c) Landscape Services acreage consists of overnight vehicle and equipment storage as well as areas (covered or uncovered) for chemicals, fertilizers, landscape materials (excluding plants) and other items needed for day-to-day operations. Not included are drive aisles, customer/employee parking, structures shared by nursery and landscape services, facilities that solely serve the onsite landscape activities or any nursery growing areas.
- d) Based on Daily to PM ratio for ITE Code 937 (Coffee Donut Shop + DT)
- e) FP=Fueling Position. Use both FP and Convenience Store size in estimating trips using the provided equation. Note that no internalization between the gas pumps and convenience store, as per ULDC Article 12, should be applied to estimate the net trips.
- f) Use PM rates
- g) Daily rate taken from PBC trip gen. study. Peak hour rates derived by applying peak to daily ratios for gas station to daily carwash rate from older ITE TGM. New PBC rate study underway.
- h) Based on PBC analysis of ITE TGM data plots

Modification History

3/2/2020: Added Landscape Services, modification history, edited formatting

7/25/2022: Updated with ITE TG Manual 11th ed information

Land Use: 420

Marina

Description

A marina is a public or private facility that provides docks and berths for boats and may include limited retail and restaurant space.

Additional Data

The sites were surveyed in the 1980s in Connecticut and Washington.

Source Numbers

123, 265

Marina (420)

Vehicle Trip Ends vs: Berths
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Berths: 939

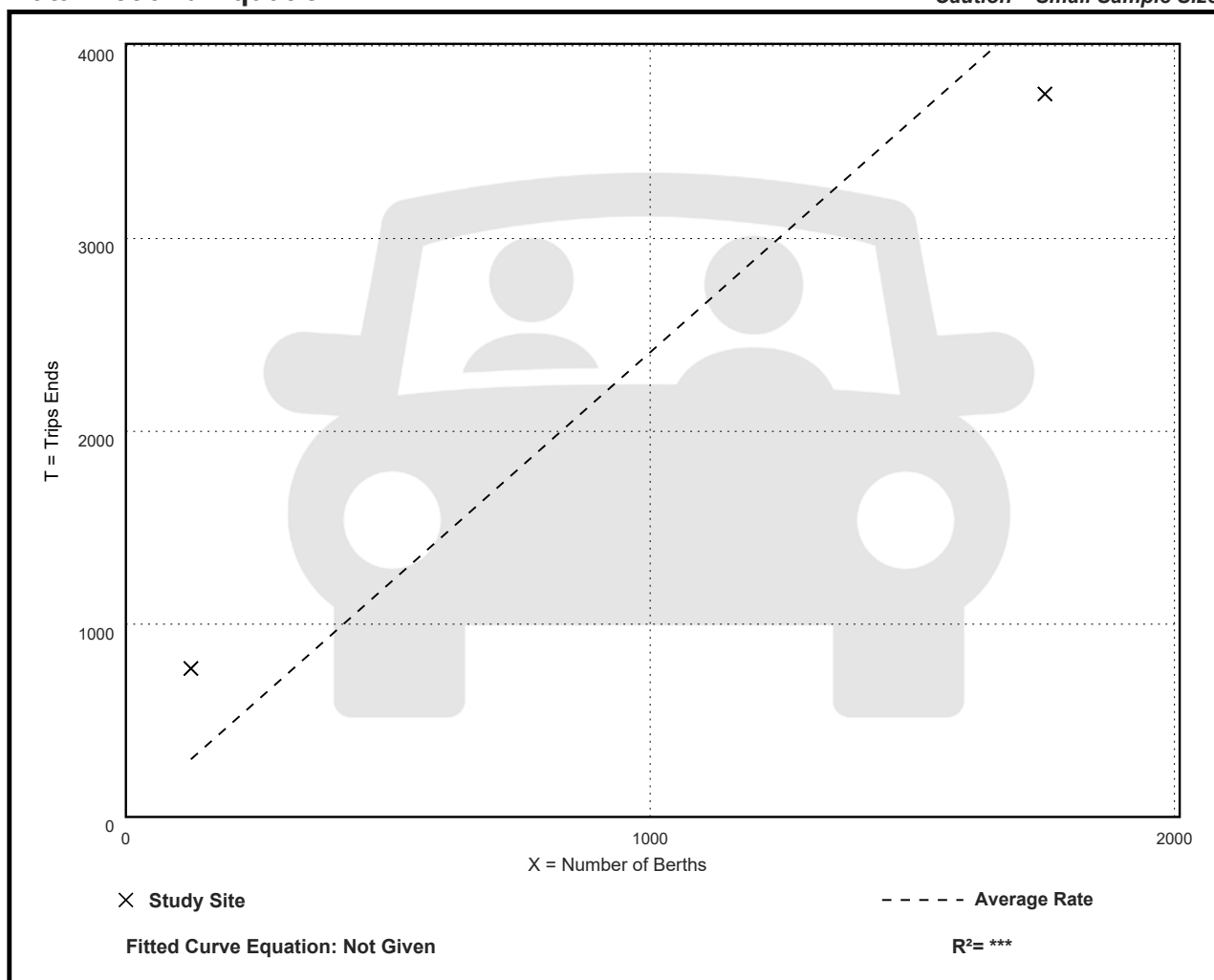
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
2.41	2.14 - 6.21	***

Data Plot and Equation

Caution – Small Sample Size



Marina (420)

