



**AGENDA
TOWN OF JUPITER
PLANNING AND ZONING COMMISSION REGULAR MEETING
COUNCIL CHAMBERS
TUESDAY, SEPTEMBER 10, 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

1. August 13, 2024 Planning and Zoning Commission Meeting

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

2. Inlet Village Market - Small Site Planned Unit Development and Site Plan Review

Town Council Consideration: October 15, 2024

NEW BUSINESS

3. 708 Weldwood - Variance to Exceed Fence Height for an Existing Fence

Town Council Consideration: Month DD, 20YY

STAFF UPDATE

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

ADJOURN

The next regularly scheduled Planning and Zoning Commission Meeting is scheduled for Tuesday, October 8, 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
FINAL MINUTES
AUGUST 13, 2024**

CALL TO ORDER:

Chair Kevin Kirn called the meeting to order at 7:04 p.m.

ATTENDANCE:

Chair Kevin Kirn, Vice Chair Richard Dunning, Comm. Dan Guisinger, Comm. Beth Kelso and Comm. Cynthia Blum 2nd Alternate; Commissioner Vinson arrived at 7:07; 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:

The minutes from the July 9th meeting were reviewed. Comm. Kelso suggested changes to include adjustments for signage specifically it should remain over the doors on the western elevation but suggested a sign be added to the southern elevation for easy identification. She advocated for color consistency in the signage that was discussed and approved. Motion to approve the amended minutes from July 9, 2024 Regular Planning and Zoning Meeting by Comm. Blum; seconded by Comm. Guisinger. Final: Motion passed unanimously, with a 6-0 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:

1. **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: Commissioner Vinson said she spoke with one of the neighbors the afternoon of the meeting and drove by to do a site check. Commissioner Guisinger walked the property and spoke with staff on the issue. Commissioner Dunning walked the property and looked at Google Earth. Commissioner Kelso also walked the property, spoke with staff, and picked up a set of large scale plans and spoke with Troy Holloway for a few minutes. Commissioner Blum drove through the property.

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 inquired about the restroom access on the first floor, noting that they appeared to be only accessible from the outside, which might complicate ADA compliance. Mr. Holloway clarified that the current design includes two exterior restrooms primarily intended for marina use. While there are no detailed floor plans for the interior of the restaurant yet, if ADA compliance requires indoor restrooms, they will be added. She also asked about the recommended boat size for the marina. Although it was mentioned that the canal could accommodate boats up to 40 feet, the staff still recommended limiting the boat size to 35 feet for easier navigation. Comm. Blum confirmed this understanding and had no further questions.

Comm. Kelso inquired about the history of the marina, noting that it had been inactive and dilapidated for several years. Staff clarified that the marina was operational until about 2018 or 2019, but no official records were found approving it as a marina. Mr. Sickler explained it was likely an accessory use to the mobile home park that existed on the site. Comm. Kelso then asked who is responsible for maintaining the canal's sides and depth, expressing concern that boats might not be able to navigate, if parts of the canal are too shallow. Mr. Schneider responded that individual property owners are responsible for maintaining their sections of the canal, including the marina frontage. Comm. Kelso questioned whether current residents along the canal are allowed to rent out their docks, which they are not; the docks are for private use only and are limited to two boats. She expressed concern about the applicant's plan to obtain a full liquor license (4COP) for the cafe, fearing it might turn into a loud night spot rather than a small, healthy cafe. He recommended limiting the license to a 2COP, allowing only beer and wine. Comm. Kelso noted that several boats currently docked along the canal exceed 40 feet, suggesting that the canal can accommodate larger boats and she expressed no issue with allowing 40-foot boats. Comm. Kelso suggested installing gates with a key or card entry system to ensure that only the boat owners can access the marina. She also emphasized the importance of ensuring that boat slips are only sold to or rented by individuals, not companies or entities. This will help to maintain the residential character of the area by not selling it to a non-residential company or nonprofit who may provide access to all of their employees. Comm. Kelso recommended using a higher-profile bike rack for safety, as the suggested low-profile rack might pose a tripping hazard. She then thanked the applicant for including easements across the property, which she found beneficial.

Vice Chair Dunning acknowledged significant changes made to the project. He discussed concerns about slip usage and confirmed they are for private use only. He emphasized the importance of sticking to staff's recommendation on boat lengths and no live-aboards. He inquired about the possibility of boat lifts, which are not proposed, supported the limitation on boat lengths, and opposed major boat work at the marina, though minor repairs (like fixing a dead battery) may be necessary. He had no objections to the liquor license and supported reduced hours to address neighborhood concerns. He supported the idea of adding no wake zone signage, but did not insist on it.

Chair Kirn had difficulty visualizing a 35-foot boat in the canal and inquired about how they would be maneuvered. Mr. Holloway clarified that the boat slips are 30 feet in length, with 76 feet available from the end of the slip to the bulkhead across the canal, and 17.35 feet in width for boats to maneuver. A typical 40-foot boat is about 11.5 feet wide, so there is sufficient space. Chair Kirn then asked about the process and timeline for notifying the neighborhood about the project. Mr. Holloway explained that notifications began in August the previous year, with letters sent to all property owners on Old Jupiter Beach Road and Eganfuskee. Two public meetings were held at Generation Church, one on September 5th and the other on October 3rd, 2023. Attendance was low, with 12 residents at the first meeting and only three at the second. Chair Kirn also inquired about a filtration system mentioned in a letter regarding water quality benefits. Mr. Holloway clarified that the filtration system referenced is part of the town's infrastructure for drainage water coming from Juno Street, which is filtered before entering the canal. This system is not part of the marina project. Chair Kirn questioned whether the marina and restaurant would impact adjacent property values. Mr. Schneider stated that there was no specific research on this, noting that property values could be affected either way. Mr. Holloway added that the cleanup of the property, initiated voluntarily by the applicant, was likely an enhancement to property values.

Commissioner Geisinger inquired about the definition of boat length, specifically the difference between length at the waterline and overall length, and whether any policy changes are needed. Mr. Sickler clarified that boat length definitions are determined on a case-by-case basis for each marina, with no need for policy changes. Comm. Geisinger then asked about the marina loading area on the site plan. Mr. Holloway explained that the loading area is a staging space where visitors can unload items from their vehicles and transport them to their boats using carts. Comm. Geisinger expressed appreciation for the site's entrance and exit layout but raised concerns about residents on Eganfuskee Road having difficulty crossing Alternate A1A, especially during heavy traffic at Center Street. Comm. Geisinger also noted that the town's traffic engineer had installed "Do Not Block Intersection" signs but that the cross-hatching at the intersection was not very visible and requested that the town consider enhancing the visibility of these markings to improve traffic flow and reduce concerns for residents.

Commissioner Vinson inquired about the specific areas of the canal being dredged, focusing on whether it was limited to just the marina or included other parts. Mr. Holloway confirmed that dredging would occur in front of the commercial parcel and a residential lot to the east. Comm. Vinson also asked about landscaping at the end of the canal, especially concerning the overgrown areas. Mr. Holloway responded that all exotic plants would be cleared, with mangroves along A1A being preserved. New planting will be done along A1A, and there will be a visual corridor to the marina. Comm. Vinson questioned if any stabilization work would be done on the canal bank near a neighboring paint store. Mr. Holloway explained that the bank has a bulkhead, which stabilizes it. Comm. Vinson raised concerns about potential noise from live entertainment, especially if the property is sold in the future. Mr. Holloway said they do not plan to have live entertainment. She also inquired about future development plans for the residential side of the property. Mr. Holloway assured that live entertainment is not planned and that any future development would require further approval and mentioned concepts for outdoor recreational facilities, such as pickleball courts, but no concrete plans exist yet. Commissioner Vinson acknowledged the efforts to align with town regulations and community feedback, expressing the need for more businesses in the Town of Jupiter.

Public Comment:

Matt Sapowski submitted a comment card and expressed opposition to the proposed marina and restaurant development. He had concerns about the impact on the environment, community values, canal capacity, traffic impacts and how this would negatively affect neighbors.

Kent Eisman submitted a comment card and voiced concerns about the proposed marina development. He concluded that the proposed number of boats is too high for the area, leading to overcrowding and increased traffic.

Joachim Borg submitted a comment card and expressed support for the project. He noted that he works for Index with his parents. He pointed out the development team has been attentive to feedback from local residents. He emphasized the improvement the project would bring over the previous occupants.

Anthony Gravett submitted a comment card and expressed his appreciation for the town staff's due diligence, but noted some concerns regarding the necessity for boat lifts and the issue of no sanitary systems. He acknowledged the proposed development would be a significant improvement over the previous Bell's Trailer Park.

Andy Simmons submitted a comment card and spoke in favor of the proposed development project. He stated he is in the marine industry and highlighted the need for boat slips for boats larger than 40 feet. He supports the project and concluded by stating the project would be a major improvement to the area.

Donaldson Hearing submitted a comment card and spoke in support of the proposed development project, emphasizing the community benefits it would bring. He highlighted the proposed 12 boat slips would be a valuable asset for local residents and praised developers for cleaning up the site.

Michelle DePotter submitted a comment card and spoke in favor of a development project that will directly impact her property, located on the canal. She commends the applicants for their experience in successful and sustainable redevelopment and for being considerate and engaged community members. In regards to the traffic, she points out that the area had more traffic when it was 40 mobile home units and commercial fishing boats.

Jay DePotter submitted a comment card supporting the development of the property across from his home. He has concerns about a dilapidated dock near his property, believing it to be unsafe. He anticipates the project will enhance the community and his property value.

Deliberation by Commission: Commissioner Vinson raised questions about the potential environmental impact of a marina project, specifically regarding marine restoration, water quality monitoring, and the potential for pollutants. Professional Engineer, Curry Isiminger, explained that the project met state water quality standards and that pollutants would disperse within acceptable timeframes, but there would be no continuous monitoring post-construction, only turbidity monitoring during construction. Comm. Vinson also inquired if the builder could implement continuous monitoring to reassure residents, to which Mr. Isiminger responded that this was uncommon and not part of their standard practice. Ms.

Thoburn added that the applicant had proposed measures like a bio-swale and water filtration to address water quality and flooding concerns.

Commissioner Vinson had concerns about the nature of the proposed development changing from a café to a bar and grill, with particular worry about live music, a full liquor license, and the impact on the nearby residential community.

Commissioner Guisinger expressed appreciation for the efforts of both the staff and the applicant in reaching a consensus on the property. He proposed amending the conditions to allow boats up to 40 feet in length to be docked and emphasized the need for security measures like locked gates to prevent unauthorized use of the boat slips. He also suggested adding signage to remind boaters of the no-wake zone when exiting the marina.

Commissioner Dunning thanked the residents for their input and acknowledged that their testimony provided valuable perspectives. While he initially had concerns, he felt that the benefits of the project outweighed the detriments. He supported the inclusion of conditions such as no liveaboards, and specific rental or lease conditions to ensure proper use of the boat slips.

Commissioner Kelso echoed the appreciation for both the applicant and the town's collaboration, as well as the residents' involvement. She agreed with the condition of no liveaboards and supported the installation of locked decorative gates. Additionally, she suggested that the liquor license should require at least 50.1% of sales to come from food to prevent the area from becoming a bar-centric location.

Commissioner Blum supported the views expressed by Commissioner Kelso and emphasized the importance of limiting boat slip leases to individuals only, to avoid group rentals that could lead to overuse.

Motion: A motion was made by Comm. Kelso to approve the project with several specific conditions from the Commission:

1. Allowing 40-foot boat slips.
2. Installing additional "No Wake Zone" signage.
3. No liveaboards.
4. Installing decorative locked gates with a system for access to the private dock area.
5. Implementing a 4COP-SFS alcohol license restriction
6. No slip rentals to non-individuals only, no rentals to companies or clubs, and no subleasing.

The motion was seconded by Vice Chair Dunning and approved unanimously (6-0 vote). A clarification was made by Mr. Sickler regarding the slip rental restriction to ensure it applies only to individual residents and not to companies or organizations, and to prohibit subleasing which was agreed upon by all the Commissioners.

Staff announced that this item will be going to the Town Council for review next.

NEW BUSINESS: None

ANNOUNCEMENT:

Mr. Sickler provided the Commission with a summary of recent Town Council actions.

ADJOURN:

Comm. Blum motioned to adjourn and was seconded by Vice Chair Dunning. Chair Kirn adjourned meeting at 8:35 p.m.

**Town of Jupiter Staff Report for Inlet Village Market
TOWN MANAGER’S OFFICE**



DATE: August 30, 2024
TO: Honorable Mayor and Members of Town Council
THRU: Frank J. Kitzerow, Town Manager
FROM: John Sickler, Director of Planning and Zoning **JS**
SUBJECT: **Inlet Village Market** – Small-scale planned unit development (SSPUD) and site plan application to construct a 3,433 square foot two-story building with retail and accessory residential, on a 0.15± acre property, located at 1025 Love Street.

Res. #10-24	P&Z Commission: 09/10/24
PZ 22-5252 & 5253	Historical Resources Board: 9/16/24
P. Meyer	Town Council: 10/15/24 (quasi-judicial)

Project Information

Project Name:	Inlet Village Market
Owner/Applicant:	Jam-One, LTD
Agent:	Cotleur & Hearing
Location:	1025 Love Street
Acreage:	0.15 ± acres
Future Land use designation:	Inlet Village Flex within the Inlet Village Sector of the US 1 Intracoastal Waterway Corridor
Zoning:	General Commercial (C-2) within the Inlet Village Redevelopment Overlay Area (ROA)
Existing use:	Single-family residential
Proposed uses:	Retail food (traffic generation statement is specifically for a coffee/donut shop without drive-thru) and one accessory residential dwelling unit
Request:	• Small Scale PUD to request waivers to: reduce building setbacks, increase lot coverage, reduce the landscape buffer width, and to allow a short term offsite parking license agreement in the CRA public parking lot. • Site plan application to construct a two-story building with 2,050 sf of food retail with 183 sf of outdoor seating located on the ground floor and an accessory residential dwelling unit on the second floor (see Attachment A).

Staff Compliance Review Summary

The requested small scale planned unit development and site plan are in compliance with the Town Code, contingent on the Historical Resources Board approval of the certificate to dig application and Town Council approval of the requested waivers. Conditions have been

included in **Exhibit 1** to address waivers, offsite parking, minor details of the plans and future signage.

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	Residential (Single family residence)	Inlet Village Flex/General Commercial (C-2) within the Inlet Village Redevelopment Overlay Area (ROA)
South	Residential (Single family residence)	Inlet Village Flex/General Commercial (C-2) within the Inlet Village Redevelopment Overlay Area (ROA)
East	Office (Big Dog at 1016 Clemons)	Inlet Village Flex/General Commercial (C-2) within the Inlet Village Redevelopment Overlay Area (ROA)
West	Restaurants (Lucky Shuck, Topside, and Beacon)	Inlet Village Flex/General Commercial (C-2) within the Inlet Village Redevelopment Overlay Area (ROA)

Table 2: Site Plan

	General Commercial (C-2)	Owner's proposal
Lot area (minimum)	15,000.0 square feet	6,417 sf (0.15 ac) ¹
Lot width (minimum)	75.0 feet	67.0 feet ¹
Lot depth (minimum)	150.0 feet	100.0 feet ¹
Front setback to building	33.0 feet (nonconforming)	29 feet (waiver requested)
Front setback to porch	21.5 feet	18 feet (waiver requested)
Rear setback	20.0 feet (nonconforming)	14 feet (waiver requested)
Side setback	0 feet (nonconforming)	5.2 feet (South property line) 5.0 feet (North property line)
Lot coverage	35.0 percent	40.75 percent (waiver requested)
Building Height	50.0 feet	29.0 feet
Green space	12.6 percent ²	38.4% (26.6% if alley with parallel parking installed)

Table 3: Landscaping

	Minimum requirements	Owner's proposal
Perimeter trees (quantity)	14	16
Foundation Perimeter Planting (Linear Feet)	92 LF	119 LF
Foundation Perimeter Planting (Square footage)	861 SF	923 SF

¹ The subject property is a non-conforming lot of record, since it does not meet the minimum lot area, width and depth (Section 27-3393).

² Since the subject property is non-conforming, the property is permitted a reduction in greenspace pursuant to Section 27-3393(4).

	Minimum requirements	Owner's proposal
Native trees, shrubs, and groundcovers	50%	82.13% shade trees 61.11% palms 50.60% shrubs and groundcovers

Table 4: Traffic (Attachment D)

Traffic Performance Standards (TPS)	Owner's proposal
Satisfies Town of Jupiter TPS	Yes
Satisfies Palm Beach County TPS	Yes
New daily trips	455
New AM peak hour trips	142
New PM peak hour trips	38

Table 5: Parking

Parking requirements	Required	Provided
Standard Space	11	2 spaces onsite 8 spaces (proposed offsite in CRA parking lot ³ *)
Handicapped parking spaces	1	0 ⁴
Total	10	10

Table 6: Signage

	Max. requirements per Section 27-3359 & 27-3362	Applicant's proposal
Freestanding sign	1	0*
Wall sign	88.16 sf	29.79 sf *

Table 7: Stormwater Management

Minimum Requirements	Owner Proposal
Satisfies Town of Jupiter Requirements	Yes*

Table 8: Pedestrian Amenities

	Required	Provided
Bicycle Rack	1	1
Bench	1	1
Trash receptacle	1	1

*Conditions of approval are recommended to address these items

Background

The subject property has an existing non-conforming single family home that is proposed to be demolished and replaced with the two-story building with ground floor food retail and a second floor accessory residential unit. Because of the small lot size and to provide a walkable site design, the property owner proposes to have minimal parking on-site and the majority of parking off-site. The applicant is requesting offsite parking on the Community Redevelopment Agency's

³ Offsite parking requested in Town's CRA parking lot.

⁴ Handicap parking space provided in the CRA parking which is located in close proximity to the subject property.

(CRA) parking lot. As an application requirement, authorization from the Owner of the property in which the off-site parking is located must be provided. On December 11, 2023, the CRA provided authorization to the Owner, Jam-One, LTD, to submit SSPUD and site plan applications which includes eight off-site parking at the CRA parking lot. If the Town Council approves the proposed request, the following additional process will be required:

- Applicant must submit a request a parking license agreement with the CRA for off-site parking required for the development;
- Parking license agreement must be reviewed by staff and the Town Attorney;
- Parking license agreement must be reviewed and approved by the CRA Commission.

Staff notes the original concepts for the Inlet Village recognized the opportunity to maintain the small lots on this block between Love and Clemons streets in order to produce a village scale including adaptive reuse and small scale redevelopment to accommodate mom and pop or locally owned small businesses.

Currently, the Town is in the process of amending the existing CRA Plan, which is scheduled for review by the Commission on September 11th. As part of the public outreach meetings, the Town engaged stakeholders within the CRA. Some of the stakeholders expressed the desire to have a restaurant that serves breakfast, so there is more activity during daytime hours. As part of the draft CRA Plan amendment, there are potential program opportunities to establish incentives for desired uses.

The applicant has submitted a certificate to dig application that is scheduled for the September 16, 2024 Historical Resources Board meeting, see the historic and archeological preservation section below for analysis.

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 Comprehensive Plan.

- The subject site is consistent with the Town's objectives and policies for the Inlet Village Sector and Inlet Village Flex future land use designations. The SSPUD is specifically consistent with 1.9.10 and 1.9.12 which refers to small historical villages and promoting the existing scale and character of the area (See Attachment B).
- The applicant is proposing a six foot wide alley easement along the rear of the property. Policy 1.9.13 of the future land use element of the Comprehensive Plan requires that east/west road connections and alleys be provided in addition to requiring cross access between properties and throughout the Inlet Village Sector. The subject property is located in a block that has been identified to benefit from a future north/south alley that would provide better access and parking options for these small lots and nonconforming properties. The future alley would provide for service, loading, vehicular access and parking. It would also reduce pedestrian and bicycle conflicts with driveways along Love Street and Clemons (See attachment C for context plan). The future alley needs to be a minimum 12' wide one-way alley that runs north/south in the middle of this block. Parallel or angled parking would be encouraged on both sides of the alley. In order to achieve this alley in the future, each property would need to dedicate a minimum of a 6' alley easement. This is the first property within this block to proposing to provide the

easement for the future alley. When other redevelopment occurs on this block additional easements can be obtained to allow for construction of the alley to provide for service deliveries and parking that will not interrupt the pedestrian experience on Love and Clemons streets.

- Conditions have been recommended to **require easements for the dedication of the alley and allow for its construction in the future.**

Zoning District consistency. The proposed development is not in conformance with the General Commercial (C-2) zoning district; however, that is anticipated since the subject property is located within the Inlet Village Redevelopment Overlay area (ROA), which requires consistency with the detailed Inlet Village Sector policies outlined in the Comprehensive Plan. The Inlet Village ROA supports creating a walkable environment through reduced setbacks, required minimum build-to lines, increased lot coverage, and reduced landscape buffer requirements. It promotes an active “village” setting, which is in contrast to the conventional suburban commercial development environment that results from the standards in the C-2 zoning district. C-2 district requires on-site parking lots, larger setbacks, greater building separations, wider landscape buffers between uses, and typically produces an environment that is not as walkable. To ensure compliance with the Comprehensive Plan, LDRs were adopted in 2010 creating the Inlet Village ROA and SSPUD regulations specifically to provide flexibility through a waiver process to resolve the conflicts with the standards of the C-2 district. These regulations are required to be used for developments in the Inlet Village Sector.

The existing nonconforming lot and proposed structure maintain the small lot size and propose setbacks are more consistent with the adopted Inlet Village Sector Comprehensive Plan goals, objectives, and policies than the dimensional requirements of the C-2 district.

The applicant is proposing a retail use which is a use-by-right in the C-2 zoning district. The applicant states that the retail use may include a clothing store, food retail, bakery, candy store, coffee shop, donut shop, and/or an ice cream shop. The traffic statement was specifically for a coffee/donut shop without drive-thru which is the highest intensity of retail.

Small Scale Planned Unit Development. The proposed development is in conformance with the requirements of Chapter 27, Article VIII, Division 2 entitled, “Small-Scale Planned Unit Development District (SSPUD) with staff’s recommended conditions of approval.

PUD Waivers. Town Council may approve waivers within a Small-Scale Planned Unit Development (PUD), pursuant to Section 27-1709 and Section 27-1711 in order to ensure consistency with the Comprehensive Plan Policies is achieved. Other properties within the Inlet Village were developed in a similar manner through the granting of waivers. Zoning regulations were adopted for properties south of Saturn Street which are located within the Inlet Village Zoning District. Staff looks to these regulations as a general guide for development in the area north of Saturn Street, which includes the subject property. The SSPUD process allows waivers to ensure the properties north of Saturn develop consistent with the detailed policies in the Comprehensive Plan for the Inlet Village Sector. See table below with a comparison between the proposed waivers and the Inlet Village zoning district.

Table 8: Waivers

	General Commercial (C-2)	Inlet Village Flex South Subdistrict (for comparison)	Proposed waivers (from C-2 non-conforming reductions)
Front setback to building	33.0 feet (non-conforming reduction)	10.0 feet (street build to line)	29 feet
Front setback to porch	21.5 feet (non-conforming reduction)	10.0 feet (street build to line)	18 feet
Rear setback	20.0 feet (non-conforming reduction)	5 feet (to alley)	14 feet
Lot coverage	35.0 percent	65.0 percent	40.75 percent
Landscape buffer	10 feet	5 feet	5 feet

The applicant is requesting the following six waivers (see Attachment A, Statement of Use):

1. **Waiver Request:** Allow a 4 foot reduction to the required 33 foot non-conforming front setback to allow the proposed building to be setback 29 feet from the front property line.
Staff Comment: Staff finds the requested front setback reduction setback is consistent with the Inlet Village ROA, which requires consistency with the Comprehensive Plan Policies 1.9.10 and 1.9.12. Based on the Inlet Village Zoning District subdistricts, the front setback is a build to line of 10'. The request is more moderate than the 10' build to line required in the Inlet Village Zoning District subdistricts for comparison. The reduced front setback will provide for a more pedestrian friendly environment.
2. **Waiver Request:** Allow a 3.45 foot reduction to the maximum 35% encroachment into the required front building setback to allow the proposed covered porch to be setback 18 feet from the front property line.
Staff Comment: Staff finds the requested porch encroachment reduction of 18' is consistent with the Inlet Village ROA which requires consistency with the Comprehensive Plan Policies 1.9.10 and 1.9.12. Specifically, Policy 1.9.12(n) requires buildings to be constructed up to a build to line which is established in the Inlet Village Zoning District to be 10' for comparison. The reduced front setback will provide for a more pedestrian friendly environment.
3. **Waiver Request:** Allow a 6 foot reduction to the required 20 foot non-conforming rear setback to allow the proposed building setback to be 14 feet from the rear property line.
Staff Comment: Staff finds the requested reduction is consistent with the subdistricts of the Inlet Village Zoning District which permits a 5' rear setback to an alley. The applicant proposes to shift the building 2.7 feet to the west which will put the building at potentially have a 16.7' rear setback measured from the closest portion of the building to the property line.
4. **Waiver Request:** Allow an increase in lot coverage from 35 to 40.75 percent.
Staff Comment: Staff finds the required increase is consistent with the Inlet Village ROA which requires consistency with the Comprehensive Plan Policies 1.9.10 and 1.9.12. Staff notes that the requested increase in lot coverage is less than the 65% lot coverage permitted in the Flex South Subdistrict in the Inlet Village Zoning District for comparison.
5. **Waiver Request:** Allow a 5 foot reduction to the required 10 foot wide landscape buffers on the north and south side of the property.
Staff Comment: Staff finds the reduction is consistent with the Inlet Village Flex South Subdistrict which permits 5 foot wide landscape buffers for comparison.
6. **Waiver Request:** Allow a short term offsite parking license in the CRA public parking lot.
Staff Comment: Section 27-2832(b) requires offsite parking to be provided for an unlimited period of time, for example, as guaranteed in a perpetual covenant. The applicant is requesting to secure offsite parking in the CRA parking lot with parking licenses for a time period of five years and not perpetual covenants. Staff notes that a similar waiver was granted for Guanabanas in 2012. Since the required parking for the

commercial space is 100% reliant on offsite parking, the applicant has provided alternatives if in the future the CRA does not renew a parking license. One of the options is to secure offsite parking at another location other than CRA lot or request shared approval of parking with his nearby property and business (Square Grouper and Castaways).

Public Benefit. SSPUD's are required to provide one or more of the six public benefits listed in Section 27-1709(b). The applicant proposes one of the six public benefits which is to meet the general planning principals and land development regulations of the redevelopment overlay area (ROA) designated by article IX of this chapter. Staff notes that it includes designing the building to have a strong relationship to the street with a covered porch that provides outdoor seating and an open terrace on the second floor associated with the accessory residential unit, which provides for a pedestrian friendly environment; proposes a future alley and parallel parking in the rear of the property to provide additional parking and opportunity to keep delivery vehicles off of Love Street; and the project meets the ROA principals which requires consistency with the Comprehensive Plan policies, as noted in the Comprehensive Plan section above.

Site Plan. The proposed development's site plan is in conformance with the requirements of Chapter 27, entitled "Zoning".

- The applicant proposes to provide a six foot alley easement along the rear of property for a future alley. It is recommended that the applicant show future parallel parking spaces along the alley to provide more parking onsite and lessen the need for offsite parking. In order to have the option to add parallel parking, the applicant proposes to shift the building footprint to the west a few feet to provide space next to the parallel spaces to allow for door swing. Therefore, **staff recommends a condition of approval requiring that the site plan be revised to shift the footprint of the building to the west to accommodate future parallel parking spaces along the alley easement.**
- The applicant proposes 38.41 percent of greenspace. However, this does not factor in the future reduction in greenspace, if the alley and/or parallel parking spaces are constructed. Staff estimates 26.6 percent of greenspace will remain once the future alley and parallel parking is constructed. Since the property is an existing non-conformity, the minimum required greenspace is 12.6%. Therefore, **staff recommends a condition that the applicant revise the tabular data to show the greenspace percentage with the construction of the future alley and parallel parking spaces.**
- The applicant proposes a three foot wide white pea gravel path on the north side of the building within the five foot landscape buffer. Pursuant to Section 23.3 landscape is defined to include any combination of living plants (such as grass, ground cover, shrubs, vines, hedges, or trees) and non-living landscape material (such as rocks, pebbles, sand and mulch). Since the proposed pathway material includes material that is pervious, it meets the code. However, staff recommends a condition that the pathway material be changed to crushed shell consistent with other projects in the area to be more consistent with the coastal environment.
- To ensure that all greenspace areas remains natural and pervious, **staff recommends a condition that the owner maintain the landscape materials, mulch, rock, or other acceptable pervious materials in greenspace areas.**
- The applicant is requesting the hours of operation to the public to be from 6:15 am to 4:15 pm daily. In addition, the applicant requests that employees be able to arrive at the CRA parking lot at 5 am and leave by 4:30 pm. The applicant is proposing to utilize the CRA's parking lot during the hours of 5:00 am and 4:30 pm. The initial request to the CRA for authorization to submit the application indicated utilization of the CRA parking lot between 6 am and 4:30 pm. The requested to modify the hours of the parking license would require approval of the CRA. Staff notes that the CRA parking lot has availability

at 5 am if the CRA extends the time of the parking license. If the CRA does not extend the parking license to 5 am then staff is concerned that the proposed morning hours of operation does not provide adequate time for employees to park in the lot after 6:00 am and prepare to open the business by 6:15 am. In addition, staff is concerned with the proposed closing hours of operation does not provide adequate time for employees to complete their shift, clean up, etc. and leave the CRA parking lot prior to 4:30 pm. Therefore, **a condition of approval has been recommended to limit commercial use hours of operation, and to allow employees time to open business and close down business within the hours of the offsite parking license hours of 6 a.m. to 4:30 p.m, unless the hours of the parking license provide for a longer period.**

Parking. The proposed development is not conformance with Section 27-2828 entitled, “Standards for required off-street parking and loading spaces” with the recommended conditions of approval.

- The applicant indicates that a total of ten spaces are required overall for the project with one and one half spaces for the accessory residential unit and eight spaces for the commercial use. However, an additional parking space is needed based on staff’s calculation of the outdoor seating area, bringing the total parking required to eleven spaces (See outdoor seating section about for analysis). Therefore, **revise the site plan to increase the number of required parking from 10 to 11.**
- The applicant proposes to provide a private driveway onsite to accommodate the two parking spaces associated with the accessory residential unit.
- The applicant is requesting to lease eight parking spaces offsite on the CRA parking lot during the daytime hours between 6 am to 4:30 pm. The number of off-site parking spaces need to increase to nine parking spaces to address the additional parking space required. Staff has recommended a condition of approval that **the Owner shall provide documentation to ensure the number of required offsite parking spaces. In addition, failure to provide documentation of the guaranteed offsite parking will constitute a violation of this development order until such as parking is provided as approved by the Director of Planning and Zoning.**
- If the CRA desires to have a breakfast restaurant within the Inlet Village area, the proposed development could potentially accommodate a breakfast restaurant since it is a daytime use; however, this would increase the amount of off-site parking required for the commercial space from nine spaces to 28 spaces. Staff notes a high-turnover restaurant will generate less trips per 1,000 sf than a coffee/donut shop, which was the use evaluated for the traffic impacts. If this is a desired use by the Town Council and CRA, the additional number of spaces necessary for a breakfast restaurant could be provided for some or all of the 28 offsite parking spaces, as an incentivize to accommodating a use desired by some members of the public who participated in the public input process associated with the CRA Plan update.

