



**AGENDA
TOWN OF JUPITER
PLANNING AND ZONING COMMISSION REGULAR MEETING
COUNCIL CHAMBERS
TUESDAY, FEBRUARY 11, 2025
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
Secretary, Vernisa Ayers

MINUTES

1. Motion to approve the minutes from the January 14, 2025 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
- Motion on floor - Discussion only on the motion
- Call for the vote

OLD BUSINESS

NEW BUSINESS

2. **River Plaza Future Land Use and Zoning Map Amendments** – Applications for a 4.76+/- acre property located at 900 S. US Highway One:

A. Small Scale Future Land Use Map (FLUM) amendment from Commercial to Mixed Use; and

B. Zoning Map amendment from Commercial, Office (C-3) to U.S. Highway One/Intracoastal Waterway Corridor District-Mixed Use Residential Subdistrict (US1/ICW-MXR).

(PZ 24-6101, 25-6313)

(Acting as the Local Planning Agency)

Town Council consideration: March 18, 2025 (1st Reading)

Town Council consideration: April 15, 2025 (2nd Reading)

3. **1352 S. US1** – Site plan application to construct a four-story medical office building, on a 1.35± acre property located at 1352 S US Highway One.

(PZ 24-5894)

Town Council consideration: March 18, 2025

STAFF UPDATE

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

ADJOURN

Motion to adjourn Planning and Zoning Commission Meeting.

The next regularly scheduled Planning and Zoning Commission Meeting is scheduled for Tuesday, March 11, 2025.

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

**TOWN OF JUPITER
PLANNING AND ZONING COMMISSION
DRAFT MINUTES
JANUARY 14, 2025 7:00 P.M.**

CALL TO ORDER:

Chair Kevin Kirn called the meeting to order at 7:01 p.m.

ATTENDANCE:

Chair Kevin Kirn; Vice Chair Richard Dunning; Comm. Michael Cassatly; Comm. Beth Kelso; Comm. David Thompson; Comm. Karen Vinson; Paul Keenan, 1st Alternate (voting member) and Cynthia Blum, 2nd Alternate (non-voting member); Thomas Baird, Town Attorney; John Sickler, Director of Planning & Zoning; Martin Schneider, Principal Planner; Garret Watson Principal Planner; Scott Thatcher, Principal Planner and Vernisa Ayers, Secretary.

MINUTES:

Comm. Kelso moved to recommend approval of the November 12, 2024 Planning and Zoning Meeting minutes; seconded by Comm. Cassatly. Final: Motion passed unanimously, with a 7-0 vote.

SWEARING IN:

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

CITIZEN COMMENTS: Robert Bain, Tim Murphy, and Dawn Zangara spoke in opposition of increasing the current density to permit more residential units in Abacoa Town Center. They emphasized worries about the potential implications, costs, and maintenance issues related to this change, as well as the likelihood of future redevelopment.

REGULAR AGENDA:

A. OLD BUSINESS: None.

B. NEW BUSINESS:

1. **Beyel Annexation, Future Land Use and Rezoning** – Applications for a 0.2+/- acre property located at 18019 Highway A1A, to request a:
 - A. Voluntary Annexation;
 - B. Future Land Use Map amendment from Palm Beach County (PBC) Commercial High with underlying Medium Residential, 5 dwelling units per acre (CH/5) to Town of Jupiter (TOJ) Inlet Village Flex;
(Acting as the Local Planning Agency)
 - C. Zoning Map amendment from PBC Commercial Neighborhood (CN) to the TOJ Inlet Village District, Flex South Subdistrict (IVFS).
(PZ 24-6133, 6134, 6138)

Applicant presentation: Alec Dickerson, representative of 2GHO on behalf of Venus and Mars, LLC. presented a PowerPoint presentation of the proposed project. Owner, Danny Beyel was also in attendance.

Staff presentation: Principal Planner, Martin Schneider, reviewed the staff report.

Commissioners asked questions of the Applicant and Staff:

Comm. Kelso inquired about an inconsistency, noting that a single-family home was mentioned while multifamily is noted in the staff report. Mr. Dickerson clarified that a single-family dwelling is not allowed in the Inlet Village District and the project will be a multifamily residence with two units. Comm. Kelso asked about the archaeological significance of the site and how it might affect development plans. Mr. Schneider replied that would depend on the location and quality of any findings, potentially requiring adjustments to the site plan based on the certificate to dig process. Comm. Kelso asked why the property will not be part of the Community Redevelopment Agency. Mr. Sickler mentioned there hasn't been a directive for inclusion. Comm. Kelso also questioned the staff report's reference to Inlet Village Flex (IVF) versus Inlet Village Residential (IVR) and the decision for only two residential units. Mr. Schneider clarified that their request was specifically for Inlet Village and Flex South.

Comm. Cassatly asked if combining the two abutting properties were necessary for building. Mr. Dickerson stated that this correct. Comm. Cassatly then inquired if this was a workaround for the single-family house restriction, suggesting a residential unit over the garage for the same family. Mr. Dickerson replied that the plan is for the owner to build the structure, not as a workaround. Mr. Sickler noted that these issues would be addressed in the site plan development application for the small-scale PUD. Owner, Danny Beyel, mentioned that they intended to build a second unit to rent for future income. Comm. Cassatly asked about the archaeological site and potential digging will be made in the future, and if there will be a marker related to the Celestial Railway or dating back to around 1,500 BC. Mr. Sickler noted that the Town has marked the Celestial Railroad at other development sites using pavers. Commissioner Cassatly asked about public access to uncovered artifacts if some were found. Mr. Sickler replied that access depends on the cultural resource assessment results and the Historic Resources Board's decisions on the Certificate to Dig.

Comm. Dunning asked about the next steps if the application is approved. Mr. Sickler if approved, the applicant can then proceed with the Certificate to Dig process through the Historic Resources Board, followed by site planning and a small-scale planned unit development.

Chair Kirn inquired if the Town typically assesses the removal and approval of trees based on health issues. Mr. Sickler replied that an inspection and report from a certified arborist is required. Chair Kirn inquired about traffic generation, noting the County's average 463 daily trips. Chair Kirn asked if this was the maximum? Mr. Schneider confirmed it's the cap for the highest floor area ratio. Chair Kirn mentioned that our Inlet Village traffic management tool suggests a lower cap due to the roadway capacity, limiting this property to about 35 daily trips, which would allow for roughly five multifamily units. Chair Kirn asked if Town Council has flexibility to reduce the 463. Mr. Sickler clarified that the Council has set limits or trip caps on properties for previous comprehensive plan

amendment for future land use. Council has the authority to impose these limits as part of their legislative authority. Any cap established at that time must be followed when a site plan is submitted.

Comm. Thompson inquired if Mr. Beyel knew about the archaeological importance of the property. Mr. Beyel confirmed that he was aware. Comm. Thompson then asked Mr. Beyel if he was up to date on the situation with the Sperry property and what his plan would be if he faced similar challenges. Mr. Beyel responded that he is aware and if they discover anything historic while digging, they would stop all work. Comm. Thompson asked about the possibility of merging the current property with the new one that the town plans to annex, specifically asking if a Certificate to Dig would be required for the adjacent land. Mr. Beyel replied that they had already conducted some excavation. Comm. Thompson asked if that was the location where middens had been discovered. Mr. Beyel clarified that no middens were found; only an old hinge and some relatively recent pottery, were uncovered. Mr. Beyel stated that they intended to excavate the other parcel to ensure there was nothing of concern there.

Comm. Vinson inquired about any future building plans and whether this project would turn into a real multi-family or mixed-use development. Mr. Beyel responded that he did not have plans to construct anything else.

Comm. Keenan asked whether there had been any conversations regarding the resale of the parcel with any other parties. Mr. Dickerson responded that there had not been any discussions at this time.

Public Comment: None.

Deliberation by Commission: None.

Motion:

Comm. Cassatly motioned to approve the Annexation, seconded by Comm. Keenan. Final: Motion passed unanimously, with a 7-0 vote.

Comm. Kelso motioned to approve the Future Land Use Map Amendment, seconded by Comm. Thompson. Final: Motion passed unanimously, with a 7-0 vote.

Comm. Vinson motioned to approve the Rezoning of the property as it stands, seconded by Comm. Cassatly. Final: Motion passed unanimously, with a 7-0 vote.

2. **Wendy's** – Site plan amendment to remove and replace an existing nonconforming fast food restaurant, reduce nonconformities on the property, reconfigure the drive-thru and parking area, add outdoor seating, request an off-site dumpster easement and provide a connection to the Town's Municipal Complex, on a 0.65+/- acre property located at 626 W Indiantown Road.
(PZ 24-6161)

Disclosures: Comm. Vinson, Chair Kirn and Vice Chair Dunning stated that they drove by the site and spoke with staff. Commissioners Cassatly, Kelso and Blum stated that they drove by the site. Commissioners Keenan and Thompson did not have disclosures.

Applicant presentation: Craig McDonald, representative of Corporate Property Services on behalf of Wendy's restaurant presented a PowerPoint presentation of the proposed project.

Staff presentation: Principal Planner, Garret Watson, reviewed the staff report.

Commissioners asked questions of the Applicant and Staff:

Comm. Keenan asked about interior seating and overall capacity. Mr. McDonald and Mr. Watson confirmed that interior seating will have a slight decrease, with new outdoor seating added. Comm. Keenan also expressed concerns about a sealed dumpster system, to which Mr. Watson responded that it would increase costs and recalled that in 2017, the applicant requested enforcement only upon a violation, as there were no reported issues. Mr. Watson that the recommendation was to maintain Council's previous decision on the dumpster. Comm. Keenan further inquired about odor detection features. Mr. Watson explained that the dumpster, located behind the new police department, has minimal activity and is far from residential areas, reducing odor concerns.

Comm. Vinson inquired about the applicant's request to waive the decorative lighting payments. Mr. McDonald clarified that the Wendy's owner willing to bury power lines, landscape, provide a 25-foot public access easement, and install sidewalks. Mr. McDonald stated that he would like to have further discussions with staff before this goes to Council about waiving the lighting. Mr. Watson noted that decorative street lighting is usually included with underground utilities to replace the existing wood poles with decorative poles, and has been a standard condition since 2012. Comm. Vinson then inquired if passing the application would include the lighting as proposed, to which Mr. Watson affirmed related to condition 7B in Exhibit 1 on page 2-13.

Comm. Thompson inquired about the process and time it takes to rectify an odor issue. Mr. Watson explain the documentation and processing would require some time. Comm. Thompson inquired about the timeframe surrounding an odor mitigation plan, which could include solutions such as a sealed dumpster or modified pickup schedules. Mr. Watson noted that the timeline is contingent upon the completion of the odor mitigation strategies, which might require various strategies available; the recommended condition originated from a previous site plan approval by the Council, which could be revisited if unnecessary.

Chair Kirn asked about how a semi-truck would maneuver in the parking lot without affecting the driveway and parking areas. Mr. McDonald confirmed that 18-wheelers and box trucks are used for deliveries, noting that the site accommodates the largest vehicle sizes. Mr. McDonald explained that trucks would enter from West Indiantown Road and use the bypass lane next to the drive-through to facilitate their entry and exit. Mr. McDonald noted that deliveries occur only during non-peak hours, typically early in the morning or after dinner

and that supplies are delivered through the cooler and freezer units located in the rear section of the building. Chair Kirn questioned the projected decrease in average daily traffic. Mr. McDonald clarified that the regulation addresses traffic from drive-through restaurants based on square footage, noting that the size is being adjusted from 2,600 to 2,300, leading to a slight decrease.

Vice Chair Dunning inquired about outdoor security cameras. Mr. McDonald noted that store operators usually manage this but would consider if required. Vice Chair Dunning suggested including cameras. Mr. McDonald replied that they could agree to that. Vice Chair Dunning also recommended adding more bike racks, and Mr. McDonald confirmed they would install another one if needed.

Comm. Cassatly asked if the cooler would be next to the dumpster like the existing store. Mr. McDonald replied that the cooler freezer is located behind the building, west of the main dining room and kitchen.

Comm. Blum inquired about the expected timeline for completion and potential closure during construction. Mr. McDonald responded that the process would likely take approximately four months from the demolition phase to the reopening. Comm. Blum asked about adding an outdoor trash receptacle, like Culver's for easy access from both the drive-through and outdoor seating. Mr. McDonald agreed. Comm. Blum also inquired about the electronic menu board's transition from breakfast to lunch. Mr. McDonald confirmed it changes for all meal times and noted that many fast-food places use this technology, reducing menu board size by nearly half. Mr. McDonald said that switching the menus will be done instantly instead of manually. Comm. Blum asked about the reported decrease in trip generation for a new Wendy's. Mr. McDonald clarified that while rebuilding typically boosts demand, traffic projections depend on the restaurant's square footage.

Public Comment: Samantha Parchment, representing Taco Bell, asked if Wendy's digital signage proposal is allowed will other businesses be permitted the same digital signs. Mr. Sickler replied saying that if Council makes an interpretation in the situation, staff will apply that interpretation to other locations with similar circumstances.

Michael Rodriguez, one of the owners of Wendy's, mentioned that he plans to install surveillance cameras around the restaurant.

Deliberation by Commission:

Comm. Keenan inquired about a motion to approve the amendments to the site plan, highlighting the significance of the staff conditions, particularly condition 7B regarding decorative lighting. Chair Kirn replied the Commission has the option to either approve it as it stands or with changes, but we need to be cautious not to establish a precedent. Chair Kirn explained that the mandate for underground utilities along Indiantown has been in effect since 2012, so it would be prudent to maintain the existing requirements.

Comm. Vinson shared concern about setting a precedent that bypass requirements. She believes maintaining the lighting rule is fair to those who

comply and prevents extra costs for the town. She opposes removing the requirement and would vote to keep it.

Comm. Thompson stated that he supports businesses seeking flexibility in projects, but we should adhere to current rules without creating new standards.

Chair Kirn appreciates the architectural improvements, particularly the drive-through design and its focus on safety and accessibility to City Hall. He supports the project, but emphasizes the need for consistency.

Comm. Dunning views the reduction in traffic on Indiantown Road as a positive change. He believes the new setup will be beneficial. He appreciates the careful planning, acknowledges concerns about lighting and signage, and values the commitment to install surveillance. Overall, he supports the plan.

Commissioners Kelso and Vinson emphasized the teamwork that resulted in a great plan. They noted how the Town and the applicant worked together to enhance connectivity and lessen traffic on Indiantown Road.

Motion:

Comm. Vinson moved to recommend approval of the requested Site Plan amendment subject to the nine conditions established by staff, seconded by Comm. Thompson. Motion passed unanimously, with a 7-0 vote.

3. Neighborhood Subdistrict Signage – Zoning text amendment to modify Section 27-1229, the sign regulations for the Neighborhood (NB) Subdistrict. (PZ 24-6278)

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

Commissioners asked questions of the Applicant and Staff:

Commissioners Blum and Kelso mentioned that the sign is attractive since it can be difficult to delineate and find the different developments and communities. Commissioners Cassatly and the Vice Chair Dunning agreed.

Chair Kirn asked if the NB district is limited to Abacoa or does it extend throughout Jupiter. Mr. Sickler confirmed it is applicable to the mixed use zoning district and the only properties that have that zoning is the Abacoa Development. Chair Kirn inquired about the potential precedents for other areas in Jupiter. Mr. Sickler clarified that it is specific to Abacoa and the rest of Jupiter has higher numbers that they are allowed. Chair Kirn then sought staff's opinion on the change's impact. Mr. Sickler stated he believes it is not harmful, as MXD zoning has specific provisions for Abacoa. Chair Kirn then asked when the original zoning code was written. Mr. Sickler noted it was approved in 1995.

Comm. Thompson asked if there were any issues with the current sign. Mr. Sickler said he wasn't aware of any problems but noted interest in larger signage for upgrades. Comm. Thompson stated that this change might inspire other communities to update their signs as well, and he praised the new sign for its potential to raise property values. Comm. Thompson inquired as to who would

fund the sign. There was discussion that the funds would probably come from the individual HOA's.

Comm. Vinson asked if the signage is intended as a permanent part of the landscaped architecture feature rather than just a typical sign. Mr. Sickler clarified that a building permit would be required if the Council approves the change to allow a larger sign copy area. In this case a sign that would read "New Haven at Abacoa", and the sign size would increase from four square feet to 20 square feet. Mr. Sickler shared that the design itself is not being approved at this stage, the HOA could present a different design later.

Comm. Keenan asked about the number of road entrances into New Haven that will include the proposed wall. Mr. Thatcher confirmed that walls are planned for two entrances: Frederick Small and University Drive. Mr. Sickler indicated any other neighborhood in Abacoa would have the ability to request similar signs. Comm. Keenan then inquired the applicant has the authority to make this request, given his uncertainty about the roles of the HOA and POA in Abacoa. Mr. Sickler explained that typically, an application is submitted by an applicant who pays a fee, goes through a DRC review, and is then presented to the Commission and Council. However, in this case, the application was directed by the Town Manager's Office and is considered a Town initiated amendment.

Public Comment: Donaldson Hearing spoke on behalf of the New Haven HOA in favor of the proposed project.

Deliberation by Commission:

Comm. Blum felt that this will help make the area easier to navigate as people travel between communities.

Comm. Cassatly expressed that we should proceed with it.

Comm. Dunning shared that if it aligns with residents' preferences, they should be allowed to proceed.

Motion:

Comm. Thompson moved to recommend approval to increase the total allowable sign square footage from four square feet to 20 square feet, seconded by Comm. Kelso. Motion passed unanimously, with a 7-0 vote.

STAFF UPDATE:

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

ADJOURN:

Chair Kevin Kirn adjourned the meeting at 8:45 p.m.

Kevin Kirn, Chair

Vernisa Ayers, Secretary

**Town of Jupiter Staff Report for 900 S US 1 River Plaza
Future Land Use and Zoning Map Amendments
TOWN MANAGER'S OFFICE**



DATE: February 4, 2025
TO: Honorable Mayor and Members of Town Council
THRU: Frank J. Kitzerow, Town Manager
FROM: John Sickler, Director of Planning and Zoning
SUBJECT: **River Plaza Future Land Use and Zoning Map Amendments** – Applications for a 4.75+/- acre property located at 900 S. US Highway One:
 A. Small Scale Future Land Use (FLUM) amendment from Commercial to Mixed Use; and
 B. Zoning Map amendment from Commercial, Office (C-3) to U.S. Highway One/Intracoastal Waterway Corridor District-Mixed Use Residential Subdistrict (US1/ICW-MXR).

SAT

Ordinances #10-25, 11-25	P&Z Commission:	2/11/25
PZ 24-6101, 25-6313	Town Council:	3/18/25 1 st Reading
J. Johnston	Town Council:	4/15/25 2 nd Reading

Project Information

Applicant/Owner: Kenneth Fishel, Renaissance Jupiter, LLC
Agent: George Missimer/Samuel Polacek, Cotleur & Hearing
Location: 900 S US Highway One (see Attachment A - Location Map)
Acreage: 4.75±
PCN Number: 30434107020010010
Existing FLUM designation: Commercial in the US1 Intracoastal Waterway Corridor Sector
Proposed FLUM designation: Mixed Use
Existing use of property: Office
Existing Zoning: Commercial, Office (C-3)
Proposed Zoning: U.S. Highway One/Intracoastal Waterway Corridor District-Mixed Use Residential Subdistrict (US1/ICW-MXR)

Staff Compliance Review

Based upon the facts and findings contained herein, the Department of Planning and Zoning finds the proposed changes to the FLUM and Zoning Map for 4.75+/- acres (located as shown on Location Map, Attachment A) are **consistent** with the goals, objectives, and policies of the Town of Jupiter's Comprehensive Plan and the Town's Zoning Code.