Vehicle Trip Ends vs: Berths

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Berths: 300

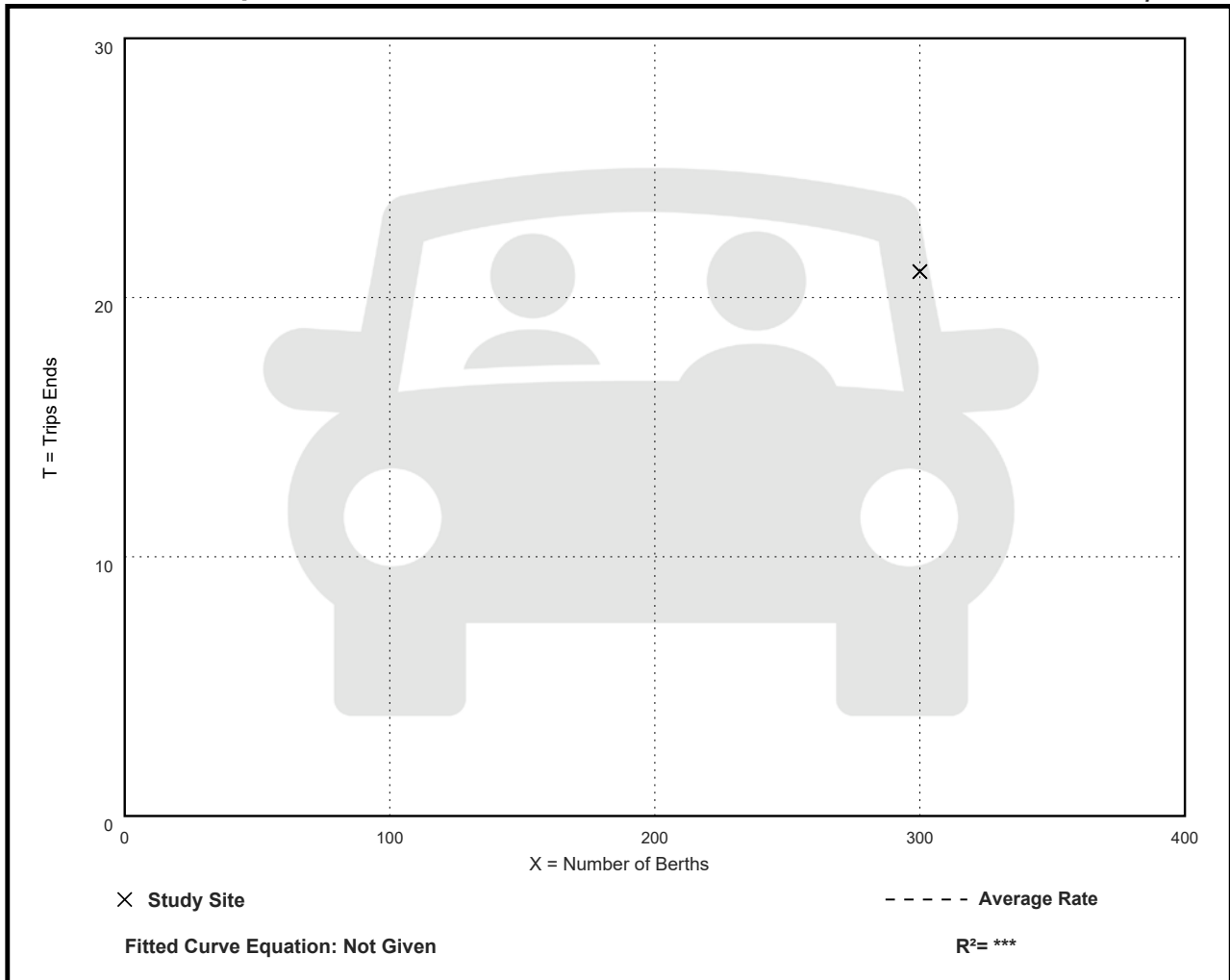
Directional Distribution: 33% entering, 67% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.07	0.07 - 0.07	***

Data Plot and Equation

Caution – Small Sample Size



Marina (420)

Vehicle Trip Ends vs: Berths

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 1

Avg. Num. of Berths: 300

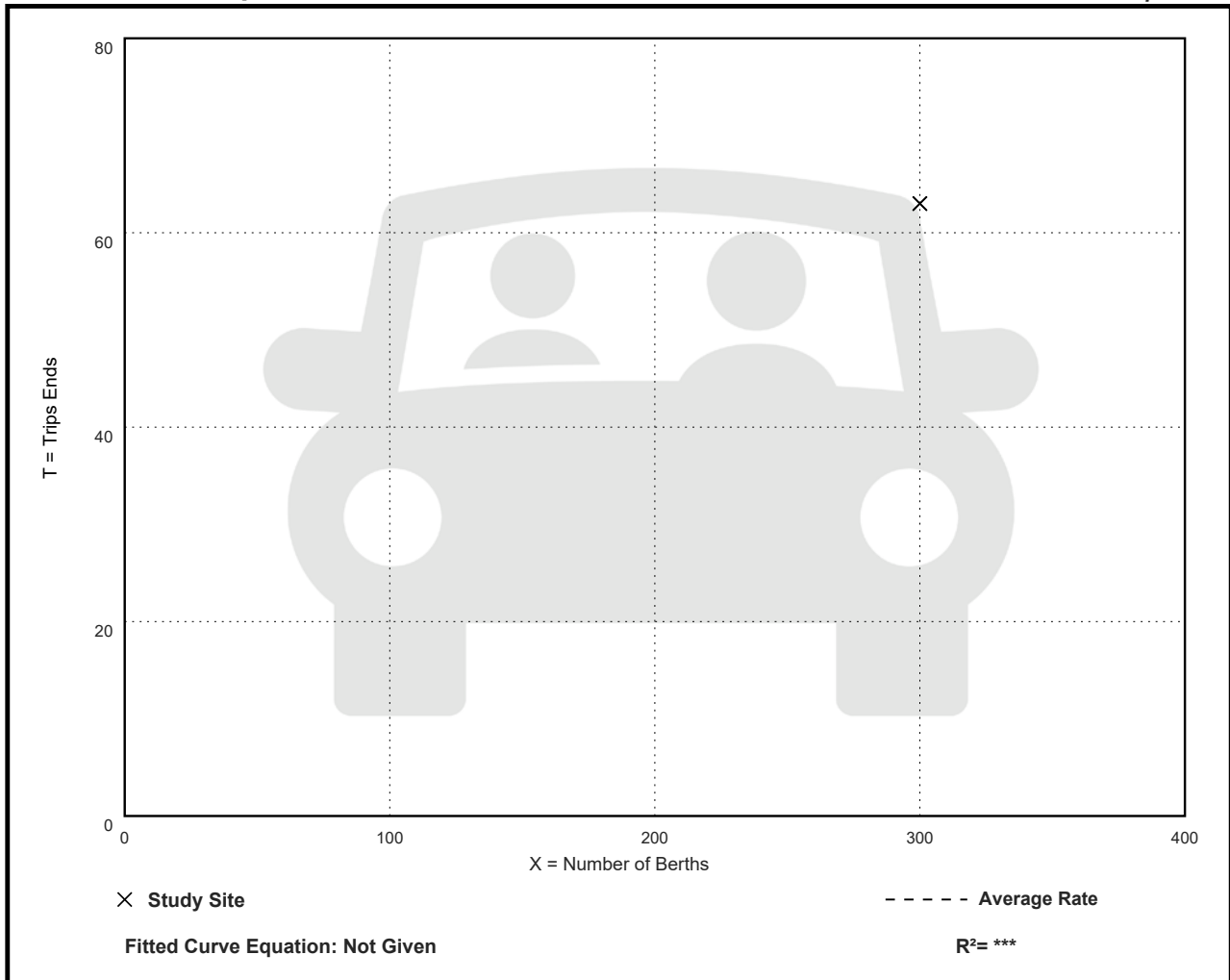
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Berth

Average Rate	Range of Rates	Standard Deviation
0.21	0.21 - 0.21	***

Data Plot and Equation

Caution – Small Sample Size



A	B	C	D	E	F	G	H	I
	Input Data							
	ROAD NAME: Center St			STATION: 1803		Report Created		
	CURRENT YEAR: 2020			FROM: Midpoint		12/15/2022		
	ANALYSIS YEAR: 2025			TO: Old Dixie Hwy				
	GROWTH RATE: -0.19%			COUNT DATE: 1/13/2020				
				PSF: 1				