Outdoor Seating. The proposed outdoor seating is **not** conformance with the requirements of Chapter 27, Article XI, Division 30, entitled “Outdoor Seating” of the Town Code.

The applicant proposes 183 square feet of outdoor seating. The applicant’s calculation does not measure to the edge of the patio and does not include a four-foot wide walkway between the tables. The Town calculates outdoor seating area differently when the outdoor seating is for a stand alone building versus a mutli-tenant strip center. For a stand alone building the four-foot wide walkway is not excluded since the pathway is not needed for pedestrians to be able to go from one tenant space to another. The only area excluded from the outdoor seating calculation for a stand-alone building is the walkway to the front entry of the building from a sidewalk. Staff has calculated the outdoor seating area to include the four foot wide walkway which brings total

outdoor seating to 336 square feet. Pursuant to Section 27-2760(10)(d) restaurants greater than 1,500 sf is permitted outdoor seating up to ten percent of the gross floor area of the indoor area without requiring additional parking. Therefore, the proposed 2,050 is permitted up to 205 sf of outdoor seating without requiring additional parking. Since the proposed outdoor seating is 336 sf which exceeds the ten percent then the additional 131 sf of outdoor seating needs to be parked. Therefore, **staff recommends a condition of approval to revise the outdoor seating area to include the four foot wide walkway and to measure to the edge of the patio.**

Architecture. The proposed architecture includes inspiration from the French Caribbean style. The building is compatible with other commercial buildings in the surrounding area. The proposed 2-story building includes white washed brick on the ground floor with cement batten board wall on the second floor. Other architectural details and pedestrian scale elements include a porch provided at the ground level for outdoor seating for the commercial use and a balcony above for the accessory residential unit.

The applicant proposes a mechanical exhaust vent on the east side of the building which is proposed to be screened by landscaping consistent with Section 23-74. Staff finds this to be preferred to adding a screening structure that would have to be substantially larger than the vent to meet the separation requirements of the Building Code and detract from the architectural design of the building.

The applicant is proposing exposed rafter tails and provided a detail of the rafter tail. However, a detail was not provided which shows that the rafter tails will rake the eave (follow the slope of the roofline above) to be historically accurate. Therefore, **revise the plans to provide a detail of the rafter tails showing that it rakes the eave to be historically accurate.**

Traffic. The proposed application is subject to conformance with Palm Beach County (PBC) and the Town's traffic performance standards. Staff has received PBC Traffic approval as well as approval from the Town's traffic engineer. The proposed application is anticipated to produce 455 Average Daily Trips, 142 AM Peak Hour, and 38 PM Peak Hour trips (see Attachment D).

- In 2016, the Town's traffic engineer developed a traffic buildout management sketch tool for the Inlet Village, which was intended to maintain A1A as a functional two-lane road. Based on the daily traffic projection provided by the Traffic Impact Statement provided, the average daily trips for this 0.15 acre property is 3,033 trips per acre, as compared to the 154 daily trips per acre estimated for all future parcels to be developed at buildout. This is a planning tool that can be utilized to assist in make decisions that can impact future land uses. This planning tool is not regulatory and is informational only.
- The reduced daily and peak hour trips were calculated based on the proposed hours of operation not extending past 5 pm.
- The Town received PBC traffic concurrency based on previous traffic statement which included higher daily trips. Therefore, **staff recommends a condition of approval that the applicant submit a revised concurrency letter from PBC for reduced trips.**

Historic and archaeological preservation. The subject property has an existing single-family dwelling unit that was built in 1965 and is proposed to be demolished. The existing house does not have a local historic designation, is not listed in the draft Janus report due to its age, and does not have any known historical significance. Therefore, demolition of the structure is permitted.

On the archaeological site potential map, the subject property is located within the moderate potential zone. Pursuant to Section 27-2443(d)(3) "Archaeological resources protection" applicants for site plans for large-scale and small-scale developments located within the high or

moderate potential zones shall be required to obtain a Certificate to Dig.” The applicant has submitted a Certificate to Dig (CTD) application that is scheduled for review by the Historical Resources Board (HRB) on September 16, 2024. The HRB has the authority to approve or deny the CTD. Per Section 27-2443(e)(1), owners submitted a Certificate to Dig application prior to the issuance of a development order, and the determination of the CTD will occur prior to the Town Council hearing tentatively scheduled for October 15, 2024.

The Cultural Resource Assessment Survey (CRAS) states that the subject property contains shell scatter that is a possible extension of the Suni Sands site to the east. No artifacts were found, only ecofacts such as oyster and clam shells were found on the property, and the preservation quality of the site is poor to fair as the area was cleared. Therefore, the site is not eligible for listing in the National Register of Historic Places. The conditions of approval proposed by the Town’s archaeologist for the Certificate to Dig include a requirement for archaeological monitoring during any ground disturbing activities. As the Certificate to Dig application will be heard after the Planning and Zoning Commission meeting, a condition of approval that **the owner shall adhere to the CTD requirements is recommended.**

Signage. The applicant provided details of the proposed wall sign for the commercial use. Any other proposed signs will be required to be in conformance with Section 27-1493, entitled “Space regulations for permanent signs”.

- The proposed plan does not include a freestanding sign. Since the proposed building is closer to the road and meant to be more in keeping with a village atmosphere, a freestanding sign is not necessary. Therefore, staff has recommended a condition that **a freestanding sign is not permitted in the future.**
- The applicant proposes one 29.79 sf wall sign for the commercial use. To be consistent with the Inlet Village Flex South zoning district, staff has recommended a condition to limit the square footage of the wall sign to be 40 sf pursuant to Section 27-1493. Therefore, staff recommends a condition of approval **limiting the size of the wall sign to not to exceed 40 sf.**

Alcohol. The applicant indicates in their statement of use that alcohol will not be served. Therefore, **staff has recommended a condition of approval that no alcohol license is permitted for the subject property, unless a development order amendment is approved by Town Council.**

Miscellaneous. The Utilities Department requires that the Owner connect to the existing drainage system on Love Street. The Owner will need to pay their proportionate share of the stormwater management system to which it will connect. The fee is based on acreage of the property $(0.1473) \times \$37,480 \text{ per acre} = \$5,520.80$. Therefore, **staff has recommended a condition of approval that prior to the issuance of any development permits, the Owner shall pay the stormwater availability fee for tying into the Town’s existing drainage system on Love Street.**

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 11 out of 12 criteria. The criterion that is not satisfied is:

3. Is the application consistent with all applicable land development regulations and all other portions of the Jupiter Town Code.

Staff has provided conditions of approval for the following code sections that will ensure that the proposed development is in compliance.

- 1) Section 27-566 entitled “Area and dimension regulations”
- 2) Section 27-2760(10)(d) entitled “Regulations”
- 3) Section 27-2828 entitled “Standards for required off-street parking and loading spaces”
- 4) Section 27-2832(b) entitled “Off-site parking”

Attachments:

Exhibit 1

Attachment A – Statement of Use

Attachment B – Comprehensive Plan Policies 1.9.10 and 1.9.12

Attachment C – Alley context plan

Attachment D – Traffic Generation Statement

* Please contact Peter Meyer at peterm@jupiter.fl.us 561-741-2691 in order to obtain a copy of the proposed plans or any attachments.

Conditions of Approval

The recommendation for approval is subject to the following conditions:

- 1) The Owner shall install and maintain all improvements in compliance with the following:
 - a) Site Plan and Details, prepared by Cotleur & Hearing, referenced as "Sheet 1 of 3 and 3 of 3", dated 03/27/24, received and dated by the Department of Planning and Zoning on 06/18/24.
 - b) Landscape Plan and Details, prepared by Cotleur & Hearing, referenced as "Sheet 1 of 3 thru 3 of 3", dated 03/27/24, received and dated by the Department of Planning and Zoning on 06/18/24.
 - c) Roof Plan, Elevations, Floor Plans, Materials and Finishes, prepared by REG Architects, referenced as "1 of 11 thru 11 of 11", dated 07/11/24, received and dated by the Department of Planning and Zoning on 08/23/24.
 - d) Statement of Use, prepared by Cotleur & Hearing, dated 06/07/24, received and dated by the Department of Planning and Zoning on 08/30/24.
 - e) Traffic Statement, prepared by Simmons & White, dated 07/23/24, received and dated by the Department of Planning and Zoning on 07/24/24.
- 2) The uses conducted on the subject property shall be consistent with the Statement of Use, dated 06/07/24, received and received by the Department of Planning and Zoning on 08/30/24.
- 3) Any revisions to the small-scale planned unit development (SSPUD), 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.
- 4) **Site plan.** Upon the submission of the final plans and prior to the issuance of any development permits, the Owner shall revise the site plan to:
 - a) Shift the building footprint to the west to accommodate future parallel parking spaces along the alley easement.
 - b) Update the greenspace percentage to reflect the future alley and parallel parking spaces.
 - c) Increase the required number of spaces from 10 to 11 spaces.
 - d) Change material used for the pathway on north side of building from white pea gravel to crushed shell.
 - e) Revise the outdoor seating area to include the 4-foot wide walkway and measure to the edge of patio.
- 5) The Owner shall maintain the landscape materials, mulch, rock, or other acceptable pervious materials in greenspace areas.
- 6) **Architecture.** Upon the submission of the final plans and prior to the issuance of any development permits, the Owner shall revise the elevations to provide a detail of the rafter tails showing that it rakes the eave.
- 7) The commercial use hours of operation shall be limited from 6:15 a.m. to 4:15 p.m. to allow employees time to open business and close down business within the hours of the offsite parking license hours of 6 a.m. to 4:30 p.m., unless the hours of the parking license or easement provide for a longer period.
- 8) Upon the submission of the final plans, and prior to the issuance of any development permits, the Owner shall submit to the Department the following:
 - a) An executed parking license or easement for a minimum of nine off-site parking spaces. The license or easement shall be subject to the review and approval of the Department in consultation with the Town Attorney.

- b) A 2.9-foot public sidewalk easement along Love Street for the proposed sidewalk lying outside of the right-of-way limits. The easement shall be subject to the review and approval of the Town Attorney in consultation with the Town Engineer. The Owner shall record the easement prior to the issuance of a Certificate of Occupancy and return a copy of the recorded easement to the Department.
 - c) A 6-foot wide Public Alley Right of Way Easement along the east property line dedicated to the public. The easement shall allow the Town or an adjacent property owner to permit, construct, operate, and maintain the alley. In addition, the easement shall allow the Town to assign the right for construction and maintenance to a third party such as a contractor. The form and language of the easement is subject to the review and approval of the Town Engineer and the Town Attorney. Once approved by the Town Engineer and Town Attorney, the Owner shall record the agreement in the public records of Palm Beach County. Once returned to the Owner from the recording department, the Owner shall submit a certified copy of the recorded agreement to the Department prior to the issuance of the first Certificate of Occupancy.
- 9) Failure to provide documentation of the guaranteed offsite parking shall constitute a violation of this development order until such time as parking is provided as approved by the Director of Planning and Zoning or Town Council, if required.
- 10) **Signage.**
- a) The Owner shall be not be permitted a freestanding sign
 - b) The Owner shall be limited to a maximum wall sign are of 40 sf.
- 11) The Owner shall not be permitted an alcohol license for the subject property, unless a development order amendment is approved by the Town Council.
- 12) The Owner shall be required to maintain living groundcover in all areas, except those areas occupied by other approved landscape materials pursuant to Section 23-96.
- 13) Upon the submission of the final plans and prior to the issuance of any development permits, the Owner shall pay the stormwater availability fee of \$5,520.80 for tying into the Town's existing drainage system on Love Street.
- 14) The Owner shall adhere to the requirements for the approved Certificate to Dig by the Historical Resources Board.
- 15) Upon the submission of the final plans and prior to the issuance of any development permits, the Owner shall submit a revised concurrency letter from Palm Beach County based on the recent traffic statement submitted which reduced overall trips.
- 16) The conditions of approval herein shall apply to the Owner and its successors and assigns.

INLET VILLAGE MARKET

Site plan Review and Small Scale PUD

STATEMENT OF USE

December 29, 2023

Revised June 7, 2024

REQUEST

On behalf of the applicant and owner, Jam-One, LTD, we are requesting site plan review approval and small-scale PUD for the project known as “Inlet Village Market”. The owner is proposing a mixed-use building with retail on the ground floor and one accessory dwelling unit above. All retail, including food-retail and accessory dwelling units are a use by right within the General Commercial (C-2) zoning district.

PROJECT TEAM

All correspondence in connection with this request should be directed to the agents for the applicant:

AGENT / LANDSCAPE ARCHITECT / PLANNER

Cotleur & Hearing
Contact: Donaldson Hearing/Melissa Kostelia
1934 Commerce Lane, Suite 1
Jupiter, Florida 33458
Phone: (561) 747-6336

OWNER

Jam-One, LTD
Contact: James Burg
8819 NO. Virginia Ave
Palm Beach Gardens, Florida 33418

ARCHITECT

REG Architects Interiors Planners
Contact: Rick Gonzalez, AIA/ Vlad Dumitrescu
120 S Olive Avenue, Suite 210
West Palm Beach, FL 33401
Phone: (561) 659-2383

CIVIL AND TRAFFIC ENGINEER

Simmons & White
Contact: Bryan G. Kelley, P.E.
2581 Metrocentre Blvd West, Ste 3
West Palm Beach, FL 33407
Phone: (561) 478-7848 x112

LOCATION

The subject site is located 1025 Love Street in the Jupiter Inlet Village. The current use of the site is a one-story single family residence constructed in 1965. The 0.15 acre property is located within the General Commercial zoning district (C-2) and has an Inlet Village Flex (IVF) Future land use designation. The site is also within the US-1 Intracoastal Waterway Corridor and the Inlet Village Redevelopment Overlay Area (ROA).

USE REGULATIONS- RETAIL

Approval of this request would allow 2,050 square feet of Retail for a small establishment on the ground floor for traditional retail such as a clothing store or food retail, including but not limited to a bakery, candy store, coffee shop or potentially an ice cream shop.

The owner is envisioning a small market under the food-retail definition. Within the definition of “Retail”, section 27-1 states: “other types of retail may include food and/or beverages for off-premise consumption either immediately or with further preparation.”

The proposed retail is located within walking distance of many local attractions, destinations, and restaurants in the Inlet Village. It is anticipated that the majority of patrons would walk to the site while visiting the surrounding area.

The owner is also proposing some tables and chairs for use of the patrons under the covered canopy. Other patrons would park their cars nearby, enter the retail shop and order at the counter and leave the market with baked goods or shopping bags. The retail “back of the house” is dedicated to food preparation, storage and a walk-in cooler. The establishment is intended to complement the existing commercial establishment on Love Street and within the Jupiter Inlet Village. The use will be family friendly. No Alcohol or regulated substance of any kind will be permitted.

The proposed hours of operation are from 6:00am to 4:15pm to remain in compliance with the proposed off-site parking lease with the Town of Jupiter between the hours of 5:00am to 4:30pm. It is important to note that no alcohol will be sold or consumed on the premises at any time.

OUTDOOR SEATING

The outdoor seating area is located under the covered canopy along the front of the building. The area is defined by pavers and planter boxes and will be furnished with small black bistro-style tables and chairs, consistent with the color and style with the building's exterior. The outdoor seating is intended for ambiance and the convenience of the public. Waiter service will not be provided.

The 183 square feet of outdoor seating, or 9% of the building, will adhere to the regulations in Section 27-2760 for outdoor seating associated with a legally licensed retail food establishment and does not require additional parking.

ARCHITECTURE

The architecture is reminiscent of a small independent boutique shop. The architecture style responds to the vernacular-inspired variety and style-mix of the Love Street project. The proposed building utilizes inspiration from French Caribbean style, such as:

- Balance and symmetrical composition
- Double pitch generous eave hipped metal roofs
- Repeated vertical openings rhythm
- Loggia and Second floor wide terrace
- Cast stone clad columns and arches
- French doors with muntin dividing pattern

PARKING

In accordance with Section 27-2828, "Standards for required off-street parking", one (1) parking space is required per every 250 square feet of retail. The proposed retail is 2,050 square feet, eight (8) parking spaces are required, and eight (8) off-site parking spaces are proposed. Accessory residential units require one space per unit, two (2) tandem parking spaces are provided within the private driveway and indicated with a private drive sign to accommodate the 1,200 square foot dwelling unit. The applicant is requesting approval of a short-term parking lease with the Town of Jupiter to provide the previously mentioned eight (8) off-site parking spaces. The applicant is requesting the parking lease to be active between the hours of 5:00am to 4:30pm. The applicant had previously requested the hours of the lease to start at 6:00am however, the additional hour will provide adequate time for employees of the business to arrive and prepare for the day prior to opening to the public at 6:00am. It should be noted that the parking utilized between 5:00am and 6:00am will strictly be for employees of the business. Should the requested parking lease not be renewed by the CRA upon expiration, the applicant will exhaust all other alternatives to regain offsite parking spaces at a different site as well as exploring options to share parking with Square Grouper as a daytime use. If the applicant is unable to locate additional offsite parking spaces, the business will ultimately be forced to close its doors.

The Community Redevelopment Agency created an Inlet Village Parking Management Plan to ensure adequate parking is provided to accommodate the parking needs of private developments and to provide parking for use by the general public. Individual parking lots on small lots are inconsistent with the CRA stated goals for public parking allowances for private developers. The town council and CRA staff have stated publicly on numerous occasions that the use of the public parking lots is specifically intended to support the small commercial properties on Love and Clemons Streets. These are non-conforming C-2 commercial properties, ranging from 0.11 to 0.15 acres (4792- 6534 SF) in size. Requiring these properties to self-park adversely impacts the desired walkability of the Jupiter Inlet Village.

WAIVER REQUEST

The applicant is requesting approval of six (6) waivers within this application. Four (4) waivers to Sec. 27-3393(1)(b) and Sec. 23-68 to reduce the required (21.45') front yard patio setback to 18-feet, reduce the front yard building setback from 33 feet to 29 feet, reduce the rear yard setback from 20 feet to 14 feet, and to reduce the required (10') landscape buffer for the north and south property lines to 5-feet. Additionally, the applicant is requesting a waiver to exceed the required lot coverage within the C-2 district from 35% to 62%. The final waiver is to request a short term parking lease from the CRA as opposed to a lease in perpetuity.

PUBLIC BENEFIT

The applicant satisfies the requirements of Sec. 27-1709 by meeting the general planning principals and land development regulations of the redevelopment overlay area outlined in Sec. 27-1784 and 27-1785. The redevelopment of this property will enhance the love street corridor and complement the redevelopment experienced in the inlet village overlay over the last decade. This corridor is in need of a morning to early afternoon use as most of the current businesses experience peak hour traffic during the evenings. This project fills a void needed in this district by complementing the existing businesses in the surrounding area rather than competing with them.

COMPLIANCE WITH CODE REQUIREMENTS & CRITERIA

OFFSITE PARKING

The owner requesting off-site parking, per Section 27-2832 (b), Requirements:

- (1) The town may allow required parking to be provided off-site when it is found that it would not be practical to provide the parking on the subject property. Off-site parking may be allowed only within a radius of 300 feet of the subject site (unless a greater distance is approved by the town council), provided that the proposed location of the off-site parking is zoned to permit such parking.

RESPONSE: The owner requests a short term parking lease to provide eight (8) daytime parking spaces from the Community Redevelopment Agency (CRA) parking lot, which is located off-site. There are 123 parking spaces within 300 feet of the subject property. The owner request approval from the CRA and Town Council to lease 8 daytime spaces from 5:00am to 4:30pm.

Most of the existing lease agreements between private owners and the CRA for parking spaces are for use during the evening, from 4:30pm to 1:00am. The hours of operation for the proposed use are from 6:00am to 4:15pm. The applicant is requesting that the proposed lease begin at 5am to give adequate time for employees of the business to arrive and prepare for the day prior to opening to the public at 6am. Given the concentration of alcoholic sales in the area the proposed establishment offers benefits to the public. See shared parking assessment, prepared by MilCor Group, Inc, for more information.

An ADA parking space that is parallel or perpendicular to the street would take up approximately 320 to 470 square feet of space. It is not feasible to include an ADA parking space on this small site due to the need for greenspace, landscape, pedestrian amenities, walkways, a street edge, and a continuous sidewalk.

- (2) The owner of a property who proposes to use off-site parking to meet parking requirements shall prepare a written off-site parking agreement between the owner of the subject property and the owner of the site with the off-site parking.

RESPONSE: *A written off-site short term lease agreement shall be executed between the CRA and the property owner for eight (8) daytime parking spaces between the hours of 5:00am and 4:30pm.*

- (3) A paved sidewalk or other access way shall be provided from the off-site parking to the property for which it is approved.

RESPONSE: *Pedestrian access is achieved by the way of the CRA parking lot, existing sidewalks, a proposed crosswalk from the CRA parking lot and proposed sidewalks on the subject property.*

- (4) Signage that complies with the town's sign regulations shall be provided to indicate the location of all off-site parking.

RESPONSE: *Signage is provided within and to the existing CRA parking lot.*

USE REGULATIONS- ACCESSORY RESIDENTIAL -Sec. 27-1913. Accessory residential uses.

- (a) An accessory residential use on a nonresidential property shall adhere to the following requirements:
- (1) A dwelling unit shall be a minimum of 500 square feet and a maximum of 1,200 square feet of gross floor area in total size;
 - (2) A dwelling unit shall be a rental apartment or a live-work unit occupied by the property owner;
 - (3) No dwelling unit shall be located on the ground floor;
 - (4) The dwelling unit shall incorporate CPTED criteria per division 11, article XI of this chapter;
 - (5) A shared or individual outdoor space shall be provided for each dwelling unit; and
 - (6) A maximum of three dwelling units may be permitted on a lot or parcel or land.
- (b) and (c) Not applicable to this request.

RESPONSE: *The owner is proposing one accessory residential unit located on the second floor totaling 1,200 square feet.*

DIVISION 3. - INLET VILLAGE REDEVELOPMENT OVERLAY AREA

Sec. 27-1784. - General planning principles.

New development and redevelopment shall be consistent with the future land use element of the comprehensive plan, specifically objectives 1.9 and 1.10, and policies 1.9.8, 1.9.10 through 1.9.14, and 1.10.1 through 1.10.8.

Sec. 27-1785. - Land development regulations.

Properties located in this redevelopment overlay area (ROA) are eligible for waivers as part of a planned unit development, provided the development is consistent with the intent of the redevelopment overlay area hereby established.

The small mixed-use project is located within the Inlet Village Sector and has an Inlet Village Flex future land use designation. The proposed project is consistent with the intent of the Sector by integrating a food retail use which is complimentary to the adjacent restaurants, nearby outdoor recreation destinations and other retail establishments, leading to a greater overall mix of uses.

Policy 1.9.8 The Town shall continue to require development to be oriented toward the Intracoastal Waterway, Riverwalk, Jupiter Lighthouse, and the Jupiter Inlet including provisions allowing for: variable setbacks, landscaping, parking regulations; clustering structures to form public open space; providing opportunities for open vistas of the waterways; developing a point of interest at the terminus along the Riverwalk; providing for access and support amenities to the Riverwalk Corridor such as; screening; sign placement and type; providing for special design treatments: providing for street furniture, lighting and providing for amenities, such as: balconies, porches, and awnings; providing for a system of entry statements which identify the U. S. Highway One Corridor.

RESPONSE: The building is oriented toward Love Street which is one of the main roads terminating at the Riverwalk. The first-floor setback is consistent with the existing structure and surrounding properties.

The project incorporates detailed site elements, such as a custom wood fence, planter boxes and a unique bike rack. Attention has been given to the architectural treatments, details, lighting, signage, porch and second floor terrace.

Policy 1.9.10 Maintain land development regulations for the Inlet Village Sector to establish a compact village with mixed uses, such as marine oriented facilities, retail, restaurants, hotel, personal services, office, and residential. The sector shall be developed to become a destination and encourage tourism in an active pedestrian environment with connectivity of parcels to sidewalks, alleys and streets that provide access to the Riverwalk Corridor component, and enhanced views to the Jupiter Lighthouse. The development style shall be reminiscent of small historical coastal villages and development standards for this district shall discourage auto oriented strip development.

RESPONSE: *The proposed project is intended to be a desired frequently visited walkable destination within the Inlet Village. It is anticipated that most patrons would walk to the site while visiting the surrounding area and the Riverwalk. The owner is proposing some tables and chairs for patrons under the covered canopy, site furniture and a sidewalk along Love Street. The proposed use, including the request for off-site parking enhances active pedestrian activity consistent with the intent of the policy.*

Policy 1.9.11 The Town shall maintain land development regulations in the Inlet Village sector as follows:

- a) Use of coastal vernacular architectural style, specifically Florida Cracker style, Stick, Shingle, and Anglo Caribbean;
- b) to (e) Not applicable to this request.
- f) Establish and require build to lines.

RESPONSE: *The proposed building utilizes inspiration from French Caribbean style, allowing for a balance and symmetrical composition, double pitch generous-eaves hipped metal roof details, a repeated vertical openings rhythm, a loggia/second floor wide terrace, cast stone clad columns/arches and French doors with a muntin dividing pattern.*

The front setback is consistent with an apparent build-to-line along the west side of Love Street. However, a build to line has not been established for this site.

Policy 1.9.12 Inlet Village Sector – This Sector, as shown on the Town’s Future Land Use Map (FLUM), is intended to:

(not applicable or redundant sections are not stated, for brevity)

- 4) Create a tropical coastal environment promoting an active destination for residents and visitors;
- 5) Enhance and promote the existing scale and character of the area;
- 6) Encourage the development of a mix of non-residential and residential uses.
 - b) Guidelines for the design freedom and flexibility for development of a parcel to allow a true mixing and integration of residential and nonresidential uses both vertically and/or horizontally;

RESPONSE: *The project is a mixed-use redevelopment and infill project, consistent with the Inlet Village Sector. The proposed use is consistent with and enhances the scale of the sector. The proposed use provides for a mixture of residential and non-residential uses.*

Objective 1.10 The Town shall continue to maintain land development regulations for the Riverwalk Corridor (as shown on the Town’s Future Land Use Map) along the Intracoastal Waterway providing for pedestrian movement, encouraging nonvehicular movement of people

and complimenting the visual features and natural resources of the Intracoastal Waterway north and south of Indiantown Road.

RESPONSE: *The subject site is not contiguous with the Riverwalk Corridor. However, the proposed retail use promotes walkability. The site and building are complimentary to the design elements found within the Riverwalk Corridor.*

DIVISION 2. SMALL-SCALE PLANNED UNIT DEVELOPMENT DISTRICT (SSPUD)

Sec. 27-1708. Purpose and intent.

The purpose and intent of this article is to:

- (1) Provide a method for parcels of land which are less than ten acres, to develop as Small-Scale Planned Unit Development Districts (SSPUD);

RESPONSE: *The subject site is 0.15 acres.*

- (2) Provide for design flexibility through the waiver of certain development regulations;

RESPONSE: *The owner is requesting a waiver to the setback requirements for the C-2 general commercial district. The front setback is consistent with the apparent build-to-line along the west side of Love Street. It is important to note, the second floor is “steps back” and provides for a tiered effect from the street.*

The subject property does not meet the minimum lot area, width and depth of the C-2 general commercial district and therefore is considered a non-conforming lot. Pursuant to Section 27-3393(1)(b),

The front and rear building setbacks for lots in commercial and industrial districts shall be in proportion to the ratio of such setback requirements to the minimum lot depth requirement established for the zoning district in which the property is located.

Therefore, the minimum front setback is 33’, rear setback is 20’, and following code section the side setbacks are zero. The subject petition requires a waiver to the front and rear setbacks.

SETBACK CHART			
	PROPOSED	SETBACKS C-2	WAIVER

FRONT PATIO	18'	21.45'	3.45'
FRONT BUILDING	29'	33'	2'
SIDE- NORTH	5'	0'	NONE
SIDE- SOUTH	5.2'	0'	NONE
REAR	14.3'	20'	5.7'

In addition, the owner is requesting a waiver to the landscape buffer width. Note, the subject lot width is 65-feet and the required setback is 0ft. The owner is proposing a 5ft landscape buffer (10' required by code) with a 6ft tall 100% opaque fence on both property lines.

All properties on the east side of Love Street are zoned C-2, General Commercial. A 5ft landscape buffer is appropriate for two commercial properties, however a 0ft setback is required. The property to the north is a vacation rental similar to a bed and breakfast and the property to the south is also zoned commercial and is anticipated to convert to a commercial use as the trend continues as the corridor develops.

- (3) Provide for accessory residential in nonresidential zoning districts and mixed use in residential zoning districts;

RESPONSE: The owner is proposing one accessory residential unit on the second floor.

- (4) Provide for unified design concepts compatible with the purpose and intent of the redevelopment overlay area or compatible with the context of the area if not in a redevelopment overlay area;

RESPONSE: The proposed project is compatible with the ROA, as discussed.

- (5) Provide incentives for private investment, redevelopment and reuse;

RESPONSE: The subject request is a private owner initiated redevelopment project.

- (6) Provide for a method that allows the reuse, expansion or change of use of a previously approved development or property that increases the intensity or density on a site;

RESPONSE: *The existing single family home is not a good candidate for reuse or expansion. The owner is proposing to change the use to retail and retain the density on the site.*

- (7) Foster the development of infill parcels;

RESPONSE: *The subject request is a redevelopment and infill project.*

- (8) to (11) – Not applicable to this request.

SEC. 27-175. CRITERIA FOR SITE PLAN REVIEW.

- (a) The criteria listed below shall apply to all site plan applications, including small-scale developments, large-scale developments, planned unit developments, developments of regional impact, and modifications of existing approved development orders.

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

RESPONSE: *The proposed development is consistent with the intent of the and the Town's Comprehensive Plan and specifically the Objectives, Policies, and Goals of the Inlet Village ROA, as previously stated.*

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

RESPONSE: *The proposed project will comply with the land development regulations for all applicable jurisdictions.*

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

RESPONSE: *All retail including food retail and accessory residential uses are a use by right in the (C-2) Commercial, General District. The maximum building height in the district is 50 feet and the proposed structure is 27.5 feet. The proposed project meets and exceeds the minimum greenspace, 30 percent is required, and 38.41 percent is provided.*

NON-CONFORMING LOT – (C-2) GENERAL COMMERCIAL ZONING DISTRICT

The subject site is a non-conforming lot within the C-2 General Commercial zoning district, in regard to lot area, lot width and lot depth. Land development regulations for the Inlet Village Sector for this site have not been established. The site is within a Redevelopment Overlay Area and is eligible for a waiver from the C-2 land development regulations. The owner is requesting a waiver to the required setbacks and lot coverage. The first floor and second floor setbacks are shown on the proposed site plan demonstrating a reduction of the overall mass of the structure.

The minimum separation for a dumpster enclosure is 75 feet from a residentially zoned property. The subject lot width is 67 feet; therefore a 75 feet setback is not possible. In addition, the adjacent properties are zoned C-2.

The trash enclosure is located under the stairs and enclosed with a 100% opaque screen.

Section 27-2832 (b), Off Site Parking & Extended Hours Parking

The applicant is requesting a waiver to approve a short term lease of 8 daytime spaces from 5:00am to 4:30pm from the CRA public parking lot as opposed to a lease in perpetuity. The use of the CRA parking lot is intended to support the conversion of the small commercial properties on Love Street and Clemons Street to promote an active pedestrian environment that encourages walkability and connectivity to the Riverwalk.

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

RESPONSE: The proposed architecture responds to and is complementary to the surrounding buildings in the sense of setbacks, scale, massing and character.