Background

Table 1. Surrounding land uses and designations – 18019 Highway A1A

Location Map – Attachment A		
Location	Existing Land Uses	Future Land Use Designations/ Zoning Districts
North	Hotel (Best Western Intracoastal Inn)	Mixed-Use/ US 1 /Intracoastal Waterway Corridor (ICW), US1 / MXR Mixed Use Residential subdistrict.
South	Independent and assisted living facility (Mangrove Bay)	Mixed-Use/ US 1 /ICW Corridor, US1 / MXR Mixed Use Residential subdistrict.
East	Retail (Yum Yum Tree Plaza); Office (Jupiter Corporate Center)	Commercial / Commercial, Neighborhood (C1); and, Commercial / Commercial, Office (C3).
West	Preserve (State of Florida), Intracoastal Waterway	Conservation / Conservation Preservation (CP); Not Designated/Not Zoned (NZ)

For a comprehensive view of the above designations that surround the subject properties refer to the Existing Future Land Use Map (Attachment B) and Existing Zoning Map (Attachment C). The Proposed Future Land Use and Zoning designations are shown on Attachment D and proposed Zoning Map (Attachment E), respectively.

Photo 1.



Existing Conditions: The applicant has submitted a FLUM and zoning map amendment applications for the subject property. The subject property is a 4.75+/- acre site located at 900 S. US Highway One. It is currently developed with two buildings, a 30,626 square foot office building constructed between 1984 and 1985, and a 5,827 square foot office building constructed in 1990. The current uses are a mixture of business office, and medical and dental clinic. In 2010, the Town Council entered into a Development Agreement with the previous

owner of the subject property. The Development Agreement provided for the conveyance of 0.26 acres of upland to the Town to build a missing link of the Riverwalk (25 feet wide along the entire water frontage of the subject property). In exchange for the land, the Town agreed to grant the subject property additional development rights in the future, including maintaining rights under the current Commercial future land use designation and Commercial, Office (C-3) zoning. While the property is part of the Town's U. S. Highway One/ Intracoastal Waterway (US1/ICW) Mixed Use Residential Sector, it does not have the corresponding zoning designation, and it retains a Commercial future land use.

In 2023, Town Council approved a Large-Scale Planned Unit Development (PUD) and Site Plan Amendment application to demolish the smaller building and add a four-story office building and parking structure which has not been constructed.

Reason for the Request: The applicant acquired the property in 2021 and is requesting the land use change and rezoning (see Statement of Use - Attachment F) concurrent with a request to modify the approved Planned Unit Development and site plan to replace the approved office building with multi-family residential units. The applicant states that due to market demand, compatibility with surrounding area, and need for more housing options, they are requesting to add a residential component to the site in order to create a mixed use development.

Analysis.

1. Future Land Use Map Amendments

Criteria for FLUM amendments. Section 27-178 provides four (4) criteria for the review of future land use amendments. The proposed amendments are evaluated within the context of each of the four criteria below.

- 1) *The proposed map amendment shall be consistent with the goals, objectives, and policies of the Town of Jupiter Comprehensive Plan.*

Staff Comment: The proposed future land use amendment is consistent with the goals, objectives, and policies of the Comprehensive Plan, as shown in Attachment G.

- 2) *The proposed map amendment shall be consistent with the established land uses of surrounding properties or land use patterns.*

Staff Comment: The land use to the south is developed with a hybrid commercial and residential use of independent/assisted living facility, to the north is developed with a hotel, and to the east are commercial uses. The property to the west, Jonathan's Landing, is across the Intracoastal and has a residential use. Based on the concurrent site plan application, the project is proposed to maintain the existing multi-story office building, demolish the existing one story building adjacent to US Highway 1, and add a new residential building. This is consistent with the surrounding properties, providing a mix of both residential and commercial uses that will transition from the south to the north. As a result, the proposed future land use amendment to Mixed Use on the subject property is in harmony with the surrounding properties.

- 3) *The proposed map amendment shall not create an isolated land use designation or zoning district unrelated to adjacent and nearby designations or districts.*

Staff Comment: The proposed future land use designation for the subject property will not create an isolated land use, as the surrounding properties to the north and south are also

designated Mixed Use and part of the US1-ICW, U. S. Highway One Mixed Use Residential sector. The properties to the east are commercial, which is also compatible with the mixed-use designation.

- 4) *The application is necessary because of changed or changing conditions, including, but not limited to changing demographic trends, annexation, or public service needs.*

Staff Comment: The proposed land use change is requested by the applicant to allow for the proposed development of multi-family residential condominium with 38 units. The applicant noted in their application that this request is due to changing market conditions and compatibility with the surrounding area.

Population impacts. The proposed land use change will have an impact on the surrounding population because the change to mixed-use will allow for residential development that would not have previously been an allowed use. The proposed Mixed Use land use designation includes eight units per acre (8 x 4.75 acres) or 38 dwelling units. Based on the census average persons per household of 2.5, this would result in an approximate population increase of 95 residents which will have a minimal impact on the Town's population.

Traffic impacts. The traffic impacts for the proposed future land use designation change were evaluated by comparing the current to the proposed future land use designation. The existing Commercial land use designation allows a maximum lot coverage of 35%. Using 4.75 acres, this would allow up to 72,419 square feet of commercial use, at the highest realistic intensity of shopping plaza. The proposed Mixed Use land use designation allows a maximum commercial floor area ratio (FAR) of 0.30 and density of eight dwelling units per acre. At 4.75 acres, this would allow up to 62,073 square feet of commercial use and 38 dwelling units.

Utilizing the Trip Generation tables contained in the applicant's traffic analysis (Attachment I, p. 5) and including the trips generated by the residential use (Attachment J, p. 6), the proposed FLUM amendment on the subject property results in a decrease of **253** Average Daily Traffic (ADT) trips and **17** PM peak hour trips and an increase in **4** AM peak hour trips. Staff has asked the applicant to update the Traffic Statement to correct this inconsistency before the review by Town Council for the proposed amendments to ensure clarity.

According to the Trip Generation tables contained in the applicant's traffic analysis, the proposed future land use plan map amendment would result in a reduction of ADT and PM traffic generation from the current land use and a slight increase in AM traffic generation. The proposed change in land use alone will not have a negative impact on existing, short range or long range traffic volumes.

The Town's Traffic Engineer has reviewed the applicant's traffic analysis and the updated analysis completed by Planning staff and does not have any concerns.

Environmental impacts. The proposed future land use map amendment of Mixed Use will not impact the site any more than the existing Commercial designation and existing development. Since the property is located on the waterfront, it will be required to provide a marine stewardship plan at the time of development. According to the Conservation Element (Policy 1.1.3) of the Comprehensive Plan, a marine stewardship plan is required to be incorporated into a development order when development is proposed along the waterfront to provide for environmental restoration or enhancement to propagate a living shoreline and provide for long term maintenance. As part of their site plan application, the applicant has included environmental enhancements on the waterfront as part of a proposed public benefit.

The Town's Natural Resources Coordinator has reviewed the proposed FLUM amendment and does not have any concerns.

2. Zoning Map Amendments

Criteria for Zoning Map amendments. Pursuant to Chapter 163, Florida Statutes, the zoning district for the subject property must be compatible with the designated future land use.

Four criteria in Section 27-178 are identified for changes to future land use and zoning. A discussion of these four criteria in relation to the applicant's requested zoning district is included below:

- 1) *The proposed map amendment shall be consistent with the goals, objectives and policies of the Town of Jupiter Comprehensive Plan.*

Staff Comment: See "Future Land Use Map Amendment" section above for discussion on consistency with the Comprehensive Plan. The proposed zoning district of U.S. Highway One/Intracoastal Waterway Corridor District-Mixed Use Residential is consistent with the future land use designation of Mixed Use.

- 2) *The proposed map amendment shall be consistent with the established land uses of surrounding properties or land use patterns.*

Staff Comment: The proposed zoning map amendment is consistent with the established land uses of surrounding properties. As noted previously, the parcel to the south is developed with an assisted/independent living facility use and to the north and east are developed with commercial uses.

- 3) *The proposed map amendment shall not create an isolated land use designation or zoning district unrelated to adjacent and nearby designations or districts.*

Staff Comment: The proposed zoning map amendment will not create isolated zoning designations that are unrelated to the adjacent designations. The parcel is located directly adjacent other properties with the Mixed Use Residential Subdistrict of the US-1 / Intracoastal Waterway Corridor Zoning District designation to the north and south, as well as residential to the west and commercial to the east, which are complementary districts.

- 4) *The application is necessary because of changed or changing conditions, including, but not limited to changing demographic trends, annexation, or public service needs.*

Staff Comment: The zoning map amendment is necessary to assign zoning designations that are consistent with the corresponding proposed and existing future land use designations, and to continue to implement the policies outlined in the Comprehensive Plan for the US 1/ICW Corridor and the Mixed Use Residential Sector assigned to the subject property.

The data and analysis supporting the FLUM amendment will be included in the transmittal package sent to the Florida Department of Commerce after the adoption of the amendments in accordance with F.S. 163.3187.

Findings.

1. The subject property is currently assigned with the US Highway One Mixed Use Residential sector;
2. As part of a Development Agreement between the Town and previous owner, the subject property was permitted to maintain rights under their current Commercial future land use designation and Commercial, Office zoning;
3. The subject property is currently developed with two office buildings;
4. The proposed future land use designation will not impact the site environmentally any more than the existing commercial designation and development;
5. The request will have no significant impacts on public facilities and services;
6. The proposed land use changes for the subject properties will result in a decrease in potential PM Peak Hour and Average Daily Trips;
7. The proposed zoning designation is consistent with the surrounding properties and is consistent with both the existing Commercial and proposed Mixed Use designation.

Conclusions.

Staff has reviewed the requested FLUM and Zoning Map amendments on the subject property totaling 4.76 acres, based on existing and future potential uses, and found them to be consistent with the Comprehensive Plan and Land Development Regulations for the following reasons:

1. The request is consistent and compatible with the existing and surrounding land uses;
2. The proposed land use designation will be consistent with the intent of the US1-ICW/ Mixed Use Residential Sector;
3. The proposed future land use and zoning map amendment applications are consistent with the Comprehensive Plan's goals, objectives and policies.

Attachments:

Attachment A – Location Map
Attachment B – Existing FLU Map
Attachment C – Existing Zoning Map
Attachment D – Proposed FLU Map
Attachment E – Proposed Zoning Map
Attachment F – Justification Statement
Attachment G – Comprehensive Plan Objectives and Policies
Attachment H – Infrastructure Impact Analysis
Attachment I – Traffic Statement
Attachment J – Traffic Equivalency

Contact Jenna Johnston at 561-741-2589 or email at jennaj@jupiter.fl.us for attachments.



LEGEND

 Subject Site



1 inch = 200 feet

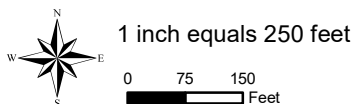
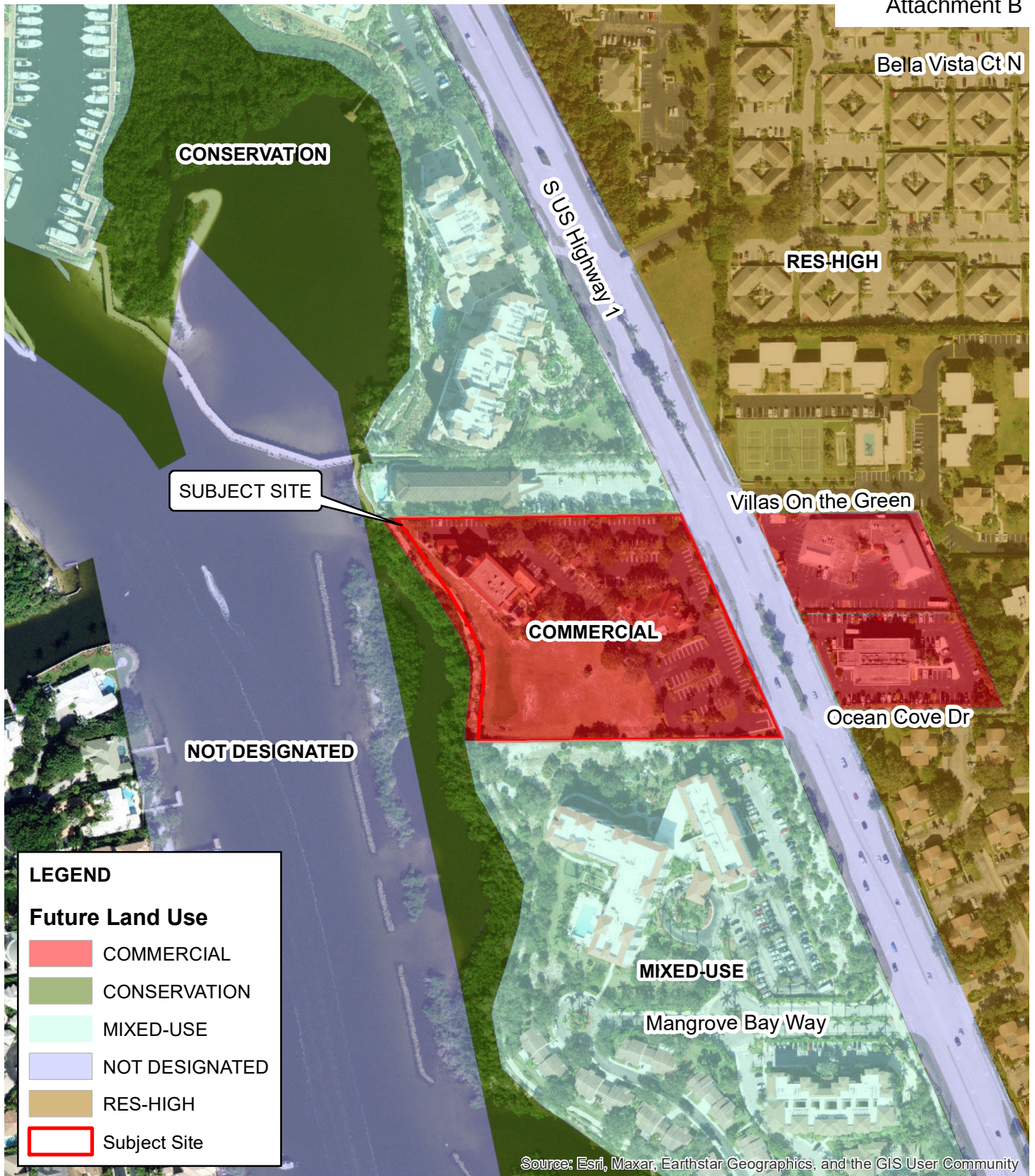
0 50 100 200 300 Feet

Map Document:
(F:\Projects Active\21-0704 REG - 900 US1 River Plaza -
RioMaps and Graphics\ArcMap_Projects\PDFs\
07/23/2021 -- 1:30:00 PM

Aerial Map
900 US1 River Plaza
Jupiter, FL



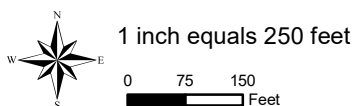
1934 Commerce Lane · Suite 1 · Jupiter, FL · 33458
561.747.6336 · 561.747.1377



Map Document:
(F:\Projects Active\21-0704 REG - 900 US1 River Plaza\Maps and Graphics\ArcMap_Projects)
mnw 06/27/2024 -- 12:00:00 PM

900 US1 River Plaza Future Land Use Jupiter, Florida

Cotleur & Hearing
1934 Commerce Lane • Suite 1 • Jupiter, FL • 33458
561.747.6336 • 561.747.1377

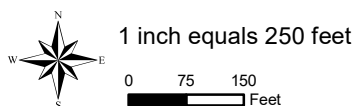
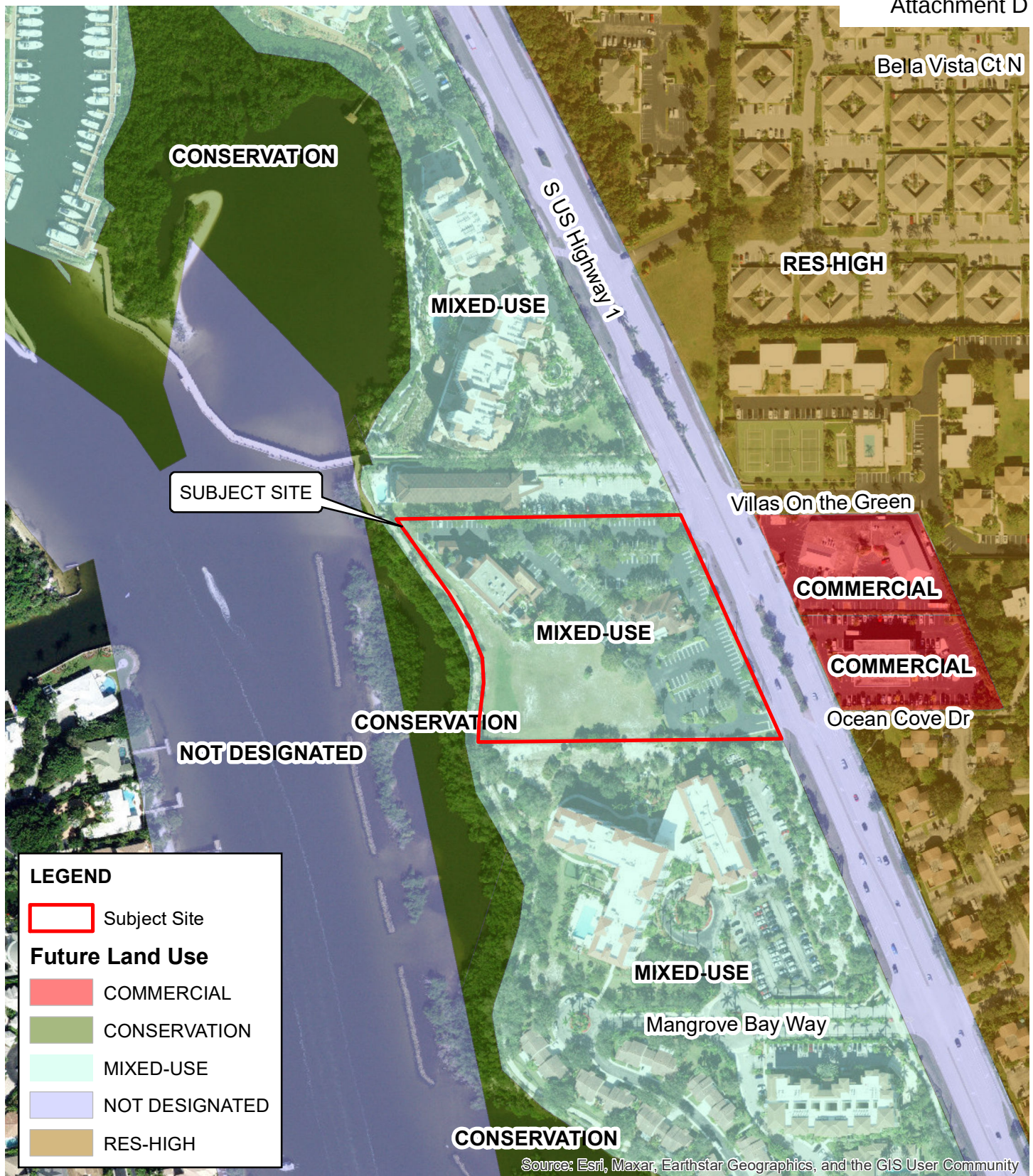