	Link Analysis					
	AM			PM		
Time Period	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	1358	728	651	1469	642	873
Peak Volume	1358	728	651	1469	642	873
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1358	728	651	1469	642	873

Committed Developments							Type	% Complete
Lakewood	8	5	3	9	4	5	Res	55%
Harbourside	0	0	0	0	0	0	NR	100%
Bluewater Plaza	1	1	0	2	1	1	NR	0%
Thelma Avenue Offices	0	0	0	0	0	0	NR	100%
Seagrape Plaza	1	1	1	9	4	5	NR	50%
Fishermans Wharf	0	0	0	1	1	1	Res	0%
Brown Private School	0	0	0	0	0	0	NR	100%
Hawkeye	24	3	21	26	23	3	NR	0%
Power Systems	2	0	1	1	1	0	NR	54%
Love Street	0	0	0	3	2	1	NR	0%
Coconut Cove	0	0	0	0	0	0	Res	100%
Villa Diamante	0	0	0	0	0	0	Res	100%
320 Hibiscus St	6	3	3	5	2	2	NR	0%
Center Park Commercial Center	10	2	8	37	22	15	NR	79%
Home Depot Plaza	4	2	2	6	3	3	NR	75%
Island Way South	1	0	0	1	1	0	Res	0%
Beacon Park	8	2	6	10	7	3	Res	0%
Flaglers Wharf	0	1	1	1	1	1	Res	0%
Sperry Project	3	1	1	6	3	3	Res	0%
Total Committed Developments	68	21	47	117	75	43		
Total Committed Residential	20	9	11	28	17	13		
Total Committed Non-Residential	48	12	36	89	58	30		
Double Count Reduction	5	2	3	7	4	3		
Total Discounted Committed Developments	63	19	44	110	71	40		
Historical Growth	-13	-7	-6	-14	-6	-8		
Comm Dev+1% Growth	132	56	77	185	104	85		
Growth Volume Used	132	56	77	185	104	85		
Total Volume	1490	784	728	1654	746	958		

Lanes	2L					
LOS D Capacity	1990	1180	1180	1990	1180	1180
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1990	1180	1180	1990	1180	1180
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Center St
CURRENT YEAR: 2020
ANALYSIS YEAR: 2025
GROWTH RATE: -0.19%

STATION: 1803
FROM: Loxahatchee River Rd
TO: Midpoint
COUNT DATE: 1/13/2020
PSF: 1

Report Created
12/15/2022

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1358	728	651	1469	642	873
Peak Volume	1358	728	651	1469	642	873
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1358	728	651	1469	642	873

Committed Developments

							Type	% Complete
Lakewood	8	5	3	9	4	5	Res	55%
Harbourside	0	0	0	0	0	0	NR	100%
Bluewater Plaza	1	1	0	2	1	1	NR	0%
Thelma Avenue Offices	0	0	0	0	0	0	NR	100%
Seagrape Plaza	1	1	1	9	4	5	NR	50%
Fishermans Wharf	0	0	0	1	1	1	Res	0%
Brown Private School	0	0	0	0	0	0	NR	100%
Hawkeye	24	3	21	26	23	3	NR	0%
Power Systems	2	0	1	1	1	0	NR	54%
Love Street	0	0	0	3	2	1	NR	0%
Coconut Cove	0	0	0	0	0	0	Res	100%
Villa Diamante	0	0	0	0	0	0	Res	100%
320 Hibiscus St	6	3	3	5	2	2	NR	0%
Center Park Commercial Center	7	6	1	28	11	17	NR	79%
Home Depot Plaza	4	2	2	6	3	3	NR	75%
Island Way South	1	0	0	1	1	0	Res	0%
Beacon Park	8	2	6	10	7	3	Res	0%
Flaglers Wharf	0	1	1	1	1	1	Res	0%
Sperry Project	3	1	1	6	3	3	Res	0%
Total Committed Developments	65	25	40	108	64	45		
Total Committed Residential	20	9	11	28	17	13		
Total Committed Non-Residential	45	16	29	80	47	32		
Double Count Reduction	5	2	3	7	4	3		
Total Discounted Committed Developments	60	23	37	101	60	42		
Historical Growth	-13	-7	-6	-14	-6	-8		
Comm Dev+1% Growth	129	60	70	176	93	87		
Growth Volume Used	129	60	70	176	93	87		
Total Volume	1487	788	721	1645	735	960		

Lanes

	2L					
LOS D Capacity	1990	1180	1180	1990	1180	1180
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1990	1180	1180	1990	1180	1180
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
Input Data								
ROAD NAME: Indiantown Rd			STATION: 1601			Report Created		
CURRENT YEAR: 2020			FROM: Midpoint			12/15/2022		
ANALYSIS YEAR: 2025			TO: N Military Trl					
GROWTH RATE: 0%			COUNT DATE: 1/21/2020					
			PSF: 1					

Time Period	Link Analysis					
	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3254	2013	1531	3483	1360	1784
Peak Volume	3254	2013	1531	3483	1360	1784
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3254	2013	1531	3483	1360	1784