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

RESPONSE: The proposed peak hour traffic is in the morning when the adjacent restaurants are closed.

- (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: *All public facilities servicing the site have sufficient capacity to meet the needs of the project.*

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

RESPONSE: *The proposed new development shall be subject to all applicable and required lighting regulations as stated in the Town's Code.*

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

RESPONSE: *The buildings to the north and south are single family homes. The properties have the same future land use designation and zoning district as the subject site. Approval of the subject request would increase the adjacent property values and encourage redevelopment.*

(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 development will not deter the development of adjacent properties. The Applicant sees the redevelopment as a catalyst for reuse and redevelopment within the Inlet Village. In addition, this use will be a great complement to the Love Street development project.*

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

RESPONSE: *The proposed development shall be subject to all applicable noise and visual regulations as stated in the Town's Code.*

The architecture has been designed to locate the trash/recycle cans within an air conditioned storage room, fully separated from food preparation areas. The ventilated, air conditioned storage room will prevent odors and nuisances. Trash service/reuse service is proposed via roll-out cans from Waste Management.

Deliveries are proposed from Love Street to storage portion of the building located on the south-east corner of the site. The "back of house" for the food-retail use is located to the rear of the property.

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

Inlet Village Market

CH# 21-0730

Statement of Use

April 12, 2022, Revised December 29, 2022, Revised April 3, 2023, Revised June 16, 2023, Revised December 29, 2023, Revised June 7, 2024

RESPONSE: *The proposed new use is not adjacent to the natural system. Existing vegetation within the landscape buffer will remain on site and enhanced with additional landscape material.*

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

RESPONSE: *A bench, trash receptacle, and bicycle rack have been incorporated into the site design.*

CONCLUSION

The proposed retail market would complement the existing services, raise property values by redeveloping within Inlet Village. On behalf of the owner, we are happy to answer any questions that you may have about the proposed amendment, please contact the agent on behalf of the owner, Zach Ciciera and Donaldson Hearing with Cotleur & Hearing 561-747-6336 ext. 135, zciciera@cotleur-hearing.com.

- encourage public use along the waterways; and,
- h) maintain the Plaza Down Under below the Indiantown Road Bridge as a supporting amenity to the Riverwalk, which includes public parking, lighting, public amenities and connects the north and south sides of Indiantown Road with a direct pedestrian link.

Policy 1.9.8 The Town shall continue to require development to be oriented toward the Intracoastal Waterway, Riverwalk, Jupiter Lighthouse, and the Jupiter Inlet including provisions allowing for: variable setbacks, landscaping, parking regulations; clustering structures to form public open space; providing opportunities for open vistas of the waterways; developing a point of interest at the terminus along the Riverwalk; providing for access and support amenities to the Riverwalk Corridor such as; screening; sign placement and type; providing for special design treatments: providing for street furniture, lighting and providing for amenities, such as: balconies, porches, and awnings; providing for a system of entry statements which identify the U. S. Highway One Corridor.

Policy 1.9.9 The Town shall maintain an incentive program of density bonuses for residential uses and intensity bonuses for commercial uses within the U. S. Highway One Corridor for those developments which provide enhanced amenities within the site design to promote pedestrian oriented plazas and encourage appropriate intensive commercial and entertainment uses at intersections along U. S. Highway One and the Intracoastal Waterway.

Policy 1.9.10 Maintain land development regulations for the Inlet Village Sector to establish a compact village with mixed uses,

such as marine oriented facilities, retail, restaurants, hotel, personal services, office, and residential. The sector shall be developed to become a destination and encourage tourism in an active pedestrian environment with connectivity of parcels to sidewalks, alleys and streets that provide access to the Riverwalk Corridor component, and enhanced views to the Jupiter Lighthouse. The development style shall be reminiscent of small historical coastal villages and development standards for this district shall discourage auto oriented strip development.

Policy 1.9.11 The Town shall maintain land development regulations in the Inlet Village sector as follows:

- a) Use of coastal vernacular architectural style, specifically Florida Cracker style, Stick, Shingle, and Anglo Caribbean;
- b) Allow additional architectural styles south of Saturn Street;
- c) Prohibit gated developments from prohibiting vehicular access as required pursuant to FLUE Policy 1.9.13;
- d) Require pedestrian and/or vehicular cross access easements between properties;
- e) Allow at grade, under building parking if the parking is concealed with liner buildings along roadways and the Riverwalk;
- f) Establish and require build to lines.

Policy 1.9.12 **Inlet Village Sector** - This Sector, as shown on the Town's Future Land Use Map (FLUM), is intended to:

- a) Foster infill;
- b) Allow for flexibility of uses on a site;
- c) Assist in the implementation of recommendations from special studies (redevelopment, CRA, land use, US 1/ICW Corridor Study, and Inlet Village

Study) that the Town has completed or may undertake;

- d) Encourage redevelopment allowing for the creation of a village scale traditional neighborhood development (TND) in order to:
 - 1) Lessen additional vehicular trips;
 - 2) Deter urban sprawl;
 - 3) Build upon the historic center of the community;
 - 4) Create a tropical coastal environment promoting an active destination for residents and visitors;
 - 5) Enhance and promote the existing scale and character of the area;
 - 6) Encourage the development of a mix of non-residential and residential uses.

This Sector is currently characterized by the mix of two or more distinct existing land uses (e.g. commercial and residential). Future development within the Sector shall be consistent with the intent of this Sector, the Riverwalk Corridor Component, the US 1/ICW Corridor and the following Inlet Village future land use categories:

- a) Riverwalk Flex
- b) Inlet Village Flex
- c) Inlet Village Residential

The intent, locational guidelines and permitted uses of the Sector generally include the following:

- a) Guidelines to develop parcels on a lot by lot basis, which shall be provided for in the Town's Land Development Regulations (LDRs);
- b) Guidelines for the design freedom and flexibility for development of a parcel to allow a true mixing and integration of residential and nonresidential uses both vertically and/or horizontally;
- c) Integration is defined as the combination of distinct uses on a single site or

throughout the Sector where impacts from differing uses are mitigated through site design techniques, and where differing uses are expected to benefit the close proximity of complementary uses;

- d) A unified design concept providing the opportunity for both vertical and/or horizontal integration and continuity among the various uses and physical elements causing a better environment as provided for in the Town's LDRs;
- e) Guidelines to ensure compatibility, functionality and flexibility when a project integrates uses both vertical and/or horizontal;
- f) Guidelines for mitigating uncomplimentary uses utilizing design criteria such as unique architectural features, use restrictions, etc.;
- g) An avenue for the infill of degraded areas utilizing mixed uses development which promotes integration of uses for flexibility and design;
- h) A mechanism whereby all projects will work within the proposed roadway grid pattern;
- i) Public access to existing or proposed unique features that is incorporated into the design of the project (i.e., Jupiter Inlet, Jupiter Lighthouse, marinas, water features, open space and park facilities, etc.);
- j) The Town shall provide incentives to encourage lower (one story) building heights along the Jupiter Inlet and A1A (except public garages and any associated liner buildings);
- k) Encourage a harmonious mix of uses in an urban village;
- l) Along the Jupiter Inlet provide for a publicly accessible walkway (Riverwalk Corridor Component), including pedestrian amenity elements thereby,

encouraging non automobile traffic throughout the Sector;

- m) The maximum building height shall be one story fronting the Jupiter Inlet and two stories for the remainder of the Sector. The Town Council may grant a bonus to allow up to a maximum height of two stories for buildings fronting the Jupiter Inlet and up to a maximum height of three stories (with an additional half story if a varied roof line is provided) for buildings in the remainder of the Sector. However, if a dry dock boat storage building is located along U.S. Highway One then the height of the building shall be in direct proportion, scale and height as the U.S. Highway One Bridge with a maximum height of 50 feet). Additional height may be permitted to provide for a variety of heights;
- n) Build to lines shall be established and required except when courtyards, plazas, and/or access drives and other variations approved by the Town Council;
- o) Allow for development opportunities to increase building height, residential density, in exchange for Inlet Village and Riverwalk enhancements as part of a bonus program established in the LDRs.

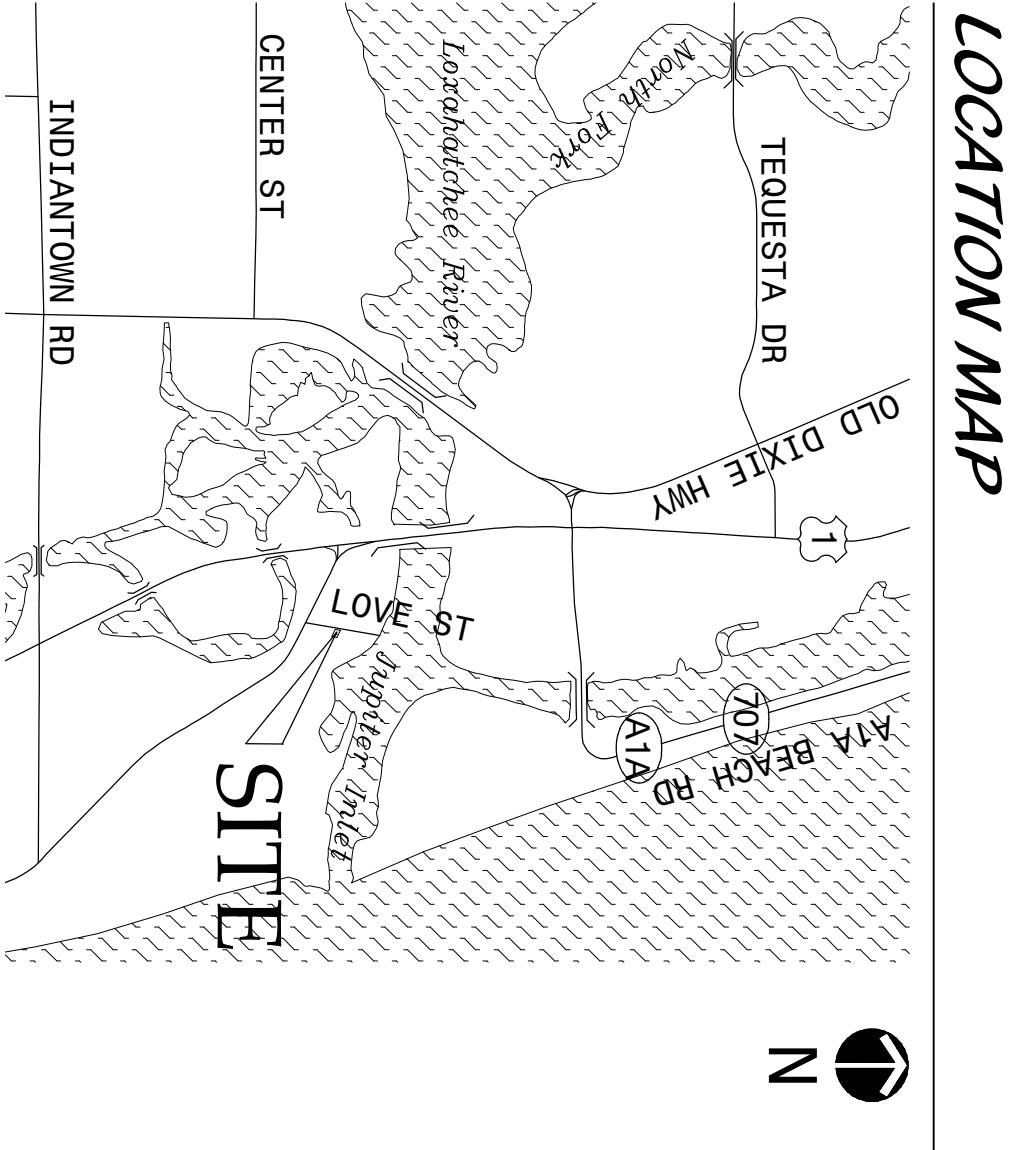
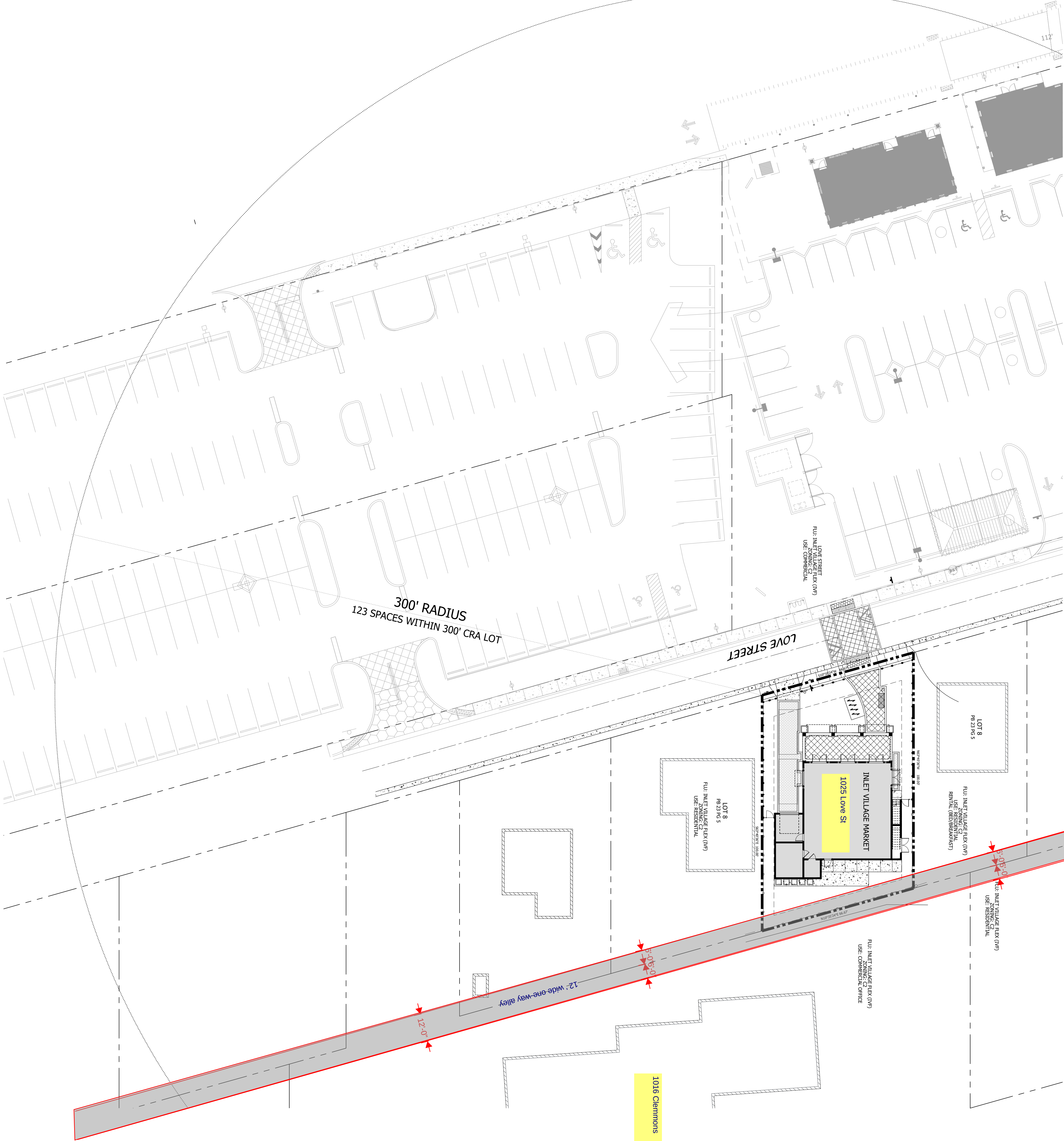
Policy 1.9.13 The town shall adopt a street and pedestrian network plan designating locations for new east west connections and alleys in addition to requiring cross access between properties and throughout the Inlet Village Sector. The new rights of way designated on the plan shall be required to be dedicated to the Town for public purposes. The purpose is to create narrow streets and small blocks in a grid configuration, to create opportunities for connectivity between properties, and to provide for view corridors and public

gathering. The plan shall incorporate these improvements in the following locations:

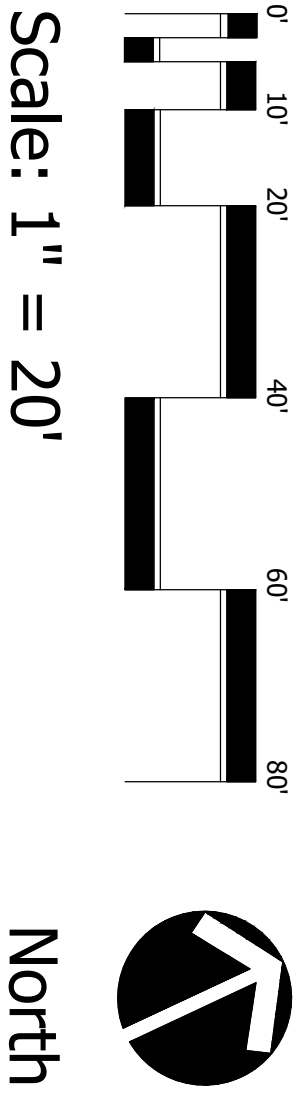
- a) An east west road or easement approximately 150 feet south of the jurisdictional line of the Inlet waterway as established by the Florida Department of Environmental Protection (DEP) connecting Yarborough Street east to Clemons Street;
- b) An east west road or easement approximately 600 to 700 feet south of the jurisdictional line of the Inlet waterway as established by DEP connecting Yarborough Street east to Clemons Street;
- c) An east west road extending River Road from A1A east to Dubois Road;
- d) Extension of Parkway Dr. east to Dubois Road;
- e) A comprehensive alley system throughout the subsector for service, loading and off street parking;
- f) View corridors at the right of way terminus of Cramer Street (Lighthouse Promenade), Love, Clemons and Yarborough Streets to include a 30' by 30' view triangle to be designed in a manner to enhance views of the Jupiter Lighthouse and to provide opportunities for public gathering.

Policy 1.9.14 The town shall encourage the development and implementation of the following:

- a) A master stormwater drainage system;
- b) A shared parking program for the Inlet Village sector including the use of on street parking;
- c) Public parking structure(s) for properties designated with the Riverwalk Flex land use for uses other than a hotel along US Highway One or residential. Parking spaces in the parking structure shall be allocated to implement the master street network and to encourage active uses



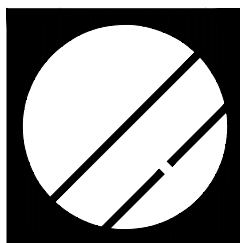
Context Plan



Scale: 1" = 20'

Inlet Village Market

1025 Love Street
Jupiter, Florida



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SHEET 2 OF 3
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INLET VILLAGE MARKET

Town of Jupiter, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

**Jam-Two, LLC
1111 Love Street
Jupiter, Florida 33477**

JOB NO. 24-057

**DATE: 06/07/2024
REVISED: 07/23/2024**

Anna Lai, Professional Engineer, State of Florida, License No. 78138

This item has been digitally signed and sealed by Anna Lai, P.E., PTOE, on 07/23/2024.

Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

**Anna Lai
2024.07.23
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TEST 1 PART 2: LINK ANALYSIS

APPENDIX B

PBC TPS DATABASE 2029 VOLUME SHEETS & TRAFFIC VOLUMES

APPENDIX C

TEST 1 PART 1: INTERSECTION ANALYSIS

APPENDIX D

TEST 2 ANALYSIS: LINK ANALYSIS

1.0 SITE DATA

The subject parcel is on the east side of Love Street in the Town of Jupiter, Florida and contains approximately 0.15 acres. The Property Control Number (PCN) for the subject parcel is 30-43-40-31-04-008-0110. Proposed site development consists of 1 multifamily dwelling unit and a 2,233 SF coffee/donut shop without drive through with a project build-out of 2029. Site access is existing via Love Street which intersects with A1A to the south. For additional information concerning site location and layout, please refer to the Site Plan prepared by Cotleur and Hearing.

Please note the proposed coffee/donut shop will not be open during the PM peak hour. PM peak hour calculations are provided only for informational purposes. The impact of the project proposed in this report will be primarily in the morning, while the neighboring Love Street businesses and restaurants are busiest in the nighttime.

2.0 PURPOSE OF STUDY

This study will analyze the proposed development's impact on the surrounding major thoroughfares within the project's radius of development influence in accordance with the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards. The Traffic Performance Standards state that a Site Specific Development Order for a proposed project shall meet the standards and guidelines outlined in two separate "Tests" with regard to traffic performance.

Test 1, or the Build-Out Test, relates to the build-out period of the project and requires that a project not add traffic within the radius of development influence which would have total traffic exceeding the adopted LOS at the end of the build-out period. This Test 1 analysis consists of two parts and no project shall be approved for a Site Specific Development Order unless it can be shown to satisfy the requirements of Parts One and Two of Test 1.

Part One – Intersections, requires the analysis of major intersections, within or beyond a project's radius of development influence, where a project's traffic is significant on a link within the radius of development influence. The intersections analyzed shall operate within the applicable threshold associated with the level of analysis addressed.

Part Two – Links, compares the total traffic in the peak hour, peak direction on each link within a project's radius of development influence with the applicable LOS "D" link service volumes. The links analyzed shall operate within the applicable thresholds associated with the level of analysis addressed.

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis period.

2.0 PURPOSE OF STUDY (CONTINUED)

This test requires analysis of links and major intersections as necessary within or beyond the radius of development influence, where a project's traffic is significant on a link within the radius of development influence.

This analysis shall address the total traffic anticipated to be in place at the end of the build out year. This study will verify that the proposed development's traffic impact will meet the above Traffic Performance Standards.

3.0 TRAFFIC GENERATION

Trip generation has been calculated in accordance with the ITE Trip Generation Manual, 11th Edition and the Palm Beach County Trip Generation Rates. Table 1 shows the daily traffic generation associated with the proposed development in trips per day (TPD). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The traffic generation associated with the proposed development consisting of 1 multifamily dwelling unit and a 2,233 SF coffee/donut shop without drive through may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	455 tpd
AM Peak Hour Traffic Generation (In/Out)	=	142 pht (72 In/70 Out)
PM Peak Hour Traffic Generation (In/Out)	=	38 pht (20 In/18 Out)

Note: The above trip generation can be considered conservative. The coffee/donut shop trip generation rate is based on chain restaurants such as Dunkin' Donuts or Starbucks. The proposed development will serve donuts, pastries, coffee, and other assorted goods but is not expected to have the same high traffic impact as a Dunkin' or Starbucks. As previously stated, the proposed development will not be open during the PM peak hour. The daily trips have been reduced to account for zero trips after 5 PM. The PM peak hour calculations are provided only for informational purposes. Additionally, based on discussion with the Town of Jupiter Traffic Engineer, it was decided to cap pass-by rates at 10% of the A1A traffic and internalization at 10% since A1A is a low volume roadway with not a lot of commuter traffic.

4.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 12.B.2.D-7 3A of the Palm Beach County Unified Land Development Code Article 12 – Traffic Performance Standards, for a net trip generation of 142 peak hour trips, the development of influence shall be a two (2) mile radius.

For Test 1, a project must address those links within the radius of development influence on which its net trips are greater than 1% of the LOS "D" of the link affected on a peak hour, peak

4.0 RADIUS OF DEVELOPMENT INFLUENCE (CONTINUED)

direction basis AND those links outside of the Radius of development influence on which its net trips are greater than five percent of the LOS “D” of the link affected on a peak hour, peak direction basis up to the limits set forth in Table 12.B.2.C-1 1A: LOS “D” Link Service Volumes.

For Test 2, a project must address those links within the radius of development influence on which its net trips are greater than 3% of the LOS “E” of the link affected on a peak hour, peak direction basis AND those links outside of the radius of development influence on which its net

trips are greater than five percent of the LOS “E” of the link affected on a peak hour, peak direction basis up to the limits set forth in Table 12.B.2.C-4 2A: LOS “E” Link Service Volumes.

5.0 EXISTING TRAFFIC

Existing AM and PM peak hour traffic volumes for the links within the project’s radius of development influence were available from the Town of Jupiter and the Palm Beach County Engineering Traffic Division. Background traffic data from Town of Jupiter, Palm Beach County Engineering Traffic Division, and Florida Department of Transportation’s Florida Traffic Online Web Application consisting of historical traffic volumes, major project traffic, and anticipated development in the area was also considered. Table 4 presents the area wide growth rate calculations.

6.0 TRIP DISTRIBUTION

The project trips were distributed and assigned on the links within the radius of development influence based on the existing and anticipated traffic patterns. Figure 1 presents the trip distribution percentages.

7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2

Tables 5 and 6 (in Appendix A) show the project’s AM and PM peak hour trip assignment, respectively, as well as the applicable Level of Service Standard for each of the links within the project’s radius of development influence. Links with a project assignment greater than 1% of the applicable Level of Service “D” have been outlined as links with significant project assignment.

Tables 7 and 8 (in Appendix A) shows the projected total AM and PM peak hour traffic volumes and threshold volumes for the links with significant project assignment within the project's radius of development influence. For the links, the 2029 total traffic has been calculated using the higher value between the link historical growth rate and the combination of a 1.0% background growth rate and the approved committed development trips. The 2029 build-out volume reports from the Palm Beach County Engineering Traffic Division TPS Database are included in Appendix B.

7.0 TRAFFIC ASSIGNMENT/DISTRIBUTION TEST 1 – PART 2 (CONTINUED)

Please note the proposed coffee/donut shop will not be open during the PM peak hour. PM peak hour calculations are provided only for informational purposes.

A review of Tables 5-8 indicates this project meets Test 1 – Part 2 of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence. Note that a daily traffic analysis was also completed for A1A and is shown in Table 7.

8.0 INTERSECTION ANALYSIS TEST 1 – PART 1

As a requirement of Part 1 of Test 1 of the Palm Beach County Traffic Performance Standards, all major intersections in each direction nearest to the point at which the project's traffic enters each project accessed link, and where the project traffic entering or exiting the intersection from/to the project accessed link is significant, must be analyzed. Therefore, the following intersections must be analyzed for the 2029 projected AM and PM peak hours:

A1A at US 1
A1A at Indiantown Road

For each intersection, the 2029 total traffic has been calculated using the higher value between the background growth rate and the combination of a 1.0% background growth rate and the approved committed development trips. The 2029 build-out volume reports from the Palm Beach County Engineering Traffic Division TPS Database are included in Appendix B.

Each intersection has been analyzed using the adjusted turning movement volumes in accordance with the methodology set forth in the Transportation Research Board Special Report 209, Planning Analysis. The intersection analyses are included in Appendix C. The analysis results show that the sum of the critical movements during the peak season, peak hours at project build-out is less than 1,400 vehicles per hour (vph) for each intersection.

Intersection	Critical Sum	
	AM	PM
A1A at US 1	834	1,088
A1A at Indiantown Road	672	804

9.0 TEST 2 BUILD-OUT ANALYSIS

Test 2, or the Five Year Analysis, relates to the evaluation of project traffic five years in the future and requires that a project not add traffic within the radius of Development influence which would result in total traffic exceeding the adopted LOS at the end of the Five Year Analysis Period.

Tables 9 and 10 (in Appendix D) show the project's AM and PM peak hour trip assignment, respectively, as well as the applicable Level of Service Standard for each of the links within the project's radius of development influence. Links with a project assignment greater than 3% of the applicable Level of Service "E" have been outlined as links with significant project assignment.

Please note the proposed coffee/donut shop will not be open during the PM peak hour. PM peak hour calculations are provided only for informational purposes.

Table 11 (in Appendix D) shows the projected total AM peak hour traffic volumes and threshold volumes for the links with significant project assignment within the project's radius of development influence.

A review of Tables 9-11 indicates this project meets Test 2 of the Palm Beach County Traffic Performance Standards on all links within the project's radius of development influence. Note that a daily traffic analysis was also completed for A1A and is shown in Table 11.

10.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour volumes at the project entrances for the overall development with no reduction for pass by credits are shown in Tables 2 and 3 and may be summarized as follows:

Directional Distribution (Trips In/Out)	
AM Peak Hour	= 95 / 92
PM Peak Hour	= 35 / 34

Figure 2 presents the AM and PM peak turning movement volume assignments at the project driveway based on the directional distributions. As previously mentioned, site access is existing via Love Street which intersects with A1A to the south.

Based on the Palm Beach County Engineering Guidelines used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, and on the existing turn lanes, additional turn lanes are not warranted or recommended.

11.0 CONCLUSION

The proposed development has been estimated to generate 455 trips per day, 142 AM peak hour trips, and 38 PM peak hour trips at project build-out in 2029. Based on an analysis of existing and project traffic characteristics and distribution, as well as the existing and future roadway network geometry and traffic volumes, this overall project meets the Link/Build-Out Test and Five Year Analysis test as required by the Palm Beach County Traffic Performance Standards.

INLET VILLAGE MARKET

06/07/24
Revised 07/23/24

PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization ^k		External Trips (Driveway Trips)	Pass-by ^m		Net Trips
				In	Out		%	Total		%	Trips	
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	1	6.74			7	0.0%	0	7	0%	0	7
Coffee/Donut Shop w/o DT	936	2,233	S.F. 441.88 ^d * 0.887 ^d			875	6.8%	60	815	45%	367	448
Grand Totals:						882	6.8%	60	822	45%	367	455

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization ^k % In Out Total	External Trips (Driveway Trips)	Pass-by ^m % Trips	Net Trips In Out Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	1	0.4	0.24 0.76	0 0 0	0.0%	0 0 0	0%	0 0 0
Coffee/Donut Shop w/o DT	936	2,233	93.08	0.51 0.49	106 102 208	10.0%	11 10 21	24%	45 72 70
		Grand Totals:			106 102 208	10.1%	11 10 21	24%	45 72 70

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization ^k % In Out Total	External Trips (Driveway Trips)	Pass-by ^m % Trips	Net Trips In Out Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	1	0.51	0.63 0.37	1 0 1	0.0%	0 0 0	0%	0 1 1
Coffee/Donut Shop w/o DT	936	2,233	32.29	0.50 0.50	36 36 72	6.2%	2 2 4	45%	31 19 18
		Grand Totals:			37 36 73	5.5%	2 2 4	45%	31 20 18

Notes:

- The proposed coffee/donut shop will not be open during the PM peak hour. PM peak hour calculations are provided only for informational purposes.
- d) Based on Daily to PM ratio for ITE Code 937 (Coffee Donut Shop + DT).
- j) The coffee/donut shop will not be open after 5 PM. Based on the ITE Trip Generation Manual 11th Edition Vehicle Time-of-Day Data (May 2022) for 937 Coffee/Donut Shop with Drive-Through, 88.7% of daily trips occur before 5 PM.
- k) Due to the proximity to other uses in the area, the coffee/donut shop internalization was based on the restaurant internalization from the approved Love Street Redevelopment (Traffic Impact Statement by Simmons & White, Inc., dated April 5, 2017), capped at Palm Beach County's 10% maximum.
- m) The coffee/donut shop pass-by rates were calculated as the ITE pass-by rate, capped at 10% of the A1A 2029 roadway volume, as based on the Town of Jupiter's approved method for the Love Street Redevelopment (Traffic Impact Statement by Simmons & White, Inc., dated April 5, 2017).