Map Document:
 (F:\Projects Active\21-0704 REG - 900 US1 River Plaza\Maps and Graphics\ArcMap_Projects)
 mnw 06/27/2024 -- 12:00:00 PM

900 US1 River Plaza **Zoning Map** **Jupiter, Florida**

Cotleur & Hearing

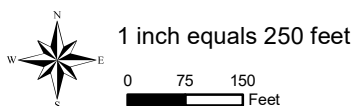
1934 Commerce Lane • Suite 1 • Jupiter, FL • 33458
 561.747.6336 • 561.747.1377



Map Document:
(F:\Projects Active\21-0704 REG - 900 US1 River Plaza\Maps and Graphics\ArcMap_Projects)
mnw 06/27/2024 -- 12:00:00 PM

900 US1 River Plaza Proposed FLU Map Jupiter, Florida

Cotleur & Hearing
1934 Commerce Lane • Suite 1 • Jupiter, FL • 33458
561.747.6336 • 561.747.1377



Map Document:
 (F:\Projects Active\21-0704 REG - 900 US1 River Plaza\Maps and Graphics\ArcMap_Projects)
 mnw 06/27/2024 -- 12:00:00 PM

900 US1 River Plaza **Proposed Zoning Map** **Jupiter, Florida**

Cotleur & Hearing
 1934 Commerce Lane • Suite 1 • Jupiter, FL • 33458
 561.747.6336 • 561.747.1377

900 US1 River Plaza

Rezoning & Future Land Use Amendment

Statement of Use

January 13, 2025

INTRODUCTION

On behalf of the applicant, Renaissance Jupiter LLC, please accept this as our formal request for rezoning and amendment of the Future Land Use (FLU) designation for the property located at 900 S US-1 within the boundary of the Town of Jupiter. The subject property is approximately 4.75 acres and is located along the intercoastal waterway and US Highway 1. The applicant is proposing to construct a mixed-use building on the property and develop the site under the guidance of the Mixed-Use FLU designation and the US Highway 1/ ICW Intracoastal Waterway Mixed Use Residential Zoning District. The property has a Future Land Use designation of Commercial and a zoning designation of C-3, Commercial, Office. Per the requirements of the Comprehensive Plan and Land Development codes for the Town of Jupiter, rezoning and Comprehensive Plan Map Amendment petitions are being submitted for the property to ensure consistency. The property is proposed to reflect a FLU designation of Mixed-Use, and to be rezoned to the US Highway 1 / ICW Mixed Use Residential zoning district.

Applicant/ Owner

Renaissance Jupiter LLC
Kenneth Fishel
632 Broadway RM 701
New York, New York 10012

Agent

Cotleur & Hearing
George Missimer
1934 Commerce Lane, Suite 1
Jupiter, FL 33458
gmissimer@cotleur-hearing.com

PROJECT LOCATION

The subject property is located at 900 S US Highway 1, Jupiter, Florida, 33477. The property is approximately .5 miles south of the intersection of E Indiantown Road and US Highway 1. The total site area is approximately 4.75 acres. The property has a Commercial Future Land Use and a Commercial Office (C-3) Zoning designation. The property lies directly east of the intracoastal waterway but does not have a direct waterfront boundary due to the .26 acres of the previous parcel boundary being dedicated to the Town of Jupiter for the construction of the Riverwalk.

SURROUNDING LAND USE AND ZONING

Adjacent Property	Future Land Use	Zoning District	Land Use
North	Commercial	C-3	Single Family Residential
Southeast	Commercial	C-2	Commercial
Southwest	Commercial	C-2	Vacant
East	Residential Medium Density	R-1	Single Family Residential
West	Commercial	C-2	Commercial

REQUEST

The subject property is approximately 4.75 acres and is currently zoned C-3 Commercial Office. As currently approved, the applicant could construct commercial office uses on the site. Due to demand, market conditions compatibility with the surrounding area, and the significant need for more housing options the applicant is requesting to add a residential component to the site. In order to submit a site plan application and construct a mixed-use residential development, the applicant is requesting a Future Land Use change from Commercial to Mixed-Use and a Zoning change from C-3, Commercial Office to US1/MXR.

PROJECT HISTORY

River Plaza was originally constructed in 1984. The plan was to construct two mirrored buildings along the Intracoastal waterway, but only one was ever built. Designed by Gene Lawrence, the existing 30,000+ SF office building is a potential historic landmark in the Town of Jupiter. In the early 1990s an amendment to the site plan was approved for a smaller one-story office building to be constructed along US Highway 1.

DEVELOPMENT AGREEMENT W/ TOJ

In 2010 the Town of Jupiter and Executive Park Enterprises entered into a Development Agreement. In exchange for certain development rights, as listed within the development agreement attached herto, Executive Park Enterprises gifted the entire waterfrontage to the Town of Jupiter for the construction of the Jupiter River Walk. This land carries significant value and was an important piece for the successful creation of the River Walk.

In exchange for the valuable land gifted to the Town, certain development rights were guaranteed by the Development Agreement. However, a portion of the value that was provided through the Development Agreement was due to the density bonuses allowed by the Town of Jupiter Land Development Regulations. The density bonuses allowed the previous property owner to market the property for sale with considerably more development potential. Executive Park Enterprises has since sold the property to Renaissance Jupiter LLC, the Applicant. Following the sale of the

property the potential of land has been diminished significantly with the abolition of the density bonus program. This has diminished value from the property that the Applicant purchased and limited the potential development. Provided below is a current breakdown of the development agreement as it stands today:

- **Current Zoning.** The Subject Property is presently zoned “C-3 Office Commercial District”.

Response: The applicant has submitted a concurrent rezoning application from C-3 to US-1/ICW/MXR.

- **Land Use Designation.** The Subject Property currently has a Future Land Use Designation of “Commercial” pursuant to the Town’s Comprehensive Plan and is located in the U.S. Highway one mixed used residential sector.

Response: The applicant has submitted a concurrent amendment application to change the Land Use on the property from commercial to Mixed-Use.

- **Development Parameters.** The Owner does not propose to develop the Subject Property at this time; however, Owner wishes to maintain its development rights under the current Future Land Use and Zoning Designations and the Town agrees that the Owner may do so. The Town agrees to consider appropriately designed and planned offices, retail sales, restaurants and/or other facilities as uses of the subject property. In addition, in the event that there are amendments to the objectives or policies of the Future Land Use designation or other amendments to the Comprehensive Land Use Plan and/or the C-3 zoning district, which the Owner, in its sole discretion determines would be advantageous to the Owner in the development of the Subject Property, the Owner shall be entitled to avail itself of any such amendments.

Response: The applicant has submitted applications to amend the future land use and zoning designations of the property.

- **General Duty of the Town to Approve Development Permits.** Provided the Owner or its successors in interest fulfill their obligations under this Agreement, and all Town Codes and Ordinances, the Town shall exercise appropriate governmental authority to allow the development of the Subject Property in accordance with the current zoning and Land Use Designations are referenced hereinabove, with such bonuses as are prescribed within the Overlay Zoning District.

Response: Acknowledged.

- **Public Access.** In order to further the Town’s goal of allowing public access along its waterfront the Owner has agreed to convey the parcels legally described in Exhibits “B” and “C” which shall become part of the Town’s Riverwalk, and which shall be for the

benefit of the Town and open to the public. Said parcels shall be developed and operated by the Town at its sole cost and expense to further the goal of encouraging public access to the waterfront and the residential and commercial businesses located on the Subject Property and adjoining parcels. The exact location of the public access route within the Riverwalk Property is subject to Town approval.

Response: The property owner has allowed the Town of Jupiter to construct the improvements mentioned above to the Riverwalk, as the northern and southern portion of the existing amenity have been connected along the property's western waterfront.

- **Concurrency.** The Owner shall not undertake development on the Subject Property without meeting the applicable Town and Palm Beach County Concurrency infrastructure requirements if any necessary for that development including, but not limited to traffic, water, sewer, roads, drainage, and recreation and the payment of all impact fees required by law in connection therewith.

Response: The property owner seeks consistency with the outlined land development regulations for the subject property prior to obtaining any entitlements or site plan approval.

- **Drainage.** The Owner proposed to provide required project drainage through on-site retention and sub grade exfiltration or other means acceptable to applicable agencies; provided however that the owner shall not be required to provide drainage, on-site retention, exfiltration, or any other means to accommodate the Riverwalk Property or any improvements thereon.

Response: Acknowledged.

- **Water and Sanitary Sewer.** Water and water service are available to the Subject Property. The Owner shall comply with the requirements of both the Town's Water Utility and the Loxahatchee River District for the provisions of water and sewer services. The Riverwalk shall be designed and constructed by providing underground pipes, conduits, and other facilities so that future water and sanitary sewer service, and electrical service, may be provided to that portion of the Subject Property lying west of the Riverwalk.

Response: Acknowledged.

- **Water and Sanitary Sewer Distribution Lines.** The Owner will be responsible for construction of water and sanitary sewer distribution lines, collection lines, pump stations, lift stations and fire hydrants within the boundaries of the Subject Property but not within the Riverwalk Property. Such construction shall be undertaken in accordance with the Town and Loxahatchee River District's standards and specifications and shall be inspected and approved by the Town and the Loxahatchee River District.

Response: Acknowledged.

- **Solid Waste Collection.** Waste Management, Inc. or other franchises that serves this property shall provide solid waste collection service to the Subject Property.

Response: Acknowledged.

- **Law Enforcement.** The Town shall provide police service to the Subject Property. In addition, the Town shall provide police services to the Riverwalk at its sole cost and expense.

Response: Acknowledged, the property owner has allowed the Town to provide police service to the property and riverwalk alike.

- **Fire Rescue and Emergency Medical Services.** Palm Beach County or another service provider selected by the Town shall provide fire rescue and emergency medical services to the subject property.

Response: Acknowledged, the property owner has allowed the Town to provide Fire Rescue and Emergency Medical Services to the subject property.

- **Recreation and open space.** The Town agrees that the property conveyed by the Deeds shall be included as credit toward the Town's present or future Recreation Land Dedication requirements at such time as the Seller develops the Subject Property. At such time as the Subject Property is developed, the land conveyed to the Town by the Deeds shall also be credited toward any open space requirements pursuant to the Town's codes and provisions.

Response: Acknowledged.

- **Timing of Review.** At the time Owner submits an application for a site plan, the Town agrees to use its best efforts to process Owner's applications in an expedient manner and use its best efforts to schedule the applications for the earliest hearing dates before the Planning & Zoning Commission and Town Council.

Response: Acknowledged.

- **Comprehensive Plan and Consistency.** The Town has determined that the current zoning of the Subject Property is consistent with the future land use of the subject property under the Town's Comprehensive Plan.

Response: A future land use and zoning change has been requested concurrently with this application to better align with the property owner's goals for the property. This request seeks to change the Future Land use from commercial to mixed-use and the zoning from C3 to US-1/ICW/MXR. The proposed changes within this request are better aligned with the adjacent properties.

- **Term.** This Agreement shall have a duration of 20 years unless terminated as provided for herein.
Response: Acknowledged.
- **Exhibits.** All Exhibits to this Agreement are incorporated in and made part of this agreement.
Response: Acknowledged.
- **Permitting Requirements.** Subject to the other provisions of this Agreement, the failure of this Agreement to address a particular permit, condition, term or restriction shall not relieve the Owner of the necessity of complying with the law governing said permitting requirements, conditions, terms or restrictions.
Response: Acknowledged.
- **Amendments.** This Agreement may be amended or canceled by mutual written consent of the parties pursuant to the notice requirements for initial adoption of a development agreement.
Response: Acknowledged.
- **Specific Performance.** The Town and Owner agree that an action at law would not be an adequate remedy for a breach of this Agreement. Therefore, each party shall have the right to seek specific performance of the terms of this Agreement.
Response: Acknowledged.
- **Successors in Interest.** This Agreement and any rights and responsibilities hereunder are binding and inure to the benefit of the Town and the Owner, as well as their respective successors in interest and assigns.
Response: Acknowledged.
- **Recording.** Within 14 days after the Town Council has entered into this Agreement, the Owner shall cause the Agreement to be recorded with the Clerk of the Court in Palm Beach County. A copy of the recorded Agreement shall be submitted to the state land planning agency and the Town within 14 days after the Agreement is recorded.
Response: Acknowledged.
- **Governing Law.** The Agreement shall be governed by the laws of the State of Florida, and judicial venue for any actions between the parties of this Agreement shall be in Palm Beach County, Florida.
Response: Acknowledged.

- **Attorney Fees.** Should either party have to pursue any legal remedies to enforce the terms of this agreement, the prevailing party shall be entitled to recover its costs and legal fees incurred by before trial, during trial and in connection with any and all appellate proceedings.

Response: Acknowledged.

Consistency with the Comprehensive Plan

The request by Renaissance Jupiter LLC for a Zoning and Future Land Use amendment on the property is consistent with the comprehensive plan.

Policy 1.2 of the comprehensive plan outlines the importance of compatibility with surrounding properties. The information below demonstrates how the subject Future Land Use and Zoning change will further enhance compatibility with surrounding properties:

- The requested zoning of Mixed Use Residential is compatible with the zoning designations of the adjacent properties north and south of the subject parcel.
- The requested changes to the property will seek to provide an additional point of interest to the Town's Riverwalk and provides the property with increased pedestrian connectivity.

Policy 1.3.10 of the comprehensive plan outlines criteria for the implementation of a Mixed-Use Development. This application fulfills the following criteria referenced in this policy:

- Land is under unified control. The entire site in its entirety is owned and will be developed by Renaissance Jupiter LLC.
- The property is fronting US1, a major arterial roadway.
- The site is adjacent to the Jupiter Riverwalk on the west side, which connects to the 267-acre natural area a ½ mile south known as the "Jupiter Ridge Natural Area".

CRITERIA

In addition to the applicable requirements of the Florida Statutes, the following criteria outlined in Sec. 27-178 shall apply to all applications which propose to change the Town's future land use or zoning map:

(1) The proposed map amendment shall be consistent with the goals, objectives, and policies of the town's comprehensive plan.

Response: The zoning and land use district proposed within this application process are compatible with the surrounding development and align with the policies set forth in the Future Land Use Element of the Comprehensive Plan. Properties to the north and south have already amended their landuse and zoning to mixed-use and ICW.

(2) The proposed map amendment shall be consistent with the established land uses of surrounding properties or land use patterns.

Response: As previously mentioned, the proposed zoning district and future land use designation align with the surrounding development and uses. More specifically the site is positioned adjacent to two parcels that have a zoning designation of Mixed Use Residential with adequate landscape screening to the north and south. Along with a major roadway in US1 to the east.

(3) The proposed map amendment shall not create an isolated land use designation or zoning district unrelated to the adjacent and nearby designations or districts.

Response: The proposed zoning district and future land use designation has been carefully considered to remain consistent with surrounding districts. Both adjacent parcels north and south have the same zoning district as proposed of US1/MXR.

(4) The application is necessary because of changed or changing conditions, including, but not limited to, changing demographic trends, annexation, or public service needs.

Response: The applicant is proposing a future land use and zoning change necessary to accommodate a site plan application which will propose a mixed-use development.

CONCLUSION

In conclusion, the request by Renaissance Jupiter LLC to amend the future land use and zoning of the subject property is a move towards creating a development that is more consistent with its surrounding area. The requested land use and zoning designation align with the Town's comprehensive plan and will accommodate the applicant's future vision for the site.

Attachment H – Comprehensive Plan Objectives and Policies Consistency Analysis

FUTURE LAND USE ELEMENT

Policy 1.3.10 Mixed Use - This future land use designation is intended to foster infill, assist in the implementation of recommendations from special studies (i.e., roadway corridor, redevelopment, etc.) that the Town may undertake, and redevelopment efforts, as well as allowing for the creation of traditional neighborhood developments (TNDs) in order to lessen the need for additional vehicular trips; to deter urban sprawl; and to encourage the development of new affordable housing.

This type of future land use classification is characterized by the mix of two or more distinct land uses in which no one particular type of use predominates. In addition, mixed use development is dependent on the successful integration of these distinct uses together in order to create a functioning, multi-faceted type of development. Integration is defined as the combination of distinct uses on a single site where impacts from differing uses are mitigated through site design techniques, and where differing uses are expected to benefit from the close proximity of complementary uses. All requests for development approval based on a mixed use concept must be able to demonstrate functional horizontal integration of the allowable uses, and where applicable, vertical integration as well.

a) Intent

- 1) Provide guidelines to develop a parcel as a unit rather than on a lot by lot basis as provided for in the Town's zoning regulations.
- 2) Provide guidelines for the design freedom and flexibility for development of a parcel to insure a true mixing and integration of residential and nonresidential uses both vertically and horizontally.
- 3) Provide for a unified design concept providing both vertical and horizontal integration and continuity among the various uses and physical elements causing a better environment.
- 4) Provide for guidelines in which a project demonstrates both vertical and horizontal integration of uses to provide compatibility, functionality and flexibility.
- 5) Provide guidelines for mitigating uncomplimentary uses through the deletion of uncomplimentary land uses utilizing design criteria such as unique architectural features, buffering, etc.
- 6) Provide an avenue for the infill of degraded areas utilizing mixed uses development which promotes integration of uses for flexibility and design.
- 7) Provide a mechanism whereby any project utilizing a Mixed Use approach will work within the existing roadway grid pattern.
- 8) Provide public access to existing or proposed unique features that are incorporated into the design of the project (i.e., central squares, marinas, water features, park facilities, etc.).

b) Location Criteria

- 1) Land is under unified control, planned and developed as a whole in a single development or approved series of developments.
- 2) Principal and accessory uses and structures must be substantially related to the character of the development itself and the surrounding areas in which it is a part.
- 3) The project is developed according to complete and detailed plans which include but are not limited to streets, utilities, lots or building sites, floor plans and elevations of all buildings.
- 4) The project will include a program for the full provision, maintenance and operation of lands, buildings, improvements, facilities and services designed for common use.
- 5) Fronting on major arterial or collector roadways, as defined in this plan.