Committed Developments							Type	% Complete
Sea Plum Res	0	0	0	0	0	0	Res	100%
Rialto North	0	0	0	0	0	0	Res	100%
AutoZone #4991	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Lakewood	85	50	35	99	47	52	Res	55%
Rialto South	0	0	0	0	0	0	Res	100%
Shoppes of Jupiter Creek	8	2	6	21	13	8	NR	80%
Harbourside	0	0	0	0	0	0	NR	100%
Jupiter Medical Center	52	35	17	55	19	36	NR	70%
Barcelona	0	0	0	0	0	0	Res	100%
Florida Research Park	60	8	52	75	61	14	NR	15%
Jupiter Medical Technology Park	14	11	3	18	5	13	NR	43%
Abacoa DRI	15	7	8	21	10	11	NR	85%
Bluewater Plaza	8	7	1	17	6	12	NR	0%
Thelma Avenue Offices	0	0	0	0	0	0	NR	100%
Seagrape Plaza	6	4	3	46	22	24	NR	50%
Fishermans Wharf	7	6	1	22	12	10	Res	0%
Brown Private School	0	0	0	0	0	0	NR	100%
Briger West	2	1	2	4	2	2	Res	0%
Briger East	5	4	1	6	2	4	NR	45%
Hawkeye	92	11	81	96	85	12	NR	0%
Walmart Store Expansion	5	2	3	75	39	36	NR	78%
Els Center of Excellence	40	14	26	17	10	7	NR	50%
Power Systems	32	6	27	30	26	5	NR	54%
Love Street	4	3	1	36	20	16	NR	0%
Villa Diamante	0	0	0	0	0	0	Res	100%
Avenir	8	4	4	10	4	6	Res	0%
320 Hibiscus St	24	12	12	18	9	9	NR	0%
FPL Service Center	0	0	0	0	0	0	NR	100%
Circle K	40	20	20	38	19	19	NR	58%
Center Park Commercial Center	5	4	1	18	7	11	NR	79%
Home Depot Plaza	34	16	18	58	30	28	NR	75%
Island Way South	7	6	2	10	3	7	Res	0%
Pennock Square	11	4	7	39	20	19	NR	70%
Beacon Park	133	30	103	163	112	51	Res	0%
Maplewood Center	0	0	0	0	0	0	NR	100%
Sperry Project	32	14	19	70	39	31	Res	0%
Total Committed Developments	729	281	453	1062	622	443		
Total Committed Residential	274	111	166	378	219	159		
Total Committed Non-Residential	455	170	287	684	403	284		
Double Count Reduction	69	28	42	95	55	40		
Total Discounted Committed Developments	660	253	411	967	567	403		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	826	356	489	1145	636	494		
Growth Volume Used	826	356	489	1145	636	494		
Total Volume	4080	2369	2020	4628	1996	2278		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A	B	C	D	E	F	G	H	I
Input Data								
ROAD NAME: Indiantown Rd			STATION: 1209			Report Created		
CURRENT YEAR: 2020			FROM: Midpoint			12/15/2022		
ANALYSIS YEAR: 2025			TO: Old Dixie Hwy					
GROWTH RATE: 0%			COUNT DATE: 1/21/2020					
PSF: 1								

Link Analysis						
Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3048	1884	1255	3127	1638	1494
Peak Volume	3048	1884	1255	3127	1638	1494
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3048	1884	1255	3127	1638	1494

Committed Developments Type % Complete

Sea Plum Res	0	0	0	0	0	0	Res	100%
Rialto North	0	0	0	0	0	0	Res	100%
AutoZone #4991	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Lakewood	19	11	8	22	11	12	Res	55%
Rialto South	0	0	0	0	0	0	Res	100%
Harbourside	0	0	0	0	0	0	NR	100%
Jupiter Medical Center	11	7	3	11	4	7	NR	70%
Barcelona	0	0	0	0	0	0	Res	100%
Jupiter Medical Technology Park	11	2	8	13	10	4	NR	43%
Abacoa DRI	26	13	12	36	19	17	NR	85%
Bluewater Plaza	12	10	2	26	8	17	NR	0%
Seagrape Plaza	10	6	4	74	36	39	NR	50%
Fishermans Wharf	8	7	1	25	14	11	Res	0%
Brown Private School	0	0	0	0	0	0	NR	100%
Briger West	7	5	2	12	5	7	Res	0%
Briger East	19	5	14	22	15	7	NR	45%
Hawkeye	49	6	43	51	45	6	NR	0%
Walmart Store Expansion	3	1	2	47	25	23	NR	78%
Power Systems	20	3	17	19	16	3	NR	54%
Love Street	6	4	2	57	32	25	NR	0%
Villa Diamante	0	0	0	0	0	0	Res	100%
Boyd Medical Office	6	1	5	10	7	3	NR	0%
320 Hibiscus St	30	15	15	23	12	12	NR	0%
Circle K	27	13	13	25	13	13	NR	58%
Center Park Commercial Center	6	5	1	21	9	13	NR	79%
Island Way South	4	4	1	6	2	4	Res	0%
Beacon Park	78	18	61	96	66	30	Res	0%
Flaglers Wharf	0	1	1	1	1	1	Res	0%
Sperry Project	52	22	30	112	62	50	Res	0%
Total Committed Developments	404	159	245	709	412	304		
Total Committed Residential	168	68	104	274	161	115		
Total Committed Non-Residential	236	91	141	435	251	189		
Double Count Reduction	42	17	26	69	40	29		
Total Discounted Committed Developments	362	142	219	640	372	275		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	517	238	283	800	456	351		
Growth Volume Used	517	238	283	800	456	351		
Total Volume	3565	2122	1538	3927	2094	1845		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data		
ROAD NAME: Indiantown Rd	STATION: 1209	Report Created
CURRENT YEAR: 2020	FROM: N Military Trl	12/15/2022
ANALYSIS YEAR: 2025	TO: Midpoint	
GROWTH RATE: 0%	COUNT DATE: 1/21/2020	
	PSF: 1	

Time Period	Link Analysis					
	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3048	1884	1255	3127	1638	1494
Peak Volume	3048	1884	1255	3127	1638	1494
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3048	1884	1255	3127	1638	1494

Committed Developments	Type	% Complete
------------------------	------	------------

Sea Plum Res	0	0	0	0	0	0	Res	100%
Rialto North	0	0	0	0	0	0	Res	100%
AutoZone #4991	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Lakewood	19	11	8	22	11	12	Res	55%
Rialto South	0	0	0	0	0	0	Res	100%
Harbourside	0	0	0	0	0	0	NR	100%
Jupiter Medical Center	11	7	3	11	4	7	NR	70%
Barcelona	0	0	0	0	0	0	Res	100%
Jupiter Medical Technology Park	11	2	8	13	10	4	NR	43%
Abacoa DRI	26	13	12	36	19	17	NR	85%
Bluewater Plaza	12	10	2	26	8	17	NR	0%
Seagrape Plaza	10	6	4	74	36	39	NR	50%
Fishermans Wharf	8	7	1	25	14	11	Res	0%
Brown Private School	0	0	0	0	0	0	NR	100%
Briger West	7	5	2	12	5	7	Res	0%
Briger East	19	5	14	22	15	7	NR	45%
Hawkeye	49	6	43	51	45	6	NR	0%
Walmart Store Expansion	3	1	2	47	25	23	NR	78%
Power Systems	20	3	17	19	16	3	NR	54%
Love Street	6	4	2	57	32	25	NR	0%
Villa Diamante	0	0	0	0	0	0	Res	100%
Boyd Medical Office	8	6	2	13	4	9	NR	0%
320 Hibiscus St	30	15	15	23	12	12	NR	0%
Circle K	53	27	27	51	26	25	NR	58%
Center Park Commercial Center	6	5	1	21	9	13	NR	79%
Island Way South	4	4	1	6	2	4	Res	0%
Beacon Park	78	18	61	96	66	30	Res	0%
Flaglers Wharf	0	1	1	1	1	1	Res	0%
Sperry Project	52	22	30	112	62	50	Res	0%
Total Committed Developments	432	178	256	738	422	322		
Total Committed Residential	168	68	104	274	161	115		
Total Committed Non-Residential	264	110	152	464	261	207		
Double Count Reduction	42	17	26	69	40	29		
Total Discounted Committed Developments	390	161	230	669	382	293		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	545	257	294	829	466	369		
Growth Volume Used	545	257	294	829	466	369		
Total Volume	3593	2141	1549	3956	2104	1863		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A