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE Trip Generation Manual , 11th Edition			
Land Use Code	937		
Land Use	Coffee/Donut Shop with Drive-Through Window		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	1		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.1%	0.1%	0.1%
1:00 - 2:00 AM	0.1%	0.1%	0.1%
2:00 - 3:00 AM	0.0%	0.0%	0.1%
3:00 - 4:00 AM	0.3%	0.4%	0.1%
4:00 - 5:00 AM	1.7%	1.9%	1.5%
5:00 - 6:00 AM	7.5%	8.2%	6.8%
6:00 - 7:00 AM	9.5%	10.0%	8.9%
7:00 - 8:00 AM	10.0%	10.3%	9.8%
8:00 - 9:00 AM	10.0%	10.0%	10.1%
9:00 - 10:00 AM	8.1%	7.7%	8.5%
10:00 - 11:00 AM	7.4%	7.2%	7.6%
11:00 - 12:00 PM	6.9%	6.7%	7.2%
12:00 - 1:00 PM	5.8%	5.4%	6.1%
1:00 - 2:00 PM	6.0%	6.3%	5.7%
2:00 - 3:00 PM	5.4%	5.2%	5.6%
3:00 - 4:00 PM	5.5%	5.7%	5.3%
4:00 - 5:00 PM	4.4%	4.6%	4.2%
5:00 - 6:00 PM	3.0%	2.7%	3.4%
6:00 - 7:00 PM	2.9%	2.7%	3.0%
7:00 - 8:00 PM	2.1%	2.1%	2.2%
8:00 - 9:00 PM	1.6%	1.2%	1.9%
9:00 - 10:00 PM	1.2%	1.2%	1.2%
10:00 - 11:00 PM	0.5%	0.4%	0.6%
11:00 - 12:00 AM	0.0%	0.0%	0.1%

5:00 PM - 12:00 AM

11.3%

10.3%

12.4%

TABLE 4
AREA WIDE GROWTH RATE CALCULATION

STATION	ROADWAY	FROM	TO	2020 PEAK SEASON DAILY TRAFFIC	2023 PEAK SEASON DAILY TRAFFIC	IND. (%)
1803	CENTER STREET	LOXAHATCHEE RIVER ROAD	ALTERNATE A1A	16,772	17,058	0.57%
1209	INDIANTOWN ROAD ²	MILITARY TRAIL	SR 811	44,479	37,312	-5.69%
1807	INDIANTOWN ROAD ¹	SR 811	US 1	30,304	29,447	-0.95%
1811	INDIANTOWN ROAD ¹	US 1	SR A1A	15,978	15,215	-1.62%
1814	OLD DIXIE HIGHWAY	COUNTY LINE ROAD	TEQUESTA DRIVE	7,632	7,021	-2.74%
1806	OLD DIXIE HIGHWAY	TEQUESTA DRIVE	SR 811	15,867	16,810	1.94%
1800	SR 811	US 1	CENTER STREET	39,000	41,000	1.68%
1604	SR 811	CENTER STREET	INDIANTOWN ROAD	34,500	33,000	-1.47%
1808	SR 811 ¹	INDIANTOWN ROAD	TONEY PENNA DRIVE	33,150	35,915	2.71%
1304	US 1	COUNTY LINE ROAD	BEACH ROAD	30,000	26,500	-4.05%
1802	US 1 ¹	BEACH ROAD	INDIANTOWN ROAD	21,472	22,773	1.98%
1810	US 1 ¹	INDIANTOWN ROAD	OCEAN WAY	28,750	28,640	-0.13%
1306	A1A/BEACH ROAD	MARTIN COUNTY LINE	JUPITER INLET COLONY	2,200	2,800	8.37%
1809	A1A/BEACH ROAD ¹	JUPITER INLET COLONY	US 1	7,957	8,076	0.50%
1804	A1A ³	US 1	INDIANTOWN ROAD	9,838	9,943	0.35%
1812	A1A	INDIANTOWN ROAD	OCEAN WAY	5,930	7,118	6.28%
Σ =				343,829	338,628	-0.51%

USE AREA WIDE GROWTH RATE = 1.0%

1. 2019 and 2022 peak season daily traffic volumes were used for links where 2020 or 2023 volumes were unavailable.
2. 2018 and 2021 peak season daily traffic volumes were used for links where 2022 and 2023 volumes were unavailable.
3. 2017 and 2022 peak season daily traffic volumes on A1A north of Love Street obtained from the Town of Jupiter were used for A1A between US 1 and Indiantown Road.



SIMMONS & WHITE

2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

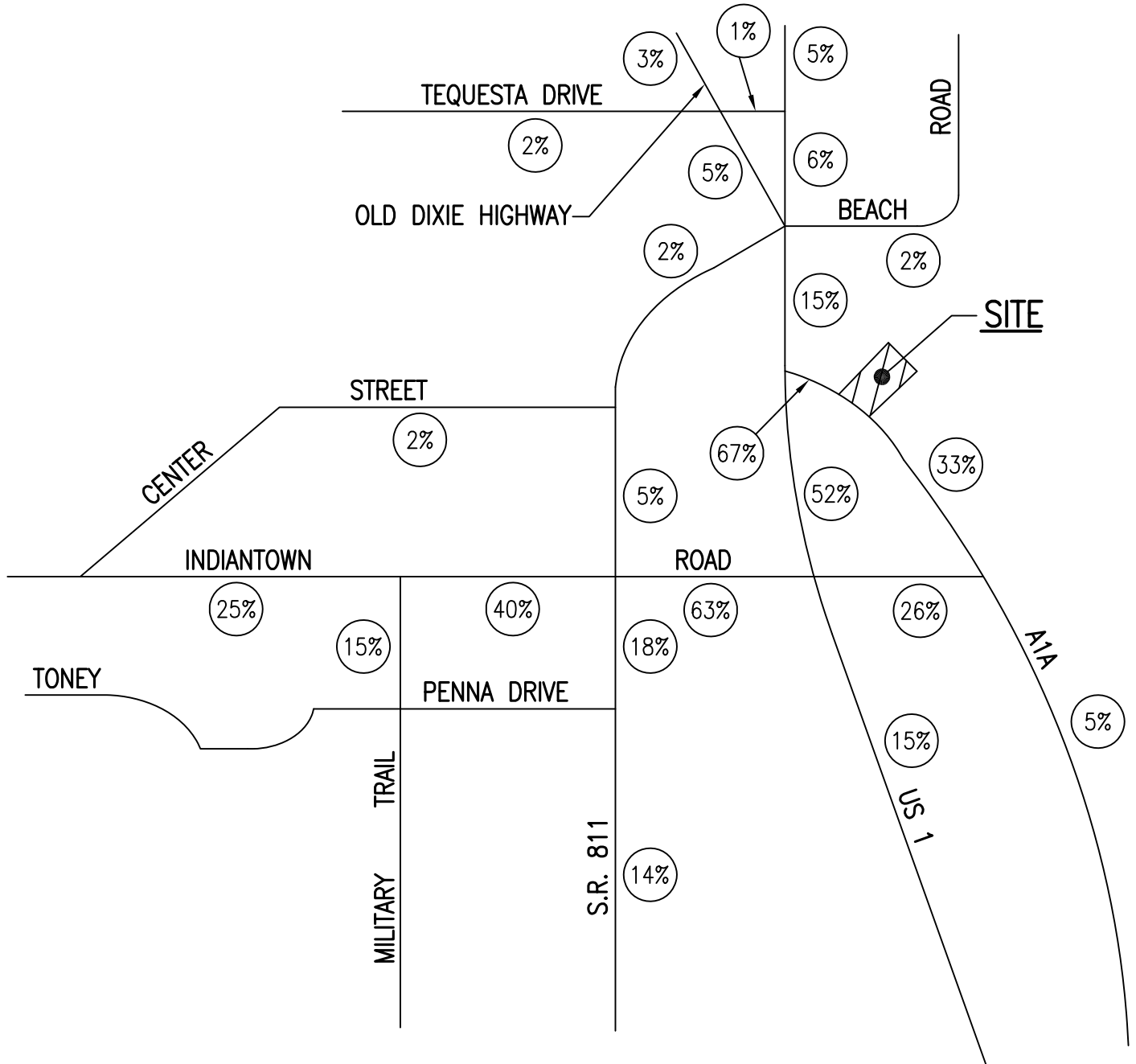


FIGURE 1
PROJECT DISTRIBUTION

LEGEND

33% PROJECT DISTRIBUTION

INLET VILLAGE MARKET

24-057 AL 06-05-24



SIMMONS & WHITE

2581 Metrocentre Blvd West, Ste 3 | West Palm Beach, FL 33407
Authorization # 3452 | 561.478.7848

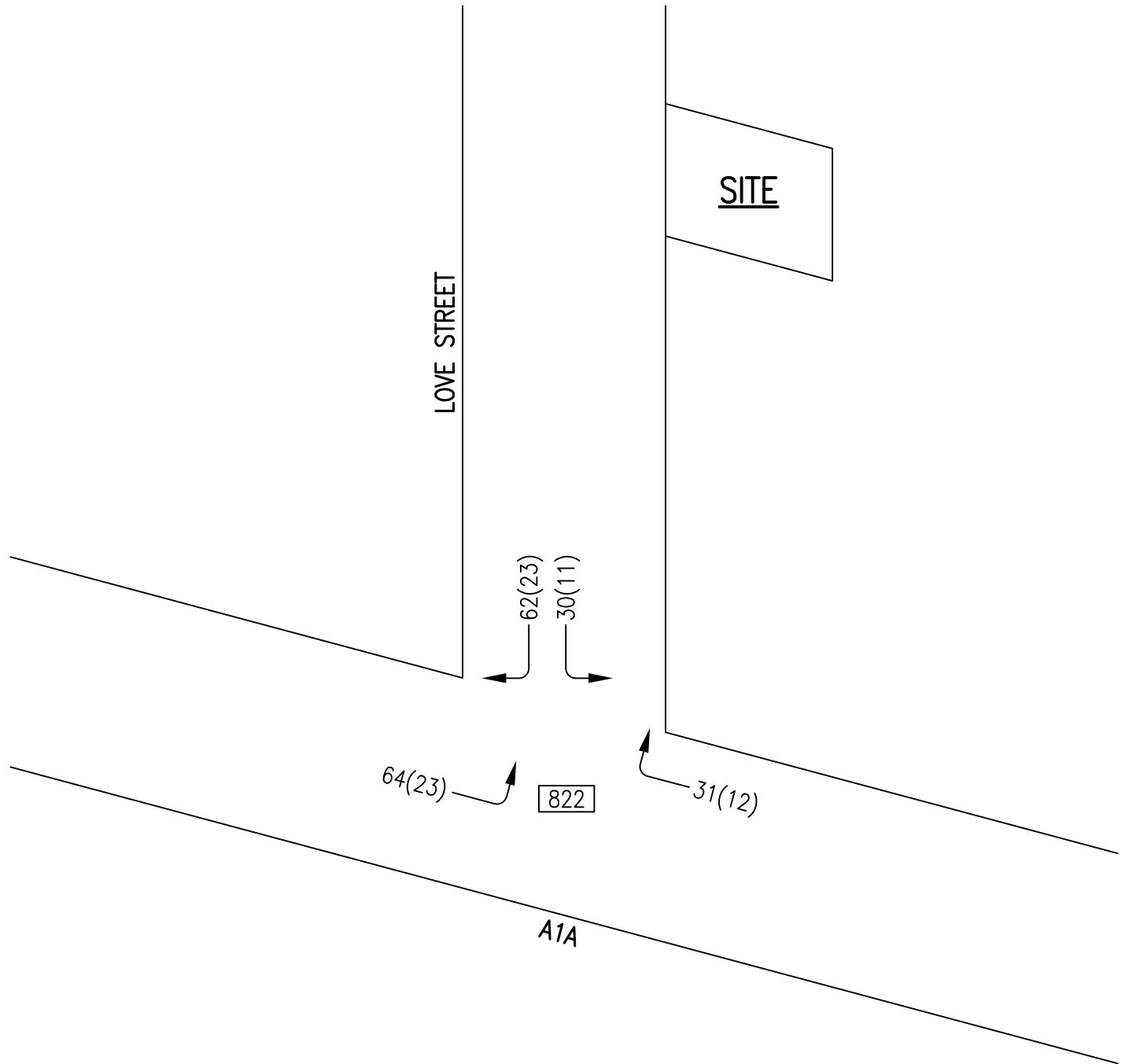


FIGURE 2
PROJECT TURNING MOVEMENTS

LEGEND

- 71 A.M. PEAK HOUR TURNING MOVEMENT
- (25) P.M. PEAK HOUR TURNING MOVEMENT
- 994 A.A.D.T.

INLET VILLAGE MARKET

24-057 AL 06-05-24
REVISED: 07-23-24



APPENDIX A

TEST 1 PART 2: LINK ANALYSIS

TABLE 5
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2029 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 72
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 70

STATION	ROADWAY	FROM	TO	AM PEAK HOUR				TOTAL		PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS D STANDARD	PROJECT IMPACT	
N/A	TEQUESTA DRIVE	COUNTRY CLUB DRIVE	OLD DIXIE HIGHWAY	2%	1	2	I	880	0.16%	NO
N/A	TEQUESTA DRIVE	OLD DIXIE HIGHWAY	US-1	1%	1	2	II	810	0.09%	NO
1803	CENTER STREET	LOXAHATCHEE RIVER ROAD	ALTERNATE A1A	2%	1	2	I	880	0.16%	NO
1209	INDIANTOWN ROAD	MILITARY TRAIL	SR 811	40%	29	6D	II	2680	1.07%	YES
1807	INDIANTOWN ROAD	SR 811	US 1	63%	45	6D	II	2680	1.69%	YES
1811	INDIANTOWN ROAD	US 1	SR A1A	26%	19	4	II	1680	1.11%	YES
1814	OLD DIXIE HIGHWAY	COUNTY LINE ROAD	TEQUESTA DRIVE	3%	2	2	I	880	0.25%	NO
1806	OLD DIXIE HIGHWAY	TEQUESTA DRIVE	SR 811	5%	4	5	II	1770	0.20%	NO
1800	SR 811	US 1	CENTER STREET	2%	1	6D	II	2680	0.05%	NO
1604	SR 811	CENTER STREET	INDIANTOWN ROAD	5%	4	6D	I	2940	0.12%	NO
1808	SR 811	INDIANTOWN ROAD	TONEY PENNA DRIVE	18%	13	6D	I	2940	0.44%	NO
1304	US 1	COUNTY LINE ROAD	BEACH ROAD	6%	4	4D	I	1960	0.22%	NO
1802	US 1	BEACH ROAD	A1A	15%	11	4D	II	1770	0.61%	NO
1802	US 1	A1A	INDIANTOWN ROAD	52%	37	4D	II	1770	2.12%	YES
1810	US 1	INDIANTOWN ROAD	OCEAN WAY	15%	11	4D	I	1960	0.55%	NO
1306	A1A/BEACH ROAD	MARTIN COUNTY LINE	JUPITER INLET COLONY	2%	1	2	I	880	0.16%	NO
1809	A1A/BEACH ROAD	JUPITER INLET COLONY	US 1	2%	1	2	I	880	0.16%	NO
1804	A1A	US 1	SITE	67%	48	2	I	880	5.48%	YES
1804	A1A	SITE	INDIANTOWN ROAD	33%	24	2	I	880	2.70%	YES
1812	A1A	INDIANTOWN ROAD	OCEAN WAY	5%	4	2	I	880	0.41%	NO

TABLE 6
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

2029 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 20
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 18

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR			CLASS	LOS D STANDARD	TOTAL		PROJECT SIGNIFICANT
					DIRECTIONAL PROJECT TRIPS	EXISTING LANES				PROJECT IMPACT		
N/A	TEQUESTA DRIVE	COUNTRY CLUB DRIVE	OLD DIXIE HIGHWAY	2%	0	2		I	880	0.05%		NO
N/A	TEQUESTA DRIVE	OLD DIXIE HIGHWAY	US-1	1%	0	2		II	810	0.02%		NO
1803	CENTER STREET	LOXAHATCHEE RIVER ROAD	ALTERNATE A1A	2%	0	2		I	880	0.05%		NO
1209	INDIANTOWN ROAD	MILITARY TRAIL	SR 811	40%	8	6D		II	2680	0.30%		NO
1807	INDIANTOWN ROAD	SR 811	US 1	63%	13	6D		II	2680	0.47%		NO
1811	INDIANTOWN ROAD	US 1	SR A1A	26%	5	4		II	1680	0.31%		NO
1814	OLD DIXIE HIGHWAY	COUNTY LINE ROAD	TEQUESTA DRIVE	3%	1	2		I	880	0.07%		NO
1806	OLD DIXIE HIGHWAY	TEQUESTA DRIVE	SR 811	5%	1	5		II	1770	0.06%		NO
1800	SR 811	US 1	CENTER STREET	2%	0	6D		II	2680	0.01%		NO
1604	SR 811	CENTER STREET	INDIANTOWN ROAD	5%	1	6D		I	2940	0.03%		NO
1808	SR 811	INDIANTOWN ROAD	TONEY PENNA DRIVE	18%	4	6D		I	2940	0.12%		NO
1304	US 1	COUNTY LINE ROAD	BEACH ROAD	6%	1	4D		I	1960	0.06%		NO
1802	US 1	BEACH ROAD	A1A	15%	3	4D		II	1770	0.17%		NO
1802	US 1	A1A	INDIANTOWN ROAD	52%	10	4D		II	1770	0.59%		NO
1810	US 1	INDIANTOWN ROAD	OCEAN WAY	15%	3	4D		I	1960	0.15%		NO
1306	A1A/BEACH ROAD	MARTIN COUNTY LINE	JUPITER INLET COLONY	2%	0	2		I	880	0.05%		NO
1809	A1A/BEACH ROAD	JUPITER INLET COLONY	US 1	2%	0	2		I	880	0.05%		NO
1804	A1A	US 1	SITE	67%	13	2		I	880	1.52%		YES
1804	A1A	SITE	INDIANTOWN ROAD	33%	7	2		I	880	0.75%		NO
1812	A1A	INDIANTOWN ROAD	OCEAN WAY	5%	1	2		I	880	0.11%		NO

Notes:

The proposed coffee/donut shop will not be open during the PM peak hour. PM peak hour calculations are provided only for informational purposes.

INLET VILLAGE MARKET

06/07/24
Revised 07/23/24TABLE 7
AM PEAK HOUR - TEST 1

2029 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 1.00%
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 72
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 70

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	AM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	AM PEAK HOUR PROJECT TRIPS	LINK GROWTH	MAJOR PROJECT	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2029 TRAFFIC WITHOUT PROJECT	2029 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS D	2029 WITHOUT PROJECT MEETS LOS STD.	MEETS LOS STD.
INDIANTOWN ROAD	MILITARY TRAIL	SR 811	EB	2023	1245	40%	29	77	134	77	211	1456	1485	6D	II	2690	YES	YES
			WB	2023	1232	40%	28	76	85	76	161	1393	1421	6D	II	2690	YES	YES
INDIANTOWN ROAD	SR 811	US 1	EB	2022	1245	63%	45	90	134	90	224	1469	1514	6D	II	2690	YES	YES
			WB	2022	1232	63%	44	89	85	89	174	1406	1450	6D	II	2690	YES	YES
INDIANTOWN ROAD	US 1	SR A1A	EB	2023	633	26%	19	39	134	39	173	806	825	4	II	1690	YES	YES
			WB	2023	282	26%	18	17	85	17	102	384	402	4	II	1690	YES	YES
US 1	A1A	INDIANTOWN ROAD	NB	2022	765	52%	37	55	23	55	78	843	880	4D	II	1770	YES	YES
			SB	2022	990	52%	36	71	47	71	118	1108	1144	4D	II	1770	YES	YES
A1A1	US 1	SITE	NB	2022	173	67%	47	12	16	12	28	201	248	2	I	880	YES	YES
			SB	2022	223	67%	48	16	10	16	26	249	297	2	I	880	YES	YES
A1A1	SITE	JUPITER BEACH ROAD	NB	2022	173	33%	24	12	16	12	28	201	225	2	I	880	YES	YES
			SB	2022	223	33%	23	16	10	16	26	249	272	2	I	880	YES	YES
A1A1	JUPITER BEACH ROAD	INDIANTOWN ROAD	NB	2022	173	33%	24	12	16	12	28	201	225	2	I	880	YES	YES
			SB	2022	223	33%	23	16	10	16	26	249	272	2	I	880	YES	YES

DAILY TRAFFIC ANALYSIS

DAILY TRAFFIC = 455

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	DAILY TRAFFIC	PROJECT DISTRIBUTION	DAILY PROJECT TRIPS	LINK GROWTH	MAJOR PROJECT ²	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2029 TRAFFIC WITHOUT PROJECT	2029 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS C ^{1,4}	2029 WITHOUT PROJECT MEETS LOS STD.	MEETS LOS STD.
A1A1	US 1	SITE	NB + SB	2022	10633	67%	305	767	125	767	892	11525	11830	2	I	12400	YES	YES
A1A1	SITE	JUPITER BEACH ROAD	NB + SB	2022	10633	33%	150	767	125	767	892	11525	11675	2	I	12400	YES	YES

- Notes:
1. Weekend traffic volumes on A1A north of Love Street obtained from the Town of Jupiter were used for A1A between US 1 and Indiantown Road.
2. Major Project traffic determined by dividing AM peak hour committed project traffic by K Factor (0.209).
3. A1A from US 1 to Jupiter Beach Road is a Town Road and utilizes a LOS C standard for the daily volumes.

TABLE 8
PM PEAK HOUR - TEST 1

2029 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 1.00%
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 72
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 70

ROADWAY	FROM	TO	DIRECTION	TRAFFIC PM PEAK		PROJECT	PROJECT	TRIPS ¹	LINK	MAJOR	1.0%	GROWTH	PROJECT	GROWTH	USED	TOTAL		2029	2029	TOTAL ASSURED	CLASS	LOS D	2029 WITHOUT	
				COUNT	YEAR											HOURLY	DISTRIBUTION						TRAFIC	WITHOUT
A1A ²	US 1	SITE	NB	2022	468	67%	47	34	29	34	32	63	531	578	2	1	880	YES	YES	YES	YES	YES	YES	
			SB	2022	447	67%	46	32	35	32	67	514	562	2	1	880	YES	YES	YES	YES	YES	YES		

- Notes:
1. The proposed coffee/donut shop will not be open during the PM peak hour. PM peak hour calculations are provided only for informational purposes.
 2. Weekend traffic volumes on A1A north of Love Street obtained from the Town of Jupiter were used for A1A between US 1 and Indian Town Road.



APPENDIX B

PBC TPS DATABASE 2029 VOLUME SHEETS & TRAFFIC VOLUMES

TRAFFIC IMPACT STATEMENT

LOVE STREET REDEVELOPMENT JUPITER, FLORIDA

Prepared for:

Cotleur & Hearing
1934 Commerce Lane, Suite 1
Jupiter, Florida 33458

Job No. 13-069

Date: February 10, 2017
Revised: April 5, 2017



Bryan G. Kelley, P.E.
FL Registration No. 74006

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips		Internalization		Multi-Modal Discount		External Trips		Pass-by		Net Trips	
				In	Out	In	Out	In	Out	In	Out	In	Out	%	Trips	In	Out
General Office	710	1,941	S.F.			66	8					56		6.4%	4		
Gen. Commercial (reduced)	820(a1)	4,949	S.F.			550	69					466		33.6%	156		
Quality Restaurant	831	14,193	S.F.			1,277	87					1,154		23.7%	273		
High Turnover Sit-Down Rest.	932	0	S.F.			0	0					0		25.9%	0		
Grand Totals:						1,892	164					1,676		25.8%	433		

Love Street Trip Generation Tables

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips		Internalization		Multi-Modal Discount		External Trips		Pass-by		Net Trips	
				In	Out	In	Out	In	Out	In	Out	In	Out	%	Trips	In	Out
General Office	710	1,941	S.F.	0.86	0.12	7	1	1	0	0	0	6	1	7%	0	6	1
Gen. Commercial (reduced)	820(a1)	4,949	S.F.	0.62	0.38	3	2	0	0	0	0	3	2	42.2%	2	2	1
Quality Restaurant	831	14,193	S.F.	0.50	0.50	6	6	1	1	0	0	5	5	30.0%	3	4	3
High Turnover Sit-Down Rest.	932	0	S.F.	0.55	0.45	0	0	0	0	0	0	0	0	29%	0	0	0
Grand Totals:						16	9	2	2	0	0	14	7	25.1%	5	11	5

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips		Internalization		Multi-Modal Discount		External Trips		Pass-by		Net Trips	
				In	Out	In	Out	In	Out	In	Out	In	Out	%	Trips	In	Out
General Office	710	1,941	S.F.	0.17	0.83	0	2	0	0	0	0	0	2	5%	0	0	2
Gen. Commercial (reduced)	820(a1)	4,949	S.F.	0.48	0.52	22	24	3	4	6	3.0%	19	20	32.5%	13	13	26
Quality Restaurant	831	14,193	S.F.	0.67	0.33	71	35	4	3	7	3.0%	65	31	23.0%	22	50	24
High Turnover Sit-Down Rest.	932	0	S.F.	0.60	0.40	0	0	0	0	0	0	0	0	23%	0	0	0
Grand Totals:						94	62	7	7	13	3.0%	85	53	25.4%	35	64	40

Notes:

For TOJ standards:

1. The Internalization rate is determined based on the research entitled "A New Methodology for Estimating Trip Internalization at Mixed Use Developments" presented at 95th Transportation Research Board Annual Meeting, January 2016
 2. The multi-model discount is based on the survey data compiled from www.city-data.com
 3. The passby rate is calculated based on the ITE Trip Generation Handbook but is restricted at 10% of the existing adjacent street traffic
- For PBC standards:
1. The Internalization rate is determined based on the Nctrip Report 684 entitled "Enhancing Internal Trip Capture Estimation for Mixed-Use Developments", 2011
 2. No multi-model discount is assumed.
 3. The passby rate is calculated based on the ITE Trip Generation Handbook but is restricted at 25% of the existing adjacent street traffic

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Input Data

ROAD NAME: Ocean Dr

STATION: 1804

Report Created

CURRENT YEAR: 2023

FROM: Midpoint

05/31/2024

ANALYSIS YEAR: 2029

TO: Midpoint

GROWTH RATE: 0%

COUNT DATE: 03/29/2023

PSF: 1

Link Analysis

Time Period

AM

PM

Direction

2-way

NB/EB

SB/WB

2-way

NB/EB

SB/WB

Existing Volume

608

338

275

598

393

410

Peak Volume

608

338

275

598

393

410

Diversion(%)

0

0

0

0

0

0

Volume after Diversion

608

338

275

598

393

410

Committed Developments

Type % Complete

Fishermans Wharf

1

0

0

2

1

1

Res

0%

Indiantown Road Office

5

1

4

5

4

1

NR

0%

Kempe Office Building

17

12

6

20

7

14

Res

60%

Kempe West

4

3

1

37

18

19

Res

0%

Total Committed Developments

27

16

11

64

30

35

Total Committed Residential

22

15

7

59

26

34

Total Committed Non-Residential

5

1

4

5

4

1

Double Count Reduction

1

0

1

1

1

0

Total Discounted Committed

Developments

26

16

10

63

29

35

Historical Growth

0

0

0

0

0

0

Comm Dev+1% Growth

63

37

27

100

53

60

Growth Volume Used

63

37

27

100

53

60

Total Volume

671

375

302

698

446

470

Lanes

2L

LOS D Capacity

1480

880

880

1480

880

880

Link Meets Test 1?

YES

YES

YES

YES

YES

YES

LOS E Capacity

1570

880

880

1570

880

880

Link Meets Test 2?