- 6) Adjacent to low, medium and high density residential areas, only when adequate buffering is provided.
- 7) Within one quarter mile of park and open space areas when park and open spaces are not incorporated into the design feature of the project.
- 8) Located in areas served by adequate levels of public facilities and services.
- 9) Within existing urbanizing areas located east of the I 95/Florida Turnpike corridor, or located immediately adjacent to the Florida Turnpike Interchange.
- 10) Within the boundaries of an area that has been the subject of special Town study and the study has been adopted by the Town, including recommendations that support the designation of properties within the study area as mixed use. The study may also recommend the application of other Class A or B intensity measures regardless of the project size.
- 11) High Tech, bio tech, and office research uses should be encouraged in Workplace zoning districts of the MXD.
- 12) The intensity of the project will be evaluated based on the availability of services and facilities to support the development utilizing the following density and intensity measure:

Table 1. Mixed Use Future Land Use Intensity Measures (A percentage of the project's gross acreage)					
Class	Project Size	Residential	Commercial/Office¹	Industrial	Parks, Recreation, Open Space, Public/Institutional
A	Up to 15 acres	Maximum Density of 8 Units/Acre	Maximum of 0.30 FAR ²	Not available	Minimum of 15% of total area
B	15.1 - 100 acres	Minimum of 25% (Maximum Density is 6 Units/ Acre)	Maximum of 40% of total area	Maximum of 15% of total area	Minimum of 15% of total area
C	More than 100.1 acres	Minimum of 42% (Maximum Density is 4 Units/Acre)	Maximum of 6% of total area	Maximum of 6% ³ of total area	Minimum of 46% of total area
¹ This area can also include public or civic uses. ² FAR refers to Floor Area Ratio. Both the residential and commercial/office density/intensity indicators will be based on the gross floor area of the project ³ Industrial area must be situated so as to form a major economic activity center for the project. Light industrial, corporate offices, research and development and ancillary uses are permitted within the center. The specific uses in the economic activity center are controlled by the Town's zoning ordinance.					

Density and Intensity Measures Recognizing that mixed projects have varying characteristics as a function of the size of the development, intensity and density measures are indicated below in Table 1 for proposed mixed-use developments up to 15 acres, from 15.1 to 100 acres, and 100.1 acres or more. The following intensity measures provided for in Class A or B can be applied to any mixed use development regardless of project size, provided it is less than 100 acres, when a mixed use designation is recommended as part of a special study undertaken by the Town.

Staff Comment: The subject property is located within the US1 Intracoastal Waterway Corridor Waterway (ICW), U.S. Highway One Mixed Use Residential sector, as shown on the Town's Future Land Use Map. This Sector of the US-1-ICW Corridor allows a mixture of residential and commercial uses. The proposed land use amendment is consistent with this policy.

Objective 1.9 The Town shall continue to maintain land development regulations for the U. S. Highway One/ Intracoastal Waterway corridor to ensure that new development and any redevelopment emphasizes and enhances the proximity of the Intracoastal Waterway and the Jupiter Inlet including the provision of public access, through the components of a riverwalk corridor and a scenic corridor. All properties located in the U.S. Highway One/Intracoastal Waterway Corridor, as depicted on the Future Land Use Map, shall be developed consistent with the objectives and policies for the corridor, and the corresponding sectors.

Policy 1.9.4 U.S. Highway One Mixed Use Residential sector shall emphasize residential and accessory activities, as well as also allow for commercial properties that are limited in nature and are deemed to be compatible with residential development. Further, all uses and properties within this sector shall be linked by the Riverwalk and Scenic Corridor components. Commercial uses are to be located where nonresidential uses have already been established by prior development approval, thereby, enhancing the opportunity for the citizens to obtain access and enjoy the natural resources of the region.

Staff Comment (for both): The subject property is currently assigned the US1-ICW, U.S. Highway One Mixed Use Residential sector, as shown on the Town's Future Land Use Map. The objectives and policies noted above encourage the use of residential. The applicant's proposed project introduces residential use to an existing commercial property, which aligns more closely with the intended goals of the sector. Furthermore, the property has already developed the Riverwalk section as required by the policies above and is proposing to develop the scenic corridor through the proposed site plan application. The proposed land use amendment is consistent with Objective 1.9 and Policy 1.9.4.

Infrastructure Impact Analysis (Infrastructure Element Policy 1.4.4):

1. *Water.* The subject property is currently served by the Town's water utility. The Town's water plant has a permitted capacity of 30.0 million gallons per day (mgd). As of October 1 2024, the Town has water demand reservations of 18.3 mgd. With an excess capacity of approximately 11.7 mgd, there is sufficient water services capacity available to service the subject property.
2. *Sanitary Sewer.* The subject property is currently within the service area of the Loxahatchee River District (LRD). The LRD's wastewater treatment facility (WWTF) is rated at 11 MGD based on a three-month average daily flow. The maximum three-month average daily flow to the WWTF for the past 12-month period was 7.4 MGD. With an excess capacity of approximately 3.6 MGD, LRD's regional WWTF has sufficient capacity for the subject property.
3. *Stormwater.* Any development improvements on the subject property will be required to satisfy the Town's on-site retention requirements and other related standards of the South Florida Water Management District as stated in Policy 1.3.10 of the Town's Infrastructure Element, and Policy 1.2.1 of the Town's Capital Improvements Element.
4. *Solid waste.* Solid waste. Collection is provided by Waste Management, Inc. which currently has a franchise agreement with the Town for waste disposal services. According to the Solid Waste Authority's *2024 Landfill Depletion Model: Forecast of Waste Generation and Landfill Depletion: 2024 – 2079*: Through September 30, 2023, a total of 25,502,800 cubic yard of landfill capacity have been depleted. Utilizing the total estimated landfill volume and the volume depleted to date, the model estimates a total of 25,464,905 cubic yards of capacity remain, which is expected to provide disposal capacity until 2053.
5. *Police.* Police service will be provided by the Jupiter Police Department. Assigning the subject property with the Mixed Use land use designation should not have any significant impact to police services.
6. *Fire Rescue.* Palm Beach County Fire-Rescue is currently responsible for fire-rescue service to the subject property. The property will be served by Fire Station No. 18, which is located on US Highway 1.
7. *General Government.* No significant increase in demand for general government services is anticipated.
8. *Intergovernmental Coordination.* Staff has notified the County's Interlocal Plan Amendment Review Committee (IPARC) of the proposed FLUM amendments. As of the date of this report, staff has not received any comments from any adjacent local governments.
9. *Recreation.* The land use amendment from Commercial to Mixed Use will not have any significant impacts on the Town's recreational facilities.
10. *School Concurrency.* The proposed Mixed Use land use designation is not likely to have any significant additional impact of school facilities. The Palm Beach County School District has been provided a copy of the Statement of Use for the FLUM and Zoning Map amendment applications.



900 US HIGHWAY ONE

Town of Jupiter, FL

LAND USE PLAN AMENDMENT

APPLICATION TRAFFIC STATEMENT

PREPARED FOR:

**Renaissance Properties of New York
900 US Highway One
Jupiter, Florida 33477**

JOB NO. 21-134C

DATE: 06/14/2024

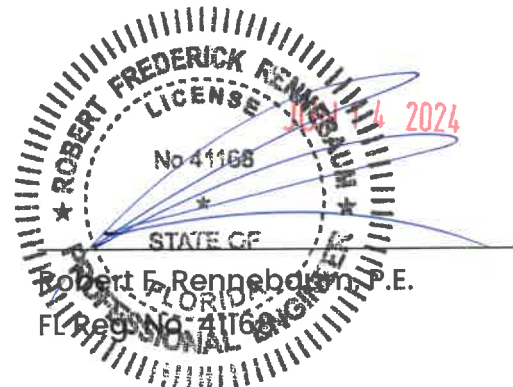


TABLE OF CONTENTS

PAGE 4

- 1.0 SITE DATA
- 2.0 TRAFFIC GENERATION

PAGE 5

- 3.0 CONCLUSION

1.0 SITE DATA

The subject parcel is located on the west side of US Highway One, south of Indiantown Road in the Town of Jupiter, Florida and contains approximately 4.76 acres. The Property Control Number (PCN) for the subject parcel is 30-43-41-07-02-001-0010. The subject parcel is currently developed with a 30,626 SF office building. The property is currently designated as Commercial on the Town of Jupiter Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Mixed-Use. The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence.

2.0 TRAFFIC GENERATION

The change in daily traffic generation due to the requested change in the 4.76 acre parcels' land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing Commercial future land use designation and the proposed Mixed-Use future land use designation:

COMMERCIAL

The most intensive land use under the existing Commercial land use designation is "General Commercial". Based on a maximum floor area ratio (FAR) of 35 percent and the site area consisting of 4.76 acres, the maximum allowable non-residential building square footage under the existing Commercial land use designation is 72,571 SF calculated as follows:

$$4.76 \text{ Acre} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.35 = 72,571 \text{ SF}$$

Commercial (72,571 SF)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing Commercial land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 11th Edition. The following summarizes the traffic generation associated with a development consisting of 72,571 SF of commercial use:

$$\begin{aligned} \text{Daily Traffic Generation} &= 2989 \text{ tpd} \\ \text{AM Peak Hour Traffic Generation (In/Out)} &= 77 \text{ pht (48 In/29 Out)} \\ \text{PM Peak Hour Traffic Generation (In/Out)} &= 230 \text{ pht (113 In/117 Out)} \end{aligned}$$

MIXED-USE

The residential density associated with the proposed Mixed-Use land use designation may be calculated as follows:

$$4.76 \text{ Acre} \times \frac{8 \text{ Dwelling Units}}{\text{Acre}} = 38 \text{ Dwelling Units}$$

2.0 TRAFFIC GENERATION (CONT.)

Based on a maximum floor area ratio (FAR) of 30 percent under the proposed Mixed-Use land use designation and the site area consisting of 4.76 acres, the maximum allowable building square footage under the proposed Mixed-Use land use designation is 62,204 SF calculated as follows:

$$4.76 \text{ Acre} \times \frac{43,560 \text{ SF}}{\text{Acre}} \times 0.30 = 62,204 \text{ SF}$$

Mixed-Use (62,204 SF)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed Mixed-Use land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 11th Edition. Per Policy 1.3.10 of the Town of Jupiter Comprehensive Plan, both the residential and commercial density/intensity will be based on the gross floor area of the project. Therefore, any residential units and commercial building area combined will be a maximum of 62,204 SF or less. Consequently, this report will address 62,204 SF of commercial area for the proposed mixed-use land use designation as it represents the most intense traffic generation. The following summarizes the traffic generation associated with a mixed-use development consisting of 62,204 SF of building area:

$$\begin{aligned} \text{Daily Traffic Generation} &= 2562 \text{ tpd} \\ \text{AM Peak Hour Traffic Generation (In/Out)} &= 66 \text{ pht (41 In/25 Out)} \\ \text{PM Peak Hour Traffic Generation (In/Out)} &= 197 \text{ pht (96 In/101 Out)} \end{aligned}$$

The change in traffic generation due to the requested change in the parcels' land use designation may be calculated as follows:

$$\begin{aligned} \text{Daily Traffic Generation} &= 427 \text{ tpd DECREASE} \\ \text{AM Peak Hour Traffic Generation} &= 11 \text{ pht DECREASE} \\ \text{PM Peak Hour Traffic Generation} &= 33 \text{ pht DECREASE} \end{aligned}$$

3.0 CONCLUSION

This proposed future land use plan designation modification will result in a reduction in traffic generation from the current future land use designation and will not significantly impact any roadway segment that is projected to be operating above the adopted Level of Service on the Year 2045 Transportation System Plan. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Town of Jupiter Comprehensive Plan.

EXISTING FUTURE LAND USE DESIGNATION - COMMERCIAL

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips (Driveway Trips)	Pass-by % Trips	Net Trips
Shop Plaza (40-150ksf) w/o Sup Market	821	72,571	S.F. 67.52		4,900	0	4,900	39%	2,989
Grand Totals:					4,900	0.0%	4,900	39%	2,989

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips (Driveway Trips) In Out Total	Pass-by % Trips	Net Trips In Out Total
Shop Plaza (40-150ksf) w/o Sup Market	821	72,571	S.F. 1.73	0.62 0.38	78 48 126	0.0% 0 0 0	78 48 126	39% 49 48	29 77
Grand Totals:					78 48 126	0.0% 0 0 0	78 48 126	39% 49 48	29 77

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips (Driveway Trips) In Out Total	Pass-by % Trips	Net Trips In Out Total
Shop Plaza (40-150ksf) w/o Sup Market	821	72,571	S.F. 5.19	0.49 0.51	185 192 377	0.0% 0 0 0	185 192 377	39% 147 113	117 230
Grand Totals:					185 192 377	0.0% 0 0 0	185 192 377	39% 147 113	117 230

PROPOSED FUTURE LAND USE DESIGNATION - MIXED USE

TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split	Gross Trips	Internalization	External Trips	Pass-by	Net Trips
				In	Out	%	(Driveway Trips)	%	
Shop Plaza (40-150ksf) w/o Sup Market	821	62,204	S.F.				4,200	39%	2,562
Grand Totals:						0.0%	4,200	39%	2,562

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split	Gross Trips	Internalization	External Trips	Pass-by	Net Trips
				In	Out	%	(Driveway Trips)	%	
Shop Plaza (40-150ksf) w/o Sup Market	821	62,204	S.F.	0.62	0.38	0.0%	67	39%	25
Grand Totals:			1.73	0.62	0.38	0.0%	67	39%	25

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split	Gross Trips	Internalization	External Trips	Pass-by	Net Trips
				In	Out	%	(Driveway Trips)	%	
Shop Plaza (40-150ksf) w/o Sup Market	821	62,204	S.F.	0.49	0.51	0.0%	158	39%	101
Grand Totals:			5.19	0.49	0.51	0.0%	158	39%	101

TABLE 7
TRAFFIC GENERATION DECREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	2,989	77	48	29	230	113	117
PROPOSED DEVELOPMENT =	2,562	66	41	25	197	96	101
DECREASE =	-427	-11	-7	-4	-33	-17	-16



900 US HIGHWAY ONE

Town of Jupiter, FL

TRAFFIC EQUIVALENCY STATEMENT

PREPARED FOR:

Renaissance Properties of New York
900 US Highway One
Jupiter, Florida 33477

JOB NO. 21-134C

DATE: 6/14/2024

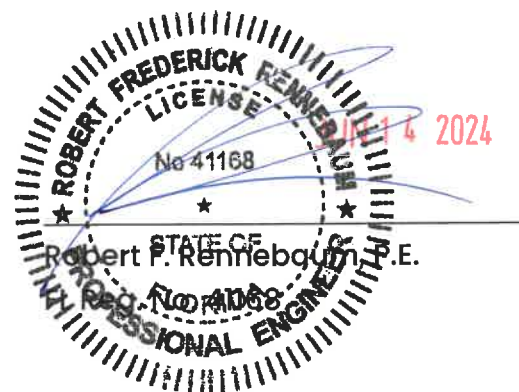


TABLE OF CONTENTS

PAGE 4

- 1.0 SITE DATA
- 2.0 TRAFFIC GENERATION

PAGE 5

- 3.0 SITE RELATED IMPROVEMENTS
- 4.0 CONCLUSION

1.0 SITE DATA

The subject parcel is located on the west side of US Highway One, south of Indiantown Road in the Town of Jupiter, Florida and contains approximately 4.76 acres. The Property Control Number (PCN) for the subject parcel is 30-43-41-07-02-001-0010. The site is currently developed/vested with 20,626 SF of general office space and 10,000 SF of medical office space. The parcel is currently approved with a project build-out of 2026 for 63,884 SF of general office space, 15,000 SF of medical office space, 2,365 SF of general commercial space, and 6,939 SF quality restaurant space (with 788 SF of outdoor seating). Proposed site modifications consist of the existing/vested development and 38 multi-family dwelling units. Site access is proposed via a right in/left in/right out at the northernmost driveway connection and a right out only at the southernmost driveway connection to US 1. For additional information concerning site location and layout, refer to the Site Plan prepared by Cotleur & Hearing.

2.0 TRAFFIC GENERATION

The traffic currently approved for the parcel has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 11th Edition* and provided by the Palm Beach County Engineering Traffic Division as shown in Tables 1, 2, and 3 attached with this report. Table 1 shows the daily traffic generation associated with the approved 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 generated by the approved development may be summarized as follows:

Approved Development

Daily Traffic Generation	=	1481 tpd
AM Peak Hour Traffic Generation (In/Out)	=	134 pht (113 In/21 Out)
PM Peak Hour Traffic Generation (In/Out)	=	172 pht (53 In/119 Out)

The trip generation associated with the proposed development has also been calculated in accordance with the rates listed in the *ITE Trip Generation Manual, 11th Edition* and provided by the Palm Beach County Engineering Traffic Division. The traffic generated by the proposed development is attached to this report in Tables 4, 5, and 6 and may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	665 tpd
AM Peak Hour Traffic Generation (In/Out)	=	70 pht (49 In/21 Out)
PM Peak Hour Traffic Generation (In/Out)	=	77 pht (25 In/52 Out)

The net trip difference between the approved and proposed development is shown in Table 7 attached to this report and may be summarized as follows:

Net Trips (Proposed – Approved)

Daily Traffic Generation	=	816 tpd DECREASE
AM Peak Hour Traffic Generation (In/Out)	=	64 pht DECREASE
PM Peak Hour Traffic Generation (In/Out)	=	95 pht DECREASE

3.0 SITE RELATED IMPROVEMENTS

The AM and PM peak hour turning movement volumes and directional distributions at the project entrances for the overall development are shown in Tables 5 and 6 attached with this report and may be summarized as follows:

DIRECTIONAL
DISTRIBUTION
(TRIPS IN/OUT)

AM = 54 / 22
PM = 26 / 58

Figure 1 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 proposed via a right in/left in/right out at the northernmost driveway connection and a right out only at the southernmost driveway connection to US 1. 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, a southbound right turn lane and a northbound left turn lane are recommended at the northernmost driveway, and are proposed as shown on the site plan.

4.0 CONCLUSION

As documented within this report, the proposed modifications will result in a decrease of 816 daily trips, 64 A.M. peak hour trips, and 95 P.M. peak hour trips. The proposed project will have a build-out of 2026. The project is therefore approvable with regard to the Palm Beach County Traffic Performance Standards.