B

C

D

E

F

G

H

I

Input Data

ROAD NAME: Indiantown Rd

STATION: 1811

Report Created

CURRENT YEAR: 2020

FROM: Us Highway 1

12/15/2022

ANALYSIS YEAR: 2025

TO: Midpoint

GROWTH RATE: 0%

COUNT DATE: 1/15/2020

PSF: 1

Link Analysis

Time Period

AM

PM

Direction

2-way

NB/EB

SB/WB

2-way

NB/EB

SB/WB

Existing Volume

1260

678

582

1539

825

894

Peak Volume

1260

678

582

1539

825

894

Diversion(%)

0

0

0

0

0

0

Volume after Diversion

1260

678

582

1539

825

894

Committed Developments

Type % Complete

Harbourside

0

0

0

0

0

0

NR

100%

Water Pointe

1

1

0

1

0

1

Res

0%

Abacoa DRI

5

3

2

7

4

3

NR

85%

Bluewater Plaza

4

1

3

9

6

3

NR

0%

Seagrape Plaza

1

1

1

9

5

4

NR

50%

Fishermans Wharf

1

0

1

3

1

2

Res

0%

Briger East

10

3

7

11

7

4

NR

45%

Lighthouse Cove Mini Golf

0

0

0

0

0

0

NR

100%

Love Street

4

3

1

37

21

16

NR

0%

Jupiter Yacht Club

1

1

1

4

1

2

NR

89%

Inlet Waters

11

2

9

13

8

4

Res

0%

Cornerstone PUD

3

2

1

16

8

8

Res

0%

Sperry Project

34

14

19

73

40

33

Res

0%

Total Committed Developments

75

31

45

183

101

80

Total Committed Residential

50

19

30

106

57

48

Total Committed Non-Residential

25

12

15

77

44

32

Double Count Reduction

5

2

3

15

9

6

Total Discounted Committed Developments

70

29

42

168

92

74

Historical Growth

0

0

0

0

0

0

Comm Dev+1% Growth

134

64

72

247

134

120

Growth Volume Used

134

64

72

247

134

120

Total Volume

1394

742

654

1786

959

1014

Lanes

4L

LOS D Capacity

3060

1860

1860

3060

1860

1860

Link Meets Test 1?

YES

YES

YES

YES

YES

YES

LOS E Capacity

3230

1860

1860

3230

1860

1860

Link Meets Test 2?

YES

YES

YES

YES

YES

YES

Input Data

ROAD NAME: Indiantown Rd	STATION: 1811
CURRENT YEAR: 2020	FROM: Midpoint
ANALYSIS YEAR: 2025	TO: Ocean Dr
GROWTH RATE: 0%	COUNT DATE: 1/15/2020
	PSF: 1

Report Created
12/15/2022

Time Period	Link Analysis					
	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1260	678	582	1539	825	894
Peak Volume	1260	678	582	1539	825	894
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1260	678	582	1539	825	894

Committed Developments							Type	% Complete
Harbourside	0	0	0	0	0	0	NR	100%
Water Pointe	1	1	0	1	0	1	Res	0%
Abacoa DRI	5	3	2	7	4	3	NR	85%
Bluewater Plaza	4	1	3	9	6	3	NR	0%
Seagrape Plaza	1	1	1	9	5	4	NR	50%
Fishermans Wharf	1	0	1	3	1	2	Res	0%
Lighthouse Cove Mini Golf	0	0	0	0	0	0	NR	100%
Love Street	4	3	1	37	21	16	NR	0%
Jupiter Yacht Club	1	1	1	4	1	2	NR	89%
Inlet Waters	11	2	9	13	8	4	Res	0%
Cornerstone PUD	3	2	1	16	8	8	Res	0%
Sperry Project	34	14	19	73	40	33	Res	0%
Total Committed Developments	65	28	38	172	94	76		
Total Committed Residential	50	19	30	106	57	48		
Total Committed Non-Residential	15	9	8	66	37	28		
Double Count Reduction	3	2	2	13	7	6		
Total Discounted Committed Developments	62	26	36	159	87	70		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	126	61	66	238	129	116		
Growth Volume Used	126	61	66	238	129	116		
Total Volume	1386	739	648	1777	954	1010		

Lanes	4L					
LOS D Capacity	3060	1860	1860	3060	1860	1860
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3230	1860	1860	3230	1860	1860
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: Indiantown Rd STATION: 1807 Report Created 12/15/2022
 CURRENT YEAR: 2020 FROM: Midpoint
 ANALYSIS YEAR: 2025 TO: N Us Highway 1
 GROWTH RATE: 0% COUNT DATE: 1/28/2020
 PSF: 1

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2250	1223	1060	2508	1260	1298
Peak Volume	2250	1223	1060	2508	1260	1298
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2250	1223	1060	2508	1260	1298

Committed Developments							Type	% Complete
AutoZone #4991	0	0	0	0	0	0	NR	100%
Lakewood	15	9	6	18	8	9	Res	55%
Harbourside	0	0	0	0	0	0	NR	100%
Jupiter Medical Center	9	3	6	9	6	3	NR	70%
Barcelona	0	0	0	0	0	0	Res	100%
Water Pointe	11	2	9	12	8	4	Res	0%
Jupiter Medical Technology Park	6	5	1	7	2	5	NR	43%
Abacoa DRI	15	8	7	21	11	10	NR	85%
Bluewater Plaza	18	3	15	39	26	13	NR	0%
Seagrape Plaza	5	2	3	37	19	18	NR	50%
Fishermans Wharf	8	1	7	25	11	14	Res	0%
Brown Private School	0	0	0	0	0	0	NR	100%
Briger West	2	2	1	4	2	2	Res	0%
Briger East	15	4	11	17	11	5	NR	45%
Power Systems	2	0	1	1	1	0	NR	54%
Love Street	9	6	3	89	50	40	NR	0%
Villa Diamante	0	0	0	0	0	0	Res	100%
Jupiter Yacht Club	13	6	7	39	23	16	NR	89%
320 Hibiscus St	9	5	5	7	3	3	NR	0%
Circle K	13	7	7	13	6	6	NR	58%
Center Park Commercial Center	1	0	1	5	3	2	NR	79%
Island Way South	3	2	1	4	1	3	Res	0%
Beacon Park	39	9	30	48	33	15	Res	0%
Cornerstone PUD	3	1	2	16	8	8	Res	0%
Flaglers Wharf	0	1	1	1	1	1	Res	0%
Sperry Project	81	35	47	176	97	79	Res	0%
Total Committed Developments	277	111	171	588	330	256		
Total Committed Residential	162	62	104	304	169	135		
Total Committed Non-Residential	115	49	67	284	161	121		
Double Count Reduction	23	10	13	57	32	24		
Total Discounted Committed Developments	254	101	158	531	298	232		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	369	163	212	659	362	298		
Growth Volume Used	369	163	212	659	362	298		
Total Volume	2619	1386	1272	3167	1622	1596		