YES

YES

YES

YES

YES

YES

Input Data

ROAD NAME: Ocean Dr STATION: 1804
 CURRENT YEAR: 2023 FROM: E Indiantown Rd
 ANALYSIS YEAR: 2029 TO: Midpoint
 GROWTH RATE: 0% COUNT DATE: 03/29/2023
 PSF: 1

Report Created
 05/31/2024

Link Analysis

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	608	338	275	598	393	410
Peak Volume	608	338	275	598	393	410
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	608	338	275	598	393	410

Committed Developments

Bluewater Plaza	1	0	1	3	2	1	NR	0%
Fishermans Wharf	1	0	0	2	1	1	Res	0%
Indiantown Road Office	5	1	4	5	4	1	NR	0%
Kempe Office Building	6	4	2	7	2	5	Res	60%
Kempe West	4	1	3	36	18	18	Res	0%
Total Committed Developments	17	6	10	53	27	26		
Total Committed Residential	11	5	5	45	21	24		
Total Committed Non-Residential	6	1	5	8	6	2		
Double Count Reduction	1	0	1	2	1	0		
Total Discounted Committed Developments	16	6	9	51	26	26		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	53	27	26	88	50	51		
Growth Volume Used	53	27	26	88	50	51		
Total Volume	661	365	301	686	443	461		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
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: 1807		Report Created		
	CURRENT YEAR: 2022			FROM: Old Dixie Hwy		05/31/2024		
	ANALYSIS YEAR: 2029			TO: Midpoint				
	GROWTH RATE: -0.95%			COUNT DATE: 02/07/2022				
				PSF: 1				

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2421	1245	1232	2547	1209	1338
Peak Volume	2421	1245	1232	2547	1209	1338
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2421	1245	1232	2547	1209	1338

Committed Developments Type % Complete

Lakewood	15	9	6	18	8	9	Res	55%
Abacoa DRI	10	5	5	14	7	7	NR	90%
Bluewater Plaza	22	19	3	47	15	32	NR	0%
Fishermans Wharf	20	17	4	66	36	30	Res	0%
Indiantown Road Office	23	21	3	26	5	21	NR	0%
Briger West	2	2	1	4	2	2	Res	40%
Briger East	20	5	14	23	15	7	NR	55%
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%
900 S US 1	63	53	10	85	27	58	NR	0%
Total Committed Developments	220	144	80	352	158	193		
Total Committed Residential	82	41	45	157	89	68		
Total Committed Non-Residential	138	103	35	195	69	125		
Double Count Reduction	21	10	7	39	14	17		
Total Discounted Committed Developments	199	134	73	313	144	176		
Historical Growth	-157	-81	-80	-165	-78	-87		
Comm Dev+1% Growth	374	224	162	497	231	273		
Growth Volume Used	374	224	162	497	231	273		
Total Volume	2795	1469	1394	3044	1440	1611		

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: 1807
CURRENT YEAR: 2022	FROM: Midpoint
ANALYSIS YEAR: 2029	TO: N Us Highway 1
GROWTH RATE: -0.95%	COUNT DATE: 02/07/2022
	PSF: 1

Report Created
05/31/2024

Link Analysis

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	2421	1245	1232	2547	1209	1338
Peak Volume	2421	1245	1232	2547	1209	1338
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	2421	1245	1232	2547	1209	1338

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

Lakewood	15	9	6	18	8	9	Res	55%
Abacoa DRI	10	5	5	14	7	7	NR	90%
Bluewater Plaza	18	3	15	39	26	13	NR	0%
Fishermans Wharf	7	1	6	22	10	12	Res	0%
Indiantown Road Office	23	21	3	26	5	21	NR	0%
Briger West	2	2	1	4	2	2	Res	40%
Briger East	20	5	14	23	15	7	NR	55%
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%
900 S US 1	63	53	10	85	27	58	NR	0%
Total Committed Developments	203	112	94	300	143	156		
Total Committed Residential	69	25	47	113	63	50		
Total Committed Non-Residential	134	87	47	187	80	106		
Double Count Reduction	17	6	9	28	16	13		
Total Discounted Committed Developments	186	106	85	272	127	143		
Historical Growth	-157	-81	-80	-165	-78	-87		
Comm Dev+1% Growth	361	196	174	456	214	240		
Growth Volume Used	361	196	174	456	214	240		
Total Volume	2782	1441	1406	3003	1423	1578		

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

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Input Data

ROAD NAME: N US Highway 1

STATION: 1802

Report Created

CURRENT YEAR: 2022

FROM: E Indiantown Rd

05/31/2024

ANALYSIS YEAR: 2029

TO: Midpoint

GROWTH RATE: 1.98%

COUNT DATE: 02/15/2022

PSF: 1

Link Analysis

Time Period

AM

PM

Direction

2-way

NB/EB

SB/WB

2-way

NB/EB

SB/WB

Existing Volume

Peak Volume

Diversion(%)

Volume after Diversion

1617	765	990	2063	1145	936
1617	765	990	2063	1145	936
0	0	0	0	0	0
1617	765	990	2063	1145	936

Committed Developments

Type % Complete

Bluewater Plaza	6	1	5	13	9	4	NR	0%
Fishermans Wharf	0	0	0	0	0	0	Res	0%
Indiantown Road Office	5	1	4	5	4	1	NR	0%
Briger West	5	4	1	8	3	5	Res	40%
Briger East	26	7	19	30	20	10	NR	55%
Kempe Office Building	7	5	2	8	3	5	Res	60%
Island Way South	1	0	0	1	1	0	Res	0%
Kempe West	3	1	2	29	15	14	Res	0%
Beacon Park	8	2	6	10	7	3	Res	0%
Cornerstone PUD	3	2	1	16	8	8	Res	0%
900 S US 1	11	2	10	15	11	5	NR	0%
Total Committed Developments	75	25	50	135	81	55		
Total Committed Residential	27	14	12	72	37	35		
Total Committed Non-Residential	48	11	38	63	44	20		
Double Count Reduction	7	2	3	13	9	4		
Total Discounted Committed Developments	68	23	47	122	72	51		
Historical Growth	238	113	146	303	168	138		
Comm Dev+1% Growth	185	78	118	271	155	119		
Growth Volume Used	238	113	146	303	168	138		
Total Volume	1855	878	1136	2366	1313	1074		

Lanes

4LD

LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data

ROAD NAME: US Highway 1	STATION: 1802
CURRENT YEAR: 2022	FROM: Midpoint
ANALYSIS YEAR: 2029	TO: Ocean Dr
GROWTH RATE: 1.98%	COUNT DATE: 02/15/2022
	PSF: 1

Report Created
05/31/2024

Time Period Direction	Link Analysis AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1617	765	990	2063	1145	936
Peak Volume	1617	765	990	2063	1145	936
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1617	765	990	2063	1145	936

Committed Developments							Type	% Complete
Fishermans Wharf	0	0	0	0	0	0	Res	0%
Indiantown Road Office	5	1	4	5	4	1	NR	0%
Briger West	5	4	1	8	3	5	Res	40%
Briger East	26	7	19	30	20	10	NR	55%
Kempe Office Building	7	5	2	8	3	5	Res	60%
Island Way South	1	0	0	1	1	0	Res	0%
Kempe West	3	1	2	29	15	14	Res	0%
Beacon Park	8	2	6	10	7	3	Res	0%
Cornerstone PUD	3	2	1	16	8	8	Res	0%
900 S US 1	11	2	10	15	11	5	NR	0%
Total Committed Developments	69	24	45	122	72	51		
Total Committed Residential	27	14	12	72	37	35		
Total Committed Non-Residential	42	10	33	50	35	16		
Double Count Reduction	7	2	3	10	7	3		
Total Discounted Committed Developments	62	22	42	112	65	48		
Historical Growth	238	113	146	303	168	138		
Comm Dev+1% Growth	179	77	113	261	148	116		
Growth Volume Used	238	113	146	303	168	138		
Total Volume	1855	878	1136	2366	1313	1074		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
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						COUNT DATE: 02/27/2018			Report Created					
N-S STREET: Ocean Dr						CURRENT YEAR: 2018			06/05/2024					
TIME PERIOD: AM						ANALYSIS YEAR: 2029								
GROWTH RATE: 1.31%						PSF: 1								
SIGNAL ID: 4810														

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound					
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right			
Existing Volume	210	19	184	6	15	5	165	87	10	13	114	197			
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%			
Peak Season Volume	210	19	184	6	15	5	165	87	10	13	114	197			
Committed Developments														Type	% Complete
Bluewater Plaza	0	0	0	0	0	0	1	0	0	0	0	1	NR	0%	
Harbourside	0	0	0	0	0	0	1	0	0	0	0	1	NR	80%	
Lighthouse Cove Mini Golf	2	0	0	0	0	0	0	0	0	0	0	0	NR	80%	
Love Street	3	0	0	0	0	0	0	1	0	0	0	1	NR	0%	
Inlet Waters	2	0	0	0	0	0	0	0	0	0	0	9	Res	0%	
Indiantown Road Office	1	0	1	0	0	0	4	0	0	0	0	4	NR	0%	
Total Committed Developments	8	0	1	0	0	0	6	1	0	0	0	16			
Total Committed Residential	2	0	0	0	0	0	0	0	0	0	0	9			
Total Committed Non-Residential	6	0	1	0	0	0	6	1	0	0	0	7			
Double Count Reduction	1	0	0	0	0	0	0	0	0	0	0	1			
Total Discounted Committed	7	0	1	0	0	0	6	1	0	0	0	15			
Historical Growth	32	3	28	1	2	1	25	13	2	2	18	30			
Comm Dev+1% Growth	31	2	22	1	2	1	25	11	1	2	13	38			
Growth Volume Used	32	3	28	1	2	1	25	13	2	2	18	38			
Total Volume	242	22	212	7	17	6	190	100	12	15	132	235			

						Input Data								
E-W Street: Indiantown Rd						COUNT DATE: 02/27/2018			Report Created					
N-S STREET: Ocean Dr						CURRENT YEAR: 2018			06/05/2024					
TIME PERIOD: PM						ANALYSIS YEAR: 2029								
GROWTH RATE: 1.31%						PSF: 1								
SIGNAL ID: 4810														

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	252	22	200	7	36	11	149	146	8	6	103	245		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	252	22	200	7	36	11	149	146	8	6	103	245		
Committed Developments													Type	% Complete
Fishermans Wharf	1	0	1	0	0	0	1	0	0	0	0	1	Res	0%
Bluewater Plaza	2	0	2	0	0	0	1	0	0	0	0	1	NR	0%
Harbourside	4	0	4	0	0	0	3	0	0	0	0	3	NR	80%
Lighthouse Cove Mini Golf	2	0	0	0	0	0	0	1	0	0	0	2	NR	80%
Love Street	21	0	0	0	0	0	0	4	0	0	3	16	NR	0%
Inlet Waters	8	0	0	0	0	0	0	0	0	0	0	4	Res	0%
Indiantown Road Office	4	0	4	0	0	0	1	0	0	0	0	1	NR	0%
Total Committed Developments	42	0	11	0	0	0	6	5	0	0	3	28		
Total Committed Residential	9	0	1	0	0	0	1	0	0	0	0	5		
Total Committed Non-Residential	33	0	10	0	0	0	5	5	0	0	3	23		
Double Count Reduction	2	0	0	0	0	0	0	0	0	0	0	1		
Total Discounted Committed	40	0	11	0	0	0	6	5	0	0	3	27		
Historical Growth	39	3	31	1	6	2	23	22	1	1	16	38		
Comm Dev+1% Growth	69	3	34	1	4	1	23	22	1	1	15	55		
Growth Volume Used	69	3	34	1	6	2	23	22	1	1	16	55		
Total Volume	321	25	234	8	42	13	172	168	9	7	119	300		

LOCATION: Hwy A1A/Ocean Blvd N of Love St SPECIFIC LOCATION: Hwy A1A/Ocean Blvd N of Love St CITY/STATE: Jupiter, FL										QC JOB #: 14222084 DIRECTION: NB DATE: Mar 09 2017 - Mar 12 2017	
Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile	
12:00 AM				59	29	44	131	147	92		
1:00 AM				13	9	11	90	89	50		
2:00 AM				5	2	4	15	0	6		
3:00 AM				1	0	1	3	21	6		
4:00 AM				4	2	3	4	7	4		
5:00 AM				8	9	9	4	7	7		
6:00 AM				30	46	38	33	10	30		
7:00 AM				107	106	107	100	101	104		
8:00 AM				117	139	128	139	120	129		
9:00 AM				172	178	175	199	156	176		
10:00 AM				248	245	247	227	299	255		
11:00 AM				295	278	287	339	268	295		
12:00 PM				378	377	378	359	345	365		
1:00 PM				394	398	396	464	449	426		
2:00 PM				404	422	413	513	438	444		
3:00 PM				385	411	398	577	426	450		
4:00 PM				468	520	494	591	369	487		
5:00 PM				443	516	480	583	420	491		
6:00 PM				436	449	443	512	432	457		
7:00 PM				293	335	314	368	235	308		
8:00 PM				193	251	222	325	141	228		
9:00 PM				198	179	189	264	108	187		
10:00 PM				164	194	179	200	84	161		
11:00 PM				70	197	134	268	47	146		
Day Total				4885	5292	5094	6308	4719	5304		
% Weekday Average				95.9%	103.9%						
% Week Average				92.1%	99.8%	96.0%	118.9%	89.0%			
AM Peak				11:00 AM	11:00 AM	11:00 AM	11:00 AM	10:00 AM	11:00 AM		
Volume				295	278	287	339	299	295		
PM Peak				4:00 PM	4:00 PM	4:00 PM	4:00 PM	1:00 PM	5:00 PM		
Volume				468	520	494	591	449	491		
Comments:											

LOCATION: Hwy A1A/Ocean Blvd N of Love St
SPECIFIC LOCATION: Hwy A1A/Ocean Blvd N of Love St
CITY/STATE: Jupiter, FL

QC JOB #: 14222084
DIRECTION: NB
DATE: Mar 11 2017 - Mar 12 2017

Start Time			Sat 11-Mar-17	Sun 12-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			131	147	139	
1:00 AM			90	89	90	
2:00 AM			15	0	8	
3:00 AM			3	21	12	
4:00 AM			4	7	6	
5:00 AM			4	7	6	
6:00 AM			33	10	22	
7:00 AM			100	101	101	
8:00 AM			139	120	130	
9:00 AM			199	156	178	
10:00 AM			227	299	263	
11:00 AM			339	268	304	
12:00 PM			359	345	352	
1:00 PM			464	449	457	
2:00 PM			513	438	476	
3:00 PM			577	426	502	
4:00 PM			591	369	480	
5:00 PM			583	420	502	
6:00 PM			512	432	472	
7:00 PM			368	235	302	
8:00 PM			325	141	233	
9:00 PM			264	108	186	
10:00 PM			200	84	142	
11:00 PM			268	47	158	
Day Total			6308	4719	5521	
% Weekday Average						
% Week Average			114.3%	85.5%		
AM Peak			11:00 AM	10:00 AM	11:00 AM	
Volume			339	299	304	
PM Peak			4:00 PM	1:00 PM	3:00 PM	
Volume			591	449	502	

Comments:

LOCATION: Hwy A1A/Ocean Blvd N of Love St
SPECIFIC LOCATION: Hwy A1A/Ocean Blvd N of Love St
CITY/STATE: Jupiter, FL

QC JOB #: 14222084
DIRECTION: SB
DATE: Mar 09 2017 - Mar 12 2017

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				17	7	12	55	49	32	
1:00 AM				7	3	5	21	27	15	
2:00 AM				2	0	1	5	0	2	
3:00 AM				1	1	1	3	6	3	
4:00 AM				4	3	4	6	4	4	
5:00 AM				10	23	17	19	14	17	
6:00 AM				75	80	78	87	53	74	
7:00 AM				158	146	152	127	88	130	
8:00 AM				251	222	237	187	140	200	
9:00 AM				214	265	240	222	215	229	
10:00 AM				244	298	271	276	286	276	
11:00 AM				321	340	331	400	339	350	
12:00 PM				385	435	410	422	398	410	
1:00 PM				361	379	370	474	418	408	
2:00 PM				340	339	340	480	381	385	
3:00 PM				299	375	337	451	367	373	
4:00 PM				294	362	328	493	343	373	
5:00 PM				373	413	393	449	328	391	
6:00 PM				320	354	337	397	268	335	
7:00 PM				266	327	297	351	170	279	
8:00 PM				185	255	220	327	115	221	
9:00 PM				127	230	179	285	111	188	
10:00 PM				66	177	122	202	54	125	
11:00 PM				28	103	66	143	20	74	
Day Total				4348	5137	4748	5882	4194	4894	
% Weekday Average				91.6%	108.2%					
% Week Average				88.8%	105.0%	97.0%	120.2%	85.7%		
AM Peak Volume				11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	11:00 AM	
				321	340	331	400	339	350	
PM Peak Volume				12:00 PM	12:00 PM	12:00 PM	4:00 PM	1:00 PM	12:00 PM	
				385	435	410	493	418	410	

Comments:

SUMMARY - Tube Count - Volume Data (Weekend)

LOCATION: Hwy A1A/Ocean Blvd N of Love St
SPECIFIC LOCATION: Hwy A1A/Ocean Blvd N of Love St
CITY/STATE: Jupiter, FL

QC JOB #: 14222084
DIRECTION: SB
DATE: Mar 11 2017 - Mar 12 2017

Start Time			Sat 11-Mar-17	Sun 12-Mar-17	Average Weekend Hourly Traffic	Average Weekend Profile
12:00 AM			55	49	52	
1:00 AM			21	27	24	
2:00 AM			5	0	3	
3:00 AM			3	6	5	
4:00 AM			6	4	5	
5:00 AM			19	14	17	
6:00 AM			87	53	70	
7:00 AM			127	88	108	
8:00 AM			187	140	164	
9:00 AM			222	215	219	
10:00 AM			276	286	281	
11:00 AM			400	339	370	
12:00 PM			422	398	410	
1:00 PM			474	418	446	
2:00 PM			480	381	431	
3:00 PM			451	367	409	
4:00 PM			493	343	418	
5:00 PM			449	328	389	
6:00 PM			397	268	333	
7:00 PM			351	170	261	
8:00 PM			327	115	221	
9:00 PM			285	111	198	
10:00 PM			202	54	128	
11:00 PM			143	20	82	
Day Total			5882	4194	5044	
% Weekday Average						
% Week Average			116.6%	83.1%		
AM Peak			11:00 AM	11:00 AM	11:00 AM	
Volume			400	339	370	
PM Peak			4:00 PM	1:00 PM	1:00 PM	
Volume			493	418	446	
Comments:						

LOCATION: Hwy A1A North of Love St

SPECIFIC LOCATION:

CITY/STATE: Jupiter, FL

QC JOB #: 15647378

DIRECTION: NB

DATE: Feb 25 2022 - Feb 27 2022

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM					15	15	52	45	37	
12:15 AM					8	8	35	33	25	
12:30 AM					2	2	32	24	19	
12:45 AM					4	4	28	37	23	
01:00 AM					4	4	31	27	21	
01:15 AM					0	0	18	18	12	
01:30 AM					2	2	2	6	3	
01:45 AM					2	2	5	2	3	
02:00 AM					0	0	1	0	0	
02:15 AM					1	1	8	4	4	
02:30 AM					0	0	5	0	2	
02:45 AM					0	0	1	4	2	
03:00 AM					0	0	0	2	1	
03:15 AM					0	0	0	3	1	
03:30 AM					0	0	1	0	0	
03:45 AM					0	0	1	1	1	
04:00 AM					1	1	1	8	3	
04:15 AM					2	2	1	3	2	
04:30 AM					0	0	0	0	0	
04:45 AM					0	0	1	0	0	
05:00 AM					0	0	0	0	0	
05:15 AM					2	2	3	1	2	
05:30 AM					1	1	0	1	1	
05:45 AM					3	3	1	1	2	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 3/1/2022 11:54 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Hwy A1A North of Love St

SPECIFIC LOCATION:

CITY/STATE: Jupiter, FL

QC JOB #: 15647378

DIRECTION: NB

DATE: Feb 25 2022 - Feb 27 2022

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM					2	2	2	3	2	
06:15 AM					5	5	2	3	3	
06:30 AM					9	9	8	5	7	
06:45 AM					11	11	16	14	14	
07:00 AM					15	15	18	27	20	
07:15 AM					23	23	27	30	27	
07:30 AM					34	34	19	25	26	
07:45 AM					32	32	25	31	29	
08:00 AM					30	30	17	38	28	
08:15 AM					38	38	56	29	41	
08:30 AM					39	39	47	52	46	
08:45 AM					40	40	39	54	44	
09:00 AM					48	48	34	36	39	
09:15 AM					38	38	47	44	43	
09:30 AM					47	47	50	50	49	
09:45 AM					59	59	52	65	59	
10:00 AM					56	56	71	67	65	
10:15 AM					62	62	64	63	63	
10:30 AM					60	60	67	76	68	
10:45 AM					69	69	57	77	68	
11:00 AM					57	57	60	72	63	
11:15 AM					57	57	70	72	66	
11:30 AM					66	66	74	78	73	
11:45 AM					69	69	56	61	62	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 3/1/2022 11:54 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Hwy A1A North of Love St

SPECIFIC LOCATION:

CITY/STATE: Jupiter, FL

QC JOB #: 15647378

DIRECTION: NB

DATE: Feb 25 2022 - Feb 27 2022

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM					94	94	94	91	93	
12:15 PM					90	90	72	88	83	
12:30 PM					72	72	66	93	77	
12:45 PM					73	73	77	70	73	
01:00 PM					90	90	99	78	89	
01:15 PM					68	68	65	61	65	
01:30 PM					74	74	82	83	80	
01:45 PM					97	97	78	49	75	
02:00 PM					68	68	86	64	73	
02:15 PM					88	88	64	104	85	
02:30 PM					94	94	90	78	87	
02:45 PM					91	91	65	89	82	
03:00 PM					96	96	104	79	93	
03:15 PM					103	103	72	72	82	
03:30 PM					95	95	90	109	98	
03:45 PM					82	82	83	78	81	
04:00 PM					109	109	86	93	96	
04:15 PM					46	46	75	95	72	
04:30 PM					87	87	103	69	86	
04:45 PM					73	73	114	120	102	
05:00 PM					104	104	120	97	107	
05:15 PM					91	91	112	73	92	
05:30 PM					99	99	122	111	111	
05:45 PM					96	96	126	98	107	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

LOCATION: Hwy A1A North of Love St

SPECIFIC LOCATION:

CITY/STATE: Jupiter, FL

QC JOB #: 15647378

DIRECTION: NB

DATE: Feb 25 2022 - Feb 27 2022

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM					72	72	95	84	84	
06:15 PM					82	82	106	76	88	
06:30 PM					105	105	81	73	86	
06:45 PM					108	108	112	78	99	
07:00 PM					62	62	117	81	87	
07:15 PM					72	72	93	63	76	
07:30 PM					86	86	57	61	68	
07:45 PM					66	66	64	43	58	
08:00 PM					64	64	62	45	57	
08:15 PM					60	60	49	42	50	
08:30 PM					50	50	60	32	47	
08:45 PM					49	49	65	47	54	
09:00 PM					53	53	74	43	57	
09:15 PM					58	58	57	35	50	
09:30 PM					64	64	57	27	49	
09:45 PM					48	48	69	26	48	
10:00 PM					59	59	65	28	51	
10:15 PM					51	51	66	26	48	
10:30 PM					56	56	70	21	49	
10:45 PM					51	51	59	16	42	
11:00 PM					53	53	72	7	44	
11:15 PM					52	52	55	5	37	
11:30 PM					54	54	45	10	36	
11:45 PM					52	52	37	19	36	
Day Total					4620	4620	5037	4322	4659	
% Weekday Average					100%					
% Week Average					99.2%		108.1%	92.8%		
AM Peak 15-min Vol					10:45 AM 69	10:45 AM 69	11:30 AM 74	11:30 AM 78	11:30 AM 73	
PM Peak 15-min Vol					4:00 PM 109	4:00 PM 109	5:45 PM 126	4:45 PM 120	5:30 PM 111	

Comments:

Report generated on 3/1/2022 11:54 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Hwy A1A North of Love St

QC JOB #: 15647378

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Jupiter, FL

DATE: Feb 25 2022 - Feb 27 2022

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM					6	6	27	22	18	
12:15 AM					7	7	24	21	17	
12:30 AM					3	3	8	12	8	
12:45 AM					0	0	10	13	8	
01:00 AM					1	1	15	14	10	
01:15 AM					0	0	5	8	4	
01:30 AM					0	0	0	1	0	
01:45 AM					0	0	2	1	1	
02:00 AM					0	0	0	2	1	
02:15 AM					0	0	2	0	1	
02:30 AM					0	0	2	0	1	
02:45 AM					0	0	0	0	0	
03:00 AM					0	0	0	0	0	
03:15 AM					1	1	0	3	1	
03:30 AM					0	0	1	0	0	
03:45 AM					2	2	0	1	1	
04:00 AM					1	1	0	1	1	
04:15 AM					1	1	3	2	2	
04:30 AM					2	2	1	0	1	
04:45 AM					1	1	0	2	1	
05:00 AM					1	1	2	1	1	
05:15 AM					1	1	4	1	2	
05:30 AM					5	5	3	6	5	
05:45 AM					9	9	11	15	12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

LOCATION: Hwy A1A North of Love St

QC JOB #: 15647378

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Jupiter, FL

DATE: Feb 25 2022 - Feb 27 2022

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM					16	16	11	15	14	
06:15 AM					18	18	17	19	18	
06:30 AM					18	18	18	13	16	
06:45 AM					38	38	31	25	31	
07:00 AM					37	37	19	28	28	
07:15 AM					36	36	25	31	31	
07:30 AM					43	43	27	25	32	
07:45 AM					62	62	55	43	53	
08:00 AM					39	39	28	32	33	
08:15 AM					67	67	45	60	57	
08:30 AM					50	50	36	47	44	
08:45 AM					67	67	46	43	52	
09:00 AM					52	52	51	34	46	
09:15 AM					62	62	47	61	57	
09:30 AM					60	60	33	50	48	
09:45 AM					78	78	87	90	85	
10:00 AM					96	96	72	77	82	
10:15 AM					49	49	76	69	65	
10:30 AM					67	67	86	79	77	
10:45 AM					80	80	80	86	82	
11:00 AM					83	83	82	89	85	
11:15 AM					103	103	77	107	96	
11:30 AM					80	80	117	90	96	
11:45 AM					103	103	110	97	103	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 3/1/2022 11:54 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Hwy A1A North of Love St

SPECIFIC LOCATION:

CITY/STATE: Jupiter, FL

QC JOB #: 15647378

DIRECTION: SB

DATE: Feb 25 2022 - Feb 27 2022

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM					88	88	125	95	103	
12:15 PM					101	101	103	110	105	
12:30 PM					132	132	116	102	117	
12:45 PM					99	99	90	108	99	
01:00 PM					85	85	103	83	90	
01:15 PM					121	121	98	94	104	
01:30 PM					82	82	85	93	87	
01:45 PM					102	102	96	109	102	
02:00 PM					84	84	67	80	77	
02:15 PM					91	91	77	85	84	
02:30 PM					89	89	121	131	114	
02:45 PM					70	70	134	129	111	
03:00 PM					111	111	105	93	103	
03:15 PM					87	87	82	133	101	
03:30 PM					90	90	71	81	81	
03:45 PM					95	95	134	133	121	
04:00 PM					89	89	101	75	88	
04:15 PM					67	67	88	109	88	
04:30 PM					102	102	92	93	96	
04:45 PM					85	85	121	92	99	
05:00 PM					97	97	91	106	98	
05:15 PM					103	103	103	83	96	
05:30 PM					87	87	132	74	98	
05:45 PM					106	106	95	86	96	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: Hwy A1A North of Love St

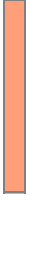
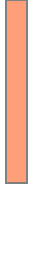
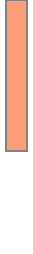
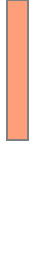
SPECIFIC LOCATION:

CITY/STATE: Jupiter, FL

QC JOB #: 15647378

DIRECTION: SB

DATE: Feb 25 2022 - Feb 27 2022

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM					106	106	108	84	99	
06:15 PM					83	83	108	91	94	
06:30 PM					81	81	116	49	82	
06:45 PM					82	82	92	61	78	
07:00 PM					69	69	82	50	67	
07:15 PM					72	72	89	71	77	
07:30 PM					87	87	88	54	76	
07:45 PM					78	78	95	63	79	
08:00 PM					94	94	71	35	67	
08:15 PM					90	90	86	30	69	
08:30 PM					93	93	85	47	75	
08:45 PM					75	75	84	27	62	
09:00 PM					74	74	79	18	57	
09:15 PM					75	75	77	30	61	
09:30 PM					68	68	74	23	55	
09:45 PM					55	55	70	14	46	
10:00 PM					56	56	66	18	47	
10:15 PM					53	53	54	13	40	
10:30 PM					53	53	61	10	41	
10:45 PM					40	40	45	7	31	
11:00 PM					46	46	44	3	31	
11:15 PM					32	32	33	2	22	
11:30 PM					29	29	34	8	24	
11:45 PM					24	24	29	4	19	
Day Total					5323	5323	5596	4625	5184	
% Weekday Average					100%					
% Week Average					102.7%		107.9%	89.2%		
AM Peak 15-min Vol					11:15 AM 103	11:15 AM 103	11:30 AM 117	11:15 AM 107	11:45 AM 103	
PM Peak 15-min Vol					12:30 PM 132	12:30 PM 132	2:45 PM 134	3:15 PM 133	3:45 PM 121	

Comments:

Report generated on 3/1/2022 11:54 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

STN#	ROAD	FROM	TO	LANES	HISTORICAL DAILY TRAFFIC VOLUMES					2023 DAILY		DIR LOS STD	AM PEAK HOUR		PM PEAK HOUR			
					2018	2019	2020	2021	2022	VOL	DATE		2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
1804	A1A	US 1	Indiantown Rd	2	10172	9228		9999	8883	9738	3/29/2023	880	608	338	275	598	393	410
1812	A1A	Indiantown Rd	Ocean Way	2	6789	6222	5930	6876	7269	7118	12/13/2022	1140	542	315	237	553	279	279
6308	A1A	Delray Beach	Highland Beach	2	12229	11388			11057	11010	3/29/2023	880	685	341	420	924	483	450
5643	ATLANTIC AVE	Hagen Ranch Rd	Jog Rd	4D	39360	38678	39563	37224	39294	41742	1/18/2023	1770	3162	1988	1174	3185	1551	1633
5659	ATLANTIC AVE	Barwick Rd	Congress Ave	6D	44682	41132		38245	43017	44637	3/6/2023	2680	3296	2011	1414	3340	1683	1675
2834	AUSTRALIAN AVE	Blue Heron Blvd	MLK JR BL (SR 710	4D	14015	13481	12953	12734		11596	1/23/2023	1770	1024	485	549	1044	606	456
2306	AUSTRALIAN AVE	MLK JR BL (SR 710)	45th St	4D		18133	19022	17475	20419	19560	4/3/2023	1960	1309	674	635	2268	901	1415
3802	AUSTRALIAN AVE	45th St	36th St	4D	30097	26227		23951	30086	24737	2/21/2023	1960	1978	985	1023	2198	977	1237
3810	AUSTRALIAN AVE	36th St	25th St	4D	27618	24384		23921	26785	26649	2/21/2023	1960	2306	896	1425	2321	899	1428
3816	AUSTRALIAN AVE	25th St	15th St	4D	28549	28116		26436	27912	27788	2/21/2023	1770	2230	1095	1161	2289	996	1329
3820	AUSTRALIAN AVE	15th St	Palm Beach Lakes Bl	4D	29366	29178		28020		25231	2/21/2023	1860	1898	796	1222	1859	702	1157
3924	AUSTRALIAN AVE	Palm Beach Lakes Blvd	Banyan Blvd	4D	28700	28951				28780	2/21/2023	1770	2281	1049	1243	2474	946	1557
3850	AUSTRALIAN AVE	Banyan Blvd	Okeechobee Bl	6D		43867				46507	2/22/2023	2940	3921	2390	1531	4239	1174	3065
3309	AUSTRALIAN AVE	Okeechobee Bl	Belvedere Rd	6D	33481	30915		32736		33961	3/8/2023	2940	3055	1967	1109	3317	1050	2267
3610	AUSTRALIAN AVE	Belvedere Rd	PBIA (Turnage Blvd)	6D	40365	42125		40668		42828	2/22/2023	2940	3929	2714	1215	3916	1304	2598
1401	BEELINE HWY	Indiantown Rd	Prair-Whitney Rd	4D		8394	8371	9498	9493	9817	11/28/2022	3320	812	532	300	709	307	404
1411	BEELINE HWY	Prair-Whitney Rd	Caloosa	4D	16687	17827	18368	19244	20070	19778	11/28/2022	3320	1845	930	915	1747	665	1091
2109	BEELINE HWY	Caloosa	N County Airport	4D	18838	18199	17673	18615	17504	19109	11/28/2022	3320	1710	933	790	1656	654	1006

Tuesday, May 30, 2023

Do not use 2021 counts in traffic analysis. However, Dec 2021 counts may be used as peak 2022 counts.

STN#	ROAD	FROM	TO	LANES	HISTORICAL DAILY TRAFFIC VOLUMES					2023 DAILY		DIR LOS STD	AM PEAK HOUR		PM PEAK HOUR			
					2018	2019	2020	2021	2022	VOL	DATE		2-WAY	NB/EB SB/WB	2-WAY	NB/EB SB/WB		
6636	CAMINO REAL	Camino del Mar	Military Tr	4D	16203	15082		11186	13071	14140	4/5/2023	1960	1468	1054	440	1335	421	915
6311	CAMINO REAL	Military Tr	12th Ave SW	4D	17874	17004		12250	15469	20583	3/1/2023	1960	1889	929	960	2120	693	1511
6849	CAMINO REAL	12th Ave SW	3rd Ave SW	4D	14022			10470	12964	15731	3/1/2023	1960	1497	1012	489	1563	588	988
6853	CAMINO REAL	3rd Ave SW	Old Dixie Hwy	4D	19422			15778		15759	3/1/2023	1770	1156	651	511	1407	623	829
6855	CAMINO REAL	Old Dixie Hwy	US 1	4D	17452			13482	16024	18707	3/1/2023	1770	1242	734	536	1637	826	825
6857	CAMINO REAL	US 1	ICWW Bridge	4D				11050	14864	16593	3/1/2023	1770	1075	622	521	1355	650	710
6859	CAMINO REAL	ICWW Bridge	A1A	2	8351			6506	8798	8526	3/1/2023	810	491	251	308	736	313	431
1603	CENTER ST	Indiantown Rd	Loxahatchee River R	2	16010			16137	15736	16561	12/14/2022	989	1200	533	691	1231	619	621
1803	CENTER ST	Loxahatchee River Rd	Alt. A1A	2	17521	16905	16772	16052	18205	17058	12/14/2022	1180	1319	723	627	1458	631	853
1612	CENTRAL BLVD	Church St	Indiantown Rd	2	16741	16154	16178	14794		16115	12/6/2022	810	1441	574	880	1519	842	696
1606	CENTRAL BLVD	Indiantown Rd	Indian Creek Pkwy	4D	27091	28574		24504	25308	25339	12/6/2022	1960	2165	1030	1138	2441	1448	1018
1614	CENTRAL BLVD	Indian Creek Pkwy	Frederick Small Rd	4D	15889	14956	14210	14002	15277	14059	1/18/2023	1960	1322	582	776	1357	793	589
1206	CENTRAL BLVD	Frederick Small Rd	Donald Ross Rd	4D	20089	19418	19371	16724	19945	17166	1/18/2023	1960	1307	642	677	1660	729	931
2210	CENTRAL BLVD	Donald Ross Rd	Hood Rd	4D	18117	16770	17126	14824	16280	17106	1/18/2023	1960	1530	768	766	1599	719	907
2608	CENTRAL BLVD	Hood Rd	PGA Blvd	4D	16086	17431	17228	16961	17850	17826	1/30/2023	1960	2067	1220	847	1505	621	912
6403	CLINT MOORE RD	SR 7	Lyons Rd	4D	18919	19041		15558	17088	16630	12/13/2022	1960	1369	927	486	1514	636	903
6201	CLINT MOORE RD	Lyons Rd	Jog Rd	4D	26298	25418		24702	24417	26061	12/13/2022	1960	2374	1642	149	2394	899	1495
6607	CLINT MOORE RD	Jog Rd	Military Tr	4D	34229	32682	33561	27656	30388	31942	2/27/2023	1770	2780	1905	972	2897	1351	1678

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STN#	ROAD	FROM	TO	LANES	HISTORICAL DAILY TRAFFIC VOLUMES				2023 DAILY		DIR LOS STD	AM PEAK HOUR		PM PEAK HOUR				
					2018	2019	2020	2021	2022	VOL		DATE	2-WAY	NB/EB SB/WB	2-WAY	NB/EB SB/WB		
1617	INDIANTOWN RD	Island Way	Central Blvd	6D		62424	62111	58564	62340	58309	12/6/2022	2680	4940	2796	2159	4596	2202	2483
1811	INDIANTOWN RD	US 1	SR A1A	5	16884	15978		16388	15215	11466	12/14/2023	1960	900	633	282	870	491	383
2215	INVESTMENT LN	Military Tr	Garden Rd	2	10609	11280	11144	10300	11235	11313	2/8/2023	880	902	652	281	1143	494	667
1620	ISLAND WAY	Indiantown Rd	Church St	4D	15983	16573	15993	13224	16664	16936	12/6/2022	1960	1673	645	1048	1427	776	663
2107	JOG RD	Hood Rd	PGA Bl	2	11407	11035	10831	9588	10131	10324	1/30/2023	1140	975	420	595	982	408	579
2416	JOG RD	Turnpike Int	Beehine Hwy	4D	16641	17740	18090	18460	16761	17551	11/29/2022	1960	1422	727	791	1422	903	524
2414	JOG RD	Beehine Hwy	45th St	2	6640	6403	6995	7317	7868	7545	3/27/2023	1140	710	359	355	612	312	300
3458	JOG RD	Roebuck Rd	Okeechobee Bl	4D	29261	29986	30170	28727	34168	36385	3/6/2023	1960	3229	1792	1485	3294	1190	2104
4204	JOG RD	Forest Hill Blvd	10th Ave N	6D	49789	48596		50252	50638	51231	1/9/2023	2680	3721	2052	1670	4369	1925	2500
4612	JOG RD	McAleuca Ln	Lantana Rd	6D	46286	46889		44000	48450	48255	1/9/2023	2940	3570	1599	2032	3934	2081	1872
4670	JOG RD	Winston Trails Bl	Hypoluxo Rd	6D	37410	38516	39390	36668	40322	39549	1/9/2023	2940	3309	1327	1999	3148	1779	1423
6634	JOG RD	Yamato Rd	Potomac Rd	4D	29655	29528	30712	26255	32226	29147	2/8/2023	1770	2433	1045	1414	2438	1281	1237
6618	JOG RD	Potomac Rd	Glades Rd	4D	30832	30487		27961	33349	29826	4/23/2023	1960	2385	1288	1097	2396	1180	1236
6420	JUDGE WINIKOFF RD	Sandpoint Ter	SR 7	4D	9756	9693		8728	11246	12889	4/5/2023	1960	1406	833	599	989	430	567
1404	JUPITER FARMS RD	Indiantown Rd	South of Indiantown	2		13127		14594	14993	12636	3/29/2023	1140	1011	683	328	1149	433	734
3614	KIRK RD	Southern Blvd	Gun Club Rd	4D	11400	11515	11748	10345	12400	15074	1/30/2023	1770	1418	540	878	1422	611	818
3662	KIRK RD	Gun Club Rd	Summit Blvd	2	11376	10939		9748	10250	11134	1/30/2023	880	1006	524	482	1149	562	632
3656	KIRK RD	Summit Blvd	Forest Hill Blvd	2	10833	10667		9264		10943	1/30/2023	880	771	404	389	1204	520	692

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					2018	2019	2020	2021	2022	VOL	DATE		2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
5639	OLD BOYNTON RD	Military Tr	Lawrence Rd	5	16747	15342		13600		14753	3/28/2023	1960	817	464	365	1299	648	665
5629	OLD BOYNTON RD	Congress Ave	Boynton Beach Blvd	3	16245	17845	17245	16560		16842	1/4/2023	880	914	371	578	1554	1028	538
1814	OLD DIXIE HWY	County Line Rd	Tequesta Dr	2	7983	7463	7632	6862	7241	7021	12/14/2022	880	530	208	322	714	440	278
1806	OLD DIXIE HWY	Tequesta Dr	SR-811/Beach Rd	4	15730	15396	15867	12681	13422	16810	3/29/2023	1680	1508	463	1045	1212	545	706
6304	OLD DIXIE HWY	Hidden Valley Blvd	Lindell Blvd	2	12974	12316		10717	13292	11972	2/27/2023	880	962	395	567	1094	608	528
6862	OLD DIXIE HWY	Yamato Rd	Spanish River Blvd	4D	17649	18310		16574		15128	2/27/2023	1960	1172	605	579	1531	852	691
6860	OLD DIXIE HWY	Spanish River Blvd	NE 20th St	4D	19577	19228		14613	19688	18192	2/27/2023	1960	1529	864	665	1769	946	823
6866	OLD DIXIE HWY	NE 20th St	Glades Rd	4D	20657	19134		16093	19875	20433	2/27/2023	1770	1621	931	690	1957	1083	912
6900	OLD DIXIE HWY	Glades Rd	Palmetto Park Rd	5	21880	20748		16660	19738	16649	2/27/2023	1770	1387	750	697	1746	898	854
6870	OLD DIXIE HWY	Palmetto Park Rd	Camino Real	4D	26042	25555		18991	23171	23591	2/27/2023	1960	1881	1053	850	2249	1091	1158
6872	OLD DIXIE HWY	Camino Real	SW 18th St	4D	23209	22352		18570	22282	20174	3/1/2023	1960	1536	889	744	1765	764	1133
6310	OLD DIXIE HWY	SW 18th St	Broward County Line	4D	20616			18190	22319	24446	2/13/2023	1960	2154	1205	1011	2177	725	1452
2417	ORANGE BLVD	Seminole Pratt Whitney	140th Ave N	2	9742	10460	10438	10117	10978	11089	2/1/2023	880	883	453	433	1049	492	615
2409	ORANGE BLVD	140th Ave N	Coconut Blvd	2	9306	9472	9690	9033		11562	2/1/2023	880	916	499	427	1015	465	600
2415	ORANGE BLVD	Coconut Blvd	Royal Palm Beach Bl	2	15082	15619	16037	14662		16627	4/5/2023	880	1309	643	686	1541	689	852
3601	PALM BEACH LAKES BL	Okeechobee Blvd	Village Blvd	6D	32242	33704		35839		32804	12/5/2022	2680	2315	1329	1039	2633	1077	1556
3847	PALM BEACH LAKES BL	Congress Ave	Australian Ave	6D	41611	42693		41000		40174	12/5/2022	2680	3286	2005	1310	3237	1477	1815
3811	PALM BEACH LAKES BL	Australian Ave	Tamarind Ave	4D	32142	33408	32677			29207	12/5/2022	1770	2443	1630	815	2113	999	1123

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Palm Beach County

Historic Peak Season Traffic Counts (2017-2022)

STN#	ROAD	FROM	TO	LANES	HISTORICAL DAILY TRAFFIC VOLUMES					2022 DAILY		DIR LOS STD	2022 AM PEAK HOUR		2022 PM PEAK HOUR			
					2017	2018	2019	2020	2021	VOL	DATE		2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
5603	23RD AVE SW	Congress Ave	I-95	2	15725	15867	15051	15354	12932	14709	12/14/2021	880	1304	712	592	1279	657	648
5305	23RD AVE SW	I-95	Seacrest Blvd	2	14291		14109	12550		14100	2/7/2022	880	1229	630	628	1199	624	586
5811	23RD AVE SW	Seacrest Blvd	US-1	2	9397	9788	9272	9075	9504	8873	2/7/2022	810	716	380	336	723	408	354
5621	23RD AVE SW (GOLF RD)	Military Tr	E Country Rd	2	13570	13777	13033	13412	11667	12947	2/7/2022	1140	1193	695	498	1083	475	612
5617	23RD AVE SW (GOLF RD)	E Country Rd	Congress Ave	2	14534		15290	15522	16962	14645	2/7/2022	1140	1311	730	583	1224	583	663
3607	45TH ST	Haverhill Rd	Military Tr	4D	31750	31264	31033		31667	32267	1/26/2022	1960	2477	1283	1248	2590	1012	1610
3665	45TH ST	Military Tr	Village Blvd	6D		46220	45923		44482	45789	3/29/2022	2680	3256	1899	1389	3682	1667	2073
3843	45TH ST	Congress Ave	Australian Ave	6D	48381	48274	49232		45545	43494	3/29/2022	2680	3655	2228	1477	2935	1272	1774
3845	45TH ST	Greenwood Ave	Broadway (WPB)	3	15021	16145	17253		15337	14995	3/9/2022	810	1104	637	484	1189	604	602
1809	A1A	Jupiter Inlet Colony	US 1	2		7957	7860		7777	8076	2/2/2022	880	660	341	360	642	293	361
1804	A1A	US 1	Indiantown Rd	2	10122	10172	9228		9999	8883	2/7/2022	880	755	425	330	838	444	407
1812	A1A	Indiantown Rd	Ocean Way	2		6789	6222	5930	6876	7269	2/7/2022	1140	620	370	253	683	319	316
6308	A1A	Delray Beach	Highland Beach	2	11650	12229	11388			11057	2/28/2022	880	877	412	465	921	479	447
6800	A1A	Palmetto Park Rd	Camino Real	2		14640	12650		9464	11935	1/18/2022	880	857	483	374	1057	515	565
5403	ATLANTIC AVE	SR 7	Lyons Rd	2		18896	18839	19451	21255	20422	12/7/2021	880	1646	919	753	1647	805	876

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STN#	ROAD	FROM	TO	LANES	HISTORICAL DAILY TRAFFIC VOLUMES					2022 DAILY		DIR LOS STD	2022 AM PEAK HOUR		2022 PM PEAK HOUR			
					2017	2018	2019	2020	2021	VOL	DATE		2-WAY	NB/EB SB/WB	2-WAY	NB/EB SB/WB		
4671	HYPOLUXO RD	Hagen Ranch Rd	Jog Rd	4D	25171	27664	26850		24792	27967	2/14/2022	1960	2617	1318	1304	2443	1251	1229
4629	HYPOLUXO RD	Jog Rd	Haverhill Rd	6D	30302	31702	31846	31572	29752	32822	2/14/2022	2940	2767	1374	1393	2890	1503	1399
4607	HYPOLUXO RD	Military Tr	Lawrence Rd	6D	43585	44143	43902		41629	46672	4/27/2022	2940	3852	2311	1546	3850	1889	1968
1605	INDIAN CREEK BLVD	Central Blvd	Military Tr	4D	12714	13933	13112	13567	12265	12561	1/24/2022	1960	1248	875	373	1145	515	638
1615	INDIAN CREEK BLVD	Toney Penna Dr	Maplewood Dr	4D	18120	17754	18073	18728	18481	20104	1/24/2022	1960	1707	916	863	2052	708	1375
1613	INDIAN CREEK PKWY	Central Blvd	Maplewood Dr	4D	18476	18572	17866	18301	16560	17660	1/24/2022	1960	1692	1054	638	1724	767	968
1409	INDIANTOWN RD	130th Ave N	Alexander Run	4D	15343	15124	15394	14718	15901	14515	1/5/2022	1960	1415	1008	479	1250	545	734
1407	INDIANTOWN RD	Alexander Run	Jupiter Farms Rd	4D	23473	24082	24281	24464	21956	24147	1/5/2022	1960	2232	1557	719	2055	917	1138
1201	INDIANTOWN RD	Florida Turnpike	I-95 Interchange	6D	59724	59305	58344		54937	59879	2/1/2022	2940	5172	3173	2049	4787	2127	2745
1213	INDIANTOWN RD	I-95 Interchange	Island Way	6D	66748	70539	69028	68340	64447	73104	2/1/2022	2940	6259	3168	3097	6122	2613	3487
1617	INDIANTOWN RD	Island Way	Central Blvd	6D	60924	62424	62111		58564	62340	2/1/2022	2680	5150	2723	2427	644	2175	2684
1203	INDIANTOWN RD	Central Blvd	Center St	6D		54352			51717	54315	2/1/2022	2680	4357	2639	1718	4245	2057	2188
1601	INDIANTOWN RD	Center St	Military Tr	6D	46627	44322	45315		42293	44658	2/1/2022	2680	3238	2024	1446	3496	1787	1709
1209	INDIANTOWN RD	Military Tr	SR 811	6D	44479	39913	40398		37312			2680						
1807	INDIANTOWN RD	SR 811	US 1	6D	32381	30304	31014		28197	29447	2/7/2022	2680	2421	1245	1232	2547	1209	1338
1811	INDIANTOWN RD	US 1	SR A1A	5	16012	16884	15978		16388	15215	2/7/2022	1960	1157	583	580	1313	562	743
2215	INVESTMENT LN	Military Tr	Garden Rd	2	11725	10609	11280	11144	10300	11235	3/7/2022	880	796	511	323	1197	467	730
1620	ISLAND WAY	Indiantown Rd	Church St	4D	15190	15983	16573	15993	13224	16664	2/1/2022	1960	1679	714	968	1375	797	634

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					2017	2018	2019	2020	2021	VOL	DATE		2-WAY	NB/EB SB/WB	2-WAY	NB/EB SB/WB		
4402	SR-7	Lantana Rd	Hypoluxo Rd	6D	35066	35927	35555	36782	34562	34956	11/8/2021	2940	3165	1259	1906	3274	2012	1265
5102	SR-7	Hypoluxo Rd	Boynton Beach Blvd	6D		29795	32246		29188	31930	1/24/2022	4980	2925	1054	1926	3186	1971	1248
5402	SR-7	Boynton Beach Blvd	Lee Rd	4D	27018	26985	26563	27409	24518	26790	1/24/2022	3320	2522	847	1690	2670	1744	943
5400	SR-7	Lee Rd	W Atlantic Ave	4D			26730		27833	27741	12/6/2021	3320	2672	894	1778	2666	1607	1082
5404	SR-7	W Atlantic Ave	Winner's Cir	4D	29091	31366	32143		32476	34793	3/28/2022	1960	3046	1196	1889	3040	1733	1320
6102	SR-7	Winner's Cir	Clint Moore Rd	6D		30168	30850		30607	31713	11/3/2021	2940	2792	1238	1592	2959	1849	1124
6412	SR-7	Clint Moore Rd	Yamato Rd	6D		41392	42104	40789	40081	39376	1/10/2022	2940	3505	1732	1778	3376	1824	1624
6402	SR-7	Yamato Rd	Glades Rd	6D		47964	47209	47495	47805	47355	10/21/2021	2940	3618	1858	1766	4060	2054	2021
6400	SR-7	Glades Rd	Palmetto Park Rd	6D		58316	54847		54884	53263	1/10/2022	2940	4018	2209	1829	4229	2057	2231
6414	SR-7	Palmetto Park Rd	SW 18 St	6D	56100	54810	51603		48716	52332	9/9/2021	2680	3965	2278	1687	4268	1928	2340
6110	SR-7	SW 18 St	Broward County Line	6D	57471	57974	54966		53258	53534	1/12/2022	2680	3938	1968	1970	4165	2138	2027
1808	SR-811	Indianatown Rd	Toney Penna Dr	6D		34067	33150		28487	35915	2/1/2022	2940	2667	1335	1454	3031	1612	1420
1308	SR-811	Toney Penna Dr	Donald Ross Rd	6D	33736	31132	32798	32688	28632	32647	1/11/2022	2940	2529	1243	1420	2691	1219	1499
2830	SR-811	Donald Ross Rd	Hood Rd	6D		35492	35349	34193	32162	34703	4/13/2022	2940	2592	1300	1318	2822	1329	1493
2824	SR-811	PGA Blvd	RCA Blvd	4D		30373	27651	27826	23757	26630	2/23/2022	1770	2169	1314	871	2365	1395	970
2814	SR-811	Lighthouse Dr	Northlake Blvd	4D	22866	22970	22571	22798	19067	20317	4/13/2022	1770	1336	722	650	1725	910	860
3657	SUMMIT BLVD	Jog Rd	Haverhill Rd	4D	13649	14421	14041	13027	12413	13645	2/28/2022	1960	1425	576	853	1242	630	612
3611	SUMMIT BLVD	Haverhill Rd	Military Tr	5	22598	21687	22147	21133	23401	23059	3/2/2022	1960	1498	712	928	1770	1002	1219

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					2017	2018	2019	2020	2021	VOL	DATE		2-WAY	NB/EB	SB/WB	2-WAY	NB/EB	SB/WB
3613	SUMMIT BLVD	Military Tr	Kirk Rd	5	23982	21873	22825		19042	21363	4/13/2022	1770	1909	1092	842	1892	813	1098
3615	SUMMIT BLVD	Kirk Rd	Davis Rd	5	22955	21181	21684		19243	19724	4/13/2022	1770	1921	1141	780	1707	727	1001
3621	SUMMIT BLVD	Florida Mango Rd	I-95	5	12870	12737	13221	12933	10085	12942	4/13/2022	1960	1788	1058	755	1202	513	729
6401	SW 18TH ST	SR 7	Lyons Rd	4D	16978	17466	18399		18445	18508	1/12/2022	1960	1481	854	627	1606	780	848
6419	SW 18TH ST	Lyons Rd	Boca Rio Rd	4D	23609	22856	23925	24490	22229	23065	3/28/2022	1960	2522	1728	794	2041	778	1269
6213	SW 18TH ST	Boca Rio Rd	Powerline Rd	6D	27445	28004	28657	30333	26043	26745	1/26/2022	2940	2640	1748	892	2485	1072	1420
6613	SW 18TH ST	Powerline Rd	Military Tr	4D	24348	23358	25154	25654	22806	23599	1/26/2022	1960	2146	1335	811	2219	837	1416
1802	US-1	Beach Rd	Indianatown Rd	4D	21992	21472	20196		23048	22773	2/15/2022	1960	1617	765	990	2063	1145	936
1810	US-1	Indianatown Rd	Ocean Way	4D	30623	28750	28574		24747	28640	2/7/2022	1960	2090	1064	1258	2474	1350	1120
1816	US-1	Ocean Way	Marcinski Rd	4D	23058	24125	23774		21425	22990	2/15/2022	1960	1601	841	960	1997	1213	903
1312	US-1	Marcinski Rd	Donald Ross Rd	4D		30661	30225	30232	34387	36127	2/15/2022	1960	2731	1128	1815	3128	1626	1536
2840	US-1	Donald Ross Rd	Universe Blvd	4D	25949	25745	23190		22048	22384	2/15/2022	1960	1637	793	1024	1979	1193	822
2822	US-1	Universe Blvd	PGA Blvd	4D		32808	31745	32848	28280	30956	2/15/2022	1960	2222	1150	1102	2741	1421	1360
2838	US-1	PGA Blvd	Lighthouse Dr	4D		26582	25371	26152	27359	27035	2/15/2022	1960	1986	1110	941	2452	1423	1029
2832	US-1	Lighthouse Dr	Northlake Blvd	6D	27611	30990	33163	31217	27566	29450	3/2/2022	2680	2373	1270	1103	2558	1265	1296
2800	US-1	Northlake Blvd	Park Ave	4D		26716	25146		26338	26896	3/2/2022	1960	1944	921	1025	2327	1204	1123
5812	US-1 (NB)	NE 4th St	Atlantic Ave	2	13987	14357	13902		12728	12413	9/8/2021	810	662	662		1192	1192	
5810	US-1 (SB)	NE 4th St	Atlantic Ave	2	12946	12877	13424		13267	13101	9/8/2021	810	1219		1219	928		928

Thursday, August 25, 2022

Do not use 2021 counts in traffic analysis. However, Dec 2021 counts may be used as peak 2022 counts.

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 93 - PALM BEACH

SITE: 0151 - SR 811/ALT A1A-S OF LOXAHATCHEE RIVER BRIDGE (COUNTY LINK: 1800)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	41000 C	N 20500	S 20500	9.00	58.10	4.30
2022	42000 C	N 21500	S 20500	9.00	59.60	7.30
2021	38000 C	N 19000	S 19000	9.00	58.70	7.30
2020	39000 C	N 19500	S 19500	9.00	58.20	7.30
2019	45000 C	N 23500	S 21500	9.00	62.10	4.20
2018	41000 C	N 20500	S 20500	9.00	59.50	4.20
2017	43500 C	N 22000	S 21500	9.00	59.40	4.20
2016	43000 C	N 21500	S 21500	9.00	60.40	5.30
2015	39500 C	N 20000	S 19500	9.00	60.30	5.30
2014	39000 C	N 19500	S 19500	9.00	60.30	5.30
2013	37000 C	N 18500	S 18500	9.00	60.60	4.10
2012	38000 C	N 19000	S 19000	9.00	60.60	4.10
2011	36500 C	N 18000	S 18500	9.00	60.90	3.80
2010	35500 C	N 17500	S 18000	9.73	61.28	3.80
2009	37500 C	N 19000	S 18500	9.88	61.89	3.80
2008	35500 C	N 17500	S 18000	10.36	61.44	3.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARD, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 93 - PALM BEACH

SITE: 5229 - SR 811/OLD DIXIE HWY-N OF SR 706, JUPITER (COUNTY LINK: 1604)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	33000 C	N 17000	S 16000	9.00	58.10	2.20
2022	32500 C	N 17000	S 15500	9.00	59.60	2.20
2021	31000 C	N 16500	S 14500	9.00	58.70	2.20
2020	34000 F	N 18000	S 16000	9.00	58.20	4.10
2019	34500 C	N 18500	S 16000	9.00	62.10	4.10
2018	39500 C	N 19500	S 20000	9.00	59.50	4.10
2017	35500 C	N 16500	S 19000	9.00	59.40	5.20
2016	36500 C	N 19000	S 17500	9.00	60.40	5.20
2015	36000 C	N 18500	S 17500	9.00	60.30	5.20
2014	30500 C	N 16000	S 14500	9.00	60.30	1.90
2013	32000 C	N 16500	S 15500	9.00	60.60	1.90
2012	30000 C	N 14000	S 16000	9.00	60.60	3.70
2011	29500 C	N 14000	S 15500	9.00	60.90	3.40
2010	29000 C	N 14000	S 15000	9.73	61.28	3.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARD, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 93 - PALM BEACH

SITE: 0090 - SR 5/US 1 - S OF COUNTY LINE RD, TEQUESTA

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	26500 C	N 13000	S 13500	9.00	58.10	5.10
2022	26000 C	N 13000	S 13000	9.00	59.60	5.10
2021	25000 C	N 12500	S 12500	9.00	58.70	9.60
2020	30000 F	N 14000	S 16000	9.00	58.20	9.60
2019	30000 C	N 14000	S 16000	9.00	62.10	9.60
2018	29000 F	N 14500	S 14500	9.00	59.50	3.60
2017	27000 C	N 13500	S 13500	9.00	59.40	3.60
2016	28000 C	N 14500	S 13500	9.00	60.40	3.60
2015	23500 C	N 11500	S 12000	9.00	55.60	4.00
2014	23000 C	N 11500	S 11500	9.00	55.40	4.00
2013	23000 C	N 11500	S 11500	9.00	58.50	4.00
2012	23000 F	N 11500	S 11500	9.00	59.30	20.50
2011	23000 C	N 11500	S 11500	9.00	58.80	20.50
2010	27500 C	N 12500	S 15000	10.86	60.20	20.50
2009	23000 C	N 11500	S 11500	11.11	60.16	5.90
2008	22000 C	N 10500	S 11500	10.95	57.63	5.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



APPENDIX C

TEST 1 PART 1: INTERSECTION ANALYSIS

CMA INTERSECTION ANALYSIS
INLET VILLAGE MARKET
A1A AND US 1

06/07/24
Revised 07/23/24

INPUT DATA

Comments:
Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2029

AM Peak Hour

AM Peak Hour												
INTERSECTION VOLUME DEVELOPMENT												
Existing Volume (2018) Peak Season Adjustment Background Traffic Growth 1.0% Background Growth Major Projects Traffic ¹ 1% BGR + Major Projects Project Traffic	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
	44	641	108	220	544	9	15	14	34	112	12	198
	0	0	0	0	0	0	0	0	0	0	0	0
	5	74	12	25	63	1	2	2	4	13	1	23
	5	74	12	25	63	1	2	2	4	13	1	23
	0	22	0	0	42	0	0	16	0	0	10	0
	5	96	12	25	105	1	2	18	4	13	11	23
	0	0	37	11	0	0	0	0	0	36	0	10
	49	737	157	256	649	10	17	32	38	161	23	231
Approach Total	944			915			86			415		
CRITICAL VOLUME ANALYSIS												
No. of Lanes Per Lane Volume Right on Red Overlaps Left Adj. Per Lane Volume Through/Right Volume Opposing Left Turns Critical Volume for Approach Critical Volume for Direction	1	2	1	1	2	1	>	1	1	1	1	
	49	369	157	256	324	10	48	38	161	23	231	
			60			60			60		60	
			161			0			49		256	
	49	369	0	256	324	0		48	0	161	23	0
		369			324			48			23	
		256			49			161		48		
		625			374			209		72		
Intersection Critical Volume	834											
STATUS?	UNDER											

PM Peak Hour

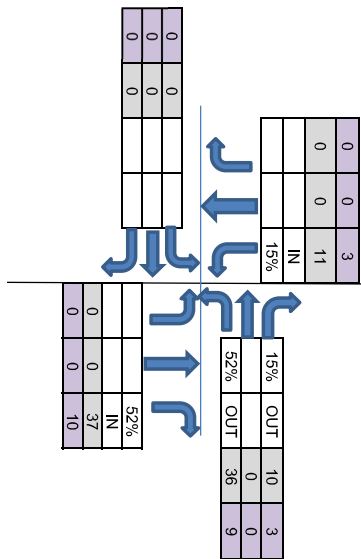
PM Peak Hour											
INTERSECTION VOLUME DEVELOPMENT											
Existing Volume (2018) Peak Season Adjustment Background Traffic Growth 1.0% Background Growth Major Projects Traffic ¹ 1% BGR + Major Projects Project Traffic Total	Northbound			Southbound			Eastbound			Westbound	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Right
	46	1058	184	225	697	21	13	11	41	131	9
	0	0	0	0	0	0	0	0	0	0	0
	5	122	21	26	81	2	2	1	5	15	1
	5	122	21	26	81	2	2	1	5	15	1
	0	65	0	0	48	0	0	29	0	35	0
	5	187	21	26	129	2	2	30	5	15	36
	0	0	10	3	0	0	0	0	0	9	3
	51	1245	215	254	826	23	15	41	46	155	45
Approach Total	1,512			1,103			102			453	
No. of Lanes Per Lane Volume Right on Red Overlaps Left Adj. Per Lane Volume Through/Right Volume Opposing Left Turns Critical Volume for Approach Critical Volume for Direction Intersection Critical Volume	Critical Volume Analysis										
	1	2	1	1	2	1	>	1	1	1	1
	51	623	215	254	413	23	56	46	155	45	253
			60			60			60		60
			155			0			51		254
	51	623	0	254	413	0		56	0	155	45
		623			413			56			45
		254			51			155			56
		877			464			211			101
			877							211	
Intersection Critical Volume	1,088										
STATUS?	UNDER										

Notes:

1. Major Projects Traffic based on the TPS link reports for US 1 between A1A and Indiantown Road (Station 1802) and for A1A between US 1 and Indiantown Road (Station 1804), as a TPS intersection report was not available.

TRIPS

	IN	OUT
AM	72	70
PM	20	18



SIGNAL#	Location EW	Location NS	DATE	PEAK HR	COUNT_TYPR	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	EBL	EBU	EBT	EBR	WBL	WBU	WBT	WBR	TOTAL	
52898	NW/NE 1st St	N Swinton Ave	12-Apr-16	16:45 PM		8	0	454	107	26	0	336	8	7	0	27	13	189	0	56	49	1280	
40399	Ocean Av (Lantana)	N Atlantic Dr	22-Aug-16	7:15 AM		39	0	0	16	6	0	2	13	30	0	416	46	7	1	196	3	775	
40399	Ocean Av (Lantana)	N Atlantic Dr	22-Aug-16	13:00 MD		46	0	2	28	2	0	0	18	28	0	449	47	17	0	314	0	951	
40399	Ocean Av (Lantana)	N Atlantic Dr	22-Aug-16	17:00 PM		49	0	1	18	7	0	0	10	32	0	306	51	28	0	355	4	861	
40400	Ocean Ave	A1A (Lantana)	28-Nov-23	8:00 AM		57	0	88	2	1	0	138	159	290	0	43	152	2	0	33	1	966	
40400	Ocean Ave	A1A (Lantana)	28-Nov-23	11:45 MD		122	0	116	10	5	0	141	232	249	0	20	103	0	0	22	2	1022	
40400	Ocean Ave	A1A (Lantana)	28-Nov-23	16:00 PM		161	0	168	4	2	1	186	272	241	0	26	69	5	0	28	1	1164	
46375	Ocean Ave	A1A (Ocean Ridge)	11-Apr-18	11:00 MD		60	0	190	0	0	0	177	157	169	0	0	73	0	0	0	0	826	
46375	Ocean Ave	A1A (Ocean Ridge)	11-Apr-18	13:30 MD		90	0	250	0	0	0	233	207	160	0	0	100	0	0	0	0	1040	
40350	Ocean Ave	Broadway (Lantana)	27-Oct-16	7:45 AM		46	0	215	25	26	0	192	12	20	0	25	43	14	0	23	25	666	
40350	Ocean Ave	Broadway (Lantana)	27-Oct-16	12:15 MD		3	0	155	31	50	0	133	4	4	0	17	14	40	0	22	59	532	
40350	Ocean Ave	Broadway (Lantana)	27-Oct-16	15:15 PM		13	0	212	37	48	0	242	6	2	0	20	22	28	0	31	52	713	
40375	Ocean Ave	US-1/Dixie Hwy	25-Oct-22	7:45 AM		18	0	436	182	288	0	587	24	25	0	76	8	132	0	29	113	1918	
40375	Ocean Ave	US-1/Dixie Hwy	25-Oct-22	12:00 MD		20	0	384	126	269	0	420	31	31	0	75	25	181	0	82	240	1884	
40375	Ocean Ave	US-1/Dixie Hwy	25-Oct-22	16:30 PM		17	0	789	134	175	0	696	45	25	0	59	15	294	0	92	307	2648	
46350	Ocean Ave (BB)	US-1	23-Oct-23	8:00 AM		17	13	315	39	307	10	671	4	12	0	34	24	47	0	18	117	1628	
46350	Ocean Ave (BB)	US-1	23-Oct-23	12:00 MD		22	14	439	71	235	3	466	26	16	0	30	26	101	5	40	181	1675	
46350	Ocean Ave (BB)	US-1	23-Oct-23	16:45 PM		32	3	984	83	209	8	511	24	23	0	29	16	82	0	42	302	2348	
3600	Harbor	US-1	12-Mar-18	13:00 MD		43	1	641	108	219	1	544	9	15	0	14	34	112	0	12	198	1951	
3600	Harbor	US-1	12-Mar-18	16:45 PM		46	0	1058	184	224	1	697	21	13	0	11	41	131	0	9	224	2660	
46300	Middle	Congress Ave	13-Dec-21	8:00 AM		44	2	958	41	91	29	1228	124	61	0	1	21	44	0	5	79	2728	
46300	Middle	Congress Ave	13-Dec-21	14:00 MD		4	2	1386	55	159	78	1153	18	5	0	0	2	55	0	2	138	3057	
46300	Middle	Congress Ave	13-Dec-21	16:15 PM		22	3	1600	55	124	72	1366	57	129	0	42	62	61	0	3	116	3712	
5200	Ocean Way	US-1	02-Nov-15	8:00 AM		0	0	575	27	62	5	801	0	0	0	0	0	55	0	0	80	1605	
5200	Ocean Way	US-1	02-Nov-15	16:45 PM		0	0	1123	48	85	7	911	0	0	0	0	0	38	0	0	75	2287	
27668	Okeechobee Bl	162nd Dr N	07-Feb-06	7:15 AM		113	0	27	199	88	0	79	8	1	0	455	156	141	0	210	7	1484	
27668	Okeechobee Bl	162nd Dr N	07-Feb-06	14:00 MD		91	0	15	94	29	0	12	4	7	0	345	44	35	0	382	24	1082	
27668	Okeechobee Bl	162nd Dr N	07-Feb-06	17:00 PM		25	0	9	25	26	0	1	3	8	1	344	26	38	0	642	60	1208	
27958	Okeechobee Bl	Alabama Ave	14-Apr-10	8:00 AM		21	0	174	0	0	0	0	37	0	0	0	0	0	0	0	635	39	906
27958	Okeechobee Bl	Alabama Ave	14-Apr-10	12:00 MD		29	0	107	0	0	0	0	116	0	0	0	0	0	0	0	1265	35	1552
27958	Okeechobee Bl	Alabama Ave	14-Apr-10	16:45 PM		17	0	133	0	0	0	0	237	0	0	0	0	0	0	0	1577	27	1991
27727	Okeechobee Bl	Andros Isle/Berean School	06-Dec-22	7:15 AM		117	0	5	121	207	0	21	49	32	1	3057	336	96	79	1522	72	5715	
27727	Okeechobee Bl	Andros Isle/Berean School	06-Dec-22	12:00 MD		17	0	0	9	78	0	2	34	32	1	1473	11	6	31	1575	62	3331	
27727	Okeechobee Bl	Andros Isle/Berean School	06-Dec-22	17:00 PM		124	0	8	63	85	1	4	46	51	3	1809	74	58	71	3335	144	5876	
27728	Okeechobee Bl	Benoist Farms Rd/WPB FS # 7	14-Dec-22	7:15 AM		104	0	80	234	236	0	52	12	42	51	4633	82	164	2	1653	152	7497	
27728	Okeechobee Bl	Benoist Farms Rd/WPB FS # 7	14-Dec-22	11:45 MD		46	0	0	130	21	0	6	1	0	18	1987	37	125	4	1509	14	3898	
27728	Okeechobee Bl	Benoist Farms Rd/WPB FS # 7	14-Dec-22	17:00 PM		112	0	1	196	67	0	26	8	5	33	2771	69	234	4	3964	52	7542	

CMA INTERSECTION ANALYSIS
INLET VILLAGE MARKET
A1A AND INDIANTOWN ROAD

06/07/24
Revised 07/23/24

Comments: INPUT DATA

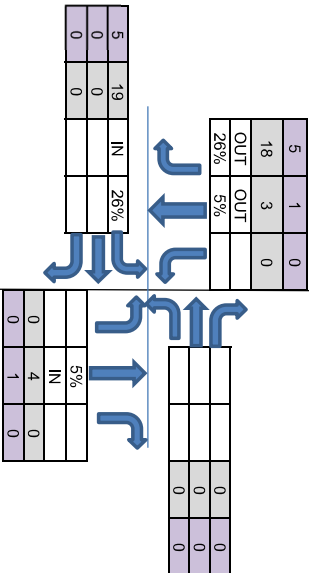
Area Wide Growth Rate = 1.00% Peak Season = 1.00 Current Year = 2018 Buildout Year = 2029

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT													
		Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Existing Volume (2018) Peak Season Adjustment Background Traffic Growth 1% Background Growth Major Projects Traffic 1% BGR + Major Projects Project Traffic		165	87	10	13	114	197	210	19	184	6	15	5
		0	0	0	0	0	0	0	0	0	0	0	0
		19	10	1	2	13	23	24	2	21	1	2	1
		19	10	1	2	13	23	24	2	21	1	2	1
		6	1	0	0	15	7	0	0	1	0	0	0
	25	11	1	2	13	38	31	2	22	1	2	1	
	0	4	0	0	3	18	19	0	0	0	0	0	
Total		190	102	11	15	130	253	260	21	206	7	17	6
Approach Total		303			397			488			29		
CRITICAL VOLUME ANALYSIS													
No. of Lanes Per Lane Volume Right on Red Overlaps Left Adj. Per Lane Volume Through/Right Volume Opposing Left Turns Critical Volume for Approach Critical Volume for Direction	1	1	<	1	1	1		>	1	1		1	<
	190	113		15	130	253		281		206		29	
			0			60				60			0
			0							190			0
	190	113		15	130	193		281				29	
	113				193			281				29	
	15				190			7				260	
	128				383			288				289	
Intersection Critical Volume		672											
STATUS?		UNDER											

PM Peak Hour															
INTERSECTION VOLUME DEVELOPMENT															
Existing Volume (2018) Peak Season Adjustment Background Traffic Growth 1.0% Background Growth Major Projects Traffic 1% BGR + Major Projects Project Traffic Total	Northbound				Southbound				Eastbound				Westbound		
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right
	149	146	8		6	103	245		252	22	200		7	36	11
	0	0	0		0	0	0		0	0	0		0	0	0
	17	17	1		1	12	28		29	3	23		1	4	1
	17	17	1		1	12	28		29	3	23		1	4	1
	6	5	0		0	3	27		40	0	11		0	0	0
	23	22	1		1	15	55		69	3	34		1	4	1
	0	1	0		0	1	5		5	0	0		0	0	0
	172	169	9		7	119	305		326	25	234		8	40	12
Approach Total	350			431			585			60					
Critical Volume Analysis															
No. of Lanes Per Lane Volume Right on Red Overlaps Left Adj. Per Lane Volume Through/Right Volume Opposing Left Turns Critical Volume for Approach Critical Volume for Direction Intersection Critical Volume	1	1	<	1	1	1	>	1	1	>	1	<			
	172	178	7	119	305	351	234	60							
			0			60	60	0							
			0			0	172	0							
	172	178	7	119	245	351	2	60							
	178			245		351		60							
	7			172		8		326							
	185			418		359		386							
804															
UNDER															

TRIPS			
	IN	OUT	
AM	72	70	
PM	20	18	



SIGNAL#	Location EW	Location NS	DATE	PEAK HR	COUNT_TYP	NBL	NBU	NBT	NBR	SBL	SBU	SBT	SBR	EBL	EBU	EBT	EBR	WBL	WBU	WBT	WBR	TOTAL
41647	Hypoluxo Rd	Winston Trails S	23-May-22	7:15 AM		0	0	0	0	114	0	0	222	85	1	1096	0	0	0	1134	13	2665
41647	Hypoluxo Rd	Winston Trails S	23-May-22	12:15 MD		0	0	0	0	55	0	0	64	37	3	802	0	0	0	755	37	1753
41647	Hypoluxo Rd	Winston Trails S	23-May-22	17:00 PM		0	0	0	0	62	0	0	84	93	0	1237	0	0	0	1219	79	2714
5300	Indian Creek Dr E/W	Central BI	29-Oct-19	7:30 AM		13	0	479	5	20	1	422	22	80	0	1	15	21	0	2	60	1141
5300	Indian Creek Dr E/W	Central BI	29-Oct-19	17:00 PM		27	0	719	28	44	0	522	88	76	0	0	26	5	0	0	22	1557
5408	Indian Creek Pkwy	Greenway Dr	29-Oct-19	7:30 AM		282	0	0	130	0	0	0	0	0	0	795	249	53	0	543	0	2052
5408	Indian Creek Pkwy	Greenway Dr	29-Oct-19	17:00 PM		289	0	0	88	0	0	0	0	0	2	641	338	114	0	983	0	2455
5405	Indian Creek Pkwy	Maplewood Dr	03-May-22	7:30 AM		0	0	0	0	427	0	0	118	207	12	771	1	0	0	523	431	2490
5405	Indian Creek Pkwy	Maplewood Dr	03-May-22	12:00 MD		0	0	0	0	174	0	0	90	63	1	464	0	0	0	509	209	1510
5405	Indian Creek Pkwy	Maplewood Dr	03-May-22	17:00 PM		0	0	0	0	339	0	0	109	78	4	646	0	0	1	1105	319	2601
5450	Indian Creek Pkwy	Military Tr	28-Nov-22	7:30 AM		184	0	1000	65	41	19	812	98	251	8	49	254	142	0	64	20	3007
5450	Indian Creek Pkwy	Military Tr	28-Nov-22	12:00 MD		115	3	768	107	70	29	764	154	175	2	47	94	104	0	70	17	2519
5450	Indian Creek Pkwy	Military Tr	28-Nov-22	16:30 PM		226	0	891	168	87	12	1181	270	224	1	49	331	112	0	126	28	3706
5403	Pkwy/Central BI	Egret Landing BI	29-Oct-19	7:15 AM		79	0	0	293	0	0	0	0	0	1	599	23	95	13	499	0	1602
5403	Pkwy/Central BI	Egret Landing BI	29-Oct-19	17:00 PM		80	0	0	142	0	0	0	0	0	1	572	92	242	6	759	0	1894
48175	Market	Military Tr	19-May-22	7:30 AM		18	0	810	33	13	4	2057	7	38	0	1	58	29	0	1	25	3094
48175	Market	Military Tr	19-May-22	11:00 MD		10	3	821	76	46	2	885	8	13	0	1	18	57	0	6	45	1991
48175	Market	Military Tr	19-May-22	16:45 PM		36	2	1492	78	29	2	1141	19	25	0	6	22	63	0	6	39	2960
4810	Indiantown Rd	A1A	27-Feb-18	9:00 AM		165	0	87	10	13	0	114	197	210	0	19	184	6	0	15	5	1025
4810	Indiantown Rd	A1A	27-Feb-18	16:45 PM		149	0	146	8	6	0	103	245	252	0	22	200	6	1	36	11	1185
4235	Indiantown Rd	Alexander Run Rd/Mack Dairy Rd	14-Feb-19	17:00 PM		5	0	1	115	103	0	1	7	6	4	584	15	208	0	776	63	1888
4750	Indiantown Rd	Alt A1A/SR 811	16-Feb-22	7:45 AM		215	1	702	427	288	0	1015	170	492	2	912	245	156	2	409	94	5130
4750	Indiantown Rd	Alt A1A/SR 811	16-Feb-22	12:00 MD		271	8	748	409	269	2	703	174	539	2	1078	169	272	19	822	126	5611
4750	Indiantown Rd	Alt A1A/SR 811	16-Feb-22	16:30 PM		307	11	1164	382	229	2	839	225	529	0	902	149	381	8	892	167	6187
4200	Indiantown Rd	Beeline Hwy	10-Feb-22	7:15 AM		0	0	182	1	118	0	379	0	0	0	0	0	0	0	0	70	750
4200	Indiantown Rd	Beeline Hwy	10-Feb-22	16:00 PM		0	0	378	11	73	0	249	0	0	0	0	0	0	0	0	109	820
4664	Indiantown Rd	Center St	22-Feb-22	7:30 AM		23	0	30	39	273	0	25	511	390	21	1953	17	58	5	1243	150	4738
4664	Indiantown Rd	Center St	22-Feb-22	12:00 MD		94	0	55	98	210	0	63	460	343	0	1334	35	171	17	1577	211	4668
4664	Indiantown Rd	Center St	22-Feb-22	16:45 PM		75	0	49	62	154	9	56	539	451	11	1415	25	124	8	1736	234	4948
4660	Indiantown Rd	Central BI	31-Mar-22	7:30 AM		544	2	169	258	383	7	270	332	171	1	2070	666	236	1	1355	141	6606
4660	Indiantown Rd	Central BI	31-Mar-22	12:00 MD		466	17	151	271	361	8	209	174	165	15	1328	381	170	16	1262	175	5169
4660	Indiantown Rd	Central BI	31-Mar-22	16:45 PM		821	4	310	283	289	10	226	190	294	13	1617	508	148	14	1581	197	6505
4661	Indiantown Rd	Chasewood Plaza/Palm Rd	31-Aug-23	7:30 AM		91	0	10	33	23	0	3	27	23	5	2359	144	48	7	2131	14	4918
4661	Indiantown Rd	Chasewood Plaza/Palm Rd	31-Aug-23	12:00 MD		179	0	8	63	23	0	18	23	18	2	1484	179	227	15	2229	23	4491
4661	Indiantown Rd	Chasewood Plaza/Palm Rd	31-Aug-23	16:45 PM		183	0	13	46	31	0	9	35	33	8	1607	191	242	24	3878	32	6332
4670	Indiantown Rd	Delaware BI	18-May-22	7:30 AM		146	0	0	74	40	0	0	59	30	4	1902	172	63	7	1205	34	3736
4670	Indiantown Rd	Delaware BI	18-May-22	14:15 MD		104	0	3	33	28	0	6	32	28	8	1409	82	76	32	1596	64	3501



APPENDIX D

TEST 2 ANALYSIS: LINK ANALYSIS

TABLE 9
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 72
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 70

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
N/A	TEQUESTA DRIVE	COUNTRY CLUB DRIVE	OLD DIXIE HIGHWAY	2%	1	2	I	880	0.16%	NO
N/A	TEQUESTA DRIVE	OLD DIXIE HIGHWAY	US-1	1%	1	2	II	860	0.08%	NO
1803	CENTER STREET	LOXAHATCHEE RIVER ROAD	ALTERNATE A1A	2%	1	2	I	880	0.16%	NO
1209	INDIANTOWN ROAD	MILITARY TRAIL	SR 811	40%	29	6D	II	2830	1.02%	NO
1807	INDIANTOWN ROAD	SR 811	US 1	63%	45	6D	II	2830	1.60%	NO
1811	INDIANTOWN ROAD	US 1	SR A1A	26%	19	4	II	1780	1.05%	NO
1814	OLD DIXIE HIGHWAY	COUNTY LINE ROAD	TEQUESTA DRIVE	3%	2	2	I	880	0.25%	NO
1806	OLD DIXIE HIGHWAY	TEQUESTA DRIVE	SR 811	5%	4	5	II	1870	0.19%	NO
1800	SR 811	US 1	CENTER STREET	2%	1	6D	II	2830	0.05%	NO
1604	SR 811	CENTER STREET	INDIANTOWN ROAD	5%	4	6D	I	2940	0.12%	NO
1808	SR 811	INDIANTOWN ROAD	TONY PENNA DRIVE	18%	13	6D	I	2940	0.44%	NO
1304	US 1	COUNTY LINE ROAD	BEACH ROAD	6%	4	4D	I	1960	0.22%	NO
1802	US 1	BEACH ROAD	A1A	15%	11	4D	II	1870	0.58%	NO
1802	US 1	A1A	INDIANTOWN ROAD	52%	37	4D	II	1870	2.00%	NO
1810	US 1	INDIANTOWN ROAD	OCEAN WAY	15%	11	4D	I	1960	0.55%	NO
1306	A1A/BEACH ROAD	MARTIN COUNTY LINE	JUPITER INLET COLONY	2%	1	2	I	880	0.16%	NO
1809	A1A/BEACH ROAD	JUPITER INLET COLONY	US 1	2%	1	2	I	880	0.16%	NO
1804	A1A	US 1	SITE	67%	48	2	I	880	5.48%	YES
1804	A1A	SITE	INDIANTOWN ROAD	33%	24	2	I	880	2.70%	NO
1812	A1A	INDIANTOWN ROAD	OCEAN WAY	5%	4	2	I	880	0.41%	NO

TABLE 10
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 20
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 18

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
N/A	TEQUESTA DRIVE	COUNTRY CLUB DRIVE	OLD DIXIE HIGHWAY	2%	0	2	I	880	0.05%	NO
N/A	TEQUESTA DRIVE	OLD DIXIE HIGHWAY	US-1	1%	0	2	II	860	0.02%	NO
1803	CENTER STREET	LOXAHATCHEE RIVER ROAD	ALTERNATE A1A	2%	0	2	I	880	0.05%	NO
1209	INDIANTOWN ROAD	MILITARY TRAIL	SR 811	40%	8	6D	II	2830	0.28%	NO
1807	INDIANTOWN ROAD	SR 811	US 1	63%	13	6D	II	2830	0.45%	NO
1811	INDIANTOWN ROAD	US 1	SR A1A	26%	5	4	II	1780	0.29%	NO
1814	OLD DIXIE HIGHWAY	COUNTY LINE ROAD	TEQUESTA DRIVE	3%	1	2	I	880	0.07%	NO
1806	OLD DIXIE HIGHWAY	TEQUESTA DRIVE	SR 811	5%	1	5	II	1870	0.05%	NO
1800	SR 811	US 1	CENTER STREET	2%	0	6D	II	2830	0.01%	NO
1604	SR 811	CENTER STREET	INDIANTOWN ROAD	5%	1	6D	I	2940	0.03%	NO
1808	SR 811	INDIANTOWN ROAD	TONEY PENNA DRIVE	18%	4	6D	I	2940	0.12%	NO
1304	US 1	COUNTY LINE ROAD	BEACH ROAD	6%	1	4D	I	1960	0.06%	NO
1802	US 1	BEACH ROAD	A1A	15%	3	4D	II	1870	0.16%	NO
1802	US 1	A1A	INDIANTOWN ROAD	52%	10	4D	II	1870	0.56%	NO
1810	US 1	INDIANTOWN ROAD	OCEAN WAY	15%	3	4D	I	1960	0.15%	NO
1306	A1A/BEACH ROAD	MARTIN COUNTY LINE	JUPITER INLET COLONY	2%	0	2	I	880	0.05%	NO
1809	A1A/BEACH ROAD	JUPITER INLET COLONY	US 1	2%	0	2	I	880	0.05%	NO
1804	A1A	SITE	INDIANTOWN ROAD	67%	13	2	I	880	1.52%	NO
1804	A1A	SITE	INDIANTOWN ROAD	33%	7	2	I	880	0.75%	NO
1812	A1A	INDIANTOWN ROAD	OCEAN WAY	5%	1	2	I	880	0.11%	NO

Notes:

The proposed coffee/donut shop will not be open during the PM peak hour. PM peak hour calculations are provided only for informational purposes.

INLET VILLAGE MARKET

06/07/24
Revised 07/23/24

TABLE 11
AM PEAK HOUR - TEST 1

2029 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 1.00%
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 72
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 70

ROADWAY	FROM	TO	TRAFFIC AM PEAK		AM PEAK		TOTAL		2029 WITHOUT		2029 WITHOUT						
			COUNT	HOUR	PROJECT	TRIPS	LINK	MAJOR	BACKGROUND	PROJECT	WITHOUT	2029	MEETS				
			DIRECTION	YEAR	DISTRIBUTION	GROWTH	PROJECT	1.0% GROWTH	TRAFFIC USED	PROJECT	TRAFFIC	ASSURED LANES	CLASS	LOS E	LOS STD.	MEETS LOS STD.	
A1A ¹	US 1	SITE	NB	2022	173	67%	47	12	16	12	28	201	248	2	I	880	YES
			SB	2022	223	67%	48	16	10	16	26	249	297	2	I	880	YES

DAILY TRAFFIC = 455

DAILY TRAFFIC ANALYSIS

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT	DAILY TRAFFIC	PROJECT DISTRIBUTION	DAILY PROJECT TRIPS	LINK GROWTH	MAJOR PROJECT ²	1.0% GROWTH	BACKGROUND TRAFFIC USED	2029 TRAFFIC WITHOUT PROJECT	2029 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS C ³	2029 WITHOUT PROJECT MEETS LOS STD.
				YEAR	2022												
A1A ¹	US 1	SITE	NB + SB	2022	10633	67%	305	767	125	767	892	11525	11830	2	I	12400	YES

Notes:

1. Weekend traffic volumes on A1A north of Love Street obtained from the Town of Jupiter were used for A1A between US 1 and Indianatown Road.
2. Major Project traffic determined by dividing AM peak hour committed project traffic by K Factor (0.209).
3. A1A from US 1 to Jupiter Beach Road is a Town Road and utilizes a LOS C standard for the daily volumes.

TOWN OF JUPITER STAFF REPORT FOR 708 WELDWOOD ROAD VARIANCE

DATE: September 3, 2024
TO: Zoning Board of Adjustment
FROM: John Sickler, Director of Planning and Zoning **JS**
SUBJECT: **708 Weldwood Road** – Variance request to Section 27-1326(b)(2) to increase the side yard fence height from six feet to six feet and eight inches, on a 0.22± acre property, located at 708 Weldwood Road.

PZ 24-6106
 G. Watson

Zoning Board of Adjustments: 09/10/24

<i>Project name:</i>	708 Weldwood Road Variance
<i>Owner:</i>	Brent and Kristin Schreurs
<i>Agent/Applicant:</i>	Frogner Consulting, LLC
<i>Project location:</i>	708 Weldwood Road
<i>Acreage:</i>	±0.22 acres
<i>Present land use designation:</i>	Medium Density Residential
<i>Present zoning classification:</i>	Residential, Single-Family (R-1) District
<i>Existing uses of the property:</i>	Single-Family Home (approved)
<i>Owner's variance request:</i>	Increase the height of proposed perimeter wall from six feet to six feet eight inches located on the side corner yard abutting Toney Penna Drive (see Attachment A – Justification statement).

Staff Compliance Review Summary

Staff reviewed the applicant's request and determined the application does not meet six of the seven variance criteria as noted in the analysis below.

Project Data**Table 1: Adjacent Properties**

Direction	Existing Land Uses	Future Land Use Zoning Districts
North	Single-Family Home	Medium Density Residential / R1 Residential, Single-Family
South	Paseos Preserve Buffer area	Low Density Residential / R2 Residential, Single-Family, Duplex
East	Single-Family Home	Medium Density Residential / R1 Residential, Single-Family
West	Jones Creek Hammock Open Space (at the North County Aquatics Center)	Public Institutional / Public / Institutional (PI)

Background Information.

The subject property is located on the northwest corner of Toney Penna Drive and Weldwood Road. The subject property is currently developed with a single-family home. The owner is requesting a variance to increase the perimeter wall height abutting Toney Penna Drive from six feet to six feet and eight inches located within the side corner yard for an existing fence that was

installed in conflict with the approved building permit. Pursuant to Section 27-1326(b)(2) fences within the side yard area cannot exceed six feet in height.

The additional eight inches in fence height is the result of a retaining wall constructed out of landscape blocks that were installed by the property owner under the fence for the purpose of adding fill to level the backyard. The modification to install landscape blocks and fill under the fence was not noted or approved with the original fence permit; however, it could have been included with the original fence permit if the height was revised to six feet (see page 1 of Attachment B). As the improvements were not permitted, the Town cannot confirm or deny if the blocks are structural in nature to support the fence posts, nor how difficult it would be to make modifications to the fence and retaining wall in the future. The justification statement notes that the modification was done for the Owner to enjoy a level backyard and additional privacy. It is important to note that the backyard could have been leveled using the same landscape blocks on the inside of the fence panels. This would have allowed for the fence to meet the six foot maximum height requirement and provided a level backyard as desired by the homeowner.

Below is a history of activities as it relates to the subject property and recent modifications:

Table 2: Timeline of Events

Date	Action
10/03/22	A fence permit was issued for the subject property that showed a six foot fence being installed with fence posts buried and encased by concrete. No retaining wall, blocks or fill was included in the permit set (see Attachment B).
10/13/22	Staff inspection determined fence was not constructed per the approved permit and exceeded the maximum height allowed per code. Staff also discovered other unpermitted improvements such as a retaining wall (fence permit), fill deposited in right-of-way for driveway (engineering permit), electronic gate installed for access (electrical permit), fill dirt placed off-site in the Jones Creek Hammock preserve area (not permissible). These items have been addressed by the owner.
11/17/22	Contractor applied for driveway permit on Toney Penna side. Staff could not approve the permit due to the outstanding fence issues that were unresolved as a result of Section 27-7 which stops the processing of applications on properties with violations. The permit was cancelled by the contractor on 10/26/23.
06/26/23	Staff met with the applicant who was engaged to pursue permit close out and variance application for the fence.
09/18/23	A revision to the fence permit was submitted to the Town showing the installed improvements. Staff could not approve the revision as the fence exceeded the height as previously indicated to the owner and agent.
02/23/24	A driveway permit was submitted. Staff could not approve the permit due to the outstanding fence issues that remained unresolved as a result of Section 27-7 which stops the processing of applications on properties with violations. The applicant indicated a variance would be submitted to address the fence height in a 04/16/24 letter after meeting with staff on the process (see Attachment C).
07/12/24	Variance application for the fence was submitted.
08/20/24	Driveway permit issued.

The subject property has an existing five foot limited access and landscape easement along Toney Penna Drive that is controlled by the Town for the purposes of controlling access along the main street to the property and for landscaping. In 1986, the Town issued a permit for a concrete driveway or pad in the rear yard that stopped at the property line in order to

intermittently park a boat or vehicles that exists today. The driveway did not cross the swale and connect to the roadway. The Town allowed the homeowner to continue to use the rear yard for parking over the years, which has necessitated the recent driveway permit application as ruts have formed in the swale over time with increased usage. In 2022, the Town permitted the fence to be moved five feet southward beyond the five foot limited access and landscape easement line to the property line in order to allow for the homeowner to utilize their entire property. The driveway, gate and fence installed by the property owner was created to provide a separate entrance along the rear of the property to support parking a RV, but also appears to provide access to an Air B&B. As found on Air B&B website, the property is advertised with two units with kitchens and a shared outdoor space (Attachment D – Advertisement on Air B&B). Only one dwelling unit per lot is permitted in the R-1 Single Family Residential zoning district.

As noted previously, the owner installed a retaining wall and fill without permits, which has resulted in the condition of the property today as shown below.



The applicant has noted two primary points in their justification statement, that the fence height is only six feet when measured from the inside and that hedges are allowed to be eight feet tall (see Attachment A).

The Town measures fence and wall height from the existing grade because of issues that arose from property redevelopment in 2014. In 2014, changes to Chapter 22, entitled “Flood Prevention and Protection”, were adopted to address the use of fill to raise properties. Problems arise when redeveloping properties are filled and perimeter retaining walls are installed, which in some cases can be three to four feet higher than neighboring properties. While flood protection is important, the additional fill can cause numerous issues with adjacent existing properties such as drainage, safety, and privacy. Owners of newly elevated property desire six foot tall fences on top of new retaining walls which can result in some extreme cases with nine to 10 foot tall fences on the adjacent properties. These tall elevated fences would have effectively left adjacent neighbors in the shadow. As a result of the concerns and issues raised by homeowners adjacent to filled lots, the height of a fence or wall is measured from the lower of the two elevations.

In addition, the applicant states that hedges in the side and rear yards are allowed up to eight feet, so fences should be allowed up to eight feet. Increasing the height of fences to eight feet in residential zoning districts could have unintended consequences throughout the Town. Hedges

are often trimmed and vary in height throughout the year. Violations of the hedge height limit are easily fixed with routine maintenance trimming. In contrast, fences are fixed and modifications would be difficult and costly to fix. It is important to note that six foot fences directly abutting sidewalks create an uncomfortable pedestrian environment when no low level landscaping or green spaces is provided as a buffer to help scale down the height of the fence. Increasing the fence height in this case has only further exacerbated the issue. Should an increase be considered with the subject variance, staff would recommend the fence be setback and landscaping be installed between the fence and the sidewalk to reduce the visual scale of the fence as further noted in the **Conclusion** section below.

The applicant concludes with pointing out examples throughout the Town of fences that appear to be exceeding the six foot height based on grade changes. The examples provided show a natural grade change and do not represent the same situation as the subject property where the grade was raised artificially. Had the fence been installed on the existing grade, this application would not be needed.

Analysis.

This section analyzes whether or not the Owner's request for a variance is in conformance with the criteria provided in Section 27-124 of the Zoning Code. In order for the Zoning Board of Adjustments to grant a variance, the Board must find that all seven provisions are adequately met. See Attachment A for the Owner's Variance Justification Statement.

Variance criteria justification.

1. **CRITERIA:** Special conditions and circumstances exist which are peculiar to the land, structure, or building which is the subject of the variance application and which are not applicable to other lands, structures, or buildings in the same zoning district.
STAFF COMMENT: (Not Satisfied) Special conditions and circumstances do not exist which are peculiar to the land, structure, or building which is the subject of the variance application. All properties in the Town's residential zoning districts are subject to a six foot maximum fence height in the side and rear yard as measured from the existing grade, not grade that has been artificially raised. The property directly east across the street from the subject property abutting Toney Penna has identical conditions and has a six foot fence installed at grade. Furthermore, the subject property previously had a code compliant six foot fence at grade that was setback five feet from the property line prior to the installation of the new fence in 2022.
2. **CRITERIA:** Special conditions and circumstances do not result from the actions of the Owner.
STAFF COMMENT: (Not Applicable) There are no special conditions and circumstances. Further, the special conditions that the applicant claims related to leveling of the yard resulted from the actions of the applicant.
3. **CRITERIA:** Literal interpretation of the provisions of these land development regulations would deprive the owner of rights commonly enjoyed by other properties in the same zoning district, under the terms of these regulations, and would cause unnecessary and undue hardship on the Owner.
STAFF COMMENT: (Not Satisfied) The literal interpretation of these land development regulations would not deprive the applicant of rights commonly enjoyed by all of the other properties located in the same zoning district. The subject property is developed with a single-family home and could include a perimeter fence that meets the six feet

height in the side yard similar to other homes in the same zoning district, as it previously had. As noted previously, a design that transitions the grade to Toney Penna with the retaining wall inside the fence with landscaping would still allow for the homeowner to have their desired level backyard, but allow for the fence to meet the six foot maximum height.

4. **CRITERIA:** The variance granted is the minimum variance that will make possible the reasonable use of the land, building, or structure.
STAFF COMMENT: (Not Satisfied) The request is not the minimum variance that will make possible the reasonable use of land. The property is developed with a single-family home, while meeting all of the code requirements and setbacks.
5. **CRITERIA:** The granting of the variance is not contrary to the Town's Comprehensive Plan.
STAFF COMMENT: (Satisfied) Granting of the variance would not be contrary to the Town's Comprehensive Plan, as the comprehensive plan does not specify fence heights.
6. **CRITERIA:** The granting of the variance will be in harmony with the general intent and purposes of these land development regulations.
STAFF COMMENT: (Not Satisfied) The granting of this variance would not be in harmony with the general intent and purposes of Section 27-1326 "Fences, walls, and hedges" as the grade was artificially raised without permits. The intent of the regulations is to maintain a residential character which may include a six foot fence in the side and rear yards. Staff notes that other adjacent properties have fences that meet the code and the applicant could redesign the retaining wall to place it behind the fence to provide the desired level back yard and meet the code.
7. **CRITERIA:** The granting of the variance will not be injurious to the area involved or otherwise detrimental to the public welfare.
STAFF COMMENT: (Not Satisfied) The granting of the requested variance is injurious to the area involved or otherwise detrimental to the public welfare. The fence directly abuts the public sidewalk which is frequently used by Jupiter High School students. While the owner has agreed to provide for a 45 degree chamfer on the fence to enhance the visibility of pedestrians as part of the driveway permit, the fence is eight inches taller than the code permits for a fence. A six foot tall fence or a minor setback of the fence would provide better visibility for pedestrians to be able to see the homeowner and any rental guests using the rear driveway easier than if the fence was left at the current height and in its current location.

Conclusion.

In addressing the above criteria, the Owner must satisfy **all** seven criteria for the requested variance in order for the variance to be granted. Based on the staff's analysis above, the variance request satisfies **one of the seven criteria**. Therefore, staff recommends that the request for a variance be **denied**.

Should the Zoning Board of Adjustments find all of the seven criteria have been met to grant the requested variance, **staff would recommend that the fence be setback a minimum of two feet and a low hedge be installed and maintained between the fence and sidewalk consistent with the limited access and planting easement noted on the original plat.**

Attachments.

Attachment A – Justification Statement
Attachment B – Fence Permit - 22-66200-BLDR
Attachment C – Letter from Agent on Fence Variance
Attachment D – Advertisement on Air B&B

* Please contact Garret Watson at garretw@jupiter.fl.us or 561-741-2549 in order to obtain a copy of the proposed plans or any attachments.

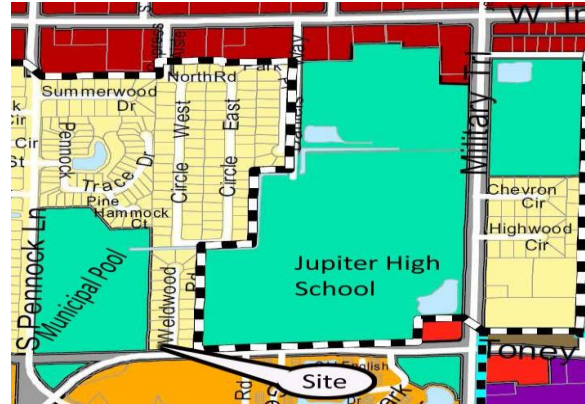
July 10, 2024

VARIANCE JUSTIFICATION

For
Brent Schreurs
708 Weldwood Jupiter, FL 33458

HISTORY

The applicant resides on the NW corner of Weldwood and Toney Penna Drive in the R-1 zoning district. The .22 acre lot supports a single family dwelling built in 1981. The corner lot also supports a backyard screened enclosure with pool, outdoor dining area and a putting green. The property lies between Jupiter High School to the east and the municipal pool on the west. The two town sites are connected by a 6 foot sidewalk adjacent to the right-of-way on Toney Penna Drive (shown below).



In 2022, the applicant decided to add a new driveway and 6 foot fence on the west elevation which is the rear/side of the property. A fence permit application was submitted and the permit was issued (22-66200-BLDR). The applicant also hired a contractor for a new driveway on the rear elevation for his motor home and boat (see Exh 2). The Town Building Department had comments on the driveway plans during the review process and made a notation that the fence permit was on hold due to the height (see **red note** Exh 2). The fence was then under construction using the landscape blocks in lieu of postholes.



The side yard “fronts” on Toney Penna Drive. This heavily trafficked corridor certainly justifies having a fence to reduce noise and promote privacy. It should be noted the code allows an 8 foot hedge with a 6 foot fence.

Frogner Consulting, LLC.
Planning and Zoning Consultants
3402 SE Clubhouse Place Stuart FL 34997
Ph: (561) 386-3035 jfrogner@comcast.net

ANALYSIS



The side yard elevation on grade (the ground) slopes downward next to the sidewalk. In order to level the grade for the putting surface (inside the fence), the owner set landscape blocks along the sidewalk to fill and eliminate the slope matching the level surface inside the fence for the putting green.

The subject fence measures 71” on the interior of the yard. The landscape blocks were placed to provide a border similar to a retaining wall to hold fill on the interior side that eliminates the slight slope allowing a level grade for the putting green instead of the typical post hole and cement.

After meeting with the town engineer, the owner modified the fence permit, adding a non-structural drawing of the landscape blocks showing the block configuration that acts as a retaining wall allowing for level grade surface inside the fence. The plans were later withdrawn because it was deemed “not necessary.”

The Town Engineer still had issues with the exterior dimension of 80” stating it was over the height regulation. Thus two opposing interpretations. The ongoing argument turned into a "They-Said, We-Said" debacle. Which dimension should be used-the exterior or the interior? After 18 months of back-and-forth with town reviewers, it was determined the only solution for the fence approval would be to seek and obtain a variance in order to satisfy the town and complete the building permitting process,

The Town code regulations (below) for fences, walls and hedges captures this conundrum!

Sec. 27-1326. - Fences, walls and hedges

(2) On residentially zoned property, fences and walls may be erected or maintained along or adjacent to a lot line to a height not exceeding six feet in the required side and rear yards. Hedges may be planted or maintained along and adjacent to the rear, side corner and side yard lot line provided the hedge does not exceed eight feet.

The code does allow for 8 foot hedges but restricts fence height to 6 feet except on commercial zoned sites which permits fences up to 8 feet in height. The town should graciously accept the height and close the permit.

The fence height code provision has been in effect since Palm Beach County had jurisdiction in 1975 and remains unchanged including a 4 foot limit on front yard fences. That is definitely an outdated code provision when you see hundreds of fence and hedges over the six foot limit in the Town limits. ***Property owners want security and privacy in this chaotic world.***

DIVISION 4. - ZONING BOARD OF ADJUSTMENT

Approval from the Board of Adjustment for the fence height increase will lead to the final approval of the fence permit. If denied by the Board of Adjustment, the fence will have to be removed.

(g) Standards for the evaluation of legal hardship. The zoning board of adjustment must and shall find that the standards listed below have been met in order to grant a variance.

(1) That special conditions and circumstances exist which are peculiar to the land, structure or building which is the subject of the variance application and which are not applicable to other lands, structures or buildings in the same zoning district.

Yes: The property owner followed the strict rule of Town of Jupiter regulations, applied for and obtained a fence permit from the building department. The owner landscape blocks were not part of the permit because they were a method to add fill correcting a slope on the lawn to allow for a level putting green inside the fence. This is a special circumstance which is not applicable to other lands where as fence is installed on the property line. That the interpretation of the fence height measurement is differing between the owner and the town engineer is a condition that arose after the permit was issued and the fence completed.

Frogner Consulting, LLC.
Planning and Zoning Consultants
3402 SE Clubhouse Place Stuart FL 34997
Ph: (561) 386-3035 jfrogner@comcast.net

(2) That the special conditions and circumstances do not result from the actions of the applicant.

Yes: The applicant applied for a building permit for his fence and driveway. The plan reviewer added a note “**6’ fence & gate**” on the driveway and fence plans. The height measurement on the interior of the fence is exactly 71”, per the town condition on the permit diagram. The owner complied with those regulations. “Non-structural” landscape blocks were added along the bottom of the fence to support the leveling of the yard slope allowing the putting green. This is a special condition as the real circumstance is that the fence plans were approved and the 71” height inside the fence/property line is less than the mandated dimension of 72” on the permit request.

(3) That literal interpretation of the provisions of these land development regulations would deprive the applicant of rights commonly enjoyed by other properties in the same zoning district, under the terms of these regulations, and would work unnecessary and undue hardship on the applicant.

Yes: The owner applied for the fence permit which was issued then pulled back after the fence was completed. The permit noted the height as “six feet” and the fence measures 71” on the inside of the property line. The exterior of the fence is 80” due to the landscape blocks which allowed the leveling of the yard grade. The sloped surface of the lawn is a condition not applicable to many other yards. Per the town code (below), the fill (minor grading) and nonstructural landscape blocks would be allowed.

Sec. 22-281. - Non-structural fill in coastal high hazard Minor grading and the placement of minor quantities of non-structural fill shall be permitted for landscaping and for drainage purposes under and around buildings.

The owner attended numerous meetings before during and after when attempting to revise and close out the permit. There was no intent to “hoodwink” or skirt any code or conditions in completing the fence as configured, therefore, the literal interpretation of the land development regulations would deprive the applicant from rights commonly enjoyed by other properties in the same zoning district.

(4) That the *variance* granted is the minimum *variance* that will make possible the reasonable use of the land, building or structure.

Yes, the interior fence dimension of 71” and the fence exterior dimension of 80” is the minimum height that will make reasonable use of the structure.

(5) That the grant of the *variance* is not contrary to the town's comprehensive plan.

Yes: Granting of the variance would not be contrary to the Town's Comprehensive Plan, since the Comprehensive Plan does not specify fence height. In addition, there is no impact to public safety or the surrounding area. The Comprehensive Plan promotes public safety and welfare which the fence provides buffering the lot from heavy pedestrian and vehicular traffic that circulates along the property line before, after and during high school sessions and aquatic events.

(6) That the grant of the *variance* will be in harmony with the general intent and purpose of these land development regulations.

Yes: There are no code provisions noting how a fence is harmonious in the code, however security, privacy and safety are hallmarks of every American homeowner. Public safety and welfare is ensured by "good fences make good neighbors." The new fence height promotes privacy and noise buffering resulting in harmony as applied by the development regulations

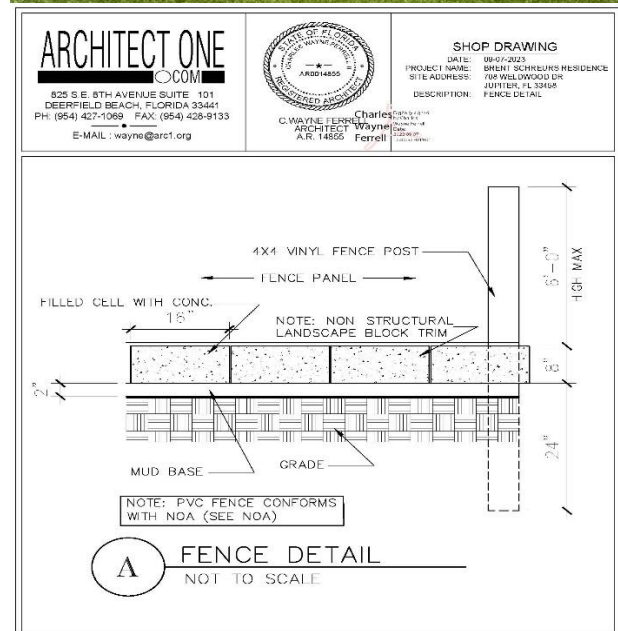
(7) That the grant of the *variance* will not be injurious to the area involved or otherwise detrimental to the public welfare.

Yes: Granting of this variance will not be injurious to the area involved nor otherwise detrimental to the general public. There are many examples in the neighborhood of hedges and fences exceeding the code guidelines. This owner did everything required to obtain the fence permit. Adding a limited amount of fill to level the grade is not part of the fence permit nor detrimental to the public welfare. In fact the fence is the most attractive fence along Toney Penna drive and allows the owner the use of outdoor recreation within his own yard. Granting of this variance will not set a precedent for allowing other fencing issues because any request for variance relief shall be reviewed on its own merits and must meet the same requirements for approval

Based on the above justification and differing opinions on the height dimension we are asking for approval of this variance to allow continued use of the new fence.

EXHIBITS

Fence under construction. Not block footers instead of post holes & concrete. The CBS block on the property line provided a “retaining” wall effect to add fill and eliminate the slope on the edge of the yard. The putting green surface inside the fence is now level.



**Putting green surface and interior of yard
Architectural non-structural footer detail.**

Frogner Consulting, LLC.
Planning and Zoning Consultants
 3402 SE Clubhouse Place Stuart FL 34997
 Ph: (561) 386-3035 jfrogner@comcast.net



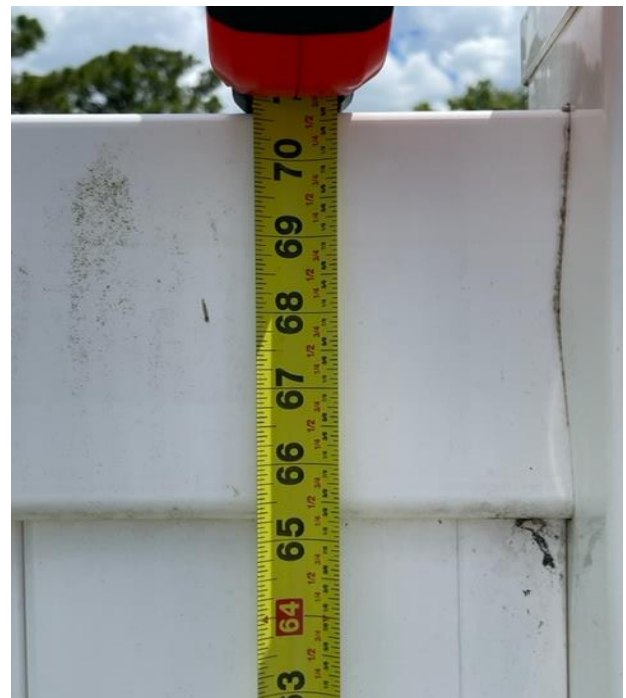
Exterior of fence



Interior of fence

Interior fence dimension – 71”

Exterior fence dimension 80”



This is the original driveway/sidewalk comment sheet from the Town of Jupiter.



Examples of existing approved fences at height limit of 72” with Bldg permits



These backyard and side yard fences have permits from the Town of Jupiter. Obviously they all exceed 72” as the fence panels are built at exactly 72” leaving gaps at the bottom when installed. Fences generally do not have final inspections so there are no code enforcement violations against the properties-nor should there be if the code height was modernized to meet the permitted hedge height of 8 feet.



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Ph: (561) 386-3035 jfrogner@comcast.net

Veranda Linden 6 ft. H x 8 ft. W White Vinyl Privacy Fence Panel Kit

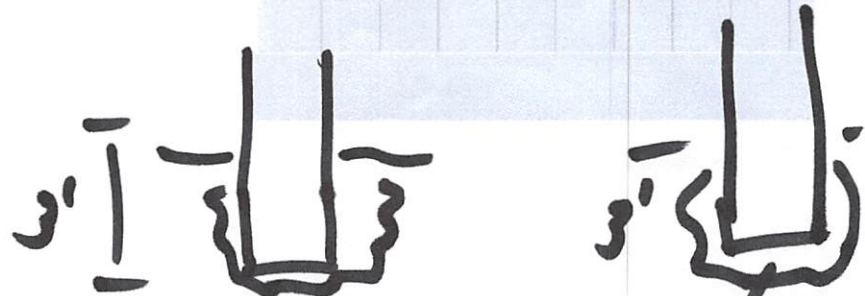
22-066200

8'

6'

Section 27-476 [fences or similar types of barriers shall not contain any broken glass, spikes, nails etc...that inflict pain or injury to any person or animal] Finials shall be Safety Type, Fence Selvages to be Knuckled. For Typical Fence Construction see the Town of Jupiter Building Dept. Typical Wood Fence Detail Sheet.
If Fence is a Pool Barrier then it must conform to FBC 2020 R4501.17 & FBC 2020 454.2.17

NOTE: Homeowners Association may require approval/review if property is located in a deed restricted community



Concrete

[Handwritten signature]

Details

Nominal panel height (ft.)	6 ft
Nominal panel width (ft.)	8 ft
Panel Pattern	Privacy
Picket Top Style	Framed
Top Shape	Flat

Veranda Linden 6 ft. H x 8 ft. W White Vinyl Privacy Fence Panel Kit
\$106.00 In stock

Reviewed for Code Compliance

Edwin Alisetti

Page 3 of 3
9/29/2023

Add'l 1/22

RECEIVED
MAR 18 1997

PAID 6/2

IC Conditioning _____ Heating _____ Refrigeration _____ Duct Sys _____

Air Conditioning and Heating ☒ Chimney ☐ Fireplace ☐

Small Box Ball Bats 7500 @ 1

Column of Jupiter



John A. and Patricia Begovich
708 Weldwood Road
Jupiter, Florida 33458

The subject of your property has been discussed by the Jupiter Town Council on at least two occasions. The discussions centered around two violations one of which has been noted by our Compliance Division.

On 1, South side of your property, and adjacent to Tracy Farm Drive, there is a limited access easement. The purpose of this particular easement is to prevent trespass/egress to the property from Tracy Farm Drive. It has been noted on a number of occasions that you have been parked in your rear yard, and have, obviously, utilized the easement. Our Compliance Division has advised to you two (2) Notices of Violations are dated December 2, 1985, and the second dated December 16, 1985.

The second area of concern is in connection with the addition that you plan to construct and for which you have received a permit. As you are undoubtedly aware, you are located in a "white-family" zoning district. While additions to white-family homes are

continued page 2

9/11/86
A 118/86
B 84-8232
Case

PLUMBING APPLICATION

210 South Perry Avenue, Jupiter, Fla. 33458
Telephone 746-5134.

Construction activity is permitted Monday through Saturday, 6:00 AM to 6:00 PM only. No construction activity is permitted on Sunday. Code of Jupiter, Secs. 155-2.3.

Date Issued _____

Minimum Residential	\$5.00	Minimum Commercial	\$5.00
Per Bathroom: 1 & 1/2	Family Residential		x \$12.00

MULTI-FAMILY Residential x \$ 7.00

Published by Elsevier

Solar System: Water Heating \$10.00 Pool Heating \$10.00

authorize, the intent of the zoning Code is to prevent more than one family to reside in a single-family dwelling.

From specifying your addition plans it appears that you are creating an autonomous apartment on the site. The code does not regulate how many kitchens, bathrooms, etc., that may be constructed within the balance, etc., and does not allow an owner to secure financial information from a balance of the house. It is also noted that it is possible for you to do so inasmuch as you are providing a sliding glass door on the addition, which might become a separate entrance, and have the ability to lock the interconnecting door.

Please be advised that the Town of Jupiter will monitor this situation and take appropriate action in the event that you create a separate apartment dwelling within your residence, which is in violation of the Zoning Code.

Very truly yours

In the event you have any questions, do not hesitate to contact me.

 $\chi^2_{CD} = b$

cc: Gill Roberts, Town Manager
Jerry Strandel, Town Attorney
Harry Sagraves, Compliance Officer

and Thacker

ELECTRICAL

GENERAL APPLICATION

6:00 AM to 8:00 PM.
Only. No construction activity is permitted.

86 FEB 27 1991
JUL 2 1991
580.155-2.71
LIB 2000

BUILDING DEPT.

Fire Alarm (\$15) _____ Sign (\$10) _____

100-1204/121/25

LEGEND:
 LAE LIMITED ACCESS EASEMENT
 CP CONCRETE POLE
 FH FIRE HYDRANT
 CONC CONCRETE
 EM ELECTRIC METER
 CATV CABLE TV
 PB PHONE BOX
 PF PLASTIC FENCE
 PP POOL PUMP PAD
 PL PLANTING EASEMENT

PARCEL No
 30434101000007230

LOT 2
 S87°44'50"W
 120.28'

LOT 1
 ONE STORY RESIDENCE #708
 POOL
 POOL DECK
 CONCRETE
 BOARDS
 COVERED ENTRY
 10' UTILITY EASEMENT
 S01°39'20"W
 82.25'

WELWOOD ROAD
 CENTERLINE PLATTED 80' RIGHT OF WAY LINE
 14.5' ASPHALT

TONEY PENNA DRIVE
 CENTERLINE PLATTED 80' RIGHT OF WAY LINE
 31' ASPHALT

Fence layout

REVISIONS

DESCRIPTION	DATE	BY
DATE PLOTTED: SBS	08/23/21	
FIELD BOOK: TLM	08/20/21	
CHECKED BY: TLM	08/20/21	
DATE OF FIELD: 21-08-003	2 OF 2	

NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR

TERRY L. MACDEVITT
 PROFESSIONAL SURVEYOR & MAPPER
 FLORIDA LICENSE No. 4897

FENCES

Please submit/upload plans in PDF format

Please indicate items submitted with a checkmark (✓)

Please upload [this Checklist and any Required Forms](#) in **.pdf format** to the appropriate category **<Survey>** **<Building Plans>** **<Supporting Docs>** **<NOA>** following the TOJ Naming Convention found in Help Documents

Create online as: **Residential Fence** or **Commercial Fence**

1. Site Information **<Survey>**

- Survey with location of fence shown
(Indicate footage & distance from property lines)
- Show location of gates, *if applicable*

✓
✓

2. Plans **<Building Plans>**

- Show location of proposed fence on the survey
- Indicate height, linear footage and material being used
- Provide detail of typical fence section and specifications
- If fence is a Pool Barrier, you **MUST** provide details showing how fence meets all provisions
(FBC 7th Edition (2020) Section 454.2.17 and Section R4501.17)

✓
✓
✓
✓

NOTE: Fences over 6' height **REQUIRE** a signed & sealed drawing from a Florida licensed design professional

3. Supporting Documents **<Supporting Docs>**

- Owner/Builder Affidavit, *if applicable*
- Completed TOJ Fence Construction Certificate form
- Drainage Easement Agreement, *if applicable*
- Reciprocal Maintenance Agreement from next door neighbor, *if applicable*
- Utility Easement Agreements
 - AT&T
 - FPL
 - Jupiter Utilities (Water Dept.)
 - Loxahatchee River Environmental Control District (sewer)
 - Teco Gas
 - Comcast (cable)
- Commercial fences require PBC Fire Rescue review and fees

✓
✓
n/a

Required items:

- **Temporary 4' fencing required at all times around pool construction**

IMPORTANT NOTICE

IF RESIDENT LIVES IN DEED RESTRICTED COMMUNITY

**PLEASE CONTACT HOA TO DETERMINE IF ASSOCIATION APPROVAL IS REQUIRED
TOJ BUILDING DEPARTMENT CANNOT ENFORCE ASSOCIATION REGULATIONS**

Reviewed for Code
Compliance



TOWN OF JUPITER BUILDING DEPARTMENT
 210 Military Trail, Jupiter, Florida 33458
 (561) 741-2286 Fax 741-0911

Attachment B

The provisions of Florida Statutes Chapter 489 require construction to be performed by a licensed contractor. You have applied for a permit under an exemption to the law under Chapter 489.103 (7). The exemption allows you, as the owner of your property to act as your own contractor even though you do not have a license. Provided you comply with the following stipulations outlined below. **YOU MUST PERFORM OR SUPERVISE THE CONSTRUCTION YOURSELF.** County Ordinances require that all permit recipients possess technical knowledge to personally supervise all permitted work.

Please carefully read the Disclosure statement below, prior to signing. If these rules are violated the Town of Jupiter Building Department shall withhold final approval, revoke the permit or pursue any action or remedy for unlicensed activity against the owner and any person performing work that requires licensure under the permit issued.

DISCLOSURE STATEMENT

1. I understand that state law requires construction to be done by a licensed contractor and have applied for an owner-builder permit under an exemption from the law. The exemption specifies that I, as the owner of the property listed, may act as my own contractor with certain restrictions even though I do not have a license.
2. I understand that building permits are not required to be signed by a property owner unless he or she is responsible for the construction and is not hiring a licensed contractor to assume responsibility.
3. I understand that, as an owner-builder, I am the responsible party of record on a permit. I understand that I may protect myself from potential financial risk by hiring a licensed contractor and having the permit filed in his or her name instead of my own name. I also understand that a contractor is required by law to be licensed in Florida and to list his or her license numbers on permits and contracts.
4. I understand that I may build or improve a one-family or two-family residence or a farm outbuilding. I may also build or improve a commercial building if the costs do not exceed \$75,000. The building or residence must be for my own use or occupancy. It may not be built or substantially improved for sale or lease, unless I am completing the requirements of a building permit where the contractor listed on the permit substantially completed the project. If a building or residence that I have built or substantially improved myself is sold or leased within 1 year after the construction is complete, the law will presume that I built or substantially improved it for sale or lease, which violates the exemption.
5. I understand that, as the owner-builder, I must provide direct, onsite supervision of the construction.
6. I understand that I may not hire an unlicensed person to act as my contractor or to supervise persons working on my building or residence. It is my responsibility to ensure that the persons that the persons whom I employ have the licenses required by law and by county or municipal ordinance.
7. I understand that it is a frequent practice of unlicensed persons to have the property owner obtain an owner-builder permit that erroneously implies that the property owner is providing his or her own labor and materials. I, as an owner-builder, may be held liable and subjected to serious financial risk for any injuries sustained by an unlicensed person or his or her employees while working on my property. My homeowner's insurance may not provide coverage for those injuries. I am willfully acting as an owner-builder and am aware of the limits of my insurance coverage for injuries to workers on my property.
8. I understand that I may not delegate the responsibility for supervising work to a licensed contractor who is not licensed to perform the work being done. Any person working on my building who is not licensed must work under my direct supervision and must be employed by me, which means that I must comply with laws requiring the withholding of federal income tax and social security contributions under the Federal Insurance Contributions Act (FICA) and must provide workers' compensation for the employee. I understand that my failure to follow these laws may subject me to serious financial risk.
9. I agree that, as the party legally and financially responsible for this proposed construction activity, I will abide by all applicable laws and requirements that govern owner-builders as well as employers. I also understand that the construction must comply with all applicable laws, ordinances, building codes, and zoning regulations.
10. I understand that I may obtain more information regarding my obligations as an employer from the Internal Revenue Service, the United States Small Business Administration, the Florida Department of Financial Services, and the Florida Department of Revenue. I also understand that I may contact the Florida Construction Industry Licensing Board at 850.487.1395 or <http://www.myfloridalicense.com/dbpr/construction-industry/> for more information about licensed contractors.
11. I am aware of, and consent to, an owner-builder building permit applied for in my name and understand that I am the party legally and financially responsible for the proposed construction activity at the following address: 308 Weldwood Rd. Jupiter.
12. I agree to notify The Town of Jupiter Building Department immediately of any additions, deletions, or changes to any of the information that I have provided on this disclosure.

Licensed contractors are regulated by laws designed to protect the public. If you contract with a person who does not have a license, the Construction Industry Licensing Board and Department of Business and Professional Regulation may be unable to assist you with any financial loss that you sustain as a result of a complaint. Your only remedy against an unlicensed contractor may be in civil court. It is also important for you to understand that, if an unlicensed contractor or employee of an individual or firm is injured while working on your property, you may be held liable for damages. If you obtain an owner-builder permit and wish to hire a licensed contractor, you will be responsible for verifying whether the contractor is properly licensed and the status of the contractor's workers' compensation coverage.

Before a building permit can be issued, this disclosure statement must be completed and signed by the property owner and returned to the local permitting agency responsible for issuing the permit. A copy of the property owner's driver license, the notarized signature of the property owner, or other type of verification acceptable to the local permitting agency is required when the permit is issued.

Signature: _____

Date: 9/22/22☒ Appeared in Person

Verified by: _____



Fence Construction Certification Form

Town of Jupiter Building Department

Permit # 22-066200

(Print Name) I, Brent L. Schreurs intending to be legally bound, hereby certify the fence construction/replacement will be installed in accordance with the current Town of Jupiter ordinance and approved plans for fences.

Pool Barrier

☒ Yes
☐ No

Commercial

☐ Yes
☐ No

Fence Height:

At said property

708 Weddwood Rd.

Date:

9/22/22

Signature, Permit Qualifier:

[Signature]

License #

0/B

State of Florida Palm Beach County

The foregoing instrument was acknowledged before me this 22 day of

September, 20 22 (Year).

by Brent Schreurs

(Name of Person Acknowledging)

who

~~Personally Known~~

Or Produced Identification

d/L 5662-072-82-
304-0

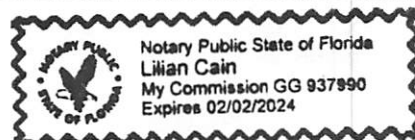
Type of Identification Produced Drivers License

Lilian Cain

(Signature of Notary Public – State of Florida)

(Print, Type or Stamp Commissioned Name of Notary Public)

210 Military Trail
Jupiter, Florida
(561) 741-2286 Telephone
(561) 741-0911 Fax



Rev 2/14/18

Reviewed for Code
Compliance

Edwin Alisetti
Page 3 of 3

Brent Schreurs
708 Weldwood Rd
Jupiter FL 33458 7531

April 16, 2024

Doug Koennicke, P.E.
Town Engineer
Town of Jupiter
210 Military Trail
Jupiter, FL 33458

RE: Driveway Building Permit Release and Variance

Dear Mr. Koennicke:

Several weeks ago Jim Frogner and I met with Garret Watson, a Principal Planner in the Planning and Zoning department to review and determine how to proceed with the fence issue. Based on our conversation with Mr. Watson, I have decided to move forward in seeking a variance for the fence height.

I have signed a contract with Frogner Consulting, LLC to submit and go through the variance process and we intend to apply during the May intake.

Per your conversation with Jim Frogner last week at the municipal offices, you noted you could issue the driveway permit based on our good faith promise to go through the variance process at the earliest possible date.

Pursuant to the above, we would appreciate a prompt release of the driveway permit upon confirmation all reviews have been completed and passed.

If you have any questions, please contact me.

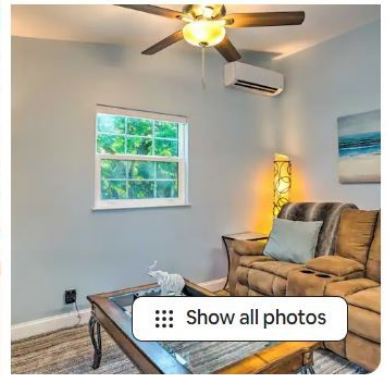
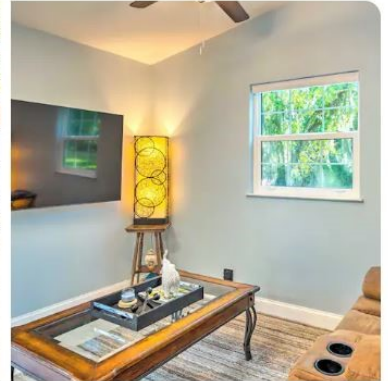
Sincerely,

Brent Schreur



Cc: Jim Frogner, Frogner Consulting, LLC

Jupiter Resort Style Pool House < 3 Mi to Beach!

[Share](#)[Save](#)[Show all photos](#)

Entire rental unit in Jupiter, Florida

2 guests · 1 bedroom · 1 bed · 1 bath

★ 5.0 · [3 reviews](#)

Hosted by Evolve

7 years hosting



Self check-in

Check yourself in with the keypad.



Great communication

95% of recent guests rated Evolve 5-star in communication.



Free cancellation for 48 hours

Get a full refund if you change your mind.

Indulge in tropical pleasures with this centrally located 1-bedroom, 1-bathroom unit that doesn't take outdoor recreation lightly. Boasting a private patio with a gas grill and a shared screened-in pool and patio, this vacation rental will keep you busy before you can even consider venturing out! However, when you're ready to wander, grab the provided beach gear for some rejuvenating time in the sun, peruse the endless options for dining, and dedicate hours to golfing on new fairways....

[Show more >](#)**\$158** nightCHECK-IN
5/1/2025CHECKOUT
5/6/2025GUESTS
2 guests[Reserve](#)

You won't be charged yet

\$158 x 5 nights

\$789

Cleaning fee

\$104

Airbnb service fee

\$126

Total before taxes**\$1,019**[Report this listing](#)