APPROVED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips (Driveway Trips)	Pass-by % Trips	Net Trips
General Office (10k-250k SF GFA) ^b	710	63,884	10.84		693	0	693	10%	624
Medical Office (Stand-Alone)	720	15,000	T=42.97(X)-108.01		537	0	537	10%	483
Strip Retail Plaza (<40ksf)	822	2,365	54.45		129	0	129	63%	48
Fine Dining Restaurant	931	6,939	83.84		582	0	582	44%	326
Grand Totals:					1,941	0.0%	1,941	24%	1,481

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % In Out Total	External Trips (Driveway Trips)	Pass-by % Trips	Net Trips
General Office (10k-250k SF GFA) ^b	710	63,884	1.52	0.88 0.12	85 12 97	0.0% 0 0 0	85 12 97	10% 10 87	77 10 87
Medical Office (Stand-Alone)	720	15,000	3.10	0.79 0.21	37 10 47	0.0% 0 0 0	37 10 47	10% 5 33	9 42
Strip Retail Plaza (<40ksf)	822	2,365	2.36	0.60 0.40	4 2 6	0.0% 0 0 0	4 2 6	63% 4 1	1 2
Fine Dining Restaurant	931	6,939	0.73	0.50 0.50	3 2 5	0.0% 0 0 0	3 2 5	44% 2 2	1 3
Grand Totals:					129 26 155	0.0% 0 0 0	129 26 155	14% 21 113	21 134

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % In Out Total	External Trips (Driveway Trips)	Pass-by % Trips	Net Trips
General Office (10k-250k SF GFA) ^b	710	63,884	1.44	0.17 0.83	16 76 92	0.0% 0 0 0	16 76 92	10% 9 14	69 83
Medical Office (Stand-Alone)	720	15,000	3.93	0.30 0.70	18 41 59	0.0% 0 0 0	18 41 59	10% 6 16	37 53
Strip Retail Plaza (<40ksf)	822	2,365	6.59	0.50 0.50	8 8 16	0.0% 0 0 0	8 8 16	63% 10 3	3 6
Fine Dining Restaurant	931	6,939	7.8	0.67 0.33	36 18 54	0.0% 0 0 0	36 18 54	44% 24 20	10 30
Grand Totals:					78 143 221	0.0% 0 0 0	78 143 221	22% 49 53	119 172

PROPOSED DEVELOPMENT

TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips		Internalization		External Trips (Driveway Trips)		Pass-by		Net Trips	
				In	Out	In	Out	%	Total	In	Out	%	Trips	In	Out
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	38	4.54			173			0	173		0%	0		173
General Office (10k-250k SF GFA) ^b	710	20,626	10.84			224			0	224		10%	22		202
Medical Office (Stand-Alone)	720	10,000	T=42.97(X)-108.01			322			0	322		10%	32		290
Grand Totals:						719		0.0%	0	719		8%	54		665

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips		Internalization		External Trips (Driveway Trips)		Pass-by		Net Trips	
				In	Out	In	Out	%	Total	In	Out	%	Trips	In	Out
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	38	0.37	0.23	0.77	3	11	0.0%	0	3	11	0%	0	3	11
General Office (10k-250k SF GFA) ^b	710	20,626	1.52	0.88	0.12	27	4	0.0%	0	27	4	10%	3	24	4
Medical Office (Stand-Alone)	720	10,000	3.10	0.79	0.21	24	7	0.0%	0	24	7	10%	3	22	6
Grand Totals:						54	22	0.0%	0	54	22	8%	6	49	21

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips		Internalization		External Trips (Driveway Trips)		Pass-by		Net Trips	
				In	Out	In	Out	%	Total	In	Out	%	Trips	In	Out
Multifamily Mid-Rise Housing 4-10 story (Apartment/Condo/TH)	221	38	0.39	0.61	0.39	9	6	0.0%	0	9	6	0%	0	9	6
General Office (10k-250k SF GFA) ^b	710	20,626	1.44	0.17	0.83	5	25	0.0%	0	5	25	10%	3	5	22
Medical Office (Stand-Alone)	720	10,000	3.93	0.30	0.70	12	27	0.0%	0	12	27	10%	4	11	24
Grand Totals:						26	58	0.0%	0	26	58	8%	7	25	52

TABLE 7

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	1,481	134	113	21	172	53	119
PROPOSED DEVELOPMENT =	665	70	49	21	77	25	52
DECREASE =	-816	-64	-64	0	-95	-28	-67



SIMMONS & WHITE

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

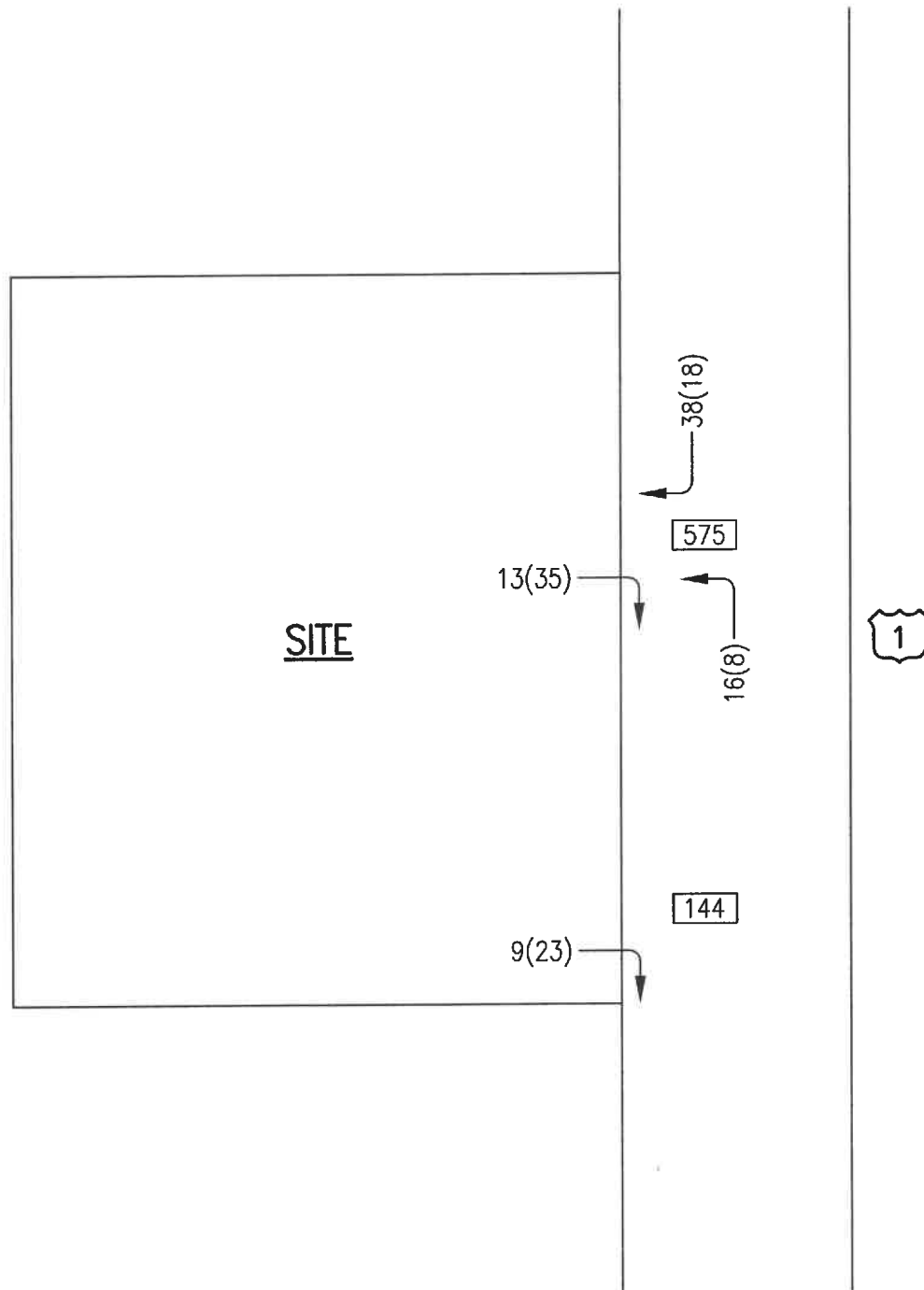


FIGURE 1
PROJECT TURNING MOVEMENTS

LEGEND

- 14 A.M. PEAK HOUR TURNING MOVEMENT
- (18) P.M. PEAK HOUR TURNING MOVEMENT
- 413 A.A.D.T.

900 US HIGHWAY 1
21-134C KD 06-14-24

**Town of Jupiter Staff Report for 1352 S. US1
TOWN MANAGER'S OFFICE**



DATE: February 4, 2025
TO: Honorable Mayor and Members of Town Council
THRU: Frank J. Kitzerow, Town Manager
FROM: John Sickler, Director of Planning and Zoning **SAT**
SUBJECT: **1352 S. US1** – Site plan application to construct a four-story medical office building, on a 1.35± acre property located at 1352 S. US Highway One.

Res. #23-25	P&Z Commission:	2/11/25
PZ 24-5894	Town Council (quasi-judicial):	3/18/25
P. Meyer		

Project Information

Project Name:	1352 S US Highway 1
Owner/Applicant:	Jupiter Land LLC (Robert S Fishel, MD)
Agent:	Cotleur & Hearing
Location:	1352 S. US Highway 1
Acreage:	1.35 ± acres
Future Land use designation:	Commercial within the Waterway, Commercial and Entertainment sector of the U.S. Highway One/Intracoastal Waterway Corridor District
Zoning:	U.S. Highway One/Intracoastal Waterway Corridor District – Mixed Use Residential Subdistrict (US1/ICW-MXR)
Existing use:	Restaurant (Closed)
Proposed uses:	Medical office
Request:	• Demolish existing vacant restaurant building and remove existing monument sign. • Site plan application to construct a four-story building with 15,995 sf of medial office that includes under building parking (see Attachment A).

Staff Compliance Review Summary

Staff reviewed the applicant's request (see Attachment A – Statement of Use) and determined the application is in compliance with the Comprehensive Plan and Town Code, subject to the conditions recommended in **Exhibit 1**.

Project Data

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

Table 1: Adjacent Properties

Direction	Existing Land Uses	Future Land Use Zoning Districts
North	Multi-family residential (Water Pointe)	Mixed-Use / U.S. Highway One/Intracoastal Waterway Corridor District (ICW)– Mixed Use Residential (US1/ICW-MXR)
South	Multi-family residential (Tierra Del Sol) and Jupiter Ridge Natural Area	Mixed-Use / U.S. Highway One/ICW US1/ICW-MXR and Conservation / Conservation Preservation (CP)
East	Multi-family residential (Jupiter Ocean and Racquet Club)	High Density Residential / R-3, Residential, Limited multi-family
West	Jupiter Ridge Natural Area	Conservation / Conservation Preservation (CP)

Table 2: Site Plan

	Mixed Use Residential Subdistrict (US1/ICW-MXR)	Owner's proposal
Lot area (minimum)	10,000.0 square feet	58,806 sf (1.35 ac)
Lot width (minimum)	75.0 feet	182.4 feet
Lot depth (minimum)	100.0 feet	333.0 feet
Front setback (U.S. Highway One) minimum	40.0 feet	80 feet
Rear setback (Riverwalk) minimum	30.0 feet	55 feet
Side setback (North) minimum	20 feet	56.9 feet
Side setback (South) minimum	20 feet	63.3 feet
Lot coverage (maximum)	35.0 percent	13.79 percent
Building Height (maximum)	35.0 feet (max average building height)	35.0 feet average with a flat roof
Open space (minimum)	15%	37.80%
Green space (minimum)	Not required	34.51%

Table 3: Landscaping

	Minimum requirements	Owner's proposal
Perimeter trees (quantity)	70	70
Foundation Perimeter Planting (Linear Feet)	159 LF	163 LF
Foundation Perimeter Planting (Square footage)	1493 SF	1502 SF
Native trees, shrubs, and groundcovers	50%	82% shade trees 96% palms 78% shrubs and groundcovers

Table 4: Traffic (Attachment B)

Traffic Performance Standards (TPS)	Vested trips	Owner's proposal
Satisfies Town of Jupiter TPS		Yes
Satisfies Palm Beach County TPS		Yes
Average daily trips	435	86
AM peak hour trips	39	6
PM peak hour trips	36	21

Table 5: Parking

Parking requirements	Required	Provided
Standard Space	80	80
Handicapped parking spaces	4	4
Total	80	80

Table 6: Signage

	Max. requirements per Section 27-1493	Applicant's proposal
Freestanding sign	1	1
Sign area	60 sf maximum	31 sf
Sign height	12 ft maximum	7 ft ¹
Sign setback	5 ft minimum	10 ft
Building ID Wall signs	2	2
Primary (east)	60 sf	28 sf
Secondary (north)	60 sf	28 sf

Table 7: Stormwater Management

Minimum Requirements	Owner Proposal
Satisfies Town of Jupiter Requirements	Yes

Table 8: Pedestrian Amenities

	Required	Provided
Bicycle Rack	1	2
Bench	1	2
Trash receptacle	1	2

Background

The subject property is currently occupied by a vacant building that was constructed in 1988 which was last used as a restaurant formerly known as Cabo Flats. The existing structure is proposed to be demolished as part of this application. The subject property abuts the Riverwalk to the west, which was constructed on Palm Beach County's Jupiter Ridge Natural Area approximately 20 year ago.

On December 17, 2024, the Town Council approved the rezoning of this property from Commercial Office (C-3) to U.S. Highway One/Intracoastal Waterway Corridor District – Mixed Use Residential Subdistrict (US1/ICW-MXR).

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:

¹ A condition of approval has been recommended to limit the sign height to 7 feet to ensure that the signage is maintained at that height in the future

Comprehensive Land Use Plan (CLUP) Consistency. The proposed development is in conformance with the Comprehensive Plan. The subject site is consistent with the Town's objectives and policies for Commercial future land use designation.

- Future Land Use Element, Policy 1.11.2 requires a 50' buffer (21' located within the right-of-way and 29' located on adjacent properties) containing a pedestrian and bicycle path to be located within the right-of-way. The applicant proposes a 29' buffer on the subject property but only provides approximately 15' 11" of buffer within right-of-way due to an existing right turn lane. The same condition occurred with the Water Pointe project to the north that was encumbered by an existing right turn lane.
- Transportation Element, Policies 3.2.5 and 3.2.6 support connectivity to alleviate roadway congestion and provide better overall pedestrian and vehicular connectivity between individual developments. The applicant is proposing a cross access drive to the property to the Water Pointe development.

Zoning District consistency. The proposed development is in conformance with the U.S. Highway One/Intracoastal Waterway Corridor District – Mixed Use Residential Subdistrict (US1/ICW-MXR). The proposed medical office use is a permitted use within this zoning district. Pursuant to Section 27-1488 (c) "developments that are less than five acres may be developed as 100 percent commercial as defined within the regulations for this subdistrict. The subject property meets this section since it is 1.35 ± acres.

Site Plan. The proposal is generally in conformance with the requirements of Chapter 27, entitled "Zoning".

- The applicant is proposing to construct the required vehicular cross access with the adjacent Water Pointe development (under construction) to the north which provided a cross access easement up to the common property line as part of their development approval (see **Engineering** section below). The Comprehensive Plan (Transportation Element policies 3.2.5 and 3.2.6) supports connectivity to alleviate roadway congestion and provide better overall pedestrian and vehicular connectivity between individual developments throughout the Town. The Town's Traffic Engineer also reviewed the benefit of the cross access drive and recommends the drive be included.
- The applicant proposes to locate a 12 x 30 foot loading area on the north side of the building in a one-way drive aisle. Pursuant to Section 27-2833 (Table 2) one 12 x 30 foot loading area is required for an office building with 10,001 to 99,999 gross square feet. The applicant has reduced the conflict with blocking in vehicles parked north of the loading area by; striping the loading area as 10 x 30 feet, designate the two parking spaces on north side of loading space for employee parking, and widen the one-way drive 19' 7 ½" to accommodate the loading space and provide a 9' 7 ½" clear path for vehicles to pass by any truck actively loading and/or unloading.

Scenic Corridor. The proposed development's site plan is not in conformance with the requirements of Chapter 27-1487, entitled "Scenic Corridor component"

- The applicant proposes a scenic corridor which is approximately 45' wide in total that includes a ten-foot multi-purpose path and a 34' 11" wide landscape buffer. Pursuant to Section 27-1487(a) the purpose and intent is to provide a minimum 50-foot-wide pedestrian and landscape corridor with a minimum ten-foot multi-purpose path and a 40-foot landscape buffer. However, the applicant was not able to provide the minimum 50' in width due to the existing right turn lane similar to the adjacent Water Pointe development to the north.
- The applicant proposes a considerable amount of sod within the scenic corridor. The purpose and intent of the scenic corridor is to landscape buffer consisting of installed or preserved coastal scrub vegetation that creates a consistent landscape theme along U.S

One. Since the width of the Scenic Corridor will be five feet less than the required due to the existing turn lane, staff recommends a condition of approval to provide a similar amount of plant material and less sod. Therefore, staff recommends a condition **to expand the size of meandering landscape beds, located on the east side of the subject property and within the right-of-way, to be widened to extend closer to the edge of pavement to reduce the overall amount of sod area by a minimum of 50%.**

- The applicant proposes to underground the existing utility lines. Pursuant to Section 27-1490, entitled “Supplemental regulations for the U.S. One/Intracoastal Waterway Corridor Zoning District (US1/ICW)” all electric distribution lines and other utility (i.e. telephone, cable, internet, etc.) must be placed underground for all new development and redevelopment”. Staff notes that Tierra Del Sol to the south undergrounded the distribution lines and the Waterpoint to the north is in the process of having the distribution lines undergrounded. Staff has recommended a condition **related to the undergrounding of utilities.**
- The applicant proposes to provide two pedestrian connections leading to the Riverwalk. One connection is located to the north of the elevators that connects to the existing pedestrian pathway located on the adjacent Water Pointe property. The other connection is located just south of the elevators which has a direct connection to the Riverwalk.

Engineering. The proposed development will be in conformance with the requirements of Chapter 25 of the Town Code, with the recommended conditions of approval.

- The applicant has committed to enter into a standard Scenic Corridor Easement and US Highway One Right-of-way Maintenance Agreement wherein the owner will be responsible for the construction, and the operation and maintenance of improvements perpetually within the Scenic Corridor Easement and the western US Highway One road shoulder areas within or abutting the projects US One frontage.
- The maintenance shall include but not limited to the access road/drive turnout, sidewalk, benches, trash receptacles, bike racks, sod, plantings/vegetation, irrigation, and fencing, and shall include periodic pressure washing, trash pick-up and disposal, fertilization, insect treatments, weed control and similar responsibilities. Existing or future utility facilities within the easement limits shall not be the maintenance responsibility of the Owner. A draft of the agreement shall be submitted, reviewed and approved at staff level prior to issuance of the first development permit. Therefore, staff has recommended a condition **requiring the submittal of the standard Scenic Corridor Easement and US Highway One Right-of-way Maintenance Agreement.**
- The applicant has committed to providing a standard public right of way maintenance agreement wherein the owner will be perpetually responsible for the maintenance of for the construction, operation and maintenance of the Riverwalk and associated amenities/facilities and directly abutting ground areas. The scope shall include, but not limited to, benches, trash receptacles, bike racks, bollard lighting system, Riverwalk concrete sidewalk, sod, plantings/vegetation, fencing and railing, irrigation, pressure washing, trash pick up and disposal, weed control and similar responsibilities. The existing Riverwalk is on Palm Beach County’s (PBC) Jupiter Ridge Natural area, so the agreement will need to be reviewed and approved by PBC Environmental Resource Management (ERM). A draft of the agreement shall be submitted, reviewed and approved by PBC ERM and at staff level prior to issuance of the first development permit. Therefore, staff has recommended a condition **requiring the submittal of the maintenance agreement.**
- The applicant has included a new utility easement on the site plan along the frontage of US Highway One which will need to be dedicated, as a part of this application. Therefore, staff is recommending a condition **requiring the dedication of the utility easement.**

- The applicant is proposing to construct vehicular cross access with the existing Water Pointe development to the north. When Water Pointe residential development was approved, it included a cross access easement to the property to south as well as a construction easement so that the property owner of the subject property may construct the drive on the Water Pointe development. Staff has recommended a condition **requiring the cross access easement.**

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

- The proposed landscape plan includes approximately 37 percent greenspace with the majority of this being contained in the acute triangle located at the northwest corner of the property.
- As recommended by staff to create additional habitat abutting the Jupiter Ridge Natural area, the applicant proposes to plant the north west corner of the site with native plant material.
- However, Wild Coffee is proposed along with sand cordgrass, and dwarf fakahatchee grass. Wild Coffee is not a plant indicative of scrub habitat and instead is found in hammocks, coastal wet areas and in hardwood forests. To be consistent and similar to the adjacent Jupiter Ridge Natural Area a condition has been recommended to **replace the proposed Wild Coffee with Saw Palmetto along the northwest corner of the property.**
- In addition, the applicant proposes to provide temporary irrigation in this area to establish the plant material in the beginning which will be unnecessary for the future.

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

- The applicant indicates that a total of 80 spaces are required and provided overall for the proposed medical office building.
- The applicant proposes to provide five electric charging stations under the building which includes one electric charging station for a handicap parking spaces and four standard parking spaces.
- The applicant proposes two reserved employee parking spaces located on the north side of the loading space for deliveries located to void conflicts with visitors trying to back out of spaces while a truck is actively loading and/or delivering.
- The code does not specifically address reserved parking spaces. In the past, up to five percent of the parking spaces to be reserved have been permitted, primarily in office developments. Five percent of the 80 spaces is four spaces. Therefore, this is consistent with prior allowances.

Architecture. The proposed development is in conformance with Section 27-1491 entitled "Architectural design standards".

- All proposed buildings in the U.S. One/Intracoastal Waterway Corridor must construct structures and accessory structures that are consistent with a Coastal vernacular style architecture. This style can include, but is not limited to Cracker style, Shingle style, Mediterranean style, Stick style, Craftsman style, or a Postmodernist mixture of these styles. The applicant proposes a postmodern mix of the Cracker or Florida Wood Vernacular style which incorporates at least ten details of the architectural styles listed above. Given the scale and massing of the building a Postmodern mix, the proposed building is generally compatible with the adjacent residential developments to north and south.

- The proposed four-story building has an average building height of 35' which is consistent with the U.S. Highway One/Intracoastal Waterway Corridor District – Mixed Use Residential Subdistrict regulations.
- The applicant proposes a rooftop mechanical room that is 44' 4" measured to the midpoint of the roof and is 1,426 square feet which covers approximately 18.9% of the rooftop. The mechanical room is located at the center of the rooftop which lessens the visual impact from public view. Pursuant to Section 27-2305, the height limitations of the applicable zoning district does not apply to screened rooftop mechanical equipment in non-residential or mixed-use buildings, provided it does not exceed 20 percent of the square footage of the entire roof area. Therefore, the proposed rooftop mechanical room is exempt from being counted toward building height.
- As part of the Postmodern architectural style, the applicant proposes a unique green wall planting system on both the exterior wall of the stairwells on the east, north and west elevations. According to the statement of use, the system will be made up of individual panels (approximately 24" x 20") that house 25 plants each. The applicant indicates that if plants need to be replaced, either the plants can be changed out individually or entire panels can be easily changed out. This will be the first application of a living green wall to this extent and staff would like to work with the applicant during the development to ensure its success which may include some minor modifications to the elevations. Staff has recommended a condition **to require a maintenance agreement for the proposed living wall system to ensure that the living wall system is routinely monitored and maintained to ensure the living wall system is kept in good repair and any dead plant material is replaced to ensure the living wall is visually appealing**

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 existing restaurant has vested 435 average daily trips, 39 AM Peak Hour, and 36 PM Peak Hour trips. The proposed application is anticipated to produce an increase of 86 Average Daily Trips, 6 AM Peak Hour, and 21 PM Peak Hour trips (see Attachment B).

Signage. The proposed signage is in conformance with Section 27-1493, entitled "District sign regulations".

- The existing monument sign which exceeds 7' in height still remains onsite. To ensure that the existing monument sign is removed, staff **recommends a condition that the prior to issuance of development permits, the existing monument sign must be removed.**
- The applicant proposes a freestanding sign that is seven feet in height. In order to ensure that future signage maintains a seven foot height maximum, staff recommends a condition **to limit the height of the freestanding sign to seven feet.**
- The applicant proposes two wall signs, one on the north and east elevations each that are 28 square feet each. Pursuant to Section 27-1493, entitled "District sign regulations" buildings that have a building frontage between 61-100 feet are permitted 60 sf of sign area each.
- The applicant proposes a wall sign on the east elevation facing US 1 that is attached to the building approximately 32' in height. Pursuant to Section 27-1493, entitled "District sign regulations" signs are not permitted to exceed the height of a cornice line or 25.0 feet. Therefore, staff recommends a condition **to lower the sign height so that the top of sign does not exceed 25' in height and is incorporated into the architecture of the building.**

Workforce Housing Program Linkage Fee. Pursuant to Section 27-3191, entitled “Commercial and industrial development linkage fee”, the Owner is required to pay two dollars (\$2) per square foot for the new gross square footage minus the first 10,000 square feet of development into the Town’s housing trust fund. The applicant is ***required to pay a non-residential development linkage fee of \$11,990*** [15,995 sf (proposed building) - 10,000 sf = 5,995 sq. ft. x \$2]. Staff has recommended a condition **to ensure the fee is paid prior to staff issuance of a development permit for the project.**

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 27-1492, entitled “District landscape and buffer requirements”
- 2) Section 27-1493, entitled “District sign regulations”
- 3) Section 27-3191, entitled “Commercial and industrial development linkage fee”
- 4) Section 25-264, entitled “Utility easements”

Attachments:

Exhibit 1 – Conditions of approval
Attachment A – Statement of Use
Attachment B – 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 "Sheets 1 of 2 and 2 of 2", dated 01/22/25, received and dated by the Department of Planning and Zoning on 01/27/25.
 - b) Landscape Plan and details, prepared by Cotleur & Hearing, referenced as "Sheets 1 of 2 and 2 of 2", dated 01/22/25, received and dated by the Department of Planning and Zoning on 01/27/25.
 - c) Floor Plans, Mechanical Roof Plan, Elevations, Materials and Finishes, prepared by BLOC 3 Design, referenced as "A0.0, A0.1, SP1.1, A1.1, A1.2, A1.3, A3.1, A4.1, A4.2, A5.1, and A11.1", dated 01/21/25, received and dated by the Department of Planning and Zoning on 01/23/25.
 - d) Renderings, prepared by BLOC 3 Design, referenced as "A5.2 and A5.3", dated 01/17/25, received and dated by the Department of Planning and Zoning on 01/23/25.
 - e) Statement of Use, prepared by Cotleur & Hearing, dated 01/23/25, received and dated by the Department of Planning and Zoning on 01/23/25.
 - f) Traffic Statement, prepared by Simmons & White, dated 10/28/24, received and dated by the Department of Planning and Zoning on 10/31/24.
- 2) The uses conducted on the subject property shall be consistent with the Statement of Use, dated 01/23/25, received and received by the Department of Planning and Zoning on 01/23/25.
- 3) Any revisions to the Site Plan, Statement of Use, or other details submitted as part of the Application, including but not limited to the location of the proposed improvements or additional, revised or deleted colors, materials, or structures, or changes to how the use operates, shall be submitted to the Department of Planning and Zoning (the Department) and shall be subject to its review and approval.
- 4) **Landscape Plan.** Upon the submission of the final plans and prior to the issuance of any development permits, the Owner shall revise the landscape plan to:
 - a) Expand the width of the meandering landscape beds, located on the east side of the subject property within the right-of-way, to be widened to extend closer to the edge of pavement to reduce the overall amount of sod areas by a minimum of 50 percent.
 - b) Replace the proposed Wild Coffee with Saw Palmetto along the northwest corner of the property.
- 5) **Scenic Corridor.** Prior to the issuance of any development permits, the Owner shall be responsible for coordination with existing utility providers that have existing overhead utilities along the US 1 frontage, for the relocation of those overhead utility lines underground along the US Highway 1 frontage. Prior to the issuance of the Certificate of Occupancy, the Owner shall install the existing overhead utilities underground.
- 6) **Engineering.** 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) A "Scenic Corridor Easement and US Highway1 Right-of-way Maintenance Agreement", shall be prepared and submitted to the town for its review and approval. The agreement is subject to the review and approval of the Town Engineer and the Town Attorney. The Town Attorney review shall require a review fee of \$500 to be paid prior to review. The agreement shall provide that the Owner agrees to be perpetually responsible for the construction, operation and maintenance of improvements within the Scenic Corridor Easement and the

western US Highway 1 road shoulder areas within or abutting the projects US 1 frontage. The maintenance shall include but not limited to the access road/drive turnout, sidewalk, benches, trash receptacles, bike racks, sod, plantings/vegetation, irrigation, and fencing, and shall include periodic pressure washing, trash pick-up and disposal, fertilization, insect treatments, weed control and similar responsibilities. Existing or future utility facilities within the easement limits shall not be the maintenance responsibility of the Owner. The agreement shall be finalized, and executed by the Owner prior to 60 days after issuance of first development permit. Once approved by the Town, the Town will record the agreement in the public records of Palm Beach County.

- b) A Riverwalk maintenance agreement, shall be prepared and submitted to the Town for its review and approval. The agreement is subject to the review and approval of Palm Beach County Environmental Resource Management, the Town Engineer and the Town Attorney. The Town Attorney review shall require a review fee of \$500 to be paid prior to review. The agreement shall provide that the Owner agrees to be perpetually responsible for the construction, operation and maintenance of the Riverwalk and associated amenities/facilities and directly abutting ground areas. The scope shall include, but not limited to, benches, trash receptacles, bike racks, bollard lighting system, Riverwalk concrete sidewalk, sod, plantings/vegetation, fencing and railing, irrigation, pressure washing, trash pick up and disposal, weed control and similar responsibilities. The agreement shall be finalized, and executed on Owner/Developers side within or prior to 60 days after issuance of first development permit. Once approved by the Town, the Town will record the agreement in the public records of Palm Beach County.
 - c) A minimum ten foot wide utility easement along US Highway 1 to support Owner's responsibility for placing the existing overhead utilities underground. The easement shall be subject to the review and approval of the Town Engineer and the Town Attorney. 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.
 - d) A cross access easement showing a connection from the project driveway at US Highway 1 that connects to the project driveway of the Water Pointe development to the north as shown on the site plan; and a cross connection from Water Point development driveway through the subject property along the one-way drive aisle around the proposed building that connects to exit drive at US 1. The form and language of the easement is subject to the review and approval of the Town Engineer and the Town Attorney. The Town Attorney review shall require a review fee of \$500 to be paid prior to review. Prior to the issuance of a certificate of completion for the proposed medical office use, the Owner shall submit to the Department a copy of the executed and recorded easement.
- 7) **Architecture.** Upon the submission of the final plans, and prior to the issuance of any development permits, the Owner shall submit to the Department a maintenance agreement for the proposed living wall system to ensure that the living wall system is routinely monitored and maintained to ensure the living wall system is kept in good repair and to ensure that any dead plant material is replaced to ensure the living wall is visually appealing. The easement shall be subject to the review and approval of the Natural Resources Coordinator.
- 8) **Signage.**
- a) Prior to issuance of any development permits, the Owner shall remove the existing monument sign.
 - b) The monument sign shall not exceed seven feet in height.

- c) Revise the elevations to lower the height of the wall sign on the east elevation so that the top of the sign does not exceed 25 feet in height and is incorporated into the architecture of the building.
- 9) **Workforce Housing Linkage Fee.** Prior to the issuance of any development permits for the proposed building, the owner shall pay a linkage fee of \$11,990 to the Town to be placed in the Town's housing trust fund.
- 10) **Miscellaneous.** The placement of any type of vending machines or units which dispense food, beverages, candy, merchandise, products, goods, handbills, or advertising magazines on the exterior portions of the subject property within public view, is prohibited.
- 11) The conditions of approval herein shall apply to the Owner and its successors and assigns.

1352 US-1 Medical Office

Project Statement of Use

1-23-2025

On behalf of the property owner and the applicant, please accept this as our formal request for site plan approval for a proposed medical office development located at 1352 S US Highway 1, Jupiter, Florida 33477. The subject property is zoned as Commercial Office (C-3) and the Future Land Use is Commercial. The property sits within the US 1 Intracoastal Waterway Corridor in the Mixed-Use Residential Sector, as such, a rezoning is being requested concurrently with the site plan application. The structure that currently exists on the property is a vacant restaurant. The property is bordered by mixed use residential properties and the Jupiter Ridge Natural Area.

Table 1: Property Summary Information

PROPERTY CONTROL NUMBER (PCN)	ADDRESS	PROPERTY SIZE (AC)	FUTURE LAND USE	ZONING
30-43-41-08-00-003-0013	1352 S US Highway 1, Jupiter, Florida 33477	1.34	Commercial	C3 Commercial, Office

Table 2: Adjacent Property Land Uses and Zoning

	FUTURE LAND USE	ZONING	LAND USE
NORTH	Mixed Use	MXR Mixed Use Residential	Vacant
EAST	S US Highway 1	S US Highway 1	S US Highway 1
SOUTH	Mixed Use	MXR Mixed Use Residential	Condominiums
WEST	Conservation	CP Conservation Preservation	Jupiter Ridge Natural Area

Request:

The proposed use for the property is Medical Office. The proposed 15,995.1 square foot structure will adhere to the screening, utility, vista, setback, and design regulations required within the US 1 Intracoastal Waterway Corridor.

Per Section . Per Section 27-1488, properties within the US1-ICW Mixed use Residential Subdistrict are permitted to be 100% commercial when less than 5 acres. The subject property is 1.35 acres. The proposed use for Medical Office is permitted under the proposed zoning and the use is defined within the code as:

“offices and outpatient clinical facilities operated by individuals engaged in the provision of healthcare to the general public, including, but not limited to, physicians, dentists, chiropractors, psychologists, osteopaths, naturopaths and veterinarians, which provide for all of following services or components: medical examinations, treatments or the performance of procedures on patients; continued medical oversight of patients if required; and in the presence of a licensed health care practitioner.”

Per Policy 1.3.9 of the Town of Jupiter’s Comprehensive Plan, medical clinics are allowed within the General Commercial Future Land Use. The medical office is located on along US 1, an arterial roadway, and will be accessible.

The proposed Medical Office is intended to be a state of the art surgery center owned and operated by a group of local surgeons and physicians with first rate standards of care. This facility will provide a more personalized option for routine procedures for residents of the area. The proposed building is set to operate with the ambulatory surgery center on the second floor and the medical offices on the third floor.

Architecture:

Proposed Building Scope:

As relates to the new building proposed for this site, the Client has indicated that it is desired to construct a new medical office building that will house new medical clinic-based offices and ambulatory healthcare patient treatment facilities on the second and third floors of the building.

The character of this building shall conform to the Town of Jupiter Code Section 27-1491(h) Coastal Vernacular Style Architecture in keeping with the US-1/Intracoastal Waterway Corridor Zoning.

The interpretation of this era of design will look to make use of high performing glazing systems capable of allowing daylighting into the interior spaces, use of indigenous materials such as keystone and light wood elements to add warmth but via modern products such as Nichiha Vintagewood components. Common area flooring materials are anticipated as polished terrazzo surfaces, and feature walls at the exterior building elevator entry and adjacent areas with honed keystone veneer and wood stickwork decorative panel systems.

Included will be separate areas of ground floor parking for patient rain-free discharge directly to these covered parking space(s). The new building will have two exit stairs discharging to the exterior, as well as dedicated hydraulic passenger elevators to serve the building. The main entry to the building is to be from an exterior elevator entry area.

Town of Jupiter Architectural Design Standards Conformance Narrative:

The intent of the proposed building design is to emulate the coastal vernacular style architecture depicted in Section 27-1491(h) of the Town land development regulations. To that end, the building will incorporate at a minimum, the following elements:

1. This project will utilize standing seam metal roofs with both gabled and hip roof elements (minimum 4:12 pitch), we call out 5:12 pitch roofs to enhance the appearance of the standing seam metal roofs.

2. The south and east elevations have been revised to illustrate individual entry features with the following design elements:
 - Standing Seam metal roofs with 5:12 pitch, with hip roof transition to a gable roof and exterior louver detail at the gable end.
 - The soffits incorporate architectural detailing with the roof brackets at the soffits and dropped louver in-fill detail.
 - The entry porch feature is supported by the building and also square columns with tapered bases clad in roughhewn Florida City keystone veneer, which also carries throughout the building at other column locations.
 - The ceiling of the porch entry feature will be finished in tongue and groove style wood finish plank with decorative cove moldings.
3. The building utilizes deep projecting eaves varying from 3 to 5-feet in depth to both provide shading and enhance the appearance of the roofs.
4. The roof soffits utilize exposed open roof brackets incorporated with a 2-foot-wide decorative frieze to accent the brackets.
5. The exterior walls will be finished in stucco to emulate colonial clapboard siding (8" width with 5/8" ground) through the use of lap siding step beads (Product #SSB 100-58 by Plastic PC Components, Inc.) All building corners and corner transitions will be finished with 6" stucco corner trim to receive and terminate the ship lap siding.
6. The exterior walls on the north and south elevations will utilize 16" wide by 8" deep pilasters to provide a vertical reference point as well as providing a datum for organization of the exterior windows on these elevations and breaking up the large expanse of wall area which previously read as a more horizontal mass.
7. The pilasters will terminate with tapered column bases at the ground, which shall be finished with rough hewn keystone veneer applied to the concrete columns in a random ashlar masonry pattern built in discontinuous courses.
8. The exterior windows have been changed to resemble two over two sash windows for the windows to be located on the third floor, while the second-floor windows are taller and will resemble four over four sash windows. All exterior windows will be trimmed out with stucco trim consisting of a 4" drip cap at the window head, 4" backbands at the window sides and 4" apron at the windowsill. These stucco banding details will also serve to receive and terminate the stucco clapboard siding.
9. The exterior windows have been grouped within the pilasters on the north and south elevations and this grouping pattern also follows through on the east and west elevations.
10. The exterior windows will be clad with aluminum powder coated painted finish louvered Bahama shutters.
11. The tops of the openings to the covered ground floor area are treated with an architectural louver design element

Additionally, the building will include:

- Elevating the building main areas to add covered parking and aesthetically pleasing landscape areas at the ground level and elevate the finish floor to improve flood plain performance. This configuration would also look to place building equipment on the roof in a protective mechanical penthouse screened from adjacent views.
- The use of ample glazing to take advantage of the surrounding views as well as improve interior daylighting and energy consumption by using high-performance glazing systems.
- Look to the local flora and fauna, for precedents in color and texture that the building can emulate and reflect the natural setting of the local area.
- Utilize high performing modern materials emulating the wood tones and stone materials of the area, which are reflective and supportive of the local environment.
- Break up the exterior elements of the building, via forms, planes, and materials, discouraging the appearance of continuous wall planes.

Building Structure:

Initially, it is anticipated that the building shell will be comprised of:

- After demolition of the existing structure on this site, the contractor shall scarify the site, remove sub-grade items to be disposed of and prepare a building pad per the recommendations of the geotechnical sub-surface soils report.
- Shallow depth steel reinforced concrete footings at exterior walls and steel reinforced concrete pad footings at column locations. The top of footings shall be minimum 1-foot below the lowest adjacent finished grade and may be deeper based on the structural design.
- At ground floor paved areas and open-air entrance location, there shall be a concrete, steel reinforced slab on grade with finished stone paver walking surface. The vehicular driveways shall be asphalt on crushed compacted rock base.
- Exterior load bearing walls shall be steel reinforced 12" CMU block walls.
- Load bearing columns shall be concrete steel reinforced poured in place columns tied into the perimeter concrete beams and/or 12-inch two way floor deck.
- The interior framework is anticipated to be self-protected steel reinforced concrete 12-inch deep two way structural floor slab system.
- The building's primary structural frame is anticipated as Type IIA non-combustible construction and the floor decks, bearing walls, columns and roof construction will be required to have a 1-hour fire resistance rating.
- The roof will consist of a built-up roof assembly with rainwater drainage via roof drains and rainwater leaders to the storm water system.
- All exterior windows and doors will be wind and impact rated as required by the Florida Building Code.