Lanes	6LD					
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I J K L M N O

Input Data

E-W Street: Indiantown Rd
N-S STREET: Old Dixie Hwy
TIME PERIOD: AM
GROWTH RATE: 0.99%
SIGNAL ID: 4750

COUNT DATE: 2/16/2022
CURRENT YEAR: 2022
ANALYSIS YEAR: 2025
PSF: 1

Report Created
5/17/2023

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	494	912	245	158	409	94	216	702	427	288	1015	170		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	494	912	245	158	409	94	216	702	427	288	1015	170		
Committed Developments														
900 S US 1	0	22	0	3	4	1	0	0	14	4	0	0	NR	0%
Total Committed Developments	0	22	0	3	4	1	0	0	14	4	0	0		
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0		
Total Committed Non-Residential	0	22	0	3	4	1	0	0	14	4	0	0		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	0	22	0	3	4	1	0	0	14	4	0	0		
Historical Growth	15	27	7	5	12	3	6	21	13	9	30	5		
Comm Dev+1% Growth	15	50	7	8	16	4	7	21	27	13	31	5		
Growth Volume Used	15	50	7	8	16	4	7	21	27	13	31	5		
Total Volume	509	962	252	166	425	98	223	723	454	301	1046	175		

Input Data

E-W Street: Indiantown Rd
N-S STREET: Old Dixie Hwy
TIME PERIOD: PM
GROWTH RATE: 0.99%
SIGNAL ID: 4750

COUNT DATE: 2/16/2022
CURRENT YEAR: 2022
ANALYSIS YEAR: 2025
PSF: 1

Report Created
5/17/2023

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	529	902	149	389	892	167	318	1164	382	231	839	225		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	529	902	149	389	892	167	318	1164	382	231	839	225		
Committed Developments														
900 S US 1	0	11	0	16	24	4	0	0	8	2	0	0	NR	0%
Total Committed Developments	0	11	0	16	24	4	0	0	8	2	0	0		
Total Committed Residential	0	0	0	0	0	0	0	0	0	0	0	0		
Total Committed Non-Residential	0	11	0	16	24	4	0	0	8	2	0	0		
Double Count Reduction	0	0	0	0	0	0	0	0	0	0	0	0		
Total Discounted Committed	0	11	0	16	24	4	0	0	8	2	0	0		
Historical Growth	16	27	4	12	27	5	10	35	11	7	25	7		
Comm Dev+1% Growth	16	38	5	28	51	9	10	35	20	9	25	7		
Growth Volume Used	16	38	5	28	51	9	10	35	20	9	25	7		
Total Volume	545	940	154	417	943	176	328	1199	402	240	864	232		

Appendix C

Intersection Capacity Analysis Worksheets

VOLUME DEVELOPMENT TABLE
JUPITER WHARF TRAFFIC ANALYSIS

Intersection	Scenario	Traffic Volumes								
		WBLT	WBT	WBRT	NBLT	NBT	NBRT	SBLT	SBT	SBRT
Old Jupiter Beach Road at SR-811/ Alternate A1A	AM Peak Hour									
	2023 Peak Season Traffic⁽¹⁾	15	-	9	-	1,451	8	7	1,972	-
	2025 Background Traffic⁽¹⁾	15	-	9	-	1,549	8	7	2,106	-
	In/Out		-		-	In	In	In	Out	-
	Project Distribution		-		-	50%	30%	20%	65%	-
	Project Trips		-		-	9	5	4	8	-
	2025 Total Traffic	15	-	9	-	1,558	13	11	2,114	-
	PM Peak Hour									
	2023 Peak Season Traffic	12	-	11	-	2,185	14	13	1,565	-
	2025 Background Traffic	12	-	11	-	2,334	14	13	1,672	-
	In/Out		-		-	In	In	In	Out	-
	Project Distribution		-		-	50%	30%	20%	65%	-
	Project Trips		-		-	9	5	4	8	-
	2025 Total Traffic	12	-	11	-	2,343	19	17	1,680	-

(1) Through volumes are based on TPS link volume reports and turning movements are based on data collected March 28, 2023

RAW TURNING MOVEMENT DATA **JUPITER WHARF TRAFFIC ANALYSIS**

Time	NBR	SBL	WBL	WBR	Total	1 hr sum
7:00-7:15 AM	2	0	3	3	8	
7:15-7:30 AM	0	1	4	1	6	
7:30-7:45 AM	2	4	6	3	15	
7:45-8:00 AM	4	2	2	2	10	39 7:00-8:00
8:00-8:15 AM	1	3	2	0	6	37 7:15-8:15
8:15-8:30 AM	2	1	4	0	7	38 7:30-8:30
8:30-8:45 AM	3	3	1	1	8	31 7:45-8:45
8:45-9:00 AM	6	1	2	1	10	31 8:00-9:00
4:00-4:15 PM	3	4	2	2	11	
4:15-4:30 PM	1	4	6	3	14	
4:30-4:45 PM	4	4	3	3	14	
4:45-5:00 PM	2	0	3	4	9	48 4:00-5:00
5:00-5:15 PM	3	3	3	3	12	49 4:15-5:15
5:15-5:30 PM	4	4	2	4	14	49 4:30-5:30
5:30-5:45 PM	4	4	4	2	14	49 4:45-5:45
5:45-6:00 PM	3	2	3	2	10	50 5:00-6:00

PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY
JUPITER WHARF TRAFFIC ANALYSIS

Intersection	Conditions/ Time Period	Scenario	Eastbound			Westbound			Northbound			Southbound		
			Left	Thru	Right	Left	Thru	Right	U-Turn	Thru	Right	Left	Thru	Right
Old Jupiter Beach Road @ SR-811/ Alternate A1A	Existing AM	Total Delay	-			55.0	-	18.1	0.0	0.0	0.0	23.5	0.0	-
		LOS				F		C	A	A	A	C	A	
		V/C				0.19		0.03	0.00	0.00	0.00	0.04	0.00	
		Available Storage				200'		-	80'	-	-	210'	-	
		95% Queues (ft)				15'		3'	0'	0'	0'	3'	0'	
		Approach Delay	-			41.2			0.0			0.1		
		Approach LOS				E			A			A		
		Approach V/C				0.19			0.00			0.04		
		Intersection Delay	0.3											
		Intersection LOS	A											
		Intersection V/C	0.19											
		Existing PM	Total Delay	-			206.5	-	30.5	0.0	0.0	0.0	60.2	0.0
	LOS		F				D		A	A	A	F	A	
	V/C		0.45				0.08		0.00	0.00	0.00	0.18	0.00	
	Available Storage		200'				-		80'	-	-	210'	-	
	95% Queues (ft)		35'				8'		0'	0'	0'	15'	0'	
	Approach Delay		-			122.3			0.0			0.5		
	Approach LOS					F			A			A		
	Approach V/C					0.45			0.00			0.18		
	Intersection Delay		0.9											
	Intersection LOS		A											
	Intersection V/C	0.45												
Old Jupiter Beach Road @ SR-811/ Alternate A1A	BackgroundAM	Total Delay	-			65.9	-	19.3	0.0	0.0	0.0	26.0	0.0	-
		LOS				F		C	A	A	A	D	A	
		V/C				0.22		0.04	0.00	0.00	0.00	0.04	0.00	
		Available Storage				200'		-	80'	-	-	210'	-	
		95% Queues (ft)				20'		3'	0'	0'	0'	3'	0'	
		Approach Delay	-			48.4			0.0			0.1		
		Approach LOS				E			A			A		
		Approach V/C				0.22			0.00			0.04		
		Intersection Delay	0.4											
		Intersection LOS	A											
		Intersection V/C	0.22											
		Background PM	Total Delay	-			305.2	-	34.2	0.0	0.0	0.0	75.2	0.0
	LOS		F				D		A	A	A	F	A	
	V/C		0.59				0.09		0.00	0.00	0.00	0.22	0.00	
	Available Storage		200'				-		80'	-	-	210'	-	
	95% Queues (ft)		43'				8'		0'	0'	0'	18'	0'	
	Approach Delay		-			175.6			0.0			0.6		
	Approach LOS					F			A			A		
	Approach V/C					0.59			0.00			0.22		
	Intersection Delay		1.2											
	Intersection LOS		A											
	Intersection V/C	0.59												

PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY
JUPITER WHARF TRAFFIC ANALYSIS

INTERSECTION	CONDITIONS/ TIME PERIOD	SCENARIO	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND		
			LEFT	THRU	RIGHT	LEFT	THRU	RIGHT	U-TURN	THRU	RIGHT	LEFT	THRU	RIGHT
Old Jupiter Beach Road @ SR-811/ Alternate A1A	Total AM	Total Delay	-			68.0	-	19.4	0.0	0.0	0.0	26.9	0.0	-
		LOS				F		C	A	A	A	D	A	
		V/C				0.22		0.04	0.00	0.00	0.00	0.07	0.00	
		Available Storage				200'		-	80'	-	-	210'	-	
		95% Queues (ft)				20'		3'	0'	0'	0'	5'	0'	
		Approach Delay	-	49.8			0.0			0.1				
		Approach LOS		E			A			A				
		Approach V/C		0.22			0.00			0.07				
		Intersection Delay	0.4											
		Intersection LOS	A											
		Intersection V/C	0.22											
	Total PM	Total Delay	-			326.1	-	34.5	0.0	0.0	0.0	82.7	0.0	-
		LOS				F		D	A	A	A	F	A	
		V/C				0.62		0.09	0.00	0.00	0.00	0.29	0.00	
		Available Storage				200'		-	80'	-	-	210'	-	
		95% Queues (ft)				45'		8'	0'	0'	0'	25'	0'	
		Approach Delay	-	186.6			0.0			0.8				
		Approach LOS		F			A			A				
		Approach V/C		0.62			0.00			0.29				
		Intersection Delay	1.4											
		Intersection LOS	A											
		Intersection V/C	0.62											

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Existing (2023)
Timing Plan: AM Peak Hour

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	15	9	0	1451	8	7	1972
Future Volume (vph)	15	9	0	1451	8	7	1972
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	165	0	80		0	170	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	25		25			25	
Link Speed (mph)	30			45			45
Link Distance (ft)	970			865			880
Travel Time (s)	22.0			13.1			13.3
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Existing (2023)
Timing Plan: AM Peak Hour

Intersection							
Int Delay, s/veh	0.3						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	15	9	0	1451	8	7	1972
Future Vol, veh/h	15	9	0	1451	8	7	1972
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	165	0	80	-	-	170	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	16	10	0	1577	9	8	2143
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	2455	793	1565	0	0	1586	0
Stage 1	1582	-	-	-	-	-	-
Stage 2	873	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12	-
Pot Cap-1 Maneuver	53	284	212	-	-	202	-
Stage 1	105	-	-	-	-	-	-
Stage 2	334	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	51	284	212	-	-	202	-
Mov Cap-2 Maneuver	88	-	-	-	-	-	-
Stage 1	105	-	-	-	-	-	-
Stage 2	321	-	-	-	-	-	-
Approach	WB		NB		SB		
HCM Control Delay, s	41.2		0		0.1		
HCM LOS	E						
Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1WBLn2		SBL	SBT	
Capacity (veh/h)	212	-	-	88	284	202	-
HCM Lane V/C Ratio	-	-	-	0.185	0.034	0.038	-
HCM Control Delay (s)	0	-	-	55	18.1	23.5	-
HCM Lane LOS	A	-	-	F	C	C	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0.1	-

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Existing (2023)
Timing Plan: PM Peak Hour

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	12	11	0	2185	14	13	1565
Future Volume (vph)	12	11	0	2185	14	13	1565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	165	0	80		0	170	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	25		25			25	
Link Speed (mph)	30			45			45
Link Distance (ft)	970			865			880
Travel Time (s)	22.0			13.1			13.3
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Existing (2023)
Timing Plan: PM Peak Hour

Intersection							
Int Delay, s/veh	0.9						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	12	11	0	2185	14	13	1565
Future Vol, veh/h	12	11	0	2185	14	13	1565
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	165	0	80	-	-	170	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	13	12	0	2375	15	14	1701
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3091	1195	1242	0	0	2390	0
Stage 1	2383	-	-	-	-	-	-
Stage 2	708	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12	-
Pot Cap-1 Maneuver	23	153	322	-	-	79	-
Stage 1	32	-	-	-	-	-	-
Stage 2	409	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	19	153	322	-	-	79	-
Mov Cap-2 Maneuver	29	-	-	-	-	-	-
Stage 1	32	-	-	-	-	-	-
Stage 2	337	-	-	-	-	-	-
Approach	WB		NB		SB		
HCM Control Delay, s	122.3		0		0.5		
HCM LOS	F						
Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1WBLn2		SBL	SBT	
Capacity (veh/h)	322	-	-	29	153	79	-
HCM Lane V/C Ratio	-	-	-	0.45	0.078	0.179	-
HCM Control Delay (s)	0	-	-	206.5	30.5	60.2	-
HCM Lane LOS	A	-	-	F	D	F	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.3	0.6	-

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Background (2025)
Timing Plan: AM Peak Hour