Building System Assumptions:

- To comply with the 35-foot maximum average building height, the building will incorporate a mechanical penthouse that will be non-habitable/non-occupiable space in conformance with the requirements of the Town of Jupiter land development regulations. Based on a supporting roof deck area of 7,618.7 S.F. X 20% = a maximum area of 1,523.74 S.F. for the Mechanical Penthouse. The proposed rooftop mechanical penthouse is 1,436 S.F., well below the maximum 20%.

- Roof Mounted Air-Cooled Chiller and Mechanical Penthouse located Air Handling Units and supply/return ductwork serving floors two and three.
- Ground located and concrete screen enclosed Generator unit with integral belly diesel fuel tank. This unit will be located within the building setback lines and is planned to be placed on the ground level under the building and adjacent to the east exit stair. The generator will be equipped with a level II sound attenuated enclosure rated at 72Db at 23-feet from the enclosure. The generator unit will be fully enclosed in a concrete wall enclosure to fully screen it from view.
- Mechanical, electrical, plumbing equipment support space planned for the rooftop mechanical penthouse with stair access will shield equipment from surrounding views as well as protect equipment from coastal sea air environment.
- Rain Canopy Covered Patient Drop-Off/Pick-Up area at Main Building Entry located 13'-6" above the pavement to comply with FFPC NFPA 1 requiring a clearance of 13'-6" for emergency vehicles.
- 15,995.1 GSF buildable area is based on (80) parking spaces at 200 GSF:1 Parking Space.

Site:

The site plan for the proposed medical office is designed to ensure efficient functionality, effective vehicular circulation, and compliance with applicable regulations.

To support sustainability and meet modern transportation needs, electric vehicle (EV) charging stations have been incorporated into the project plans. These stations, marked by clear signage, include four standard EV spots and one ADA-accessible EV charging spot. These Electric vehicle charging stations are being provided to enhance the development and encourage ensure availability for ADA vehicles.

The site also includes two patient drop off locations that are covered. One is located on the north side of the building and one under the building. These locations provide convenient entrance and exit from the building that is protected.

In addition to the substantial improvement to the site, the applicant is also improving the connection to the existing Riverwalk by creating a pedestrian connection, installing a bench, bike rack and trash receptacle along the Riverwalk.

Landscaping:

The proposed development plan includes a variety of native salt tolerant species that conform to the design requirements for the US-1 corridor and the applicable zoning regulations. These proposed native species will enhance pedestrian cover and support the Town's sustainability objectives.

Additionally, the Applicant is proposing to preserve and also relocate many of the existing mature canopy trees on the subject property. This additional level of tree maturity will assist the development in achieving a finished and mature aesthetic almost immediately upon completion of the construction.

As part of the proposed building, the applicant has integrated a unique greenwall planting system. This system is made up of individual panels that house 25 plants each. The panels are roughly 24 inches by 20 inches and connect together into a system that integrates irrigation. The benefit of this greenwall system is that if there are any plants not surviving for whatever reason, they can be replaced quickly by simply replacing the panel or planting additional individual plants within a panel. Additionally, due to the entire wall being made up of the individual

panels, there is no lag time in the aesthetic of the greenwall. Upon installation the greenwall will be complete and mature.

The panels will be planted with a mixture of plant species that will provide for visual interest and color that will enhance the building and the development, providing a signature development within the Town of Jupiter.

Conclusion:

On behalf of the property owner and applicant, we formally request approval for the proposed site development plan for a medical office on the subject property within the Town of Jupiter. A rezoning request has been submitted concurrent with this application. The applicant and the entire development team look forward to working with Staff on this great project.

Respectfully,

Coteleur & Hearing

George Missimer



US 1 MEDICAL OFFICE

Town of Jupiter, FL

INSIGNIFICANT TRAFFIC IMPACT STATEMENT

PREPARED FOR:

Dr. Robert Fishel
c/o Leighton McGinn Company
1983 PGA Boulevard, Suite 104
Palm Beach Gardens, Florida 33408

JOB NO. 23-166

DATE: 01/03/2024
Revised: 06/10/2024
Revised: 07/01/2024
Revised: 10/28/2024

Robert F. Rennebaum, Professional Engineer, State of Florida, License No. 41168

This item has been electronically signed and sealed by Robert F. Rennebaum, P.E., on 10/29/2024, using SHA-1 Authentication Code.

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

Digitally signed
by Robert F.
Rennebaum
Date: 2024.10.29
16:48:50 -04'00'

TABLE OF CONTENTS

PAGE 3

- 1.0 SITE DATA
- 2.0 PURPOSE OF STUDY

PAGE 4

- 3.0 TRAFFIC GENERATION

PAGE 5

- 4.0 RADIUS OF DEVELOPMENT INFLUENCE
- 5.0 TRIP DISTRIBUTION
- 6.0 TEST 1 BUILD-OUT ANALYSIS
- 7.0 TEST 2 BUILD-OUT ANALYSIS

PAGE 6

- 8.0 SITE RELATED IMPROVEMENTS
- 9.0 CONCLUSION

1.0 SITE DATA

The subject parcel is located on the west side of US Highway One, just south of Ocean Walk Boulevard in the Town of Jupiter, Florida and contains approximately 1.35 acres. The Property Control Number (PCN) for the subject parcel is 30-43-41-08-00-001-0013. The site is currently developed with a 7122 SF high turnover sit-down restaurant. Proposed site improvements consist of demolishing the existing facility and constructing a 3-story, 15,995 SF medical office facility. The proposed modifications will have a project build-out of 2026. Site access will remain unchanged and is existing via a right-in, right-out driveway connection to US Highway One. For additional information concerning site location and layout, refer to the Site Plan prepared by Cotleur & Hearing.

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.

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

The Palm Beach County Unified Land Development Code Article 12 requires that for any application for a site specific development order on property on which there are vested uses shall be subject to the Palm Beach County Traffic Performance Standards to the extent the traffic generation projected for the site specific development order exceeds the traffic generation of the vested uses. The generation rates and capture rates of the vested uses shall be updated to current pro forma traffic generation and passer-by rates and shall be used to calculate vested uses/current approval traffic. 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 existing/vested 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 net traffic generated by the existing 7122 SF restaurant may be summarized as follows:

Existing/Vested Development

Daily Traffic Generation	=	435 tpd
AM Peak Hour Traffic Generation (In/Out)	=	39 pht (21 In/18 Out)
PM Peak Hour Traffic Generation (In/Out)	=	36 pht (22 In/14 Out)

Table 4 shows the daily traffic generation associated with the proposed site modifications. Tables 5 and 6 show the AM and PM peak hour traffic generation, respectively. The net traffic to be generated by the 15,995 SF medical office facility may be summarized as follows:

Proposed Development

Daily Traffic Generation	=	521 tpd
AM Peak Hour Traffic Generation (In/Out)	=	45 pht (36 In/9 Out)
PM Peak Hour Traffic Generation (In/Out)	=	57 pht (17 In/40 Out)

The change in traffic generation as a result of the proposed site modifications is shown in Table 7 and may be summarized as follows:

Increase in Traffic Generation

Daily Traffic Generation	=	86 tpd
AM Peak Hour Traffic Generation (In/Out)	=	6 pht (15 In/-9 Out)
PM Peak Hour Traffic Generation (In/Out)	=	21 pht (-5 In/26 Out)

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 21 peak hour trips, the development of influence shall be 0.5 miles.

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 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 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.

6.0 TEST 1 BUILD-OUT ANALYSIS

Test 1, or the Build-Out Analysis, 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. Tables 8 and 9 show the project’s assignment is less than 1% of the applicable LOS “D” threshold and is insignificant for all links within the project’s radius of development influence. This project therefore meets the requirements of Test 1.

7.0 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 10 and 11 show the project’s net trip generation is less than 3% of the applicable LOS “E” threshold for all links within the project’s radius of development influence. This project therefore meets the requirements of Test 2.

8.0 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 5 and 6 and may be summarized as follows:

**DIRECTIONAL
DISTRIBUTION
(TRIPS IN/OUT)**

AM	=	40 / 10
PM	=	19 / 44

As previously mentioned, site access will remain unchanged and is existing via a right-in, right-out driveway connection to US Highway One. 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, no additional turn lanes or site access modifications are warranted or recommended.

9.0 CONCLUSION

The proposed development has been estimated to generate 86 net new trips per day, 6 net new AM peak hour trips, and 21 net new PM peak hour trips at project build-out in 2026. A brief review of the roadway links within the project's radius of development influence reveals the proposed development will have an insignificant project assignment and will therefore meet the requirements of the Palm Beach County Traffic Performance Standards.

US 1 MEDICAL OFFICE

01/02/24
REVISED 06/10/24
REVISED 07/01/24
Revised 10/28/24

EXISTING/VESTED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

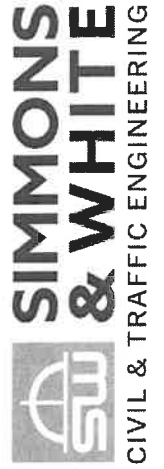
Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
High Turnover Sit-Down Rest.	932	7,122	S.F. 107.2		763	0	763	43%	435
Grand Totals:					763	0.0%	763	43%	435

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
High Turnover Sit-Down Rest.	932	7,122	S.F. 9.57	0.55 0.45	37 31 68	0.0%	37 31 68	43%	21 18 39
Grand Totals:					37 31 68	0.0%	37 31 68	43%	21 18 39

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
High Turnover Sit-Down Rest.	932	7,122	S.F. 9.05	0.61 0.39	39 25 64	0.0%	39 25 64	44%	22 14 36
Grand Totals:					39 25 64	0.0%	39 25 64	44%	22 14 36



X:\Documents\PROJECTS\2023\23-166 Fishel Medical Office\Traffic\US1 Medical Office Traffic Calcs
KD

US 1 MEDICAL OFFICE

01/02/24
REVISED 06/10/24
REVISED 07/01/24
Revised 10/28/24

PROPOSED DEVELOPMENT

TABLE 4 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips		Internalization		External Trips		Pass-by		Net Trips	
				In	Out	In	Out	%	Total	In	Out	%	Trips	In	Out
Medical Office (Stand-Alone)	720	15,995	S.F. T=42.97(X)-108.01			579			0	579		10%	58	521	
Grand Totals:						579		0.0%	0	579		10%	58	521	

TABLE 5 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips		Internalization		External Trips		Pass-by		Net Trips	
				In	Out	In	Out	%	Total	In	Out	%	Trips	In	Out
Medical Office (Stand-Alone)	720	15,995	S.F. 3.10	0.79	0.21	40	10	0.0%	0	40	10	10%	5	36	9
Grand Totals:						40	10	0.0%	0	40	10	10%	5	36	9

TABLE 6 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips		Internalization		External Trips		Pass-by		Net Trips	
				In	Out	In	Out	%	Total	In	Out	%	Trips	In	Out
Medical Office (Stand-Alone)	720	15,995	S.F. 3.93	0.30	0.70	19	44	0.0%	0	19	44	10%	6	17	40
Grand Totals:						19	44	0.0%	0	19	44	10%	6	17	40

US 1 MEDICAL OFFICE

01/02/24
 REVISED 06/10/24
 REVISED 07/01/24
 Revised 10/28/24

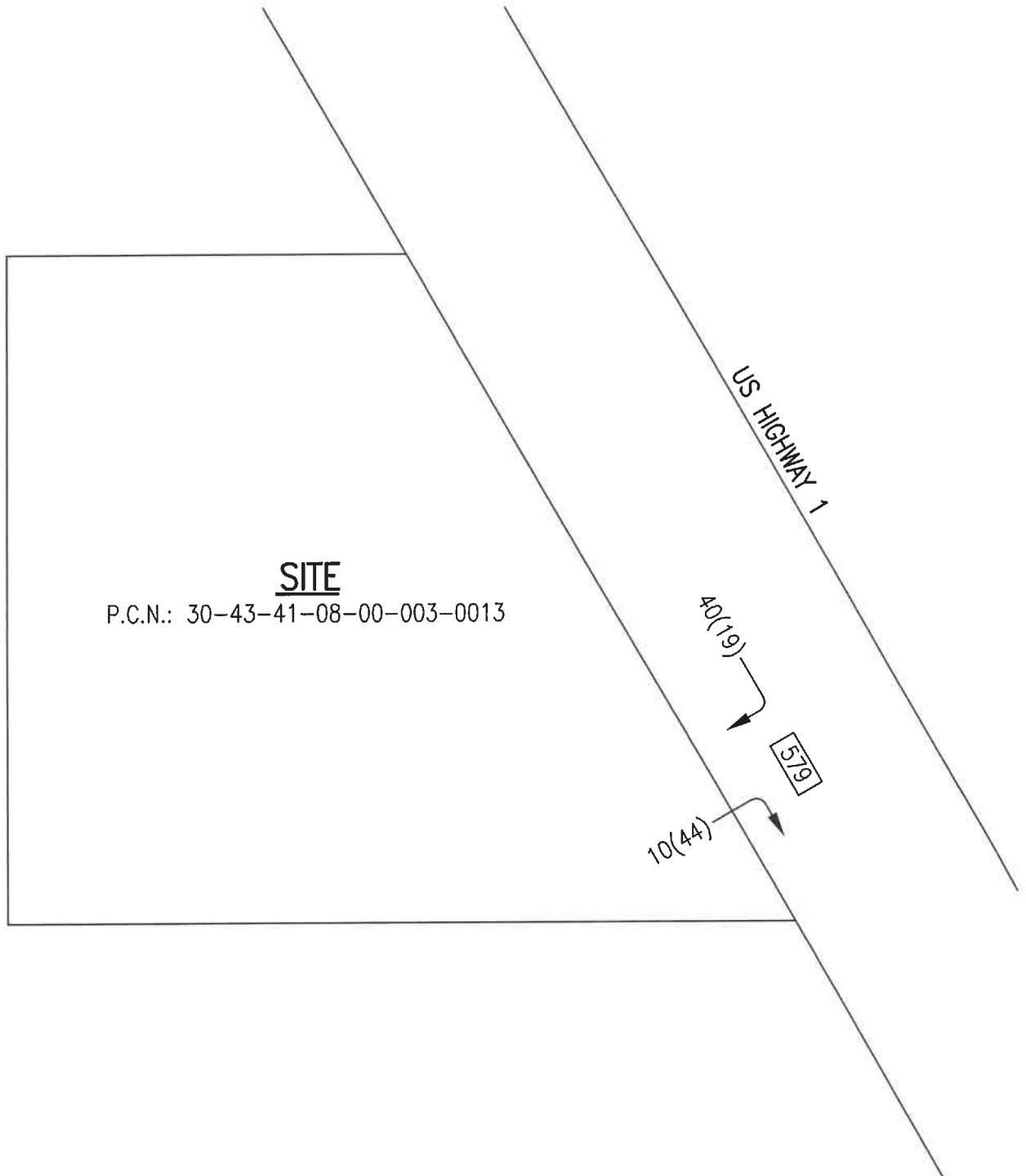
TABLE 7
TRAFFIC GENERATION INCREASE

	DAILY	AM PEAK HOUR			PM PEAK HOUR		
		TOTAL	IN	OUT	TOTAL	IN	OUT
EXISTING DEVELOPMENT =	435	39	21	18	36	22	14
PROPOSED DEVELOPMENT =	521	45	36	9	57	17	40
INCREASE =	86	6	15	-9	21	-5	26



SIMMONS & WHITE

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



PROJECT TURNING MOVEMENTS

LEGEND

- 11 A.M. PEAK HOUR TURNING MOVEMENT
- (46) P.M. PEAK HOUR TURNING MOVEMENT
- 612 A.A.D.T.

US-1 MEDICAL OFFICE

23-166 KD 01-02-24
REVISED 06-10-24
REVISED 10-28-24

TABLE 8
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2026 BUILD OUT
1/2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 15
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = -9

STATION	ROADWAY	FROM	TO	AM PEAK HOUR				CLASS	LOS D	STANDARD	TOTAL		PROJECT	SIGNIFICANT
				PROJECT DISTRIBUTION	DIRECTIONAL TRIPS	EXISTING LANES	LOS D				PROJECT IMPACT	PROJECT SIGNIFICANT		
1810	US HIGHWAY 1	INDIANTOWN ROAD	SITE	50%	8	4	1960	I	1960		0.41%	NO		NO
1810	US HIGHWAY 1	SITE	OCEAN WAY	50%	8	4	1960	I	1960		0.41%	NO		NO

TABLE 9
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

2026 BUILD OUT
1/2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = -5
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 26

STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT		PROJECT SIGNIFICANT
					TRIPS	TRIPS				IMPACT	IMPACT	
1810	US HIGHWAY 1	INDIANTOWN ROAD	SITE	50%	13	13	4	I	1960	0.66%	0.66%	NO
1810	US HIGHWAY 1	SITE	OCEAN WAY	50%	13	13	4	I	1960	0.66%	0.66%	NO

TABLE 10
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

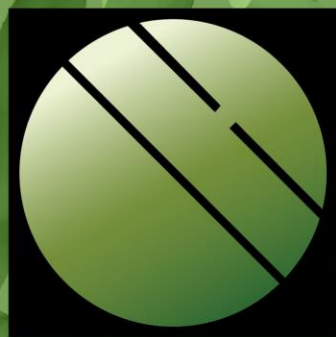
TEST 2 - FIVE YEAR ANALYSIS
1/2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 15
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = -9

STATION	ROADWAY	FROM	TO	AM PEAK HOUR		PROJECT DISTRIBUTION	DIRECTIONAL		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT	TRIPS		PROJECT	TRIPS					
1810	US HIGHWAY 1	INDIANTOWN ROAD	SITE	50%	8			8	4	I	1960	0.41%	NO
1810	US HIGHWAY 1	SITE	OCEAN WAY	50%	8			8	4	I	1960	0.41%	NO

TABLE 11
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
1/2 MILE RADIUS OF DEVELOPMENT INFLUENCE
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = -5
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 26

STATION	ROADWAY	FROM	TO	PM PEAK HOUR				CLASS	LOS E	STANDARD	TOTAL		PROJECT	SIGNIFICANT
				PROJECT DISTRIBUTION	DIRECTIONAL TRIPS	EXISTING LANES	LOS E				PROJECT IMPACT	PROJECT SIGNIFICANT		
1810	US HIGHWAY 1	INDIANTOWN ROAD	SITE	50%	13	4	1	I	1960	0.66%	0.66%	NO	NO	NO
1810	US HIGHWAY 1	SITE	OCEAN WAY	50%	13	4	1	I	1960	0.66%	0.66%	NO	NO	NO



Cotleur & Hearing

**1352 South US Highway 1
Site Plan Application
(24-5894)**

Jupiter, FL

P&Z Commission February 11th, 2025

Owner/Developer

Jupiter Land LLC

Land Planner – Cotleur & Hearing

George Missimer, AICP, Partner

Surveyor – Caulfield & Wheeler, Inc.

David P. Lindley, PLS

Traffic Consultant – Simmons & White

Kyle Duncan, PE

Civil Engineer– Simmons & White

Jamie Parish, PE

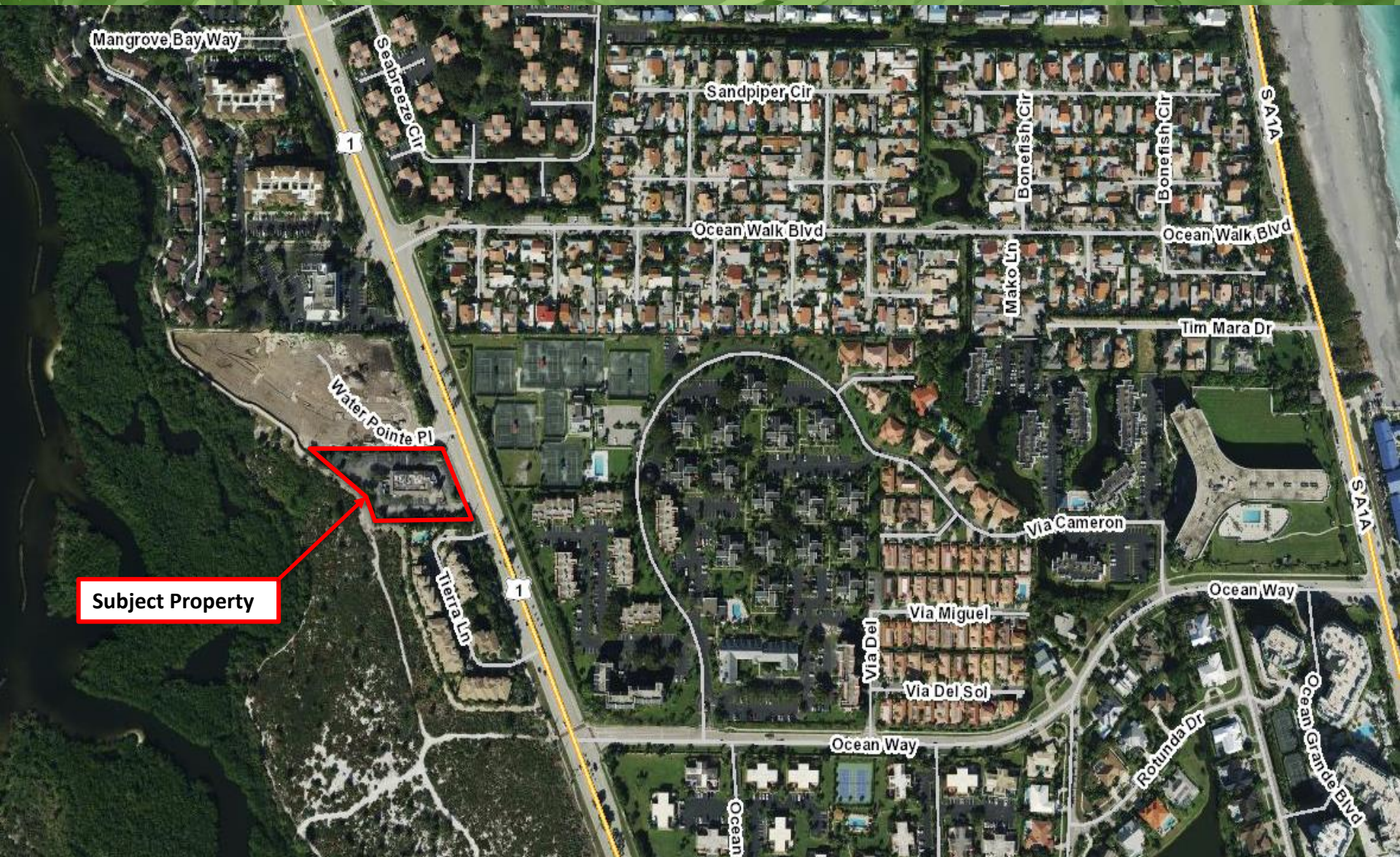
Architect – Bloc3 Design

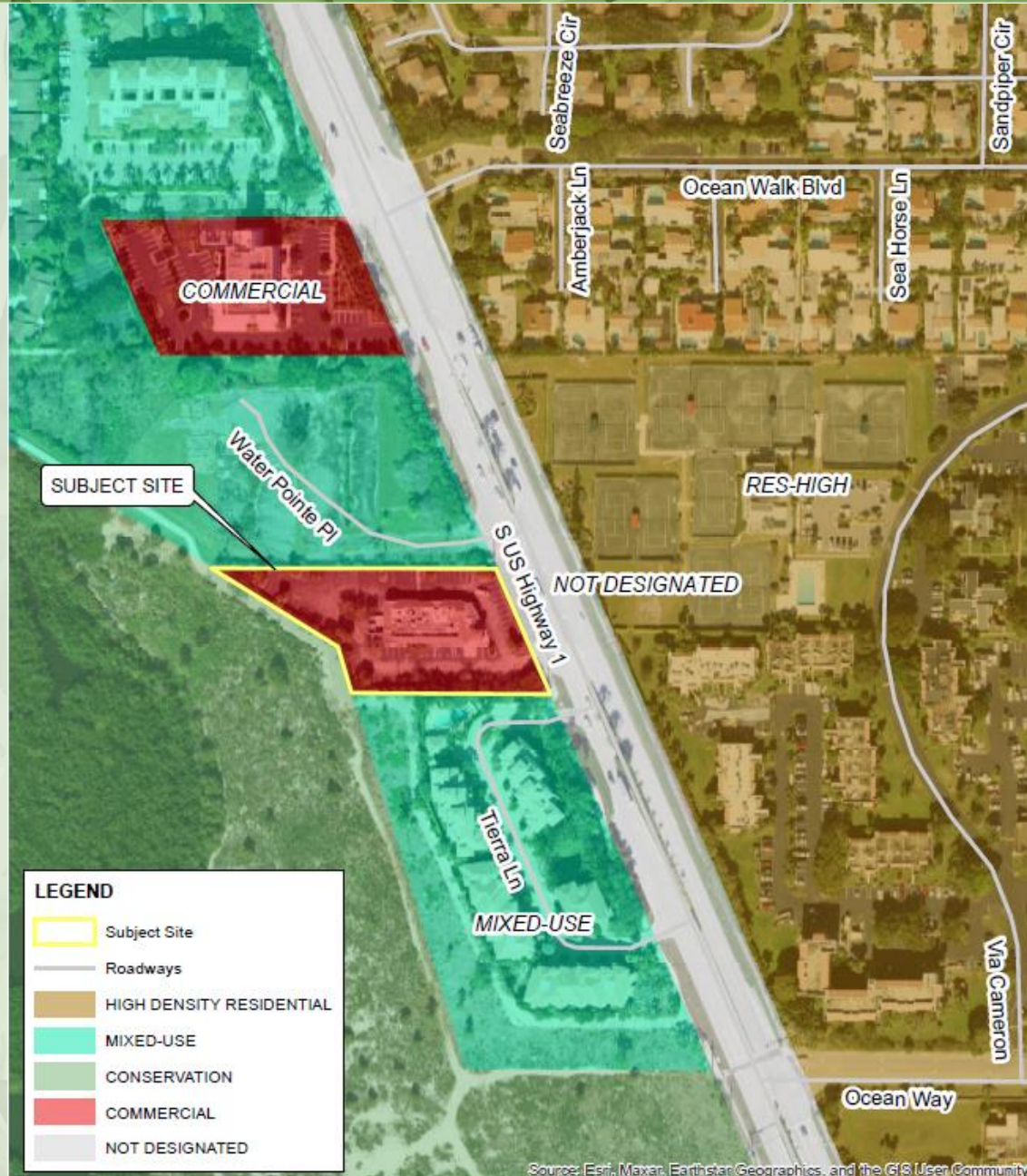
Chris Sable, AIA

P24-5894

Subject to this application, the applicant is requesting Site Plan approval for redevelopment of the subject property to construct a 3-story, 15,995 SF Medical Office Building.







Existing Zoning





Perimeter Landscape Buffers:

Front: 5-feet

Side (North): 4-feet

Rear: 6-feet

Side (South): 6-feet



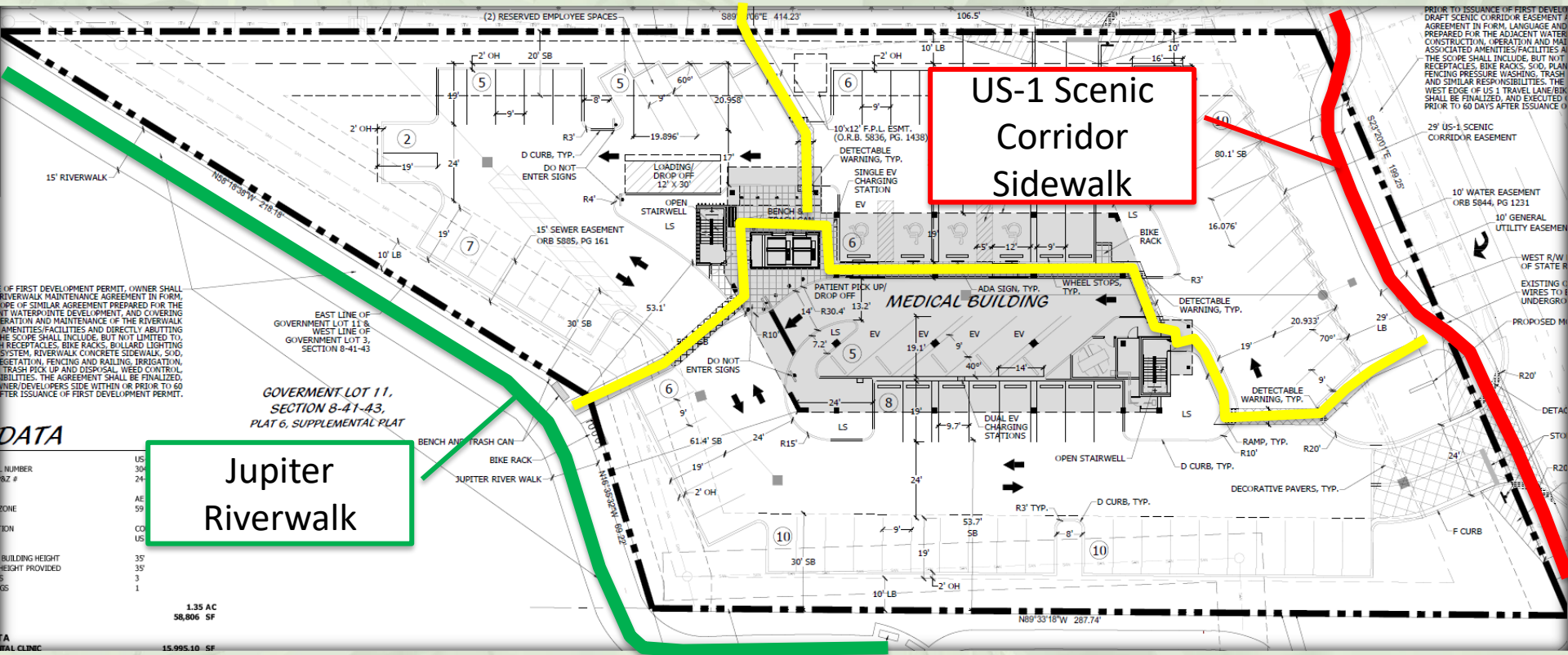
Cotleur &
Hearing

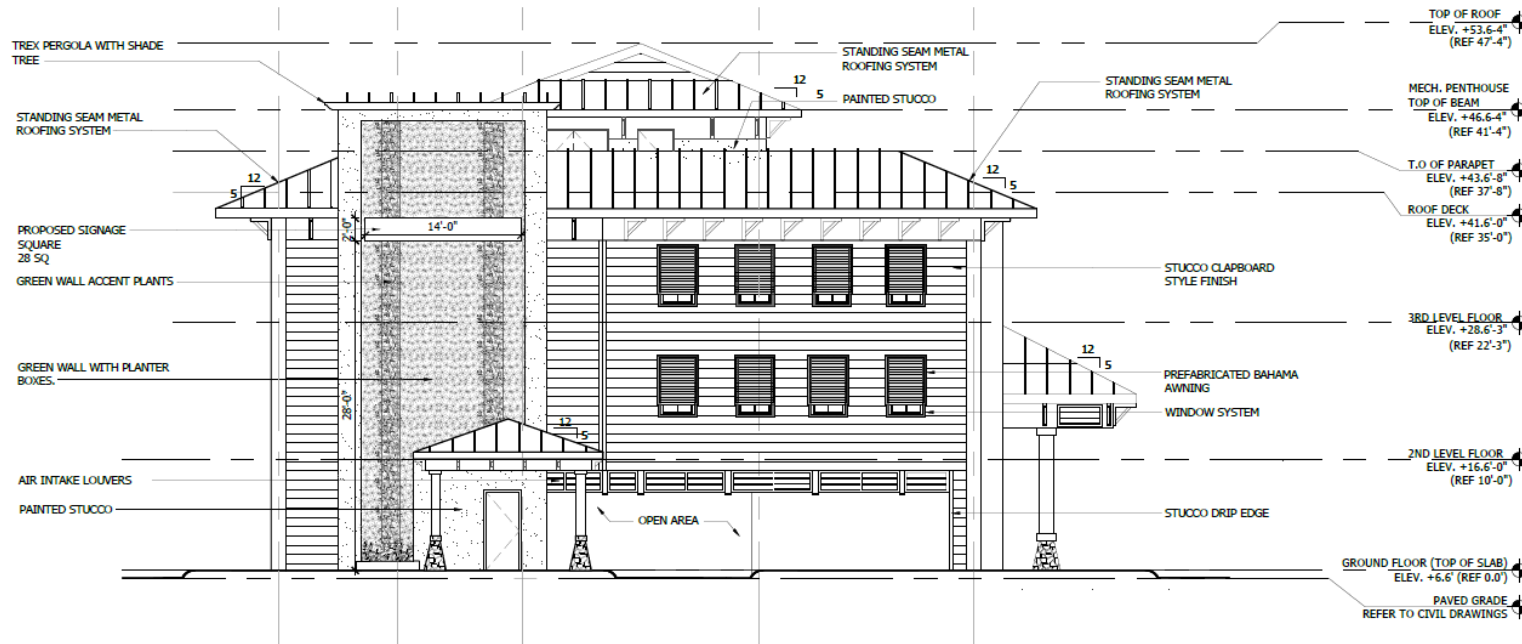


Cotleur &
Hearing



Proposed Site Plan | Access and Circulation





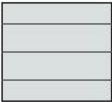
EAST ELEVATION

SCALE: 1/8" = 1'-0"

2

Maximum Height: 35-feet
15,995 Square Feet Medical Office Space

Proposed Site Plan | Architecture

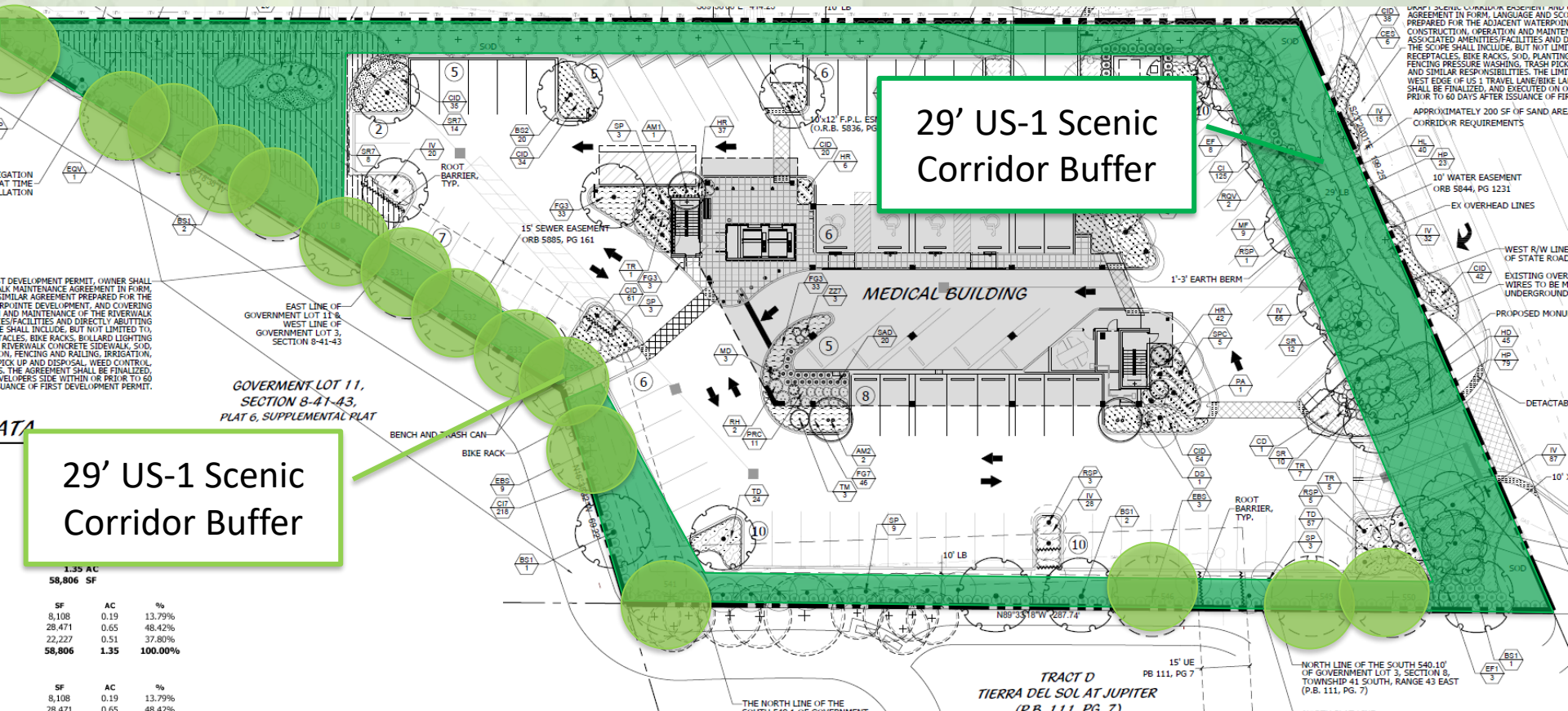
WALL PAINT	WALKWAY PAVING	DECORATIVE STONE
 <u>STUCCO PLANKS</u> Sherwin-Williams SW-6238 COLOR: ICICLE  <u>STUCCO PAINT</u> Sherwin-Williams SW-6238 COLOR: ICICLE  <u>PLASTIC BRACKETS, FASCIA & TRIM</u> Sherwin-Williams SW-7006 COLOR: EXTRA WHITE  <u>DOORS</u> Sherwin-Williams SW-6253 COLOR: OLYMPUS WHITE 	 HARDSCAPE Porcelain Pavers COLOR: CORALINA IVORY	 KEYSTONE COLOR: SAND DUNE
	WALL PANELING	
	 NICHIHA FIVER CEMENT PANELS COLOR: POPLAR	











Existing Perimeter Landscape Buffers:

Front: **5**-feet

Side (North): **4**-feet

Rear: **6**-feet

Side (South): **6**-feet

Proposed Perimeter Landscape Buffers:

Front: **29**-feet

Side (North): **10**-feet

Rear: **10**-feet

Side (South): **10**-feet

Thank you