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	15	9	0	1549	8	7	2106
Future Volume (vph)	15	9	0	1549	8	7	2106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	165	0	80		0	170	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	25		25			25	
Link Speed (mph)	30			45			45
Link Distance (ft)	970			865			880
Travel Time (s)	22.0			13.1			13.3
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Background (2025)
Timing Plan: AM Peak Hour

Intersection							
Int Delay, s/veh	0.4						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	15	9	0	1549	8	7	2106
Future Vol, veh/h	15	9	0	1549	8	7	2106
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	165	0	80	-	-	170	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	16	10	0	1684	9	8	2289
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	2621	847	1671	0	0	1693	0
Stage 1	1689	-	-	-	-	-	-
Stage 2	932	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12	-
Pot Cap-1 Maneuver	43	262	185	-	-	179	-
Stage 1	90	-	-	-	-	-	-
Stage 2	311	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	41	262	185	-	-	179	-
Mov Cap-2 Maneuver	75	-	-	-	-	-	-
Stage 1	90	-	-	-	-	-	-
Stage 2	297	-	-	-	-	-	-
Approach	WB		NB		SB		
HCM Control Delay, s	48.4		0		0.1		
HCM LOS	E						
Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1WBLn2		SBL	SBT	
Capacity (veh/h)	185	-	-	75	262	179	-
HCM Lane V/C Ratio	-	-	-	0.217	0.037	0.043	-
HCM Control Delay (s)	0	-	-	65.9	19.3	26	-
HCM Lane LOS	A	-	-	F	C	D	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.1	0.1	-

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Background (2025)
Timing Plan: PM Peak Hour

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	12	11	0	2334	14	13	1672
Future Volume (vph)	12	11	0	2334	14	13	1672
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	165	0	80		0	170	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	25		25			25	
Link Speed (mph)	30			45			45
Link Distance (ft)	970			865			880
Travel Time (s)	22.0			13.1			13.3
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Background (2025)
Timing Plan: PM Peak Hour

Intersection							
Int Delay, s/veh	1.2						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	12	11	0	2334	14	13	1672
Future Vol, veh/h	12	11	0	2334	14	13	1672
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	165	0	80	-	-	170	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	13	12	0	2537	15	14	1817
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	3300	1276	1327	0	0	2552	0
Stage 1	2545	-	-	-	-	-	-
Stage 2	755	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12	-
Pot Cap-1 Maneuver	18	135	289	-	-	65	-
Stage 1	25	-	-	-	-	-	-
Stage 2	386	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	14	135	289	-	-	65	-
Mov Cap-2 Maneuver	22	-	-	-	-	-	-
Stage 1	25	-	-	-	-	-	-
Stage 2	303	-	-	-	-	-	-
Approach	WB		NB		SB		
HCM Control Delay, s	175.6		0		0.6		
HCM LOS	F						
Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1WBLn2		SBL	SBT	
Capacity (veh/h)	289	-	-	22	135	65	-
HCM Lane V/C Ratio	-	-	-	0.593	0.089	0.217	-
HCM Control Delay (s)	0	-	-	\$ 305.2	34.2	75.2	-
HCM Lane LOS	A	-	-	F	D	F	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.3	0.7	-

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Total (2025)
Timing Plan: AM Peak Hour

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	15	9	0	1558	13	11	2114
Future Volume (vph)	15	9	0	1558	13	11	2114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	165	0	80		0	170	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	25		25			25	
Link Speed (mph)	30			45			45
Link Distance (ft)	970			865			880
Travel Time (s)	22.0			13.1			13.3
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							

Intersection Summary

Area Type: Other

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Total (2025)
Timing Plan: AM Peak Hour

Intersection							
Int Delay, s/veh	0.4						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	15	9	0	1558	13	11	2114
Future Vol, veh/h	15	9	0	1558	13	11	2114
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	165	0	80	-	-	170	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	16	10	0	1693	14	12	2298
Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	2643	854	1677	0	0	1707	0
Stage 1	1700	-	-	-	-	-	-
Stage 2	943	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12	-
Pot Cap-1 Maneuver	42	259	183	-	-	176	-
Stage 1	88	-	-	-	-	-	-
Stage 2	307	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	39	259	183	-	-	176	-
Mov Cap-2 Maneuver	73	-	-	-	-	-	-
Stage 1	88	-	-	-	-	-	-
Stage 2	286	-	-	-	-	-	-
Approach	WB		NB		SB		
HCM Control Delay, s	49.8		0		0.1		
HCM LOS	E						
Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1WBLn2		SBL	SBT	
Capacity (veh/h)	183	-	-	73	259	176	-
HCM Lane V/C Ratio	-	-	-	0.223	0.038	0.068	-
HCM Control Delay (s)	0	-	-	68	19.4	26.9	-
HCM Lane LOS	A	-	-	F	C	D	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0.1	0.2	-

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Total (2025)
Timing Plan: PM Peak Hour

							
Lane Group	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	12	11	0	2343	19	17	1680
Future Volume (vph)	12	11	0	2343	19	17	1680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%			0%
Storage Length (ft)	165	0	80		0	170	
Storage Lanes	1	1	1		0	1	
Taper Length (ft)	25		25			25	
Link Speed (mph)	30			45			45
Link Distance (ft)	970			865			880
Travel Time (s)	22.0			13.1			13.3
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Shared Lane Traffic (%)							
Intersection Summary							
Area Type:	Other						

Jupiter Wharf Traffic Analysis
1: SR-811/Alt A1A & Old Jupiter Beach Road

Total (2025)
Timing Plan: PM Peak Hour

Intersection							
Int Delay, s/veh	1.4						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	12	11	0	2343	19	17	1680
Future Vol, veh/h	12	11	0	2343	19	17	1680
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	165	0	80	-	-	170	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	13	12	0	2547	21	18	1826
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	3324	1284	1333	0	0	2568	0
Stage 1	2558	-	-	-	-	-	-
Stage 2	766	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	-	-	5.34	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	-	-	3.12	-
Pot Cap-1 Maneuver	17	134	286	-	-	64	-
Stage 1	24	-	-	-	-	-	-
Stage 2	381	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	~ 12	134	286	-	-	64	-
Mov Cap-2 Maneuver	21	-	-	-	-	-	-
Stage 1	24	-	-	-	-	-	-
Stage 2	274	-	-	-	-	-	-
Approach	WB	NB		SB			
HCM Control Delay, s	186.6	0		0.8			
HCM LOS	F						
Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1WBLn2		SBL	SBT	
Capacity (veh/h)	286	-	-	21	134	64	-
HCM Lane V/C Ratio	-	-	-	0.621	0.089	0.289	-
HCM Control Delay (s)	0	-	-	\$ 326.1	34.5	82.7	-
HCM Lane LOS	A	-	-	F	D	F	-
HCM 95th %tile Q(veh)	0	-	-	1.8	0.3	1	-
Notes							
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon							