



**AGENDA  
TOWN OF JUPITER  
PLANNING AND ZONING COMMISSION REGULAR MEETING  
COUNCIL CHAMBERS  
TUESDAY, MARCH 10, 2026  
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 Beth Kelso	Town Attorney, Thomas Baird, Esq.
Comm. Michael Cassatly	Director of Planning and Zoning, John Sickler
Comm. Robert Grabowski	Asst. Director of Planning and Zoning, Stephanie Thoburn
Comm. Marty Rogol	Secretary, Vernisa Ayers
Comm. David Thompson	
Comm. Karen Vinson	
Comm. Paul Keenan (1st Alt)	
Comm. Cynthia Blum (2nd Alt)	

**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.

**MINUTES**

1. Motion to approve the minutes from the February 10, 2026 Regular Planning and Zoning Commission Meeting.

**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

## **REGULAR AGENDA**

### **2. Jupiter Christian School Legacy Campus (fka Hawkeye)–**

**A.** Future Land Use Map amendment from General Industrial with Bioscience Research Protection Overlay to High Density Residential, on 18.0± acres generally located east of I-95, north of Jupiter Park Drive, and 180± feet west of Capital Street;

**B.** Future Land Use Map amendment from General Industrial with Bioscience Research Protection Overlay to Public Institutional, on 38.6± acres generally located east of I-95, 770± feet south of Indiantown Road, and 180± feet west of Capital Street;

**C.** Zoning Map amendment from Industrial, Park, Light Industry (I-1) to Residential, Limited Multifamily (R-3) on 18.0± acres generally located east of I-95, north of Jupiter Park Drive, and 180± feet west of Capital Street; and,

**D.** Zoning Map amendment from I-1 to Public/Institutional (PI) district, on 38.6± acres generally located east of I-95, 770± feet south of Indiantown Road, and 180± feet west of Capital Street.

**(PZ# 25-6522, 6523, 6527, 6610)**

*Town Council Consideration:* April 21, 2026 (First Reading)  
(Second Reading TBD)

## **OLD BUSINESS**

## **NEW BUSINESS**

## **STAFF UPDATE**

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

## **ADJOURN**

Motion to adjourn Planning and Zoning Commission Meeting.

The next regularly scheduled Planning and Zoning Commission Meeting is scheduled for April 14, 2026.

**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  
FEBRUARY 10, 2026 7:00 P.M.**

**CALL TO ORDER:**

Chair Kevin Kirn called the meeting to order at 7:00 p.m.

**ATTENDANCE:**

Chair Kevin Kirn, Vice Chair Beth Kelso, Comm. Robert Grabowski, Comm. Marty Rogol, Comm. Karen Vinson, Comm. Paul Keenan, 1<sup>st</sup> Alternate (voting-member) and Cynthia Blum, 2<sup>nd</sup> Alternate (voting-member); Stephanie Thoburn, Acting Director of Planning and Zoning; Garret Watson, Principal Planner; Joseph Dray, Planner; Thomas Baird, Esq., Town Attorney; Major Scott Kimbark, Patrol Bureau Commander for the Town of Jupiter Police Department and Vernisa Ayers, Secretary.

**CITIZEN COMMENTS:** None

**MINUTES:**

1. Motion to approve the minutes from January 13, 2026 Regular Planning and Zoning Meeting by Comm. Rogol; seconded by Comm. Vinson. 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.

**REGULAR AGE**

**REGULAR AGENDA:**

**OLD BUSINESS:** None.

**NEW BUSINESS:**

2. **200 Hibiscus Street Lounge** (*Quasi-Judicial*) - Special exception use and site plan amendment applications to request a lounge/bar use in an existing 960 square foot retail unit on a 0.67± acre property located at 200 Hibiscus Street. (***PZ#25-6651 & 6652***)

*Disclosures:* Commissioners Grabowski, Vinson, Rogol, Keenan and Vice Chair Kelso walked the site. Chair Kirn stated that he spoke with staff and walked the site. Comm. Blum did not have disclosures.

*Applicant presentation:* Brett Leone, representative of Leone Company, LLC, presented a PowerPoint overview of the proposed project. Owner, Jeff Weinstein was also in attendance.

*Staff presentation:* Planner, Joseph Dray, reviewed the staff report.

Commissioners asked questions of the Applicant and Staff:

Commissioners Keenan and Vinson asked about the project's compatibility with nearby neighborhoods and potential impacts on residents to the north and west. Mr. Watson stated the request is consistent with Special Exception criteria, noting similar restaurant and lounge uses in the area and that the proposed space is smaller than previous restaurants on the property. Mr. Watson also explained that the corridor contains a mix of commercial uses, making the request consistent with the character of this section of Indiantown Road. Ms. Thoburn added that the site borders the Old Dixie industrial area, contributing to a variety of uses and that staff coordinates with the neighborhood through Neighborhood Services.

Comm. Keenan requested clarification regarding hours of operation, and Mr. Watson noted that while the Town Code does not establish specific business hours, alcohol sales are limited to 3:00 a.m. in the Town and 2:00 a.m. within the Abacoa Town Center. Comm. Keenan also asked about outreach to nearby residents, and Comm. Vinson expressed concern about introducing a lounge in a family-oriented area and residents' understanding of public notice signs. Mr. Leone confirmed that all public notice requirements were met and noted a neighboring property owner expressed support. Ms. Thoburn stated no recent issues have been reported. The property previously operated as a restaurant with greater activity without concerns, and that bars and lounges require Special Exception approval.

Vice Chair Kelso, Commissioners Vinson and Grabowski discussed tenant and neighbor feedback. Vice Chair Kelso reported that tenants spoke positively about Mr. Weinstein's management and upgrades. She asked about music and Mr. Weinstein explained the lounge would feature vinyl music only, no live performances, and operate on a reservation-only basis. Vice Chair Kelso also inquired about pricing, and Mr. Weinstein stated it would be upscale but not high-end. Vice Chair Kelso raised concerns about the adjacent gas station and potential outdoor seating. Staff and Mr. Weinstein confirmed no outdoor seating is proposed, and Comm. Grabowski and Vice Chair Kelso supported a condition requiring Town Council approval for any future outdoor seating due to proximity to residences.

Comm. Grabowski asked about density, proximity restrictions, and traffic. Mr. Watson confirmed there are no bar-to-bar proximity limits, the site meets local and state requirements, and limits for proximity to nearby childcare facilities already apply. Mr. Watson explained that the Town's traffic engineer reviewed the site, with primary access from Hibiscus Avenue and secondary access via an alley off North Orange Avenue. He stated that Indiantown Road was not evaluated, but the segment has sufficient capacity, and no concerns were raised based on a three-test analysis.

Comm. Blum asked for clarification in the statement of use on what is "Scoop and Serve" food, and Mr. Leone confirmed there is no cooking. Comm. Blum also expressed concern about potential late-night noise, and Mr. Leone noted that the reservation-only system would stagger departures to minimize impacts.

Comm. Keenan asked about marketing research for the business. Mr. Weinstein stated that none was conducted but cited his prior restaurant experience and ownership of the center since 2021, noting his goal to revitalize the property.

Comm. Rogol did not have questions.

Public Comment: None.

Deliberation by Commission:

Comm. Grabowski suggested adding a ninth condition requiring any outdoor seating plans to receive Town Council approval. He stated that this is not so much for the current owner but more specific to future owners.

Comm. Keenan suggested modifying one of the conditions to cap operating hours at midnight instead of 1 a.m. on weekdays through Thursday. Chair Kirn sought input from the other commissioners. Comm. Rogol inquired whether this change would significantly affect the applicant's profitability. Mr. Weinstein responded that the extended hours (5 p.m. to 1 a.m. or 5 p.m. to 2 a.m.) were requested to maximize profitability, noting that actual customer activity after 11 p.m. or midnight is uncertain. He explained that if business is minimal between 12 and 1 a.m., they would self-regulate to avoid unnecessary labor, electricity, and other costs. Mr. Weinstein emphasized that the preference is to maximize hours, then operate efficiently based on actual demand. Vice Chair Kelso and Comm. Vinson were opposed to adding the cap.

The remaining Commissioners did not have comments.

Motion:

Vice Chair Kelso moved to recommend approval of the requested special exception use and site plan amendment applications, based on the findings outlined in the staff report, with the additional condition that no future outdoor seating be permitted without approval from Town Council; seconded by Comm. Vinson. Final: Motion passed unanimously, with a 7-0 vote.

3. **Piatt Place Park and Public Safety Marina** (*Quasi-Judicial*) – Special exception use for a marina and public park and site plan amendment to the Jupiter Fire Rescue Department Piatt Station (Phase 2) site plan for a five-slip public safety dock, Riverwalk overlook, and public park, on a 4.7± acre property, located at 500 US Highway 1. (**PZ 26-6700 and 6701**)

Disclosures: Commissioners Blum and Rogol drove by the site. Chair Kirn spoke with staff and drove by the site. Comm. Vinson stated that she is familiar with the site. Commissioners Grabowski, Keenan and Vice Chair Kelso did not have disclosures.

Staff presentation: Principal Planner; Garret Watson, reviewed the staff report and presented a PowerPoint overview of the proposed project. Major Scott Kimbark, Patrol Bureau Commander for the Town of Jupiter Police Department presented an overview of the proposed project.

Commissioners asked questions of the Applicant and Staff:

Comm. Keenan asked whether additional floating docks had been considered. Mr. Watson stated that only one floating dock is proposed, as only one vessel is expected to be in the water at a time, with the others stored on lifts when not in use.

Comm. Rogol asked what types of public safety issues would be addressed and what kinds of calls make the facility necessary. Officer Kimbark explained that the Jupiter Police Department's Marine Unit, which consists of four officers, responds to water-related calls throughout the Town's jurisdiction. These include disturbances on sandbars, boating accidents, and general boater safety issues. He added that the proposed location would enhance public safety efforts and allow coordination with the Fire Department to more effectively respond to calls in the area.

Comm. Vinson commended the Town's presentation and supported the relocation of public safety vessels. She asked whether public boat slips were planned. Mr. Watson stated the design is currently for public safety only, with gated access, and not for public slips. He explained that expansion may be possible through dock reconfiguration, though outward expansion is limited by the 100-foot Intracoastal setback. Ms. Thoburn noted the CRA Plan was amended in December 2024 to reduce public boat slips, and this site was not designated for public slips.

Chair Kirn asked about the shaded area shown on the plans. Mr. Watson explained that the shading represents an approximate seagrass area identified from prior environmental surveys. Chair Kirn inquired whether the previously discussed shared community room at the fire station remained. Mr. Watson confirmed that a community room is still included in the building design. Chair Kirn asked if the proposed walking paths connect to the existing pedestrian and bicycle network leading to Harbourside. Mr. Watson stated that the sidewalks connect to U.S. Highway 1 and tie into the Riverwalk loop and SUN Trail corridor, providing access to Harbourside. Chair Kirn questioned a small extension shown off the walking path. Ms. Thoburn clarified that the extension was shown in error and will be removed from the plan.

Vice Chair Kelso asked why the kayak launch had been removed from the plan. Ms. Thoburn explained that discussion determined a more accessible launch exists at Burt Reynolds Park, which provides direct beach access and adjacent parking. She noted that this site would require users to carry kayaks to the water. Given the proximity to improved kayak access and existing paddleboard rental activity at Burt Reynolds Park, the launch was deemed unnecessary. Vice Chair Kelso expressed concern that parking at Burt Reynolds Park is often full during peak season and heavy boat traffic could create safety challenges for kayakers and paddleboarders. She stated she would still like consideration given to a small floating dock on the public side to accommodate paddle craft access. Ms. Thoburn acknowledged the comment and stated it would be noted.

Comm. Grabowski asked whether parking could be increased beyond the proposed 11 spaces, since the staff report noted no defined code requirement. Mr. Watson stated parking can be expanded if needed. He explained industry standards were used to estimate nine spaces, with 11 proposed, and noted room for future expansion to the north, though not included in the current scope due to cost. Comm. Blum stated she had no further questions and shared the same parking concern.

Public Comment: None.

Deliberation by Commission: None.

*Motion:*

Comm. Vinson moved to recommend approval of the requested special exception and site plan amendment applications, based on the findings outlined in the staff report; seconded by Comm. Rogol. Final: Motion passed unanimously, with a 7-0 vote.

**STAFF UPDATE:**

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

Chair Kirn asked Town Attorney Baird about the “Live Local” initiative and its impact on local control. Town Attorney Baird stated he was not aware of specifics, but noted that Senate Bill 180 currently halts local planning. Senate Bill 840 could help local governments, including Jupiter, but lacks a House companion bill. Until then, plan amendments and local land development regulations cannot be reviewed until October 2027.

**ADJOURN:**

Chair Kevin Kirn adjourned the meeting at 7:56 p.m.

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**Kevin Kirn, Chair**

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**Vernisa Ayers, Secretary**

**Jupiter Christian School Land Use and Zoning Map Amendments  
TOWN MANAGER'S OFFICE**



**DATE:** March 3, 2026  
**TO:** Honorable Mayor and Members of Town Council  
**THRU:** Frank J. Kitzerow, Town Manager  
**FROM:** John Sickler, Director of Planning and Zoning **JS**  
**SUBJECT:** Jupiter Christian School – Future Land Use and Zoning Map amendments to allow for a private school and residential use on a 56.6± acre property generally located east of I-95, 770± feet south of Indiantown Road, and 180± feet west of Capital Street

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Ord #21-26, 22-26, 23-26, 24-26	P&Z Commission:	03/10/26
PZ 25-6522, 6523,6527, and 6610	Town Council:	04/21/26 – 1 <sup>st</sup> Reading
M. Schneider	Town Council:	TBD – 2 <sup>nd</sup> Reading

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**EXECUTIVE SUMMARY:**

Jupiter Christian School has submitted four applications for future land use and zoning map amendments for the Hawkeye property that would change the designations from industrial to public institutional on the northern 38.6 acres and to multifamily residential on the southern 18 acres. The applicant has also submitted a concurrent Planned Unit Development (PUD), Special Exception (SE) for a Private School, and Site Plan (SP) applications that are currently under review by staff.

The Town has a strategic initiative to advance the design and construction of South Island Way, which includes identifying opportunities for right-of-way (ROW) acquisition and roadway construction with proposed developments of nearby properties, and to collaborate with owners of required ROW to secure necessary ROW. The proposed amendments, along with the concurrent PUD, SE, and SP applications, set the stage for the subject property to provide the ROW needed to advance the strategic priority. That said, the Town still requires ROW from several other property owners in order to obtain the needed ROW to commence construction.

Town Council actions on the proposed applications are legislative decisions that set policy and necessitate weighing the priorities prevalent in the Town. Such decisions must have a reasonable basis. While the proposed applications do not meet certain policies of the Comprehensive Plan, staff identified consideration for the Planning and Zoning Commission in determining their recommendation to the Town Council, if changes to the Future Land Use Map of the Comprehensive Plan are supported.

The implications of a legislative change to the proposed land use, specifically assigning Public Institutional would allow for a private school use with significantly greater AM peak hour traffic and greater average daily traffic than the typical intensity yielded from the existing industrial land use designation. Changing the future land use without definitive commitments to implement the traffic solutions necessary to maintain the level of service could jeopardize the long-standing efforts to mitigate traffic congestion along West Indiantown Road nearby the property. While the Town's recent completion of a roadway design for South Island Way (including a two-lane road with limited intersection improvements at Indiantown Road of one northbound left turn lane) will allow for the diversion of existing traffic from the Jupiter Park of Commerce away from the intersection of Indiantown Road and Central Boulevard once constructed, the proposed road will only create enough capacity to accommodate 700 to 895+/- students, which is far less than what is being requested by the applicant. The additional intensity, if allowed, will result in significant expansions to the design and construction of South Island Way, Indiantown Road and Jupiter Park Drive and the corresponding intersections to function at an acceptable level required by the Town's Comprehensive Plan.

The applicant's traffic impact analysis notes that a proportionate fair share agreement will be discussed further with the Town. Proportionate fair share agreements following the same methodology will be applicable to other property owners impacting the corridor and to provide for their respective dedications of ROW. Pursuant to F.S. 163.3180 as part of a proportionate fair share agreement, the applicant could request a "Pay and go" scenario which could cause the Town to be responsible for mitigating the following unplanned roadway impacts for up to 2,000 students and 92 units<sup>1</sup>:

- Widening Indiantown Road to potentially 10-lane between I-95 and Island Way;
- Additional westbound left-turn lane and other potential improvements at Island Way and Indiantown Rd. Other improvements include double receiving lanes on the northbound approach which requires additional right-of-way from gas station
- Require 4-laning of South Island Way with additional turn lanes (currently designed for 2 lanes);
- Redesign of the roundabouts on Island Way South (to accommodate 4 lane movements);
- Require 4-laning of Jupiter Park Drive and additional turn-lanes on both Central Blvd and Jupiter Park Drive.

While a reasonable amount of development of the subject property has always been anticipated, there is no reasonably feasible path forward proposed for obtaining the right-of-way necessary and adequate funding for the construction of many of the above improvements to facilitate the 2,000 students and 92 units<sup>1</sup> requested by the applicant. As a result, a trip cap should be considered to align the maximum development intensity that the roadway and intersections can be constructed for to meet the Town's adopted level of service. This is currently estimated at up to 895 students for Phase 1 of South Island Way and 1,200 to 1,300 students for Phase 2 with residential only being introduced, if a commensurate reduction in the number of students occurs off-setting the impacts from the number of dwelling units proposed should be considered. There are several significant assumptions detailed in the staff report.

The proposed applications commit to ROW for South Island Way, potentially produce workforce housing, and the proposed private school will potentially create 205 jobs. However, the applications are not consistent with adopted Comprehensive Plan policies related to the following:

- Exceeding the Transportation LOS beyond the current roadway capacity and the proposed capacity of the Phase 1 South Island Way improvements;
- Reducing potential economic development and the creation of high paying jobs that are encouraged by the Bioscience overlay;
- Creating incompatibilities with residential introduced between existing industrial to the south and the proposed public institutional land use to the north; and
- Preservation requirements not satisfied to set aside the minimum 25% of each required environmentally significant lands that are unique to the Town, connected to the existing C-18 canal conservation land.

These requests require the Town Council to weigh competing policies, as they deliberate on the legislative decisions. The attached staff report contains the analysis on the competing priorities of the Comprehensive Plan Policies and Strategic Plan in Section 1. Should the Planning and Zoning Commission recommend to move forward with the proposed amendments, Section 2 of the report analyzes the considerations for the future land use and zoning map amendments.

**STRATEGIC PRIORITY:** Strong Local Economy, Mobility, Manage Growth

**Attachments:**

Staff report and attachments

For more information or copies of the attachments, please contact Martin Schneider, Principal Planner, at [martins@jupiter.fl.us](mailto:martins@jupiter.fl.us) or 561-741-2290.

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<sup>1</sup> The applicant's statement of use notes the potential for workforce housing density incentives in the code and that any consideration of increased density be reviewed through a separate process (the PUD, SE, and SP applications)

**Jupiter Christian School Future Land Use and Zoning Map Amendments  
TOWN MANAGER'S OFFICE**



**DATE:** March 3, 2026  
**TO:** Honorable Mayor and Members of Town Council  
**THRU:** Frank J. Kitzerow, Town Manager  
**FROM:** John Sickler, Director of Planning and Zoning **JS**  
**SUBJECT:** **Jupiter Christian School Legacy Campus** –  
 A. Future Land Use Map amendment from General Industrial with Bioscience Research Protection Overlay to High Density Residential, on 18.0± acres generally located east of I-95, north of Jupiter Park Drive, and 180± feet west of Capital Street;  
 B. Future Land Use Map amendment from General Industrial with Bioscience Research Protection Overlay to Public Institutional, on 38.6± acres generally located east of I-95, 770± feet south of Indiantown Road, and 180± feet west of Capital Street;  
 C. Zoning Map amendment from Industrial, Park, Light Industry (I-1) to Residential, Limited Multifamily (R-3) on 18.0± acres generally located east of I-95, north of Jupiter Park Drive, and 180± feet west of Capital Street; and,  
 D. Zoning Map Zoning Map amendment from I-1 to Public/Institutional (PI) district, on 38.6± acres generally located east of I-95, 770± feet south of Indiantown Road, and 180± feet west of Capital Street.

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Ord #21-26, 22-26, 23-26, 24-26	P&Z Commission:	03/10/26
PZ 25-6522, 6523,6527, and	Town Council:	04/21/26 – 1 <sup>st</sup> Reading
6610,	Town Council:	TBD – 2 <sup>nd</sup> Reading
M. Schneider		

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**Project Information**

*Applicant:* Jupiter Christian School LLC (see Attachment A)  
*Owner:* Hawkeye Jupiter LLC (Attachment B)  
*Agent:* Zach Ciciera, Coteleur & Hearing  
*Location:* Generally located south of Indiantown Road, east of I-95, west of the Jupiter Commerce Center, and north of Jupiter Park Road (see Attachment C – Location Map)  
*Acreage (Total):* 56.6±  
*PCN Numbers:* 30-42-41-04-00-000-5060, 30-42-41-04-00-000-5070, 30-42-41-04-00-000-5080

**Jupiter Christian School Future Land Use and Zoning Map Amendments**  
**Page 2**

<i>Existing use of property:</i>	Vacant
<i>Existing FLUM designation:</i>	General Industrial with Bioscience Research Protection Overlay
<i>Proposed FLUM designation:</i>	
<i>North :</i>	Public Institutional (38.6± acres)
<i>South:</i>	High Density Residential (18.0± acres)
<i>Existing Zoning:</i>	I-1, Industrial, Park, Light Industry District
<i>Proposed Zoning:</i>	
<i>North :</i>	PI, Public/Institutional (38.6± acres)
<i>South:</i>	R-3, Residential, Limited Multi-Family District (18.0± acres)

**Staff Compliance Review**

Based upon the facts and findings contained herein, the Department of Planning and Zoning finds the proposed changes to the Future Land Use Map (FLUM) and Zoning Map are not consistent with some of the goals, objectives, and policies of the Town of Jupiter's Comprehensive Plan, the Town's Zoning Code and the Strategic Plan.

The implications of a legislative change to the proposed land use, specifically assigning Public Institutional that would allow for a school use with significant AM peak hour traffic, without definitive commitments to implement traffic solutions, could jeopardize the long-standing efforts to mitigate traffic congestion on Indiantown Road.

The proposed applications (see Attachment D – Statement of Use) discreetly support policies to address the Jupiter Area Traffic Study and mitigation strategies for Indiantown Road, potentially produce workforce housing, and the proposed private school would serve some community residents and it is projected to create 205 jobs per the applicant. However, the applications are not consistent with adopted Comprehensive Plan policies related to the following:

- Exceeding the Transportation LOS beyond the current roadway capacity and the proposed capacity of the Phase 1 South Island Way improvements;
- Reducing potential economic development and the creation of high paying jobs encouraged by the Bioscience overlay if it is removed;
- Creating incompatibilities with residential introduced between existing industrial to the south and the proposed public institutional land use to the north; and,
- Preservation requirements not satisfied to set aside the minimum 25% of each required category of environmentally significant lands that are unique to the Town, connected to the existing C-18 canal conservation land.

These requests require the Town Council to weigh competing policies, as they deliberate on their legislative decisions.

**Background**

**Table 1. Surrounding land use designations and zoning districts**

Location	Existing Land Uses	Future Land Use Designations/Zoning Districts
North	C-18 Canal	Conservation / Not Zoned <sup>1</sup>
South	Jupiter Park Drive; Retention pond; industrial uses (Jupiter Park of Commerce)	General Industrial with Bioscience Research Protection Overlay/ I-1
East	Vacant lot; Retention pond; industrial uses (Jupiter Park of Commerce);	High Density Residential/R-3; Unincorporated Palm Beach County (PBC) Residential Medium Density Residential, 5 units/acre (MR-5)/PBC Multifamily Residential (RM); General Industrial with Bioscience Research Protection Overlay/ I-1
West	I-95	Not Designated / Not Zoned

For a comprehensive view of the above designations surrounding the subject property, refer to the Existing Future Land Use Map, Existing Zoning Map, proposed Future Land Use, and proposed Zoning designations are shown on Attachment E.

**Photo 1. Location of Subject Property**



<sup>1</sup> The C-18 canal was not included in the applicant's request and it will need to be assigned the Conservation Preservation zoning district in the future.

## History

Over the years, there have been a number of projects proposed for the subject property. All of which were reviewed by staff at the time submitted, but none of which proceeded as far as a public hearing. Table 2 below provides a brief summary of the various activities related to the subject property since 2008. The property remains vacant and undeveloped.

**Table 2. Summary of actions related to the subject property**

2008	Hawkeye Jupiter, LLC purchased property
2009	Town Council Conceptual Plan review of an employment center for professional and corporate office and research and development space with a conference center hotel.
2011	Submittal of PUD application for business park, (993,000 sf of R&D)
2017	Submittal of a master site plan for a three lot industrial subdivision (884,000 sf of Industrial), a development agreement, and a site plan for Parcel 1 (southeast corner).
2022	Site Plan and Special Exception applications from Lincoln Logistics for a 589,910 sf warehouse distribution center

NOTE: The above applications submitted, in part, did not advance to public hearing because a solution to complete the construction of South Island Way up to Indiantown Road and to accommodate their traffic impacts to meet level of service standards were not resolved.

### Bioscience Research Protection Overlay and Interlocal Agreement:

In 2006, the Town signed onto an interlocal agreement with Palm Beach County, Palm Beach Gardens, Riviera Beach, Mangonia Park, and Lake Park. The interlocal agreement created the Bioscience Land Protection Advisory Board (BLPAB) who would oversee development and any proposed modifications to lands designated with the Bioscience Research Protection Overlay (the "Overlay"). The central idea was to ensure that the north county area maintained available lands for Bioscience uses that could support Scripps and grow the industry locally. In 2024, the BLPAB voted to sunset the Board and terminate the interlocal agreement.

Although the interlocal agreement was terminated, the Town elected not to remove policies in the Comprehensive Plan related to the Bioscience Research Protection Overlay (see Attachment F). If the subject property maintains the Overlay, the development of the parcel must be consistent with those policies. The proposed amendments request removal of the Overlay, which is a policy decision of the Town Council requiring an affirmative vote of four Town Council members to remove per the Comprehensive Plan.

It is important to note that the proposed amendments to remove the property from the Overlay and change the Future Land Use designation is a legislative policy decision of the Town Council.

### Jupiter Area Study Mitigation Strategies for Indiantown Road:

The Jupiter Area Study update in 2022 assigned a Research and Development use to the subject property for its analysis of potential traffic impacts from the subject property, based on its Industrial land use designation within the Bioscience Research Protection Overlay. The request to amend the land use designation to Public Institutional (PI) and Residential changes the property's potential transportation impacts. The applicant's traffic analysis for the FLUM amendments estimates the potential new impacts based on the request of the applicant to build a 2,000 student private school campus on the 38.6 acres proposed for PI land use and 92

residential units for 18 acres (based on 6 units per acre) proposed for High Density Residential land use. It is noted that the concurrent site plan application proposes 160 dwelling units, subject to the granting of workforce house density bonuses. The analysis identifies the needed roadway improvements to satisfy the Town's Level of Service (LOS) in the Comprehensive Plan.

The construction of South Island Way is a significant traffic mitigation strategy identified in the Jupiter Area Study and as adopted in the Comprehensive Plan (Figure 8 and Table 2 of the Transportation Element). It was established to relieve traffic congestion at the Indiantown Road and Central Boulevard intersection and the links to the south and west. As part of an adopted Strategic Initiative, the Town has completed the roadway design plans for South Island Way (referred to as Phase 1). The design includes a two-lane collector roadway connecting Jupiter Park Drive at the southeast corner of the subject property to Indiantown Road at Island Way with the addition of one northbound left turn lane on the southern approach to the intersection.

Advancing the South Island Way design to construction requires the dedication of right-of-way (ROW) that is owned by various property owners along the planned road. The Town Council previously determined that they would not pursue eminent domain to obtain the right-of-way needed, so it must come in the form of dedications associated with development proposals or other means of cooperative acquisition. These dedications include ROW from the subject property, Palm Beach County, and four other private property owners. Currently, one other property owner along the corridor has submitted a development application that is under review by the Town and one had a pre-application meeting with staff. The Shell gas station and the vacant property on its south side have not discussed any development plans with staff. Lastly, right-of-way from the South Florida Water Management District is needed on the north side of the intersection to add an additional lane to optimize intersection capacity. It should be noted that the roadway as designed (Phase 1) cannot accommodate the proposed development intensities proposed on each of the properties while maintaining the traffic level of service standards. As a result, each development proposal will need to be limited to ensure the roadways and intersections function as designed. Otherwise, a redesign of the roadway network will be necessary to increase capacity; however, there are significant limitations with ROW, business impacts, costs, conflicts with the Comprehensive Plan, and community standards that would need to be weighed in on before moving forward with a significant redesign (See FLUM Criteria 1 below).

## **Analysis**

The below analysis is organized into two sections: the broader policy consideration related to the adopted Strategic Plan and Bioscience Research Protection Overlay; and the second section analyzes consistency with the goals, objectives, and policies of the Comprehensive Plan and land development regulations.

### **Section 1. Strategic Plan and Bioscience Research Protection Overlay**

The proposed amendments require weighing various Town Council Strategic Plan related policies, **strong local economy**, which includes diversity of businesses, bioscience clusters, housing supply and workforce development, as well as the existing **Bioscience Research Protection Overlay** policies in the Town's Comprehensive Plan, and **mobility**, including traffic flow and traffic mitigation for roadways not meeting the Town's level of service.

Strong Local Economy. Per the adopted Strategic Plan, a strong local economy means, "economic growth promoted to achieve a diversity of businesses" and "Bioscience cluster initiatives prioritized including ancillary and support businesses". The existing industrial Future

**Jupiter Christian School Future Land Use and Zoning Map Amendments**  
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Land Use (FLU) designation and Zoning support this priority. The development of this property consistent with this policy should create economic growth, additional jobs, a more diversified tax base, and support existing bioscience related uses in the area. The Strong Local Economy Strategy also includes a policy to support “housing supply and workforce development efforts to support business growth.”

The proposed residential FLU designation and Zoning (Items A and C) would support the town’s housing supply objective by amending the southern portion of the property to residential. In addition, the applicant has stated that its development of the residentially designated property, which is not ensured through approval of the land use amendment, would provide “100 percent workforce housing.” If this is a priority for the Town Council, the subsequent PUD should be phased to ensure the public benefit of workforce housing is not the last phase of development.

The applicant’s development proposal, if approved to allow public institutional uses, is for a private school campus that would support “approximately 205 full-time equivalent positions” as indicated in the Statement of Use (see Attachment D). Also, according to the applicant, these positions would include “educators, administrators, career technical instructors, facilities staff, and support staff”. While this would also support the Strong Local Economy strategic priority, it may not provide the same amount of high paying, technology jobs envisioned within the Bioscience field. Typical industrial development could produce two to seven times as many jobs. It is important to note that the legislative act of changing the land use and zoning does not guarantee that the development proposal of the private school campus would be built, nor the jobs created.

Mobility. Per the adopted Strategic Plan, mobility means, “Traffic flow improved through... other methods to achieve level of service identified in the Comprehensive Plan” and “traffic mitigation plan implemented for roadways not meeting the Town’s level of service standards”. Another policy supports “growth and commerce encouraged that helps to manage traffic flow (encourage industries with off-peak trips). The proposal to amend the land use from Industrial to Public Institutional and Residential will have significant impacts on mobility as detailed in the traffic section below.

One Strategic Initiative in the Strategic Plan is specific to advancing the design and construction of South Island Way, which includes identifying opportunities for right-of-way (ROW) acquisition and roadway construction with proposed developments of nearby properties, and to collaborate with owners of required ROW to secure necessary ROW. The subject property is one of the properties from which ROW and construction of the roadway improvements are needed. This initiative and the impacts of the subject application on it are detailed in Section 2. Future Land Use Map and Rezoning Amendments analysis below.

Bioscience Research Protection Overlay. The proposed amendments are not consistent with the existing Comprehensive Plan Policies for the Bioscience Research Protection Overlay (Overlay). The Overlay policies generally support development that is consistent with the Strong Local Economy Strategic Priority, and in some cases where development impacts occur off-peak, such uses could support the Mobility Strategic Priority as well.

Should the Town Council decide to proceed with removing the property from the Overlay based on the policy decisions presented above, Section 2 below analyzes the proposed amendments in the context of the proposed public institutional and residential future land use designations and zoning districts based on the criteria established in the Town Code.

## **Section 2. Future Land Use Map and Rezoning Amendments**

It should be noted that the subject property is proposed for two separate land use amendments and two separate zoning amendments, and will be considered for approval and voted on as four separate ordinances:

### **A. Future Land Use Map Amendment**

**Criteria for FLUM amendments.** Section 27-178 provides four (4) criteria for the review of FLUM amendments. Proposed map 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 for A and B: The proposed FLUM amendments are not consistent with some of the goals, objectives, and policies of the Comprehensive Plan (see Attachment G – Comprehensive Plan Objectives and Policies Consistency Analysis). Specifically, the proposal is not consistent with some of the Transportation Element and Conservation Element.

Transportation Element and Traffic Impacts- The applicant's traffic analysis was conducted for a 2,000 student private school and 92 multi-family dwelling units. The corresponding traffic associated with these uses does not meet the level of service standards of the Transportation Element (Policy 3.1.2) without significant unplanned roadway and intersection improvements to South Island Way, Indiantown Road, and Jupiter Park Drive, which go far beyond the South Island Way (Phase 1) plans designed by the Town. As noted previously, constructing South Island Way as currently designed requires additional right-of-way in addition to limiting the developments along the roadway to maintain the level of service to align with the current design. If the developments are approved with their currently proposed intensities, South Island Way, Indiantown Road and Jupiter Park Drive will require significant improvements and additional right-of-way for expansion.

The applicant has planned for the dedication of the right-of-way on their property and has requested consideration to establish a proportionate fair share agreement that would establish a payment by the applicant and obligations of the Town for future roadway redesign and construction to accommodate additional intensity. The Town's Traffic Engineer has developed a preliminary analysis for development phasing intensity commensurate with roadway design and expansion. Table 3 below outlines various phases of development that could be part of the future proportionate fair share agreement, but may encounter significant limitations with ROW, business impacts, costs, Comprehensive Plan Policies, and community standards that would need to be weighed in moving forward with a significant redesign, particularly beyond a conceptual needs analysis for a Phase 2 improvements to the surrounding road network, which is projected to only accommodate 1301 students on the subject property (with no residential) provided other nearby vacant properties commit to lower development intensities and densities.

**Table 3.**

<b>Phase</b>	<b>Level of improvement</b>	<b>Intensity Assumed</b>
Phase 1	<p>South Island Way as designed:</p> <ul style="list-style-type: none"> <li>• 2<sup>nd</sup> northbound and southbound lane added at intersection (11' needed from gas station);</li> <li>• Construct South Island Way extension to Jupiter Park Drive.</li> <li>• Impacts to roadway link from Jupiter Park Drive to Central with potential to include a 3-lane east bound section (two lane outbound and expanded turn lane to Island Way when the school hits +/-700 students)</li> </ul>	<ul style="list-style-type: none"> <li>• Subject property: 895 students; no residential units.</li> <li>• Proposed daycare (Planet Kids): 220 students.</li> <li>• Beacon Park (north of Indiantown Rd): 99 single-family units</li> </ul>
Phase 2	<p>South Island Way further improvements to include:</p> <ul style="list-style-type: none"> <li>• Add 3<sup>rd</sup> northbound lane left turn lane and separating the thru/right turn lane into two lanes at Indiantown Road intersection (24' additional from gas station needed impacting their canopy and pumps);</li> <li>• Further impacts to Jupiter Park Drive intersection improvements at Central Boulevard (+/-1,200 students)</li> </ul>	<ul style="list-style-type: none"> <li>• Subject property: 1301 students; no residential units.</li> <li>• Proposed daycare (Planet Kids): 220 students.</li> <li>• Beacon Park (north of Indiantown Rd): 99 single-family units</li> </ul>
Projected needs for a scenario with more than 1,301 students	<ul style="list-style-type: none"> <li>• Widening of Indiantown Road to a 10-lane facility from I-95 to Island Way and eastbound approach<sup>2</sup>;</li> <li>• Require 4-laning of South Island Way with additional turn lanes;</li> <li>• Redesign of the proposed north and south round-about along South Island Way to accommodate 4 lane road section;</li> <li>• Additional intersection improvements at Island Way and Indiantown Road to add an additional westbound left turn lane on Indiantown Road and southbound receiver lane on South Island Way (additional right-of-way required from the gas station, including rebuilding gas canopies);</li> </ul>	<ul style="list-style-type: none"> <li>• Subject property: 2,000 students; 92 residential units<sup>3</sup></li> <li>• Proposed daycare (Planet Kids): 220 students.</li> <li>• Beacon Park (north of Indiantown Rd): 99 single-family units</li> </ul>

As shown in the table above, the Town’s traffic engineer determined a maximum number of students associated with roadway improvements. It is important to note that the calculations assume a reduction of intensity for other property owners such as Planet Kids for the daycare currently under review for 350 students and Beacon Park being approved as they propose. The calculations also do not include any impacts from the proposed residential use. The scenario for more than 1,301 identifies significant roadway widening projects which don’t appear to be reasonably attainable due to the impact and costs related to ROW acquisition. If the Town Council were to determine that the housing component is a priority during the review of the PUD and Special Exception, some trips could be reassigned for workforce housing units by reducing the student capacity of the school to compensate in Phase 1 or 2 above.

<sup>2</sup> Widening Indiantown Road beyond a 6-lane facility is inconsistent with Policy 3.6.4 of the Transportation Element.

<sup>3</sup> Impacts are based on the PUD/Site Plan Traffic Analysis, which proposes a maximum of 160 residential units based on the potential use of PUD and workforce housing density bonuses to exceed the 92 units allowed in the High Density Residential land use designation.

While development of the subject property has always been anticipated (see Table 2 below in Traffic Analysis), there are major obstacles for obtaining the right-of-way necessary or funding the construction of many of the above improvements to facilitate the 2,000 students and 160 units requested by the applicant (Scenario beyond Phase 2 above). As a result, a trip cap to align the proposed development with what can reasonably be constructed to alleviate traffic from additional intensity should be considered. It is important to note that the total cost feasibility has not been evaluated for improvements to Jupiter Park Drive or for improvements beyond Phase 1.

Proportionate Fair Share, Pay and Go, and Trip Cap- Florida Statute 163.3180 allows the Town and a developer to enter into a proportionate fair share agreement which establishes each party's obligation to construct or pay (Pay and Go) for necessary transportation improvements. The Town and applicant must agree to the terms.

In the statement of use, the applicant states that in addition to the right of way dedication, the applicant has offered to enter into a Developer's Agreement with the Town, subject to Town Council approval, to facilitate coordinated construction of South Island Way (Attachment D, page 15). However, there are no details of such agreement and the proposed traffic impact study does not include a commitment to phase development commensurate with necessary road redesigns and construction. Further, close coordination would be needed with the Town Attorney should the Town Council support such an agreement.

The ability to "Pay and Go" for proportionate fair share is not a mandatory option for the Town to accept from the developer, because Indiantown Road is not failing with the recently completed FDOT improvements on Indiantown Road and the proposed development causes the level of service failure from its traffic impacts. These issues are associated with the PUD and Site Plan application development orders, which will be evaluated and presented in the future, if the Town Council makes a policy decision to approve the applicant's proposed land use and zoning amendments on first reading.

The Town Council may want to consider addressing the increased impact resulting from the proposed amendments through:

- A trip cap as part of the Future Land Use amendment Ordinances that limits daily and peak hour traffic trips to maintain level of service calibrated to the roadway improvements that will be constructed concurrent with development impacts;
- Establishing a maximum number of students and number of workforce housing at the PUD and site plan development order approval that may be phased to align with assured roadway improvements;
- Commitments for completion of the needed roadway and intersection improvements concurrent with the impacts;
- Other instruments to ensure impacts to the roadway system are sufficiently mitigated by providing the necessary improvements concurrent with the proposed impacts.

These strategies are available to ensure the level of service required by the Comprehensive Plan is met. Otherwise, the benefits from recent and ongoing efforts to improve traffic congestion on Indiantown Road could disappear.

A trip cap was suggested in the sufficiency letter sent to the applicant on September 24, 2025, since the analysis reflected the maximum intensity allowed by the proposed land use would exceed traffic LOS requirements. No trip cap has been offered by the applicant. If the Planning and Zoning Commission supports the request, there should be consideration to

recommending that the Town Council consider a trip cap associated with the FLUM amendments to ensure the development of the property aligns with the Town Council's policy determinations. The Commission does not need to provide the exact trip cap, as further analysis may be required following the initial policy direction from the Town Council.

Conclusion- Town Council will need to determine whether they are comfortable with amending the land use without assurances of a development agreement or a trip cap to limit development to what can be accommodated with a feasible expansion of the roadway network. If a trip cap is supported, it should align to the intensities based on the Town's Traffic Engineer's preliminary analysis corresponding to the capacities and the proportionate share of trips allocated to each of the properties. A trip cap exceeding approximately 1,301 students (beyond Phase 2) does not appear to be feasible given the significant limitations with ROW, business impacts, costs, Comprehensive Plan Policies, and community standards that would need to be weighed in moving forward with a significant redesign.

In addition, any development agreement or proportionate fair share agreement should demonstrate that each necessary phase of South Island Way and any other needed transportation improvements triggered by the proposed development intensity can be built concurrent with the increased intensity to ensure LOS is met at each phase of development. Neither Phase 1 or 2 noted in the above table assigns any workforce housing units to the residential district within the proportionate share for the subject property. Should the Town Council desire residential as part of the development with a Phase 1 or 2 approach, the student count will need to be recalibrated accordingly.

If Council is not comfortable with the increased intensity allowed by the FLUM amendment, it can decide not to approve the FLUM amendment, since changing the land use is a legislative policy decision.

Conservation Element and Environmental impacts- Per Florida Statute 163.3187, Future Land Use Map amendments shall be reviewed to determine that local environmental permit requirements are met, in this case land clearing permits and site plan approval meeting Chapter 26, the environmental preservation ordinance. The application does not meet portions of the Conservation and Future Land Use Element objectives and policies in the Comprehensive Plan. The applicant's initial environmental assessment contained significant insufficiencies, as it did not identify any viable native upland habitat for preservation. Unfortunately, the site plan was designed without this needed information being considered to ensure the 25% upland habitat preservation requirements per the Comprehensive Plan and Town Code were met. Due to the significant issues identified, the applicant engaged a separate consultant and a second environmental assessment was produced providing for the base line of habitat worthy of preservation. The applicant's updated environmental assessment is attached (Attachment I).

Given the unique environmental features on the site documented since 1990, review of previous environmental assessments on file from previous applications on the subject property, and years of staff site visits that questioned the amount and value of the native upland habitat, the Town retained an environmental consultant to independently evaluate the site and review the applicant's environmental assessment (Attachment J).

The applicant's statement of use (pages 5 and 6) notes that they are:

*"preserving 7.52 acres of environmentally sensitive land, including 2.93 acres of wetlands and 4.59 acres of native upland habitat. In addition, the approximately 25-acre C-18 Canal property will maintain its Conservation land use. These preserved areas are retained in their natural condition and excluded from development activity".*

Based on the environmental assessment and the concurrent site plan application submitted by the applicant, the statement is not correct and is not consistent with the Conservation goals, objectives, and policies, as detailed below. This will result in a need for the site plan to be adjusted to meet Comprehensive Plan policies. Further, consistent with Comprehensive Plan policies for appropriately designated conservation lands, staff requested the applicant designate any preservation land with a Conservation future land use, as part of this amendment process. The applicant stated they did not incorporate these changes. This is an issue that the Town Council should provide policy direction on as to whether the preservation areas should be designated with a Conservation future land use at this time or whether doing so as a condition of the PUD and site plan may be acceptable. The concurrent site plan application will require modifications to ensure compliance with the following:

- Per Policy 1.5.5, the concurrent site plan associated with the subject application does not meet the minimum 25% preservation requirements. The applicant's statement of use and concurrent site plan application for upland preserve requirements for the subject property is not in compliance with Comprehensive Plan (see Attachment G). It will be important as the site plan application moves forward that the site plan incorporates attributes from the applicant's environmental assessment report.
- Based on the concurrent site plan, a minimum of 25 percent of each native plant community (per Conservation Element Policy 1.5.8) has not been preserved and set-aside from clearing, despite the comment noted above in the statement of use. The environmental assessment shows that the majority of what the applicant states as native upland is significantly impacted by invasive species. Twenty-five percent of each native plant community has not been preserved. There are two environmentally significant lands that have been identified (Willow and Live Oak) which is not proposed to be preserved in the preservation area. Of the 4.59 acres proposed as preservation, there is approximately one acre of Pine Flatwoods with the remaining characterized with up to 50% or more invasive tree species (per the Town's Environmental Consultant).
- Staff requested that a Conservation Land Use designation be provided on any proposed preserved lands (the applicant proposes 7.52 acre) consistent with Policy 1.3.16.b of the Future Land Use Element (see Attachment G):

*"Conservation and preservation areas or easements of 10 acres or greater required pursuant to a development order shall be identified and designated with an appropriate corresponding Conservation Future Land Use designation and a consistent zoning designation."*

Based on the above policy, portions of the subject property, including the wetlands, should be designated with an appropriate future land use of Conservation and a consistent zoning designation, since the subject site abuts a conservation area greater than 10 acres—the C-18 Canal, which is 25 acres, to which their proposed preserved lands can and should be connected. If the land use change is not included with these amendments, this will need to be addressed as part of site plan review, to ensure the required preserve area will be designated as Conservation prior to development.

- Per Conservation Element Policy 1.9.1 (see Attachment G), the proposal does not provide for sufficient linkages to and connections between conservation areas adjacent to the site to form wildlife corridors connecting environmentally significant lands and conservation areas. The applicant states on page 6 of the statement of use that "the interconnected upland and wetland preservation areas function as a continuous habitat corridor that enhances local biodiversity and supports wildlife movement..." The environmental assessment and concurrent site plan shows that the majority of the applicant's preserve in the northeast portion of the property is of lower quality and highly impacted with exotics and the intact native plant communities and habitat is not being preserved.

- Per Policy 1.3.19 of the Future Land Use Element addresses environmentally sensitive areas in the Town. Per review of the applicant’s environmental assessment, the subject property contains two rare and unique upland habitat and wetlands and deepwater habitats. Environmentally sensitive areas are defined and specifically illustrated in Sec. 26-68, entitled “Significant Environmental Lands in the Town of Jupiter, Map 1”. This map shows the environmentally sensitive lands, and approximately 40% of the north portion of the subject property is within the environmentally sensitive lands area shown on Map 1 and shows a relationship to the C-18 Canal which has a Future Land Use Designation of Conservation. In addition, the preservation should connect to the conservation area along the C-18 Canal. As the site plan moves forward through review, it will be important to preserve the rare upland habitat (Live oak) and wetlands (Willow) along the north portion of the site and connect it to the existing conservation land of the C-18 Canal as the canal is an existing greenway and wildlife corridor.
- Policy 1.1.3 of the Conservation Element states that as part of a site plan an environmental assessment shall contain: maintenance and management plans for preserve area and a mitigation plan will be needed to provided. A determination must be made of whether or not preserved area will support wildlife. The subject property has existing gopher tortoises, with at least two active burrows. Field visits also confirmed the property is used by White Tail Deer, song birds, and the Eastern Rattlesnake.
- Objective 1.5 and Sec. 26-3 of the Town Code provide for the Purpose and Intent of the Vegetation and Environmental Preservation chapter, and includes:
  - providing habitat for wildlife and protected species,
  - providing benefits psychological and physical benefits to humans,
  - protecting biodiversity,
  - increase economic value of land through aesthetic and environmental characteristics,
  - encourage creative site development concepts to promote water conservation, and
  - protection for individual trees.

In addition to analysis above, these policies are examined further in the Comprehensive Plan Objectives and Policies Consistency Analysis (Attachment G).

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

Staff Comment:

- A. The subject property proposed for **High Density Residential** land use abuts land proposed for Public Institutional land use, as part of this application, to the north and the west, and existing industrial uses to the south and east. High Density Residential land use is not necessarily compatible adjacent to industrial or public institutional, but may be acceptable with proper buffering. The relocation of the residential area abutting the existing PBC residential to the northeast would provide a more appropriate transition. The industrial land to the east is located across the future South Island Way right of way, which would create approximately 80 feet of separation. The land to the south is immediately adjacent to existing industrial uses. As proposed by the applicant, proper buffering would be required between the residential and industrial land uses to address compatibility. Town Code requires a minimum 15 foot buffer between industrial and residential land uses, and a minimum of 25 foot buffer between public institutional and residential. These buffers would be required as part of any future site plan applications submitted for the property. A small portion of the residential land use directly abuts I-95, which could create some noise and may require some visual or sound mitigation.
- B. The subject property proposed for the **Public Institutional** land use abuts parcels with conservation land uses to the north, high density residential to the south and east

(proposed as part of this application), and industrial and a small portion of high density residentially zoned land at the north tip of the eastern boundary, which are both across the proposed South Island Way right of way. The Public Institutional land use has a wide range of uses, but may be compatible with both conservation and the residential land use provided appropriate buffers and other mitigation efforts are in place.

- 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:

- A. The proposed **High Density Residential** future land use designation for the subject property would create an isolated land use; however, it is of reasonable size and depth to provide adequate buffering. The subject property is adjacent to industrial land directly to the south and across Island Way to the east, and public institutional land proposed as part of this application to the north and west. Within the broader area, there is residential, recreation, and commercial land uses to serve the proposed residential use. Staff had suggested flipping the land uses so that the residential use was nearer to the Conservation land and the existing residential neighborhoods to the north and further from the Industrial lands to the south and east, which would also move the public institutional land further from the Conservation land and nearer to the Industrial land. However, the applicant was reluctant to redesign the corresponding site plans to accommodate this change.
- B. The proposed **Public Institutional** future land use designation for the subject property would create an isolated land use; however, public institutional land uses are found throughout the town, often adjacent to differing land uses since public institutional land uses comprise a wide variety of uses, some of which are compatible with residential neighborhoods and others that are less so. The property is of reasonable size and depth to provide adequate buffering.
- 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 for A and B: The proposed land use change has been requested by the applicant to allow for the future development of a private school campus and workforce housing. In order to accomplish this, the land would need to be amended from industrial use within the Bioscience Research Protection Overlay (BRPO) to public institutional and residential uses. The property is one of the last large, vacant properties in the town with an industrial land use designation. In the statement of use, the applicant states that “despite the aspirational intent of the Bioscience Research Protection Overlay (BRPO), anticipated large-scale growth of bioscience-related uses has not materialized” in the north county, and that “the continued application of the BRPO on the subject property no longer reflects the prevailing economic conditions or land use patterns.” Therefore, the applicant states that removal of the subject property from the BRPO is appropriate and consistent with the Town’s long-range planning objectives. While the Bioscience Interlocal agreement between municipalities in Northern Palm Beach County has been rescinded, the Town chose to maintain the BPRO and Comprehensive Plan policies. Therefore, whether to remove the BRPO from the subject property is a policy decision to be determined by the Town Council. It should be noted that the proposed change increases the daily traffic impact, increases the AM peak impact, and reduces the PM peak impact based on the applicant’s traffic analysis (Attachment H).

**Traffic.** Utilizing the Trip Generation Calculations Summary table contained in the applicant’s traffic analysis (Attachment H), the proposed FLUM amendment on the subject property results

in an estimated increase from the existing development potential. General Industrial land use designation allows a maximum lot coverage of 50 percent and a maximum building height of 50 feet. Using the combined 56.6 total acres, this could allow up to an estimated 1,232,748 square feet of general industrial space, assuming a height of one story. In 2022, the Town updated the Jupiter Area Study, which is intended to ensure any future development of the subject property and other vacant properties would continue to meet the Level of Service (LOS) for the intersection of Indiantown Road and Island Way. Based on the Jupiter Area Study (JAS) traffic update, approximately 551,000 square feet of Research and Development use was estimated to be the maximum development intensity possible on the subject properties to maintain the adopted LOS for Indiantown Road and the Island Way intersection, assuming South Island Way Phase 2 was completed along with other remaining Indiantown Road improvements. The proposed High Density Residential land use designation for the 18-acre parcel allows up to a base maximum density of 92 units, based on 6 dwelling units per acre, after accounting for the 2.93-acre wetland which allows 0.5 units per acre. In the concurrent site plan application, up to 160 dwelling units are requested, subject approval of density bonuses. Below is a comparison of traffic assumptions:

**Table 2. Traffic**

Type	Square Feet/ Dwelling Units	Avg. Daily Trips	AM Peak Hour	PM Peak Hour
Maximum intensity per existing Future Land Use (General industrial Use) <sup>4</sup>	1,232,312 sf <sup>5</sup>	5,401	821	721
Realistic intensity per existing Future Land Use <sup>6</sup>	616,156 sf	2,701	411	361
2022 JAS Update to keep LOS on ITR/IW intersection (R&D Use) <sup>7</sup>	551,000 sf	5,594	515	488
Applicant's proposal for High Density Residential (Residential Use) and Public Institutional (School Use) <sup>8</sup>	92 units (base) 2,000 students	5,550	<b>1,615<sup>9</sup></b>	383

Utilizing the Trip Generation Calculations Summary table contained in the applicant's traffic analysis (Attachment H), the proposed FLUM amendment on the subject property results in an **increase** from the existing development potential of 149 Average Daily Trips (ADT) and 794 AM peak hour trips, and a **reduction** of 338 PM peak hour trips. The proposal is also slightly **lower** in ADT (44 trips) than the R&D use from the JAS update, while the increase in the AM peak is **significantly higher** (1,101 trips) and the PM peak remains **lower** (105 trips). The PM reduction is due to the trip generation of "Private School" use, which produces fewer PM peak evening trips since schools let out earlier than the 4-6 PM peak hour. While part of the site plan and special exception application, the Town's traffic engineer has noted that a **peak hour factor**

<sup>4</sup> Based on 1 story and 50% lot coverage, the maximum lot coverage allowed for Industrial in the Comp Plan.

<sup>5</sup> Square footage used in applicant's traffic analysis is 436 less likely due to rounding of the acreage.

<sup>6</sup> Based on a 0.25 Floor Area Ratio (FAR) or 1 story and 25% lot coverage. In order to give a more likely development scenario, staff often refers to the original Jupiter Area Study adopted as Comprehensive Plan Data and Analysis, which aggregated data of development built in the town to establish a typical intensity by use category. This number provides a far more realistic scenario of general industrial development typical in the town, which is half of the maximum established by the future land use designation for General Industrial.

<sup>7</sup> Needs to be recalibrated based on changing conditions.

<sup>8</sup> Based on 6 units/acre after accounting for the 2.93-acre wetland which allows 0.5 units per acre.

<sup>9</sup> Typical peak hour trips are approximately 10% of the average daily trips (ADT). The proposed 1615 AM peak hour trips amount is 29% of the ADT.

**has not been included** in the applicant's traffic analysis **which will negatively impact the operations and flow (including stacking) of traffic and cause signal delays** for each impacted intersection in the peak hour. The Town's traffic engineer identified that utilizing the appropriate peak hour factor traffic impacts the traffic flow by an additional 50-60%, impacting signal delay.

The applicant has also stated that the amendment would reduce the potential amount of truck traffic characteristic of some typical industrial land uses. There are other differences between a number of uses allowed by the existing Industrial land use and proposed Public Institutional (PI) land use, using school as the example to typify an intense PI use. PI would open the property to uses, such as schools, that have a higher daily trip generation and higher volumes of traffic in the AM peak hour. While some industrial uses have a higher percentage of truck traffic with a lower peaking pattern, and more continual trips during the day; a school use has a significant peaking pattern, less mid-day trips, and less truck traffic. Schools also have worse impacts due to the intense traffic volumes that occur during student arrival and drop-off immediately before classes start that often concentrate most of the peak hour trips within a 15 minute period.

**Population impacts.** The proposed land use change will have an impact on the surrounding population because the change to High Density Residential will allow for development with residential as a primary use, as opposed to the Industrial uses which are currently allowed by the assigned future land use designation. The proposed High Density Residential land use designation allows for a maximum density of six units per acre. In total, the maximum base density of 6 units per acre allowed with the proposed amendments is 92 units. Based on the census average of 2.5 persons per household, this would result in an approximate population increase of 230 residents, which equates to less than one percent increase in Town's population. The applicant has stated that the intention for the Residential High parcel would be to provide 100 percent workforce housing. At this time no site plan or proposed number of units has been provided for the residential portion of the property. The Comprehensive Plan includes policies for workforce housing that allow for densities to be increased to up to a maximum of 15 units per acre, if approved by the Town Council.

**Infrastructure Analysis.** See Attachment K.

### **C. Zoning Map Amendment**

**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 the "Future Land Use Map Amendment " section above for discussion on consistency with the Comprehensive Plan as portions of the request are not consistent.

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

Staff Comment:

- C. **Residential, Limited Multi-Family (R-3) 18.0 acres-** The proposed zoning map amendment is not necessarily consistent with the established land use patterns as noted in the FLUM amendment analysis above since it introduces residential use such that it is surrounded by non-residential uses (Public Institutional and Industrial) but may be acceptable if relocated to the northeast to abut existing residential. If it is determined that the proposed location is acceptable, proper buffering to the surrounding uses will be required. The applicant has proposed R-3 which allows multi-family residential development, including apartments, townhouses, duplexes, single-family and zero lot line. R-3 is the most intense of the town's standard residential districts and due to the higher concentrations of people and cars are situated in areas well serviced by public and commercial services with convenient access to thoroughfares and collector streets. This property is within reasonable proximity to these services, and with the completion of the South Island Way roadway adjacent to a collector and near the Indiantown Road commercial corridor and I-95. The surrounding properties are zoned Industrial Park, Light Industrial (I-1), and the applicant is proposing Public/Institutional on the northern portion of the subject property. Therefore, relocation of the residential land use or substantial buffers will be required between the residential use and non-residential uses. Should the proposed future land use amendment be approved, the R-3 zoning is appropriate.
- D. **PI, Public/Institutional 38.6 acres-** Because Public/Institutional zoning is designed to accommodate such a wide range of public and community uses with varying levels of impact, most uses require approval of a Special Exception. In addition, buffer and setback requirements are more substantial than other districts. As part of a special exception review these uses need adequate buffering to be compatible. The district may be compatible with both conservation and the residential land use provided appropriate buffers, preservation requirements and other mitigation efforts are in place. As stated, since most of the intense uses allowable in PI are special exceptions (including educational facilities greater than 10 acres), Town Council may require further restrictions (e.g., greater setbacks, larger buffers or additional screening, limitations on intensities and heights, etc.) through the Special Exception process to minimize impacts. Should the proposed future land use amendment be approved, the PI zoning is appropriate.
- 3) *The proposed map amendment shall not create an isolated land use designation or zoning district unrelated to adjacent and nearby designations or districts.*

See the "Future Land Use Map Amendment " section above for discussion on isolated land use designations or zoning 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 for C and D: The zoning map amendment is not necessary because of changing conditions, unless the Town Council approves changing the Future Land Use as requested. If that occurs, it will be necessary to assign a zoning designation that is consistent with the corresponding proposed future land use designation.

The data and analysis supporting the FLUM and Zoning Map amendments will be included in the transmittal package sent to the Florida Department of Commerce for review after the first reading of the amendments in accordance with F.S. 163.3187.

## **Findings**

Based on the analysis herein, staff has identified the following findings related to the request:

1. The subject property is currently assigned the General Industrial future land use designation with the Bioscience Research Protection Overlay and the I-1, Industrial, Park, Light Industry District zoning district;
2. The subject property is not improved with any buildings and does not have an approved site plan;
3. The proposed future land use designation is not consistent with the adopted Bioscience Research Protection Overlay (the "Overlay"); however, the Town may make a legislative policy decision to remove the designation from the property, as requested by the applicant;
4. The proposed future land use designation is **not** consistent with the goals, objectives, and policies of the Comprehensive Plan due to not meeting certain Conservation and Transportation Element policies as detailed in the analysis above and in Attachment G;
5. The proposed future land use designation is not consistent with the established land use pattern, but may be acceptable with relocation of the residential area to abut the residential to the northeast. If the residential is maintained in its current location proper buffering between unlike uses will be needed;
6. The proposed future land use designation will not have a significantly greater or lesser environmental impact to the site than the existing designation;
7. The proposed future land use designation for the subject property is projected to result in an **increase** in potential Average Daily Traffic trips and a **significant increase** in AM peak hour trips, and a **decrease** in PM peak hour trips;
8. The proposed future land use designation will have significant impacts on public facilities and services (Transportation), which necessitate additional right-of-way acquisition, design, and substantial road construction improvements. The applicant has offered a proportionate fair share agreement and has not provided assurances that they will implement roadway improvements concurrent with their proposed development to maintain the adopted level of service adopted in the Comprehensive Plan. These impacts may be partially mitigated through implementing a trip cap;
9. The proposed future land use designations and zoning districts are not consistent with the established land use pattern, but can be acceptable through relocation of the residential land use to the northeast or proper buffering, and are appropriate if the future land use amendments are approved on the subject properties.

## **Conclusions**

The conclusions of the Town Council shall be based on the findings and recommendations of the Local Planning Agency, and Planning and Zoning Commission.

## **Attachments:**

- Attachment A – Applicants Disclosure Statement
- Attachment B – Owners Disclosure Statement
- Attachment C – Location Map
- Attachment D – Statement of Use
- Attachment E – Future Land Use and Zoning Maps (existing and proposed)
- Attachment F – Bioscience policies from Comprehensive Plan
- Attachment G – Comprehensive Plan Objectives and Policies Consistency Analysis
- Attachment H – Traffic Impact Analysis – FLU amendment and rezoning

**Jupiter Christian School Future Land Use and Zoning Map Amendments**  
**Page 18**

Attachment I – Applicant’s consultant’s Environmental Assessment  
Attachment J – Town consultant’s Environmental Assessment  
Attachment K – Infrastructure Impact Analysis

Contact Martin Schneider at [martins@jupiter.fl.us](mailto:martins@jupiter.fl.us) or 561-741-2290 for attachments.

For office use only –  
Project #



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

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

STATE OF FLORIDA  
TOWN OF JUPITER

BEFORE ME, the undersigned authority, this day personally appeared  
DONALD R BARNES, hereinafter referred to as  
“Affiant,” who being by me first duly sworn, under oath, deposes and states as  
follows:

1. Affiant is the [ ] individual or [ ] CHAIRMAN [position e.g.,  
president, partner, trustee] of JUPITER CHRISTIAN SCHOOL [name and type  
of entity—e.g., ABC Corporation, XYZ Limited Partnership] is the contract  
purchaser for the ~~that holds an ownership interest in~~ real property legally  
described on the attached Exhibit “A” (the “Property”). The Property is  
the subject of an application for Comprehensive Plan amendment or  
Development Order approval with the Town of Jupiter.
2. Affiant’s address is: 700 S. DELAWARE BLVD, JUPITER  
FLORIDA 33458.
3. ~~Attached hereto as Exhibit “B” is a complete listing of the names and  
addresses of every person or entity having a five percent or greater interest in  
the Property. Disclosure does not apply to an individual’s or entity’s interest in  
any entity registered with the Federal Securities Exchange Commission or  
registered pursuant to Chapter 517, Florida Statutes, whose interest is for  
sale to the general public.~~
4. Affiant acknowledges that this Affidavit is given to comply with Town of Jupiter  
policy, and will be relied upon by the Town of Jupiter in its review of

application for Comprehensive Plan amendment or Development Order approval affecting the Property. Affiant further acknowledges that he or she is authorized to execute this Disclosure as the contract purchaser, of ~~Ownership Interests on behalf of any and all individuals or entities holding a five percent or greater interest in the Property.~~

5. Affiant further acknowledges that he or she shall by affidavit amend this disclosure to reflect any changes in its intent to purchase ~~to ownership interests~~ in the Property that may occur before the date of final public hearing on the application for Comprehensive Plan amendment or Development Order approval.
6. Affiant further states that Affiant is familiar with the nature of an oath and with the penalties provided by the laws of the State of Florida for falsely swearing to statements under oath.
7. Under penalty of perjury, Affiant declares that Affiant has examined this Affidavit and to the best of Affiant's knowledge and belief it is true, correct, and complete.

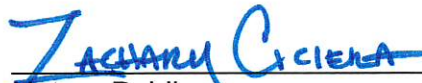

FURTHER AFFIANT SAYETH NAUGHT.

  
\_\_\_\_\_  
DONALD R. BARNES, Affiant  
(Print Affiant Name)

The foregoing instrument was acknowledged before me this 27 day of FEBRUARY, 2026, by DONALD R. BARNES,  
 who is personally known to me or [ ] who has produced \_\_\_\_\_ as identification and who did take an oath.



ZACHARY CICIERA  
Notary Public  
State of Florida  
Comm# HH250215  
Expires 4/6/2026

  
\_\_\_\_\_  
Notary Public  
  
\_\_\_\_\_  
(Print Notary Name)  
NOTARY PUBLIC  
State of Florida at Large  
My Commission Expires: 4.6.26

**EXHIBIT "A"**  
**PROPERTY**

EXHIBIT "B"

DISCLOSURE OF OWNERSHIP INTERESTS IN APPLICANT

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

Name	Address	Percentage of Interest
JUPITER CHRISTIAN SCHOOL LLC		100 %
	700 S. DELAWARE BLVD	
	JUPITER FL 33458	

For office use only –  
Project #



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

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

STATE OF FLORIDA  
TOWN OF JUPITER

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

1. Affiant is the  individual or  Manager \_\_\_\_\_ [position e.g.,  
president, partner, trustee] of Hawkeye Jupiter LLC [name and type  
of entity—e.g., ABC Corporation, XYZ Limited Partnership] that holds an  
ownership interest in real property legally described on the attached Exhibit  
“A” (the “Property”). The Property is the subject of an application for  
Comprehensive Plan amendment or Development Order approval with the  
Town of Jupiter.
2. Affiant’s address is: 3222C COMMERCE PLACE, WEST PALM BEACH, FLORIDA 33407
3. Attached hereto as Exhibit “B” is a complete listing of the names and  
addresses of every person or entity having a five percent or greater interest in  
the Property. Disclosure does not apply to an individual’s or entity’s interest in  
any entity registered with the Federal Securities Exchange Commission or  
registered pursuant to Chapter 517, Florida Statutes, whose interest is for  
sale to the general public.
4. Affiant acknowledges that this Affidavit is given to comply with Town of Jupiter  
policy, and will be relied upon by the Town of Jupiter in its review of

application for Comprehensive Plan amendment or Development Order approval affecting the Property. Affiant further acknowledges that he or she is authorized to execute this Disclosure of Ownership Interests on behalf of any and all individuals or entities holding a five percent or greater interest in the Property.

5. Affiant further acknowledges that he or she shall by affidavit amend this disclosure to reflect any changes to ownership interests in the Property that may occur before the date of final public hearing on the application for Comprehensive Plan amendment or Development Order approval.
6. Affiant further states that Affiant is familiar with the nature of an oath and with the penalties provided by the laws of the State of Florida for falsely swearing to statements under oath.
7. Under penalty of perjury, Affiant declares that Affiant has examined this Affidavit and to the best of Affiant's knowledge and belief it is true, correct, and complete.

FURTHER AFFIANT SAYETH NAUGHT.

Ronald Pertnoy, Affiant  
(Print Affiant Name)

The foregoing instrument was acknowledged before me this 5<sup>th</sup> day of August, 2025, by RONALD PERTNOY,

who is personally known to me or  who has produced

\_\_\_\_\_ as identification and who did take an oath.



Shannon D. Dudeck  
Notary Public  
SHANNON D. DUDECK  
(Print Notary Name)

NOTARY PUBLIC  
State of Florida at Large  
My Commission Expires: 4-26-26

## EXHIBIT "A"

### PROPERTY

A parcel of land lying in the Southeast Quarter (SE 1/4) of Section 4, Township 41 South, Range 42 East, Palm Beach County, Florida, being more particularly described as follows:

That part of the Southeast Quarter (SE 1/4) of Section 4, Township 41 South, Range 42 East, lying southerly of the South line of that certain drainage easement described in Deed Book 1100, Page 457, of the Public Records of Palm Beach County, Florida, and lying easterly of the East right-of-way line of Interstate I-95; LESS AND EXCEPTING THEREFROM the East 16.5 feet for road right-of-way as described in Deed Book 888, Page 419, of the Public Records of Palm Beach County, Florida; ALSO LESS the road right-of-way described in Official Record Book 5762, Page 638, of the Public Records of Palm Beach County, Florida; ALSO LESS that certain parcel of land described in Official Record Book 4253, Page 1029, of the Public Records of Palm Beach County, Florida;

TOGETHER WITH a parcel of land lying in the Southeast Quarter (SE 1/4) of Section 4, Township 41 South, Range 42 East, Palm Beach County, Florida, being more particularly described as follows:

That part of the drainage easement in the Southeast Quarter (SE 1/4) of Section 4, Township 41 South, Range 42 East, described in Deed Book 1100, Page 457, of the Public Records of Palm Beach County, Florida, lying easterly of the East right-of-way line of Interstate I-95.



DATE: 08/01/2025

Town of Jupiter  
Department of Planning & Zoning  
210 North Military Trail  
Jupiter, FL 33458

**RE: Owner Authorization and Designation of Agent**

To whomever it may concern,

Please be advised that the undersigned is the owner of the property PCN(s): 30-42-41-04-00-000-5080, 30-42-41-04-00-000-5070, 30-42-41-04-00-000-5060, 30-42-41-04-00-000-5040. The undersigned does hereby consent to the filing of applications with the Department of Planning and Zoning of the Town of Jupiter, Florida, with respect to the Property, and does hereby authorize Donaldson Hearing / Zach Ciciera, of Cotleur & Hearing, as representatives and agents on behalf of the undersigned in connection with such filing.

Sincerely,

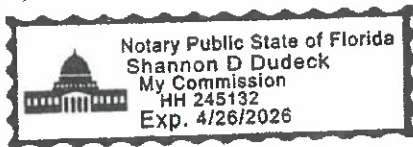
Hawkeye Jupiter LLC

STATE OF FLORIDA  
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 5<sup>th</sup> day of AUGUST 2025 by RONALD PERTINDY, MANAGING MEMBER of HAWKEYE JUPITER LLC.

The individual is personally known to me or has produced \_\_\_\_\_ as identification.

(NOTARY SEAL)



Shannon D. Dudeck  
Notary Public  
SHANNON D. DUDECK  
Name of Notary Printed  
My commission expires: 4.26.26



1 inch equals 1,000 feet



# Aerial Map

## Jupiter Christian School Campus

Jupiter, FL



# Cotleur & Hearing

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

Map Document: "F:\Project Documents\06-1008.05 Hawkeye - Jupiter Christian School Campus\Maps and Graphics\ArcGIS\_Projects\Hawkeye\_ArcGIS Pro Base" [8/11/2025] ESS

## JUPITER CHRISTIAN SCHOOL LEGACY CAMPUS

### FLUA | Rezoning

#### Statement of Use

Submitted December 19, 2025

***Revised March 2, 2026***

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### **INSTITUTIONAL LEGACY & FOUNDING**

Jupiter Christian School was founded in 1963 through the vision and generosity of the Pennock family and other community leaders who believed that the Town of Jupiter deserved a Christ-centered educational institution rooted in academic excellence and civic responsibility. For more than six decades, the school has operated within the Town limits, growing alongside the community it serves and becoming a foundational institution in Jupiter’s civic fabric.

From its earliest days, the school has maintained a uniquely local identity. Generations of Jupiter families have attended the institution, and its alumni continue to live, work, and serve within the Town and greater northern Palm Beach County region. The school’s athletic, arts, and academic programs are interwoven with local partnerships and community organizations, reinforcing its long-standing presence as more than a private educational facility but as a civic institution tied directly to Jupiter’s identity.

As the Town of Jupiter has matured, its infrastructure, housing market, and employment base have evolved. However, the school’s physical campuses have remained constrained by their original locations within established residential neighborhoods. The Legacy Campus represents not an expansion away from Jupiter, but a reinvestment within the Town’s corporate limits, ensuring that “Jupiter” Christian School remains in Jupiter for the next generation.

The proposed Future Land Use Amendments and Rezoning provide the regulatory framework necessary to modernize and consolidate the school’s facilities in a location better suited for long-term operations, infrastructure capacity, and community integration.

### **COMMUNITY INFRASTRUCTURE & ECONOMIC CONTRIBUTION**

While the site is currently designated General Industrial within the Bioscience Research Protection Overlay, the property has remained largely undeveloped for industrial purposes despite its long-standing designation. The proposed transition to Public Institutional and Residential High represents a reallocation of land use toward active community-serving infrastructure that produces measurable and sustained local benefit.

The Jupiter Christian School campus will support approximately 205 full-time equivalent positions, including educators, administrators, career technical instructors, facilities staff, and support personnel. These positions represent stable, professional employment within the Town and generate ongoing local economic activity through payroll, purchasing,

service contracts, and community spending.

Unlike many industrial uses permitted within the I-1 district, the proposed campus will not generate heavy truck traffic, outdoor storage, or industrial operational impacts. Instead, it introduces a lower-intensity institutional employment base that remains consistent with surrounding land uses while strengthening the Town's educational infrastructure.

The residential component, capped at 92 workforce housing units at this time, further enhances the Town's economic resiliency. By dedicating 100 percent of units to workforce housing, the project directly supports teachers, Town employees, public safety personnel, and other essential workers. The proximity of housing to employment opportunities reduces commuter travel demand, supports employee retention, and promotes a healthier jobs-housing balance within the Town.

Although the current application does not rely on bonus density provisions, the Town's Housing Element provides potential workforce housing density incentives that may be evaluated during future site plan preparation. Any such consideration would occur through separate review and approval processes.

Together, the educational and workforce housing components reinforce long-term economic stability, community continuity, and institutional permanence within Jupiter.

### **FUTURE LAND USE & ZONING AMENDMENT**

The Applicant, Jupiter Christian School, as contract purchaser, seeks Town Council approval of a Future Land Use Amendment and Rezoning on approximately 56 acres of the subject 82-acre property generally located in the southeast quadrant of the I-95/Indiantown Road intersection. The site is generally west of the Jupiter Commerce Center, east of I-95, south of Indiantown Road, and north of Jupiter Park Drive. The proposed 56-acre development portion of the subject property (referred to herein as "the property") applicable to the future land use amendment and rezoning is located east and south of the C-18 Canal. The property maintains a General Industrial (IND) Future Land Use designation and is within the I-1 Industrial, Park, and Light Industry zoning district. It should be noted that the portion of the site containing the C-18 Canal has a Future Land Use designation of Conservation and will not be amended or rezoned as part of this request. Additionally, the property lies within the Bioscience Research Protection Overlay (BRPO) area pursuant to the Town of Jupiter's Future Land Use Map. The applicant proposes the following amendments:

- Amend the Future Land Use Map designation of the property from General Industrial (IND) to Public Institutional (PI) for the school portion ( $\pm 38.6$  acres) and Residential High (RH) for the residential portion ( $\pm 18.0$  acres).
- Amend the Town's Future Land Use Map to remove the entire  $\pm 56$ -acre portion of property from the Bioscience Research Protection Overlay (BRPO).

- Rezone the property from I-1 (Industrial, Park, and Light Industry) to Public Institutional (PI) for the Jupiter Christian School (38.6 acres) and Residential, Limited Multifamily (R-3) for the residential portion (18.0 acres).

This future land use amendment and rezoning request reflects a context-sensitive and sustainable vision for the site that balances institutional, residential, and environmental needs in alignment with the Town of Jupiter’s Comprehensive Plan. This request is followed by a separate Planned Unit Development (PUD) and Special Exception applications to facilitate the development of the new Jupiter Christian School K-12 Campus and workforce housing residential community, aiming to serve the Town of Jupiter’s essential workforce and student population for the long-term future. As part of the separate PUD and Special Exception applications, the applicant has committed to dedicating right-of-way along the east property boundary to the Town of Jupiter to facilitate the construction of collector road Island Way South, following approval of this project by Town Council.

### SURROUNDING LAND USES

	Zoning	FLU
<b>N</b> (Town of Jupiter)	Not Zoned	Not Designated
<b>S</b> (Town of Jupiter)	I1 Industrial Park Light Industry	General Industrial (Bioscience Research Protection Overlay)
<b>E</b> (Town of Jupiter)	I1 Industrial Park Light Industry	General Industrial (Bioscience Research Protection Overlay)
<b>W</b> (Town of Jupiter)	Not Zoned	Not Designated

### FUTURE LAND USE AMENDMENT (General Industrial to PI)

The proposed amendment from General Industrial (IND) to Public Institutional (PI) on approximately 38.6 acres establishes a land use designation specifically intended to accommodate educational and institutional facilities serving the public interest. The Public Institutional category is expressly designed for schools, governmental, civic, and community-serving facilities and provides the appropriate long-term policy framework for the Jupiter Christian School Legacy Campus.

## Comprehensive Plan Consistency Analysis:

### **Consistency with Policy 1.3.17 – Public/Institutional** ***Policy 1.3.17 (a): Location Criteria for Schools***

Response: Policy 1.3.17 establishes location and siting criteria for public and institutional uses, including schools. The policy emphasizes appropriate roadway access, compatibility with surrounding land uses, and safe internal circulation.

The proposed campus satisfies these criteria as follows:

- Primary access is provided from Island Way South, a planned collector roadway connecting Indiantown Road and Jupiter Park Drive. The campus does not rely on local residential streets for access.
- On-site queuing capacity (178 vehicles for middle/high school and 98 vehicles for elementary school) ensures traffic operations are contained within the property.
- Internal circulation, buffering, and building orientation are designed to prevent conflicts with adjacent properties.
- The site is located within the Town's urbanized area and is served by existing infrastructure, utilities, and roadway capacity.

The proposed PI designation therefore meets both the intent and location criteria of Policy 1.3.17.

The campus is internally oriented, with on-site circulation designed to accommodate student drop-off, pick-up, and staff parking in a controlled environment. This access configuration supports student safety, reduces traffic conflicts, and maintains compatibility with surrounding land uses, thereby meeting the intent of the Public/Institutional location criteria in the Town's Comprehensive Plan.

### **Future Land Use Element – Objective 1.2 and Policy 1.2.1** ***Land Use Compatibility***

Response: Objective 1.2 requires the Town to ensure compatibility between adjacent land uses. Policy 1.2.1 provides that compatibility shall be achieved through transitions in intensity, buffering, setbacks, height considerations, and site design techniques.

The Public Institutional designation functions as a transitional land use between existing industrial development to the south and established residential areas to the east. Institutional uses are generally lower in external operational impacts than industrial uses permitted under the IND designation and I-1 zoning district.

Compatibility is achieved through:

- Preservation of approximately 7+ acres of wetlands and upland habitat.

- Perimeter landscape buffering and internal building orientation.
- Concentration of building mass toward the interior of the site.
- Access from a collector roadway rather than residential streets.
- Elimination of heavy industrial truck traffic typical of I-1 operations.

These measures implement the compatibility standards contemplated under Policy 1.2.1.

### **Future Land Use Policy 1.3.17 & Transportation Element Goal 4, Objective 4.1, Policy 3.6.5.**

Response: Policy 1.3.17 of the Future Land Use Element establishes location guidance for public and institutional uses, including schools, while the Transportation Element emphasizes access management and the protection of residential streets from undue traffic impacts. Together, these policies require that institutional uses be designed with appropriate access and circulation to ensure compatibility with surrounding areas.

The proposed campus is accessed from Island Way South, a planned collector roadway, which provides convenient and efficient connectivity while avoiding reliance on local residential streets for primary ingress and egress. This access strategy is consistent with the Comprehensive Plan's emphasis on directing higher-volume institutional traffic to higher-order roadway classifications.

Internal circulation, on-site queuing, and designated drop-off and pick-up areas are provided to manage traffic demand within the site and minimize off-site impacts. These design features protect surrounding neighborhoods and implement the access management and compatibility objectives of both the Future Land Use and Transportation Elements of the Town's Comprehensive Plan.

### **Future Land Use Element – Policy 1.3.17**

Response: The Jupiter Christian School campus is located within the Town's developed area and is designed to function compatibly with surrounding land uses through appropriate site planning, buffering, and internal circulation. As an institutional use, the school provides community-serving educational functions while operating at an intensity that is lower than the former industrial use of the site, thereby advancing the Comprehensive Plan's intent for appropriate siting and integration of institutional uses.

### **Conservation Element – Objective 1.1**

Response: The proposed amendment is consistent with Objective 1.1 of the Conservation Element by permanently preserving approximately 7.52 acres of environmentally sensitive land, including 2.93 acres of wetlands and 4.59 acres of native upland habitat. In addition, the approximately 25-acre C-18 canal property will maintain its Conservation future land use. These preserved areas are retained in their natural condition and excluded from

development activity.

The preserved wetlands and upland habitats function together as a continuous ecological system that provides wildlife habitat, supports natural drainage patterns, and enhances environmental connectivity. In particular, the conservation areas establish a functional wildlife corridor linking the C-18 Canal conservation area to interior habitat areas on the site, thereby maintaining ecological continuity consistent with the Town's conservation objectives.

By avoiding impacts to sensitive resources and incorporating long-term preservation of natural systems into the land use framework, the project directly advances the Comprehensive Plan's Conservation Element and its objective of protecting environmentally sensitive lands.

### **Conservation Element – Policies 1.1.1 and 1.1.4**

Response: By permanently preserving the on-site wetland and native upland systems as designated open space, the proposed amendment directly implements Policies 1.1.1 and 1.1.4 of the Conservation Element. The preserved areas are retained in their natural condition and excluded from development, ensuring long-term protection of environmentally sensitive resources.

The interconnected upland and wetland preservation areas function as a continuous habitat corridor that enhances local biodiversity and supports wildlife movement. This preserved corridor contributes to the Town's broader network of protected natural systems and greenways envisioned in the Comprehensive Plan, while maintaining ecological connectivity, natural drainage patterns, and environmental integrity.

### **FUTURE LAND USE AMENDMENT (General Industrial to RH)**

The proposed amendment from General Industrial (IND) to Residential High (RH) on approximately 18.0 acres establishes a residential land use framework intended to support workforce housing within the Town's urbanized area. The Residential High category is designed to accommodate higher-density residential development in locations served by adequate infrastructure and appropriate roadway access.

The Applicant proposes a maximum of 92 workforce housing units at this time. No density bonuses are relied upon in this application. The Town's Housing Element provides potential workforce housing density incentives that may be evaluated during future site plan preparation; however, any such consideration would require separate review and approval and is not assumed herein.

### **Future Land Use Element – Policy 1.3.3**

Response: The proposed Residential High (RH) designation is appropriate at this location and satisfies the siting criteria established in Policy 1.3.3. The ±18.0-acre residential parcel is located within the Town’s urbanized area and is served by existing roadway infrastructure, including nearby arterial and collector roadways, allowing residential traffic to be accommodated without reliance on local neighborhood streets.

The RH parcel is situated to provide a logical residential transition from more intensive nonresidential and institutional uses while remaining compatible with surrounding development patterns. Compatibility is further enhanced through the permanent preservation of 2.93 acres of wetlands and 4.59 acres of native upland habitat, which form a continuous open-space corridor that separates development areas and provides visual buffering and environmental protection.

Policy 1.3.3 establishes criteria for siting higher-density residential development, including:

- Location within the urban service area;
- Access to arterial or collector roadways;
- Availability of public utilities;
- Compatibility with surrounding land uses.

The subject property satisfies these criteria:

- The site lies within the Town’s incorporated and urbanized area.
- Access is provided via Island Way South, a planned collector roadway connecting Indiantown Road and Jupiter Park Drive.
- Public water and wastewater infrastructure are available.
- Residential development is positioned to function as a transition between the proposed Public Institutional campus to the north and industrial uses to the south.

The RH designation is therefore appropriate from a locational and infrastructure standpoint.

### **Future Land Use Element – Policy 1.2.1**

Response: The proposed Residential High (RH) designation is consistent with Policy 1.2.1 by providing an appropriate and compatible transition between the proposed Public/Institutional use to the north and the existing industrial park to the south.

Compatibility is further enhanced through the permanent preservation of on-site wetland and native upland areas, which function as a natural open-space buffer between uses. Building placement, landscape design, and internal site orientation will reinforce this transition and minimize potential impacts to adjacent properties. Together, these measures ensure that the RH development integrates harmoniously with surrounding land uses and maintains the character and function of the broader area, consistent with Policy 1.2.1 of the

Future Land Use Element.

### **Future Land Use Element – Policy 1.2.2**

Response: The proposed Residential High (RH) designation represents the redevelopment of an underutilized property and is consistent with Policy 1.2.2 of the Future Land Use Element. Although the property has long been designated for industrial use, it has remained largely undeveloped despite being fully served by roadway infrastructure, water, wastewater, and other public services.

Converting the site to high-density residential directs growth to a serviced location and makes efficient use of existing infrastructure and public facilities. This infill redevelopment pattern supports the Town's objective of accommodating growth within already developed corridors and reduces pressure to extend infrastructure or expand development into outlying areas, consistent with Policy 1.2.2.

### **Future Land Use Policy 1.1.16**

Response: The proposed Residential High (RH) development is consistent with Policy 1.1.16 by providing workforce housing on a suitably sized, infill property within the Town's urbanized area. The applicant has committed to a recorded covenant requiring that 100 percent of the residential units be developed as workforce housing, ensuring long-term affordability consistent with the Town's housing objectives.

The workforce housing units will be distributed across affordability levels at approximately 80 percent, 100 percent, and 120 percent of Area Median Income (AMI), providing a range of housing options for income-qualified households. The site's location within an established employment and transportation corridor allows residents convenient access to jobs, services, and mobility options, while making efficient use of existing infrastructure.

Through the voluntary provision of deed-restricted workforce housing in an infill setting, the proposed RH designation advances the intent of Policy 1.1.16 and supports the Town's broader goals for housing diversity and economic sustainability.

### **Housing Element – Policy 1.1.1**

Response: The proposed Residential High (RH) designation is consistent with Policy 1.1.1 by expanding the range of housing types available within the Town of Jupiter. The development introduces a 100% future workforce housing development in support of this policy.

The location of the RH development within an established employment and services corridor allows residents to live closer to jobs, schools, and daily needs, reducing housing cost burdens and transportation demand. By providing workforce housing options at a

range of income levels, the project advances the Town's objective of fostering a diverse, inclusive, and sustainable residential community consistent with the Housing Element of the Comprehensive Plan.

### **Housing Element – Policy 1.1.2**

Response: The proposed Residential High (RH) designation is consistent with Policy 1.1.2 by increasing the supply of workforce housing units within the Town of Jupiter. Redevelopment of the underutilized industrial parcel into a residential community dedicated to workforce housing expands housing opportunities for income-qualified households, including essential workers employed within the community.

By utilizing the Town's land use framework to accommodate workforce housing residential development in an appropriate, serviced location, the amendment directly advances the Housing Element's objective of ensuring an adequate housing supply across income levels. The proposal leverages existing infrastructure and zoning tools to address documented housing needs while maintaining compatibility with surrounding land uses.

### **Conservation Element – Policies 1.1.1 and 1.1.4**

Response: The proposed Residential High (RH) development is consistent with Policies 1.1.1 and 1.1.4 of the Conservation Element through the permanent preservation of 2.93 acres of wetlands and 4.59 acres of native upland habitat. These preserved areas are retained in their natural condition and excluded from development activity.

The wetland and upland preservation areas function together as a continuous wildlife corridor that connects the C-18 Canal conservation area to interior conservation areas on the site. This open-space system protects environmentally sensitive lands, maintains natural hydrologic patterns, and integrates habitat conservation into the overall site design, consistent with the Town's adopted conservation policies.

### **Conservation Element - Policy 1.9.1**

Response: The proposed amendment is consistent with Policy 1.9.1 through the permanent preservation of on-site wetland and native upland systems as designated open space. These preserved areas function as a continuous ecological corridor that provides a meaningful linkage between the C-18 Canal conservation corridor and interior natural areas on the site.

By retaining these environmentally sensitive lands in their natural condition, the project enhances habitat connectivity, supports wildlife movement, and contributes to the Town's broader network of greenways and conservation areas envisioned in the Comprehensive Plan. The integration of this preserved corridor into the residential site design promotes long-term ecological function while allowing development to occur in a manner that respects

and reinforces the Town's conservation framework.

### **Transportation Element – Policy 4.1.1**

Response: The proposed Residential High (RH) designation is consistent with Policy 4.1.1 by relying on access from Island Way South, a planned collector roadway, rather than local residential streets. This access strategy supports the Town's long-range transportation planning objectives by accommodating residential traffic on an appropriate roadway classification and minimizing traffic intrusion into surrounding neighborhoods.

Island Way South provides improved east–west connectivity within the Town's transportation network and is planned to function as a multimodal facility accommodating vehicular traffic, pedestrians, and bicyclists. By directing residential traffic to a planned collector roadway and incorporating internal circulation that limits off-site impacts, the proposed RH development advances neighborhood protection while supporting the Town's broader mobility planning goals.

### **Conservation Element – Overall Consistency**

The Applicant continues to coordinate with Town Staff and environmental consultants regarding the Conservation Element policies identified in the January 16, 2026, comment letter. As required by Policy 1.1.3, updated environmental assessments and field verification were completed, including a joint site inspection on February 12, 2026, with Town Staff, the Town's retained environmental consultant, and the Applicant's environmental consultant. Refinements to habitat delineation and preservation mapping are underway and will be incorporated into future site plan resubmittals.

The Applicant has filed a concurrent site plan application, and the design of the site is currently underway. At the site plan level, the project will comply with and exceed Policy 1.5.5 by preserving more than the required 25 percent of the native plant community occurring on-site. The site plan has been intentionally designed around the approximately 2.9-acre Cypress wetland, preserving it in place consistent with Policies 1.5.11 and 1.5.12, and maintaining adjacent Pine Flatwoods uplands to enhance ecological function, buffering, and habitat connectivity consistent with Policies 1.5.3, 1.5.16, and 1.9.1. This integrated preservation approach strengthens the environmental value of the wetland system rather than isolating it.

While additional isolated wetland areas have been evaluated, full avoidance of all such areas would substantially constrain site design and eliminate key public benefits, including the proposed 100% Workforce Housing commitment (“Hometown Heroes Housing”), the Elementary School and Gymnasium facilities, and a portion of the High School campus. The project also provides right-of-way for Island Way South and a 10,000-square-foot well site for the Town. To the extent limited wetland impacts are proposed and permitted through the appropriate jurisdictional agencies, the Applicant submits that the substantial public benefits associated with educational facilities, workforce housing, transportation

improvements, and public infrastructure constitute an overriding public interest consistent with Policy 1.5.11.

Because the precise delineation, buffering, mitigation, and long-term management of these environmental features depend upon finalized grading, stormwater, and infrastructure plans, these matters are most appropriately resolved through detailed site plan review. The requested Future Land Use and rezoning amendments establish the appropriate policy framework, while full implementation of the Conservation Element will continue through site plan approvals and agency permitting.

### **Housing Element – Overall Consistency**

The proposed Residential High (RH) designation and Hometown Heroes Workforce Housing component are consistent with the Town's Housing Element. Goal 1 calls for the provision of affordable, structurally sound Workforce Housing in sufficient quantity to meet the needs of present and future residents. The adopted Housing Element includes quantified housing need projections through 2035 across very low, low, moderate low, moderate high, and middle income categories. The proposed residential component directly advances this goal by delivering a 100 percent Workforce Housing community within the Town's municipal boundaries, contributing meaningfully to the documented need.

Policy 1.1.3 supports infill, redevelopment, mixed-use development, and housing for essential workers. The project redesignates underutilized industrial land into a coordinated institutional and workforce housing campus, providing housing opportunities for teachers, public safety personnel, healthcare workers, and other income-qualified residents who serve the Jupiter community. This integrated approach reflects the redevelopment and workforce housing strategies contemplated by the Housing Element.

Policy 1.2.10 establishes a 12 percent Workforce Housing requirement for developments involving a land use change. The proposed residential component exceeds this threshold by providing 100 percent Workforce Housing units, substantially advancing the Town's adopted Workforce Housing Program.

Policy 1.3.4 encourages Workforce Housing in redevelopment areas and in proximity to employment and public services. The subject property is located within the Town's urbanized area, near major employment corridors and municipal services, and integrated with an educational campus that generates employment. Accordingly, the proposal satisfies both the locational and policy intent of the Housing Element.

For these reasons, the proposed RH designation directly advances the goals, objectives, and policies of the Town's Housing Element.

## REMOVAL FROM BIOSCIENCE RESEARCH PROTECTION OVERLAY

The subject property is currently located within the Town of Jupiter's Bioscience Research Protection Overlay (BRPO), a land use policy overlay that was originally conceived in coordination with Palm Beach County following the highly publicized arrival of Scripps Florida in the early 2000s. To bring this project to fruition, it is necessary to remove the property from the BRPO to facilitate this beneficial development. The BRPO was established to preserve strategically located sites for future bioscience and life science industry expansion, with the long-term goal of cultivating a regional cluster of research institutions, medical offices, and high-tech employment centers. This planning initiative aligned with the County's broader Bioscience Research Protection Overlay established in 2006, which sought to protect land near key transportation corridors and in proximity to Scripps and Max Planck to ensure that critical parcels would not be prematurely developed with non-research-related uses.

However, despite the aspirational intent behind the BRPO, the anticipated large-scale growth of bioscience-related uses in northern Palm Beach County, particularly west of I-95 and along Indiantown Road, has not materialized. More than 15 years after the overlay's creation, only limited ancillary development occurred beyond the Scripps and Max Planck facilities located within Abacoa. The broader bioscience ecosystem envisioned by the County and the Town has remained largely concentrated within the Jupiter Medical Center and Florida Atlantic University corridors, rather than expanding westward into properties such as the subject site.

Importantly, the market demand and economic development patterns in this region have shifted significantly over the past decade. Multiple properties within the County's BRPO, including those within the Town of Jupiter, have since been developed with residential, commercial, educational, or recreational uses that are not consistent with the original bioscience research vision. This includes approvals for institutional and workforce housing projects which are two critical needs within the Town of Jupiter that the subject property is now uniquely positioned to support.

Given these circumstances, continued application of the BRPO to the subject property no longer reflects prevailing economic conditions or land use patterns. The proposed amendment to Public Institutional and Residential High, together with removal from the BRPO, aligns the property's regulatory framework with realistic development potential and current community priorities. The proposed school campus, workforce housing community, right-of-way dedication for Island Way South, and well site contribution provide tangible and measurable public benefits that outweigh speculative reservation of land for bioscience expansion that has not materialized at this location.

Accordingly, removal of the subject property from the BRPO is appropriate and consistent with the Town's long-range planning objectives.

### REZONING (I-1 to PUD with PI and R-3 Subareas)

Concurrent with this Future Land Use Amendment request, the applicant is seeking to rezone the ±56-acre property from I-1 (Industrial, Light Manufacturing and Warehousing District) to two separate underlying zoning designations as follows:

1. Public and Institutional (PI) on the northern ±38.6-acre portion of the property to accommodate the future Jupiter Christian School K–12 campus.
2. Residential Multiple Family (R-3) on the southern ±18.0-acre portion of the property to accommodate 100% workforce housing community.

Both zoning districts will serve as the underlying districts within a Planned Unit Development (PUD), as permitted by the Town of Jupiter Zoning Code. Per Section 27-810(a):

*“The planned unit development district is established to provide for a more desirable environment through the application of flexible and diversified land development standards under a comprehensive plan and program professionally prepared...”*

To implement this coordinated vision for the subject property, PUD Site Plan and Special Exception applications will be submitted concurrently with this Future Land Use Amendment and Rezoning request. This comprehensive review process ensures that all proposed uses, development standards, and design elements will be evaluated holistically and in alignment with the Town’s adopted policies and goals.

#### Public and Institutional (PI) Zoning

The PI zoning district, established under Section 27-1037, is intended to:

*“Provide for public and private institutional uses of a public character including government, educational, health, religious and cultural uses.”*

The proposed Jupiter Christian School K–12 campus is consistent with the purpose and permitted and special exception uses of the PI district. The campus will include academic buildings, athletic facilities, and a Performing Arts Center serving as an ancillary facility for school-related events, performances, and educational programming.

Ancillary uses are explicitly permitted under Section 27-1037(b), which states:

*“Ancillary uses directly related to a permitted principal use shall be permitted, provided such uses are subordinate in area, extent, and purpose to the principal use and shall not be operated independently of the principal use.”*

The school campus and ancillary performing arts center will be reviewed through the Town’s Special Exception process, as required by Section 27-866, which lists schools (private or public) and auditoriums as special exception uses within the PI district. Their

inclusion in the concurrent PUD and Special Exception applications ensures transparency and comprehensive compatibility analysis during the entitlement process.

#### Residential Multiple Family (R-3) Zoning

The R-3 zoning district, governed by Section 27-1012, is intended to:

*“Provide for moderate-density residential uses, including multifamily dwellings and other compatible residential uses.”*

All residential units will be designated as workforce housing, providing housing opportunities for teachers, Town staff, public safety personnel, and other essential community members. The applicant will work alongside town staff to properly distribute the units among the 80 %, 100 %, and 120 % AML categories, consistent with the Town’s Workforce Housing Policy.

The site also includes a separate preserve tract containing wetland and native upland habitat areas located within both zoning districts. These preserved areas provide permanent open space and environmental protection consistent with Town policy and Comprehensive Plan objectives.

#### Compatibility with Comprehensive Plan and Zoning Code

The requested PI and R-3 rezonings are consistent with the proposed Public Institutional (PI) and Residential High (RH) Future Land Use designations, which encourage the integration of institutional and residential uses under a cohesive master-planned framework.

According to Section 27-810(d), PUD zoning may include multiple underlying districts to:

*“Allow for a mixture of land uses, including residential, commercial, institutional, and recreational, in a manner that provides for internal compatibility and promotes the public health, safety, and general welfare.”*

The PUD ensures that development of the entire site, including access, infrastructure, open space, and buffering, will be coordinated under a single master plan. This approach provides greater public benefit and design oversight than conventional zoning alone.

The project also contributes to the Town’s transportation and mobility goals through the dedication of right-of-way and participation in the construction of Island Way South, a planned collector roadway that will enhance connectivity between Indiantown Road and Jupiter Park Drive. This infrastructure commitment supports the public-benefit findings required for PUD and Special Exception approvals.

The rezoning from I-1 to PI and R-3, as underlying districts within a unified PUD, is consistent with the Town of Jupiter Zoning Code, the proposed Future Land Use

designations (PI and RH), and the Town's broader vision for integrated, sustainable growth. The proposed school campus and residential community will address critical community needs while creating synergy with surrounding uses and supporting long-term infrastructure and mobility goals.

### **TRAFFIC**

The Future Land Use Amendment (FLUA) Traffic Analysis for the Jupiter Christian School project evaluated the impacts of changing the site's designation from General Industrial to PI and RH. Based on trip generation estimates, the proposed development is expected to generate approximately 5,550 net new daily trips, 1,615 AM peak-hour trips, and 383 PM peak-hour trips. A Traffic Capacity Analysis was completed to evaluate Year 2030 conditions using Palm Beach County background traffic data and projected project trips. The analysis compared future traffic volumes against the adopted Level of Service (LOS) standards for impacted roadway segments.

With the addition of project traffic, one segment—Indiantown Road between the I-95 eastbound ramps and Island Way (eastbound AM peak)—is projected to exceed capacity. This segment is being addressed through proportionate share obligations identified in the project's site-specific Traffic Impact Analysis.

In summary, the proposed Future Land Use Amendment and Rezoning are supportable from a transportation standpoint. The project does not create independent deficiencies and is providing appropriate mitigation where required under Florida concurrency standards.

### **ISLAND WAY SOUTH RIGHT-OF-WAY DEDICATION & ROADWAY DELIVERY**

Island Way South is a long-planned collector roadway identified in the Town's transportation planning documents and Capital Improvement Program, intended to provide a critical connection between Indiantown Road and Jupiter Park Drive. Completion of this roadway is necessary to support the proposed development and to enhance east–west mobility within the Town.

As part of the concurrent Planned Unit Development (PUD) and Site Plan application, the Applicant will dedicate approximately 2.25 acres of right-of-way along the eastern boundary of the property necessary for construction of Island Way South. This dedication will occur concurrent with approval and recording of the PUD development order and associated site plan, ensuring that the Town has the property interests required to advance roadway construction.

In addition to right-of-way dedication, the Applicant has offered to enter into a Developer's Agreement with the Town, subject to Town Council approval, to facilitate coordinated construction of Island Way South. Under this framework, the roadway would be constructed in accordance with Town-approved plans and standards, with the Town retaining review, inspection, and acceptance authority. This approach allows the roadway

to be delivered in alignment with the school's development schedule while maintaining full municipal oversight.

The Applicant's participation in right-of-way conveyance and roadway delivery ensures that the proposed Future Land Use and Rezoning amendments are supported by necessary transportation infrastructure consistent with the Town's concurrency and growth management policies.

### CONCLUSION

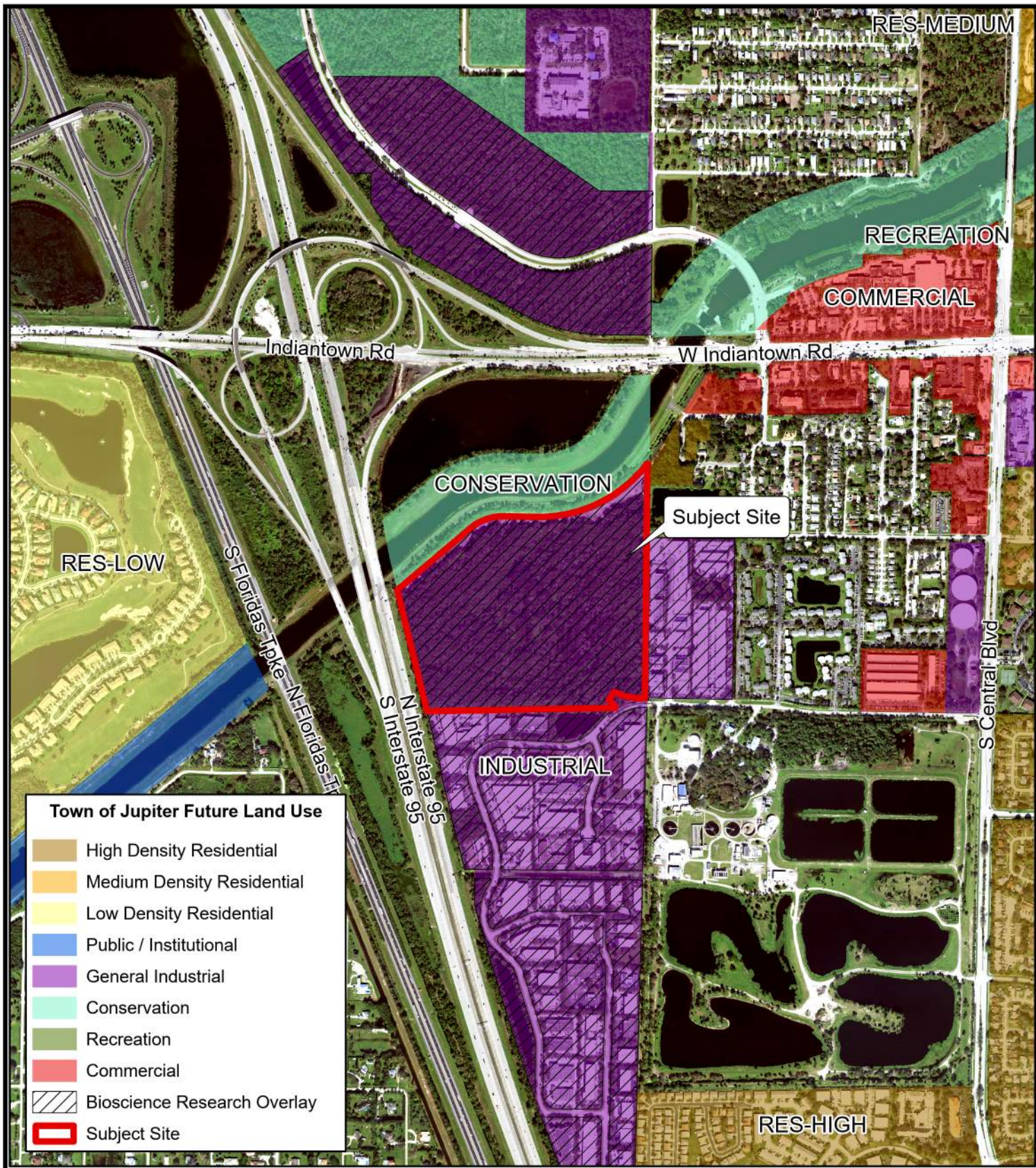
The proposed Future Land Use Amendments to Public Institutional (PI) and Residential High (RH), accompanied by a rezoning from I-1 to PI and R-3 within a Planned Unit Development (PUD) framework, represent a thoughtful and strategically beneficial redevelopment of the ±56-acre site.

The project will accommodate the future Jupiter Christian School K-12 campus, including an ancillary Performing Arts Center, within the PI-zoned northern portion, and will provide 100% workforce housing units within the R-3-zoned southern portion. A PUD Site Plan and Special Exception applications will be submitted concurrently to facilitate the development's entitlement approvals under a unified master plan.

The applicant is coordinating with the Town to dedicate right-of-way and participate in the construction of Island Way South, a long-standing collector roadway improvement that will enhance east-west mobility between Indiantown Road and Jupiter Park Drive. The removal of the Bioscience Research Protection Overlay (BRPO) is also included as part of this request, aligning the property's regulatory framework with its proposed uses and current land use policy direction.

Altogether, the proposed amendments and rezoning support the Town's long-range goals for educational investment, workforce housing, multimodal connectivity, and sustainable infill redevelopment.

Please do not hesitate to contact Zach Ciciera or Peter Hofheinz of Cotleur & Hearing at [zciciera@cotleur-hearing.com](mailto:zciciera@cotleur-hearing.com) / [phofheinz@cotleur-hearing.com](mailto:phofheinz@cotleur-hearing.com) or (561) 406-1033 for any additional information.



1 inch equals 1,000 feet



# Future Land Use Map

## Jupiter Christian School Campus

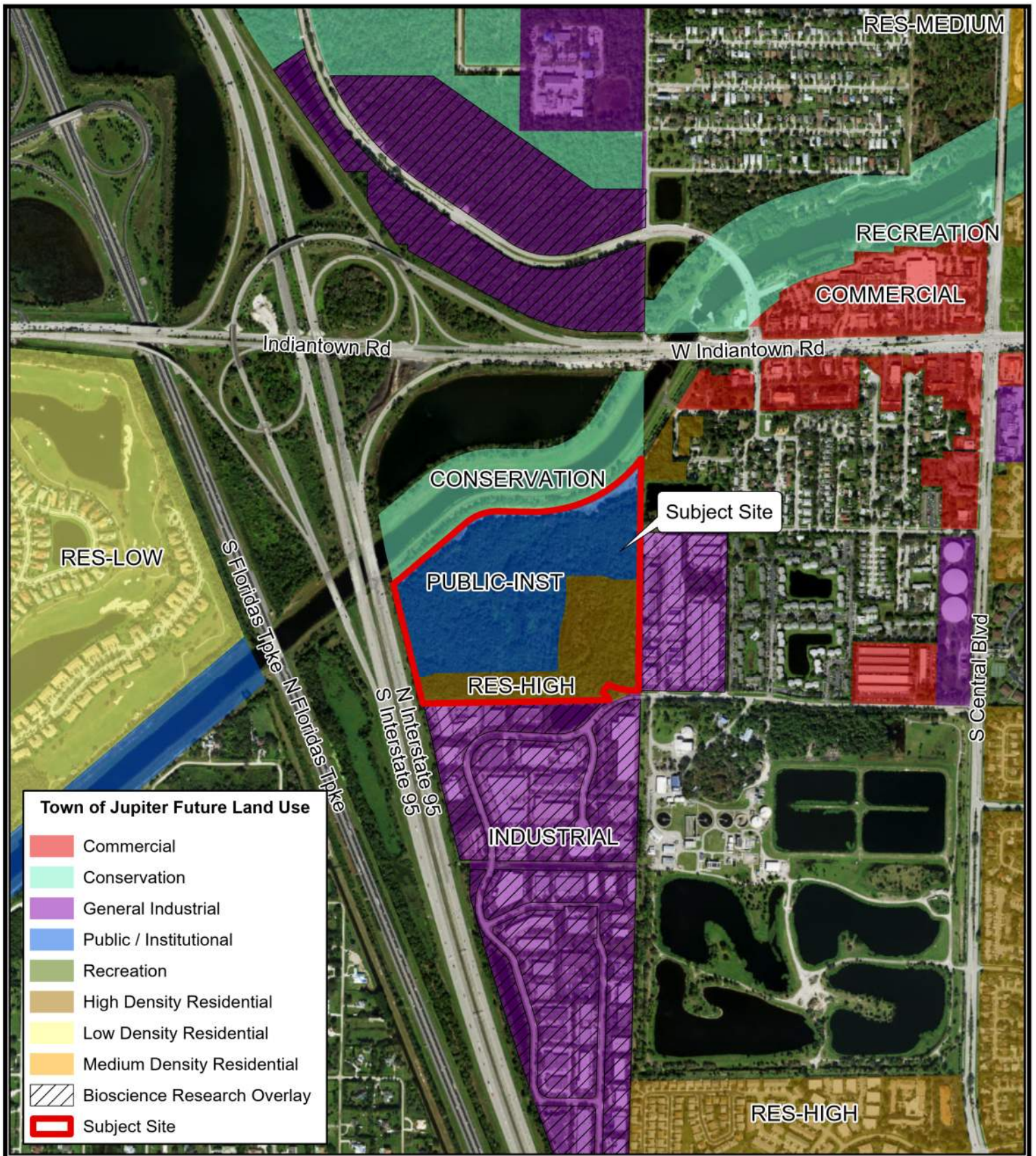
Jupiter, FL



**Cotleur & Hearing**

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

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**Town of Jupiter Future Land Use**

- Commercial
- Conservation
- General Industrial
- Public / Institutional
- Recreation
- High Density Residential
- Low Density Residential
- Medium Density Residential
- Bioscience Research Overlay
- Subject Site



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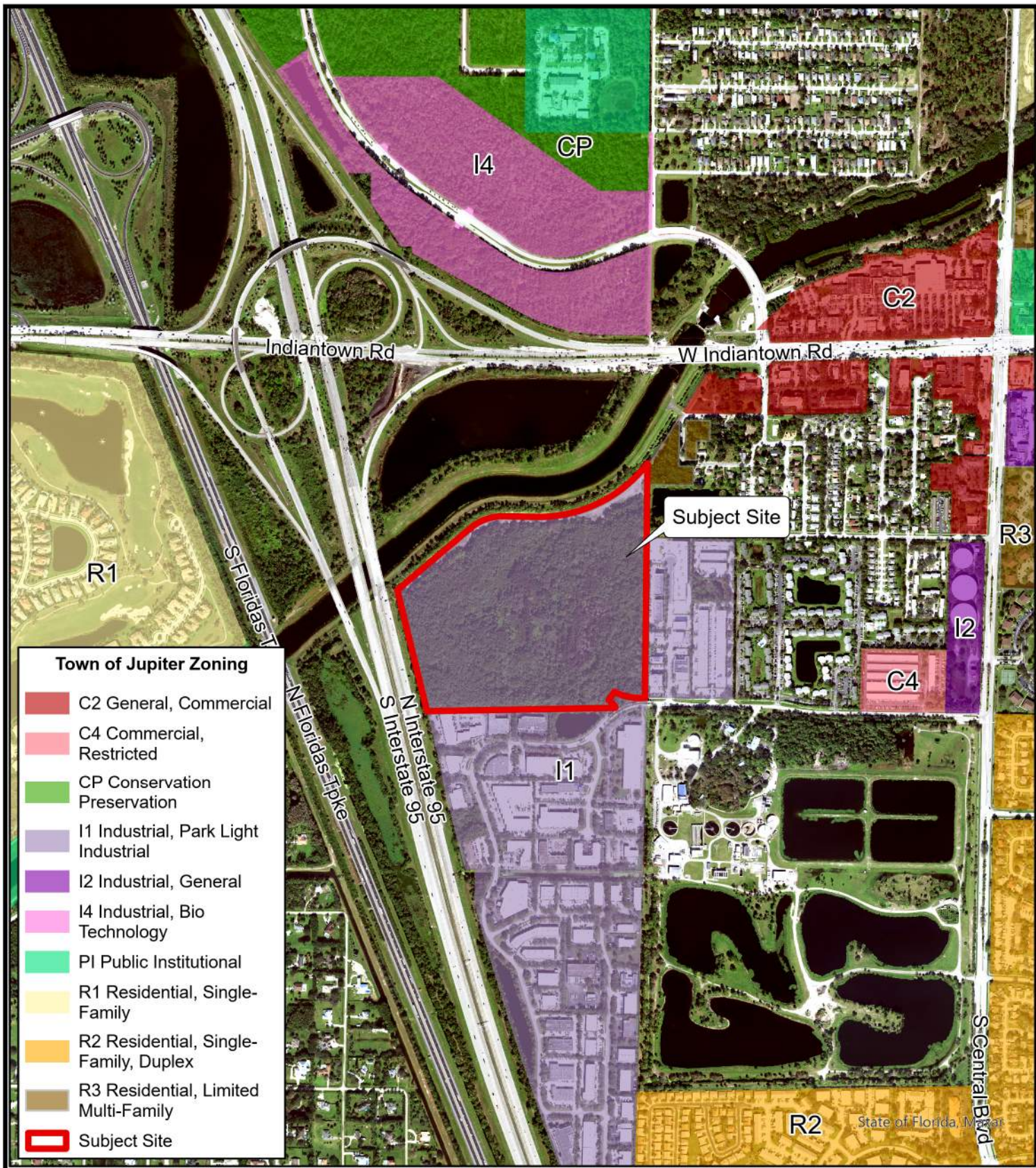
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**Proposed Future Land Use**  
 Jupiter Christian School Campus  
 Jupiter, FL



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- Town of Jupiter Zoning**
- C2 General, Commercial
  - C4 Commercial, Restricted
  - CP Conservation Preservation
  - I1 Industrial, Park Light Industrial
  - I2 Industrial, General
  - I4 Industrial, Bio Technology
  - PI Public Institutional
  - R1 Residential, Single-Family
  - R2 Residential, Single-Family, Duplex
  - R3 Residential, Limited Multi-Family
  - Subject Site



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## Zoning Map

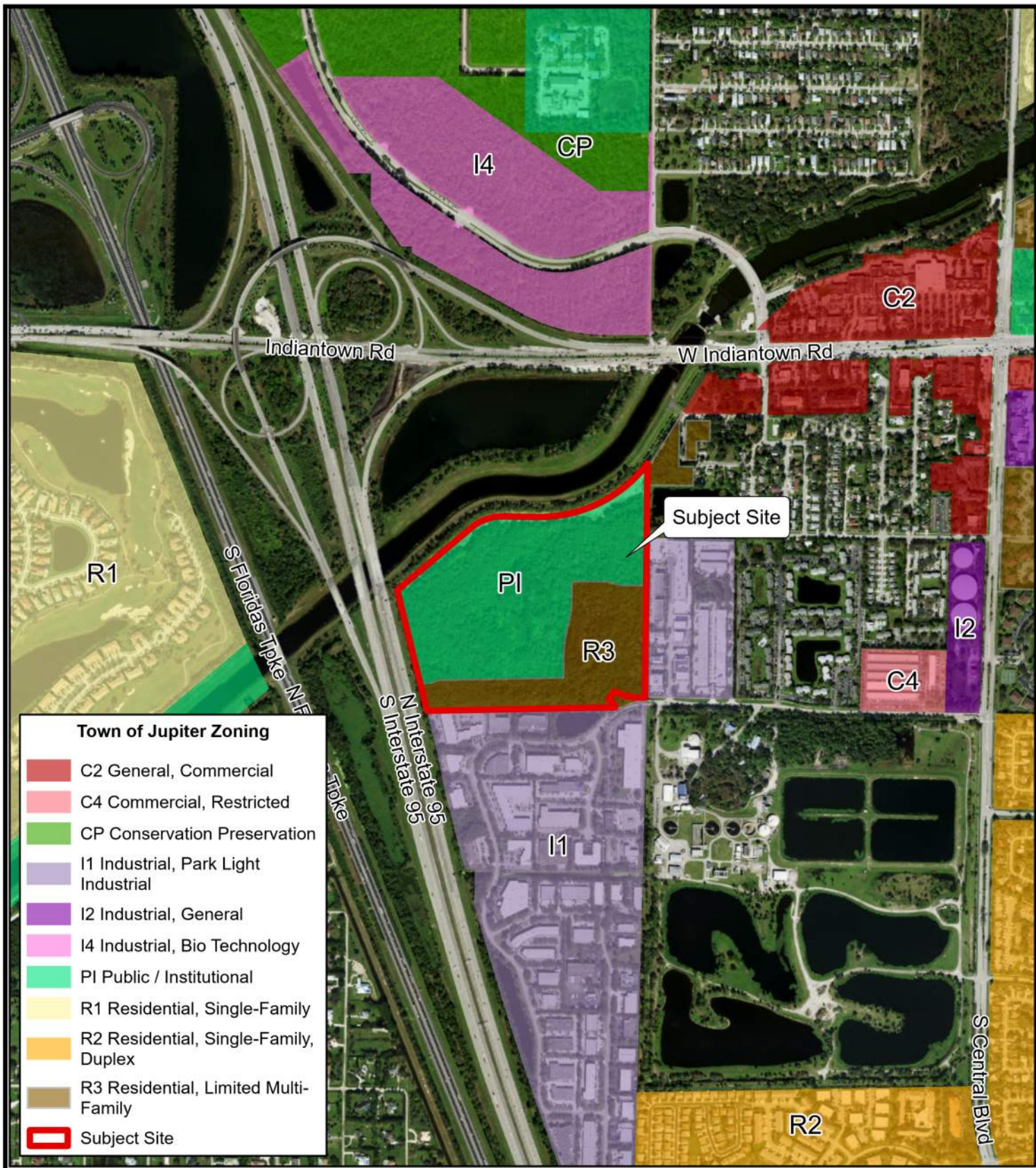
### Jupiter Christian School Campus

Jupiter, FL



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**Town of Jupiter Zoning**

	C2 General, Commercial
	C4 Commercial, Restricted
	CP Conservation Preservation
	I1 Industrial, Park Light Industrial
	I2 Industrial, General
	I4 Industrial, Bio Technology
	PI Public / Institutional
	R1 Residential, Single-Family
	R2 Residential, Single-Family, Duplex
	R3 Residential, Limited Multi-Family
	Subject Site



1 inch equals 1,000 feet  
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**Proposed Zoning Map**  
 Jupiter Christian School Campus  
 Jupiter, FL



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## Town of Jupiter, Florida Comprehensive Plan

must be established prior to seeking a development order.

**Policy 1.3.26** The Town shall inventory, designate, and preserve buildings, sites, districts and other resources of historic significance in Jupiter. The Town shall update its historic and archaeological preservation ordinance as necessary. (Additional historic preservation policies contained in Housing Element Objective 1.6 and Coastal Management Element Objective 1.9).

**Policy 1.3.27** Through the implementation of the historic and archaeological preservation ordinance the Town will safeguard its unique history and heritage, foster civic pride and respect for the accomplishments of the past, and protect and enhance the Town's attraction to visitors. (Additional historic preservation policies contained in Housing Element Objective 1.6 and Coastal Management Element Objective 1.9).

**Policy 1.3.28** The location of locally recognized historic resources, as identified in Coastal Management Element Policy 1.9.10, which may be eligible by the Town for local historic designation and/or inclusion on the National Register of Historic Places shall be depicted on the Future Land Use Map. The location of archaeologically significant sites are depicted on the Town's Map of Areas of Archaeological Site Potential, which is incorporated in the Town Code. (Additional historic preservation policies contained in Housing Element Objective 1.6 and Coastal Management Element Objective 1.9).

**Policy 1.3.29** All proposed development projects shall submit an environmental assessment report as part of the site plan

approval process, which shall follow the guidelines listed under conservation policy.

**Policy 1.3.30** The Town's land development regulations shall indicate that all proposed development in an area designated "Mixed Use" on the Town's Future Land Use Map shall be approved as a Planned Unit Development or as a Mixed Use Development.

**Policy 1.3.31** The Town shall maintain a "mixed use" zoning ordinance which shall provide for the implementation of the "mixed use" future land use plan category. This ordinance shall provide for such items as internal circulation, compatibility of adjacent land uses, function relationship between mixed uses, provision of open space and public amenities, and consistency with all requirements of the Town's comprehensive plan.

### *Economic Development*

**Objective 1.4.** The Town's economic base shall be expanded by promoting commercial and industrial bioscience research, biotechnology uses and activities as planned on the Future Land Use Map, by ensuring adequate sites for development, providing for public utilities in a timely manner, and services to stimulate such growth.

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

**Policy 1.4.2** Proposed commercial and industrial development requiring a change

on the Future Land Use Map in order to be approved shall submit a market study indicating the economic feasibility of the development and the locational advantage over existing commercial and industrial lands.

**Policy 1.4.3** The Town shall manage the location, timing, scale and character of economic development options in areas unserved by wastewater facilities to ensure that future economic development is provided with safe and sanitary means of wastewater disposal and to ensure that natural resources are not adversely impacted by improper treatment and disposal of wastewater effluent.

**Policy 1.4.4** Higher densities and intensities of development, including those associated with transit-oriented developments, shall be located in areas having high accessibility and a full complement of public facilities, (e.g., water, sewer, transit station), that have adequate capacity to maintain the adopted levels of service.

**Policy 1.4.5** The Town shall encourage economic development in order to provide for the use and extension of urban services and needs in an efficient and economical manner and discourage the proliferation of urban sprawl.

**Policy 1.4.6** The Town shall continue to identify and use stable revenue sources responsive to growth for financing public facilities.

**Policy 1.4.7** The Town shall ensure that an adequate amount of land is available for industrial and commercial uses, including areas to create a bioscience research and biotechnology economic base. The locations of available sites for these uses are to be

placed on the Future Land Use Map. In addition, sites for bioscience research and technology uses should be designated with the Bioscience Research Protection Overlay.

**Policy 1.4.8** The Town has adopted and shall maintain land development regulations that provide for industrial development, which would allow for the predominance of bioscience research and biotechnology uses to compliment and supplement the development of the Scripps Florida Research Institute.

**Policy 1.4.9** The Town shall support the principle that growth should pay its own way, by continuing to use impact fees where appropriate and pursuing other means for financing construction or purchase of capital facilities necessary to serve new developments.

**Policy 1.4.10** The Town shall encourage the development of workforce housing on appropriate or suitable vacant properties of sufficient size, consistent with the guidelines contained in Housing Element Policies 1.2.9 and 1.2.11 and the Bioscience Research Protection Overlay.

**Objective 1.5** The Town, through its Community Redevelopment Agency (CRA), shall provide for the redevelopment of lands within the CRA boundaries, consistent with Future Land Use Objective 1.9 (U.S. Highway One/ Intracoastal Waterway [US1/ICW] Corridor) and its implementing policies.

**Policy 1.5.1** Lands owned by the Town shall be used to spur the desired development within the US1/ICW Corridor.

**Policy 1.5.2** The Town, where appropriate and consistent with the development

**Objective 1.16** The Town shall guide urban form and development to appropriately encourage development (infill and redevelopment) in areas with existing infrastructure and populations.

**Policy 1.16.1** The Town shall encourage development infill and redevelopment in the area east of the Florida Turnpike.

**Policy 1.16.2** Proposed development for the area west of the Turnpike shall demonstrate that appropriately located and sufficiently sized land area for the development is not available in other areas of the Town. The array of uses shall be complementary and supportive of those uses east of the Florida Turnpike.

**Policy 1.16.3** Desired or necessary Town services or uses in a redevelopment area that are proposed to be displaced should, to the extent feasible, be relocated or allowed to occur in the Town east of the Florida Turnpike.

**Bioscience Research Protection Overlay**

**Objective 1.17** The Town shall promote a cluster of sites for bioscience research and biotechnology uses through the creation of an Overlay. The Bioscience Research Protection Overlay is intended to protect parcels of land in the Town for the development of bioscience research and biotechnology uses which are expected to be attracted to Northern Palm Beach County due to the location of the Scripps Florida Research Institute at Florida Atlantic University’s Jupiter Campus. The Town shall encourage uses within the Overlay, which are supportive of and compatible with the Scripps Florida Research Institute, or which are accessory to bioscience research and biotechnology

uses. The Overlay does not limit the uses currently allowed consistent with the property’s land use designation including uses allowed pursuant to planned development approvals and developments of regional impact.

**Policy 1.17.1** The uses permitted and encouraged within the Overlay shall include bioscience research and biotechnology uses and their supporting facilities, laboratories, other industrial uses including manufacturing uses for parcels with commercial (consistent with the Commercial future land use designation) and industrial land uses, clinical research, and commercial retail or office uses that are accessory to bioscience research and biotechnology uses and shall be incorporated into the Town’s Land Development Regulations.

**Policy 1.17.2** Parcels with industrial land uses designated with the Overlay, for all new development and redevelopment, shall prohibit commercial retail as a primary use.

**Policy 1.17.3** Residential is a prohibited use within the Overlay, except for those parcels designated with the Mixed-use Future Land Use category.

**Policy 1.17.4** Parcels of land which have been assigned the Overlay shall be depicted upon the Town’s Future Land Use Map.

**Policy 1.17.5** The Town shall deter the conversion of uses within the Overlay to commercial retail or residential uses, so as to achieve, in coordination with FAU, the County and those municipalities which are part of the executed (Overlay) Interlocal Agreement the purpose of which is to promote a clustering of bioscience research and biotechnology uses and the intellectual

exchange between researchers, scientists, students and others in the workforce.

**Policy 1.17.6** The Town shall adopt and maintain land development regulations that provide incentives for bioscience development and promote a predominance of bioscience research and biotechnology uses so as to develop a cluster of the industry within the Overlay.

**Policy 1.17.7** Incentives to develop parcels within the Overlay with bioscience research and biotechnology uses shall include, but not be limited to, expedited permitting and land development regulations which allow increased floor heights, without increasing the maximum intensity standards allowed in the underlying Future Land Use category.

**Policy 1.17.8** Those parcels of land whose Future Land Use and zoning designations permit bioscience research and biotechnology uses and have been assigned the Overlay, shall not be converted to other commercial retail or residential uses, which are clearly not accessory uses to bioscience research and biotechnology, unless four members of the Jupiter Town Council vote in favor of amending a property’s Future Land Use designation or zoning.

**Policy 1.17.9** Any proposed Future Land Use Map amendment or rezoning on a property within the Overlay that, allows uses other than those encouraged by the Overlay, specifically disallows uses encouraged by the Overlay, or that the Director of Planning and Zoning determines would discourage uses encouraged by the Overlay, must be presented to the Bioscience Land Protection Advisory Board prior to action being taken by the Town Council. Further, the Department of Planning and Zoning shall notify the other municipalities subject to the

executed (Overlay) Interlocal Agreement and Palm Beach County of any such proposals prior to any public hearings on any such amendment or rezoning.

**Transit Oriented Development**

**Objective 1.18** The Town shall require that developments located within a half-mile of a primary transit station, as referenced on the 2035 Intermodal Map in Figure 9 of the Transportation Element, support transit use.

**Policy 1.18.1** Encourage greater densities and intensities around designated Tri-Rail stations.

**Policy 1.18.2** Develop criteria which will guide the location of transit-oriented developments.

**Policy 1.18.3** Encourage Transit Oriented Development (TOD) that provides a development pattern with a mix of uses located within a half-mile radius of designated Tri-Rail stations. Such uses may include but not be limited to: housing, retail, office, institutional and restaurant and be designed to provide 18 hours of daily activity.

**Policy 1.18.4** TOD projects shall be designed utilizing the principles of traditional urban design to achieve a pedestrian friendly environment to support transit users.

**Policy 1.18.5** Develop a block structure of streets to improve circulation and support pedestrian walkability.

**Policy 1.18.6** Develop design standards, locations, and features for transit stops.

## **Attachment G – Comprehensive Plan Objectives and Policies Consistency Analysis**

### **FUTURE LAND USE ELEMENT**

**Policy 1.1.16:** The Town shall encourage the development of workforce housing on appropriate or suitable properties of sufficient size in identified infill and redevelopment areas, consistent with the guidelines contained in Housing Element Policies 1.2.9 and 1.2.11.

**Staff Comment:** The applicant’s narrative states that the proposal is for a workforce housing residential community and “will provide 100% workforce housing units” within the 18-acre property proposed for residential land use. No details were provided as to how or when workforce housing would be implemented. These details would be provided as part of the land development applications (PUD and site plan), or at a later date if phasing is proposed for the two properties.

**Policy 1.3.3:** High Density Residential - This future land use designation consists of high-density single-family and multi-family housing. Dwelling types range from single-family homes to garden apartments to townhouses. The density range is four to six units per acre with the following Location Criteria. Additional compatible uses may be permitted in the land development regulations (including home occupations, parks and playgrounds, utility services, religious institutions, cemeteries, daycares and limited public uses).

#### Location Criteria

- a) Adjacent to, at or in close proximity to intersections of arterial and collector roadways.
- b) Near and directly accessible to major shopping and employment centers.
- c) Near park and open space areas.
- d) In areas that serve to spatially separate or buffer low and medium density residential areas from major streets, commercial or industrial activities, or other land uses which generate significant adverse impacts including but not limited to the following: noise, glare, dust or fumes.
- e) In areas where water supply and sewerage facilities are available.
- f) In areas where adequate police and fire protection can be provided economically with a low time of response.
- g) Where a tract of land has a large percentage of sensitive environmental or upland habitat, clustering of densities shall be encouraged to protect the habitat.

**Staff Comment:** The proposed Future Land Use Map (FLUM) amendment to High Density Residential may not be consistent with Policy 1.3.3 without appropriate buffering. The subject property currently has a designated future land use of Industrial and the subject site is surrounded by existing Industrial uses to the south and east, and vacant land with an Industrial land use designation, which is proposed for Public Institutional as part of the concurrent application, to the north. The proposed FLUM amendment of High Density Residential for the subject property introduces residential that will be surrounded by non-residential uses with industrial to the east and south, and Public Institutional to the north. It would be more compatible with the existing residential neighborhoods approximately 750 feet further to the northeast, all of which are Palm Beach County (PBC) Residential Medium Density Residential, 5 units/acre (MR-5). High Density Residential is the most appropriate residential land use in areas with a mix of non-residential uses and often serves to buffer lower intensity residential neighborhoods from commercial and industrial areas. Given that the land directly abuts active industrial uses to the south, staff had suggested to the applicant that it may be better to situate the residential on the northeast portion of the property in closer proximity to the existing neighborhoods to the northeast and the Public Institutional use on the south portion further adjacent to the industrial uses.

The concurrent site plan also does not address clustering of density to protect habitat as the majority of the development is proposed on the viable Pine Flatwoods habitat.

**Policy 1.3.17: Public/Institutional** - This future land use designation covers a broad range of public and institutional uses including: schools; government buildings, facilities and operations; fire and emergency rescue operations centers; police stations; cemeteries; civic centers; religious institutions; and accessory residential apartments for employees. Public recreational facilities and sites, are uses which are permitted in this land use designation. The following location standards are provided for guidance in locating future public/institutional facilities.

### *Schools*

#### a) Location Criteria

- 1) Elementary school sites should not be located on arterial streets;
- 2) All schools should be spatially separated and be well buffered from major commercial, industrial, public utility and railroad facilities;
- 3) School sites should be developed in conjunction with community recreational facilities whenever practical;

#### b) Rule of thumb sizes

- 1) elementary school - 15 to 20 acres
- 2) middle school - 30 to 35 acres
- 3) senior high school - 40 to 50 acres

### *Public Administration*

#### a) Location Criteria

- 1) Located central to the population, readily accessible from all parts of the community;
- 2) Should have direct access on an arterial roadway.
- 3) Encourage the location of these facilities in the civic core area of the IOZ District.

### *Police and Fire*

#### a) Location Criteria

- 1) Police headquarters should be centrally located to the area served;
- 2) Fire stations should be situated within one mile of high value areas such as commercial centers, industrial parks or high density residential areas;
- 3) Within two miles of residential area served;
- 4) Facilities should have direct access via an arterial roadway.

**Staff Comment:** The proposed Future Land Use Map (FLUM) amendment of Town of Jupiter (TOJ) Public Institutional (PI) may be consistent with Policy 1.3.17 provided it is properly buffered from adjacent industrial uses to the east. The subject property currently has a designated future land use of Industrial, Park, Light Industry District. The proposed FLUM amendment PI for the subject property allows for a variety of public and community uses, including schools. The applicant's proposal for the subject property is a 38.6-acre private school campus, which would be comparable to the rule of thumb sizes listed above for middle or high school; however it would be significantly less than the size range (between 85 and 105 acres) for a campus including elementary, middle, and senior high schools. The subject is located on a planned collector road, which when constructed would have direct access to an arterial road. Given the proximity of the Public Institutional portion of the subject property to the existing residential neighborhoods northeast of the subject

property, and the potential for fairly intensive uses within the PI land use designation, it may be better to situate the PI land use further to the south and move the proposed residential use to the northern portion of the subject site. This would locate the PI land adjacent to the active industrial uses to the south and locate the proposed residential use further from the Industrial uses and nearer to the existing residential uses northeast of the subject property.

**Policy 1.3.19:** All land uses situated within defined environmentally sensitive areas shall satisfy the performance standards outlined in the Conservation Element and the Coastal Management Element, and implemented by the Town's Vegetation and Environmental Preservation Ordinance (#81-90), as may be amended from time to time.

**Staff comment:** This policy requires that environmentally sensitive lands be illustrated in the Town code. Sec. 26-68, entitled "Significant Environmental Lands in the Town of Jupiter, Map 1" administers and illustrates the environmentally sensitive lands in the Town. This map shows that approximately 40% of the north portion of the subject property is on the map and shows a relationship to the C-18 Canal which is designated with a conservation land use. The environmentally sensitive areas shown on the map coincide with the field visits and the applicant's environmental assessment. There are rare and unique upland habitat and wetland habitats that exist on the site and have existed for many decades. The applicant is not proposing to preserve two rare and environmentally sensitive lands: Live Oak and Willow. Refer to the environmental assessment provided by the Town's consultant (Attachment J) for items to be addressed in the environmental assessment and proposed development plans. As such, the minimum 25 percent set aside and connection to conservation is a requirement.

**Policy 1.3.29:** All proposed development projects shall submit an environmental assessment report as part of the site plan approval process, which shall follow the guidelines listed under conservation policy.

**Staff comment:** See comments provided by the Town's environmental consultant (Attachment J) regarding the submitted environmental assessment to provide additional clarity regarding insufficient compliance with Future Land Use Element Policy 1.3.29 and refer to Conservation Element 1.1.3 for items to be addressed in the environmental assessment and proposed development plans.

**Policy 1.4.9:** The Town shall require unique environmental characteristics be incorporated into the overall site design.

**Staff comment:** The subject property contains a 3.6-acre tract of Coastal Plain Willow, the only plant community of Willow known to exist within the Town of Jupiter limits. In addition, the property contains Live Oak forest and is also considered a significant environmental land per the Town Code. Neither unique environmental characteristic areas have not been set aside for preservation or incorporated into the overall site design by the applicant. Town staff continues to highlight the opportunity to incorporate these natural features through creative design techniques.

## **TRANSPORTATION ELEMENT**

**Policy 3.1.2:** The Town shall maintain the following adopted LOS standards for all Town-maintained roadways, except as otherwise noted:

- a) Peak-hour two-way - LOS D
- b) Daily - LOS C

- c) A1A from US1 to Jupiter Beach Road – Multi-modal LOS C consisting of the following individual component LOS standards:
  - 1. Road – D
  - 2. Bicycle – C
  - 3. Walk – B
- d) Intersection - LOS D
- e) Any applicable Constrained Roadway At Lower Level of Service (CRALLS) designations.

**Staff comment:** Based on the applicant’s traffic analysis (Attachment H) and the Town Traffic Engineer’s review of the analysis, the proposal will not meet the Town’s LOS requirements. The applicant’s analysis of the proposed land use amendment based on 2,000 students and 92 multifamily residential units exceeds the allocation of trips assigned to the subject property and would cause failure of South Island Way improvement plans. The improvement plans for South Island Way will require cooperation from multiple property owners and will require right of way dedications, construction of roadway improvements, and intersection improvements. According to the Town Traffic Engineer’s preliminary estimates, the planned Phase 1 of the South Island Way improvements would accommodate up to 895 students and no residential units to the subject property; a potential future Phase 2 could accommodate up to 1301 students and no residential units; and a theoretical Phase 3 to accommodate 2,000 students would require major roadway and intersection expansions that are not feasible as detailed in the staff report.

**Policy 3.6.4:** With the exception of eastbound and westbound auxiliary lanes, with limits from I-95 to Palm Avenue (Chasewood Plaza), Indiantown Road shall be maintained consistent with the Jupiter Area Traffic Study as a 6-lane facility (through lanes) in the Town.

**Staff comment:** According to the Town Traffic Engineer, the applicant’s traffic analysis (Attachment H), which provides a maximum of 2,000 students and 92 residential units, may trigger the need for Indiantown Road to be widened to an eight or more lane facility in order to provide adequate capacity based on this potential impact. This would not be consistent with Policy 3.6.4.

## CONSERVATION ELEMENT

**Objective 1.1:** To implement a program and a set of standards to protect environmentally sensitive areas from adverse impacts of urban development.

**Applicant comment:** The applicant states that “the proposed amendment is consistent with Objective 1.1 of the Conservation Element by permanently preserving approximately 7.52 acres of environmentally sensitive land, including 2.93 acres of wetlands and 4.59 acres of native upland habitat.”

**Staff comment:** The applicant is not proposing to protect a minimum of 25% of each required environmentally sensitive areas on the concurrent site plan. The areas proposed for preservation omit the two environmentally significant lands (Willow and Live Oak) that are located in the north portion of the property. The proposal for the subject site includes two preservation areas, the connection between the two is bisected by an area that is predominantly invasive exotics per their environmental assessment. The proposed preservation is also bisected by approximately 80’ of driveway and sidewalk with a small culvert under the drive for limited wildlife access. The applicant is required to meet the minimum 25% set aside requirements and as part of the site plan look to redesign the proposed preservation to provide greater connectivity on-site from areas designated to be preserved in their natural state to the existing C-18 Canal area designated as Conservation.

**Policy 1.1.2:** At a minimum, environmentally sensitive areas shall contain one or more of the following natural resources:

- a) rare, threatened and endangered wildlife and vegetation. A complete list is defined by U.S. Fish and Wildlife Service, Florida Fish and Wildlife Conservation Commission, Treasure Coast Regional Planning Council, Florida Endangered Plant Advisory Council, Palm Beach County and the Florida Department of Environmental Protection (DEP); b) rare and unique upland habitat; c) wetlands and deepwater habitats; d) special geologic formations; e) artifacts of archaeological or historic significance; f) within public water supply system wellfield cone(s) of influence; g) within floodways and areas subject to flooding; and h) designated as a wild and scenic river by the Federal government.

**Staff comment:** The subject property contains two intact wetlands: A non-conifer Cypress Swamp and Willow. The applicant is proposing to preserve only the Cypress Swamp and no set aside has been proposed or incorporated in the site plan for the Willow wetland area. While part of the site plan, Cypress Swamp is not listed as an environmentally sensitive land since it is not a conifer per Sec. 26-68. Based on forthcoming information from the appropriate jurisdictional agency regarding the functional status of wetland system areas under review within the subject property, the provisions of Policy 1.1.2 will apply accordingly to determine compliance.

**Policy 1.1.3:** All proposed development, in or abutting an environmentally sensitive area shall comply with the following:

- a) Proposed development in or abutting an environmentally sensitive area shall submit, as part of an application for a site plan an environmental assessment report which contains
  - 1) an inventory of existing vegetation and wildlife based on a field survey, including, where applicable, a submerged lands survey for coastal properties;
  - 2) an identification of wildlife or vegetation listed as endangered, threatened or species of special concern and whether or not the environmentally sensitive area potentially will attract and support off site species and wildlife use;
  - 3) an assessment of the land, including submerged lands, identifying the location of all environmentally sensitive habitat or vegetation;
  - 4) an analysis of the functional viability and quality of the various habitats;
  - 5) a discussion of the impacts, both positive and adverse, on the resources;
  - 6) a discussion concerning whether there is any irreplaceable or irretrievable environmental damage,
  - 7) a mitigation plan that describes actions to be taken to replace those functions and values of the ecological community(s) lost as a result of developing the land, including submerged lands.
  - 8) a marine stewardship plan, which inventories existing conditions and proposes environmental restoration or enhancement conducive to propagating a native living shoreline, and requirements for management to provide for long term maintenance, to be incorporated into development orders when development is proposed on waterfront property located on the Intracoastal Waterway, Loxahatchee River, Jones Creek, Sims Creek, Limestone Creek, Jupiter River, excluding development or redevelopment of individual single-family lots on manmade canals.
  - 9) A maintenance and management plan which shall be submitted and approved for all environmentally sensitive areas and/or mitigation sites proposed, and shall at a minimum address the following:
    - a. Areas designated environmentally sensitive shall be identified and mapped on the approved site plan.

- b. Maintenance schedules and methodologies for the removal of exotic and invasive species.
- c. Wildlife enhancement provisions, including the installation of food sources, shelter, nesting and roosting facilities, etc., and the survivability of the habitat preserved.

**Staff Comment:** Items 2, 5-7 and 9 have not been completed in the applicant's environmental assessment. The initial environmental assessment report contained significant issues and did not identify any viable native upland habitat for preservation and the site plan was designed without contemplating the most valuable habitat. After reviewing the report and conducting site visits, staff had concerns that the report did not reflect the true value of the environmental areas and the town hired an environmental consultant to conduct an independent evaluation (see Attachment J). The preserve areas currently proposed to be set aside within the applicant analysis are of lower quality compared to other areas throughout the subject property, due to the high volume of exotic plant species observed during staff site visits. Listed species, impacts on the resources, irreplaceable environmental damage (particularly for the Willow wetland), maintenance and management plans for preserve areas, and a mitigation plan will need to be provided and identified on the site plan. As part of the concurrent site plan application, the applicant will need to explore site redesign techniques to retain preserve areas that are more viable in nature on-site.

**Policy 1.3.15: Conservation** - Intense urban uses are not permitted in this future land use designation. If areas contain important natural environmental features which pose severe limitations for development, they should be designated with this land use. Included in this category are river and stream flood plain areas, wetlands, beaches, off-shore reefs, and endangered and threatened vegetative and wildlife species. In Jupiter, a long stretch of Atlantic beaches are in public ownership, therefore, allowing the public to conserve a unique resource at the same time serving as a major recreational resource. Generally, passive recreational uses are appropriate for such areas as long as there are no adverse impacts on the natural resources being protected.

**Staff comment:** The applicant's request to amend the land use designation to Public Institutional (PI) on 38.6 acres and Residential on 18.0 acres of the subject property does not include a land use amendment to conservation for any portions of the subject property. If determined that part of property has important environmental features, then staff would recommend consideration of a comprehensive plan amendment to Conservation assigned to protect these portions consistent with the intent of Future Land Use Element Policy 1.3.16 (below).

**Policy 1.3.16:** The Town shall provide for the protection of existing and future conservation lands in the Town by requiring:

- a) An affirmative vote of four members of the Town Council is required to change the Future Land Use designation of properties having a future land use designation of Conservation.
- b) Conservation and preservation areas or easements of 10 acres or greater required pursuant to a development order shall be identified and designated with an appropriate corresponding Conservation Future Land Use designation and a consistent zoning designation.

**Staff comment:** Based on the intent of Future Land Use Element Policy 1.3.16, the portions of the subject property determined for preservation, including the wetlands, should be designated with an appropriate future land use of Conservation and a consistent zoning designation, and connected to the adjacent land designated Conservation, since the adjacent to a conservation area greater than 10 acres—the C-18 Canal.

## Habitats & Wildlife

**Objective 1.5:** To protect and conserve all ecological communities and wildlife, especially endangered and rare species, for present and future generations.

**Staff comment:** This objective provides for the set aside of 25% of the native vegetation found on site, as well as encouraging the preservation of native plant communities through the use of proper site design techniques. The subject property has significant native vegetation on site that has not been incorporated into the concurrent site plan. Any further development at this location will need to comply with the provisions of the Conservation Element Objective 1.5. Additionally, all applicable policies within Objective 1.5 will apply.

**Policy 1.5.1:** Protection and management of wetland and deepwater habitats shall be in a manner consistent with the adopted policies of the Treasure Coast Regional Planning Council, and the South Florida Water Management District, as well as, the Loxahatchee River Aquatic Preserve Management Plan, and the Loxahatchee River Management Plan.

**Staff comment:** The subject property contains two intact wetlands: Cypress Swamp and Coastal Plain Willow. The applicant is proposing to preserve only the Cypress Swamp and no set aside has been proposed or incorporated in the site plan for the Willow wetland. Based on forthcoming information from the appropriate jurisdictional agency regarding the functional status of wetland system areas under review within the subject property, the provisions of Policy 1.5.1 will apply accordingly to determine compliance.

**Policy 1.5.2:** The Town will continue to encourage the re-establishment of wetlands in previously drained areas where feasible, and will encourage future development and use of wetlands only for purposes which are compatible with their natural values and functions.

**Staff comment:** As noted above the subject property contains two intact wetlands. Both areas can serve to hold stormwater so long as pre-treatment (retention/detention) is provided before discharge.

**Policy 1.5.3:** The Town will encourage site planning and development practices that conserve wooded areas by minimizing damage or destruction to trees and maximizing the design opportunities presented by native vegetation.

**Staff comment:** As noted, the concurrent site plan does not minimize damage or destruction of trees and native vegetation.

**Policy 1.5.11:** Wetlands shall be protected by all development, unless proven to be of overriding public interest and/or determined to be an isolated, non-functioning or a diminishing system by the appropriate jurisdictional agency.

**Staff comment:** As note, the concurrent site plan does not propose to preserve the intact wetlands on site. Only the Cypress is proposed for preservation.

**Policy 1.5.5:** The Town shall maintain land development regulations that require all development to set aside through selective clearing and other construction activity, as a minimum, 25 percent of the native plant community which occurs on- site.

**Staff comment:** As noted, the proposed concurrent site plan does not set-aside the native plant communities on the subject property as noted above.

**Objective 1.9: Provide a linked open space program for the conservation of greenways, blueways (water corridors used for conservation or recreation), and wildlife corridors that serve as connections to environmentally significant lands and conservation areas.**

**Policy 1.9.1:** Provide incentives which encourage developers to provide linkages and connections between conservation areas and environmentally significant lands through buffers and upland set asides.

**Staff comment:** The subject property has significant native vegetation on site as verified by the Town’s environmental consultant, through site visits and as defined by the “Significant Environmental Lands in the Town of Jupiter, Florida, Map 1” per Sec. 26-68 (see Attachment J – Town consultant’s Environmental Assessment). The significant native vegetation (upland and wetlands) should be preserved and linked to conservation land to the north along the conservation area of the C-18 Canal. Once the minimum preservation requirements of the Town Code and Comprehensive Plan-Conservation Element have been met, the provisions of Sec. 27-1555(c) may apply to achieve public benefit incentives through additional preservation of native plant communities and environmental linkages.

**Objective 1.10:** To encourage and promote effective green design theories and techniques for new development, redevelopment and infill projects including sustainable site development, water efficiency (including stormwater runoff), energy efficiency, sustainable material selections (including alternate paving materials to reduce heat island effects), urban agriculture and improved indoor environmental quality.

**Staff comment:** Given that the subject property contains two existing intact wetlands: Cypress Swamp and Coastal Plain Willow, there are significant design opportunities remain available to achieve compliance with Policy 1.10. The two wetlands can be used as part of the site plan for stage storage of stormwater so long as pre-treatment through retention/detention is provided prior to discharge. The only known native Willow in the Town is a good candidate for a man-made environment as it will thrive if provided the opportunity. Through the exploration of green design techniques associated with stormwater runoff management. Town staff welcome the opportunity to work with the applicant to reach a feasible and satisfactory design outcome.

## **INFRASTRUCTURE ELEMENT**

**Policy 1.4.4:** The following level of service standards are hereby adopted and shall be used as the basis for determining the availability of facility capacity and the demand generated by a development:

<b>Facility</b>	<b>LOS Standard</b>
Sanitary Sewer	85 gallons per capita per day
Solid Waste	7.13 pounds per capita per day
Drainage Facilities	Projects shall be designed and operated so that off-site discharges meet State water quality standards, as set forth in Chapter 62-25, Florida Administrative

	Code (adopted by reference)
Potable Water (Residential)	153 Gallons per Capita per Day
Potable Water (Com./Ind.)	100 Gallons/Day/1,000 Square Feet

In order to ensure that these level of service standards are maintained, methodologies for determining available capacity and demand shall incorporate appropriate peak demand coefficients for each facility and for the type of development.

**Staff Comment:** The proposed FLUM amendments are consistent with Policy 1.4.4. of the Infrastructure Element. The subject property is located in an area where water supply and wastewater treatment are available. The property owner will be required to meet any and all connection requirements and associated costs for water and sewer service and will be required to mee all drainage requirements per Chapter 62-25, Florida Administrative Code. For further analysis, see “Infrastructure Impact Analysis” in Attachment K.

# HAWKEYE JUPITER JUPITER, FL

## FUTURE LAND USE PLAN AMENDMENT TRAFFIC ANALYSIS

# FUTURE LAND USE PLAN AMENDMENT TRAFFIC ANALYSIS

## HAWKEYE JUPITER JUPITER, FL

Prepared by:  
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West Palm Beach, Florida

**Kimley»»Horn**

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Adam B. Kerr, P.E.  
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## INTRODUCTION

Kimley-Horn and Associates, Inc. has been retained to prepare a Future Land Use (FLU) Amendment traffic analysis for the site located south of Indiantown Road on Island Way South in the Town of Jupiter, Florida. **Figure 1** illustrates the location of the project site. The site currently has an FLU designation of General Industrial which permits up to 50% lot coverage. The proposed development has a Jupiter FLU designation of Public/Institutional District (PI) and Limited Multifamily (RH).

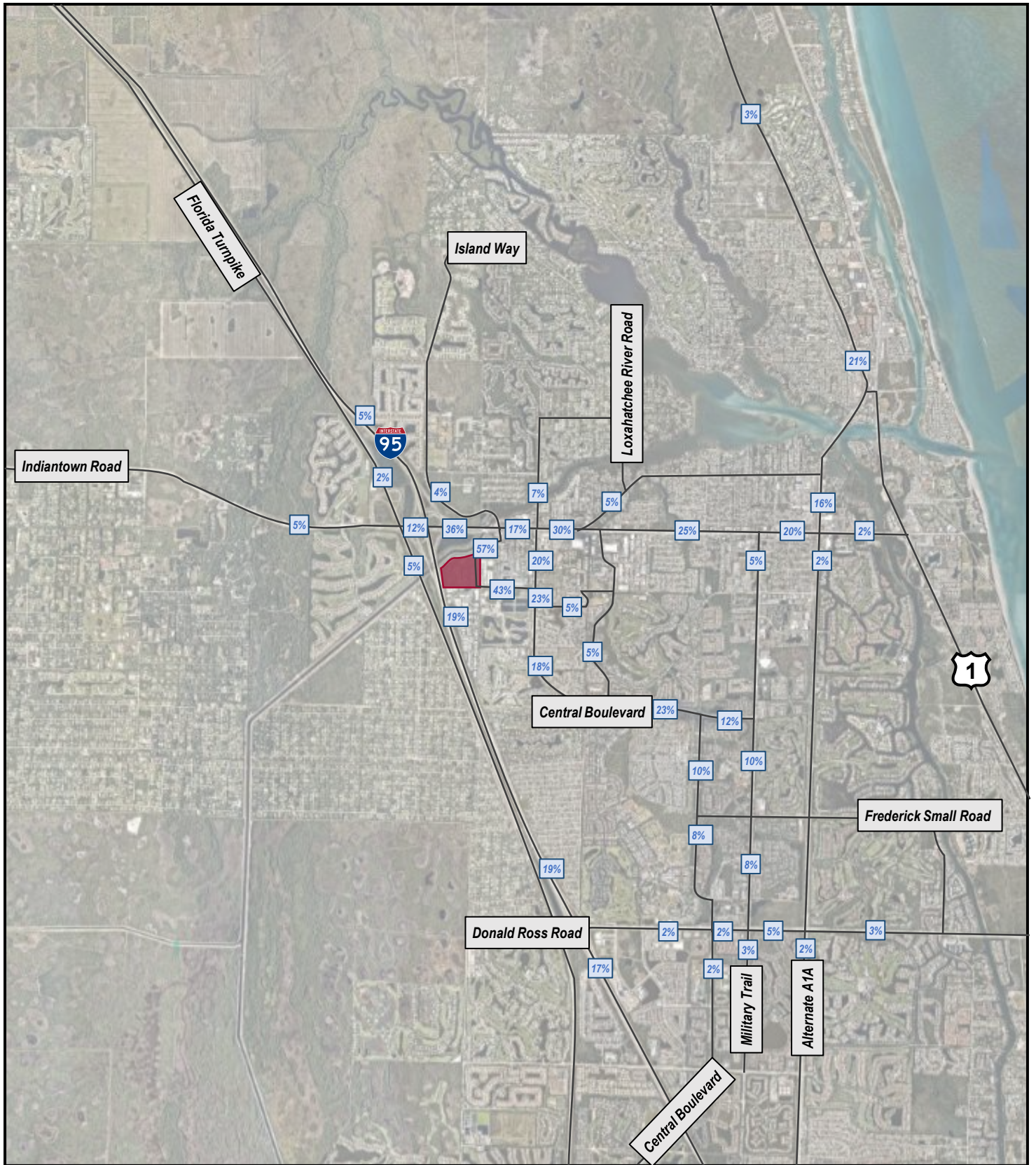
The parcel control numbers for this site are:

- 30-42-41-04-00-000-5080
- 30-42-41-04-00-000-5070
- 30-42-41-04-00-000-5060

The traffic impacts from the proposed future land use amendment were analyzed based on the procedures accepted by the Town of Jupiter. Currently, the site has a General Industrial designation, which permits 50% lot coverage. Therefore, the 56.580-acre site permits 1,232,312 square feet of light Industrial use. The proposed future designation is proposed to be 39.77 acres of Public/Institutional District (PI) with a 2,000-student school, and 16.81 acres of Limited Multifamily (RH) with a density of up to 6 units per acre.

The proposed plan of development would consist of 92 residential dwelling units; which would be subjected to additional density bonuses, and a private school (K-12) with 2,000 students.

This analysis was conducted following short-range and long-range analysis procedures used to evaluate comprehensive plan amendments in Jupiter. This report summarizes the findings of the comprehensive plan land use amendment traffic analysis.



**LEGEND**

 Site Location

 % Project Traffic

**FIGURE 1**

Hawkeye  
Traffic Assignment  
KH# 040444001

**Kimley»Horn**

## PROJECT TRAFFIC

The project traffic volumes evaluated in this analysis are defined as the vehicle trips expected to be generated by the project, and the distribution and assignment of that traffic over the study roadway network.

### Trip Generation

The trip generation calculations are based on the trip generation rates published by Palm Beach County and the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition. Trip generation calculations have been performed for three scenarios:

#### Existing Site Development

This scenario represents the current trip generation occurring on site. The existing site is currently vacant; therefore, no credit was taken.

#### Existing Future Land Use Potential Development

This scenario represents the maximum development potential for the site under the existing FLU designation. For the Trip Generation Comparison shown in **Table 1**, General Light Industrial was used for the land use, the maximum intensity of development under the currently adopted future land use designation has the potential to generate 5,401 net new external daily trips, 821 net new external AM peak hour trips (+723 inbound,+98 outbound), 721 net new external PM peak hour trips (+101 inbound, +620 outbound).

#### Proposed Future Land Use Potential Development

This scenario represents the maximum development permitted on site under the proposed FLU designation, which equates to the following:

- 92 Dwelling Multifamily Units
- 2000-Student School

The proposed development plan equates to the following 92 dwelling units of Multifamily Low-Rise use and a Private School (K-12) with 2,000 students. As indicated in **Table 1**, in comparison to the existing development, the proposed limited development has the potential to generate 5,550 net new external daily trips, 1,615 net new external AM peak hour trips (+1,003 inbound, +612 outbound), and 383 net new external PM peak hour trips (+174 inbound, +209 outbound).

Because the proposed amendment for the subject site results in an overall net increase in the trip generation potential of the site on a daily, AM, and PM peak-hour basis in comparison to existing uses on site, it was necessary to determine if any of the roadway links within the project Radius of Development Influence (RDI) are expected to be significantly impacted during the short-range (2030) scenario. Roadway link analyses were conducted for the short-range (2030) scenario using methodologies accepted by the Town of Jupiter.

**Table 1: Trip Generation Calculations Summary**

Source	Land Use	ITE Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
<b>Approved Scenario</b>										
PBC	Vacant		0	0	0	0	0	0	0	0
			<i>Subtotal</i>	0	0	0	0	0	0	0
<b>Driveway Volumes</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Net New External Trips</b>				<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Existing FLU Maximum Intensity</b>										
PBC	General Light Industrial	ITE 110	1,232,312 ksf	6,001	912	803	109	801	112	689
			<i>Subtotal</i>	6,001	912	803	109	801	112	689
<b>Internal Capture</b>				<b>% Daily</b>	<b>% AM</b>	<b>% PM</b>				
	General Light Industrial		0.0%	0.0%	0.0%	0	0	0	0	0
			<i>Subtotal</i>	0	0	0	0	0	0	0
<b>Pass-By Capture</b>				<b>Daily</b>	<b>AM</b>	<b>PM</b>				
	General Light Industrial		10.0%	10.0%	10.0%	600	91	80	11	69
			<i>Subtotal</i>	600	91	80	11	80	11	69
<b>Driveway Volumes</b>				<b>6,001</b>	<b>912</b>	<b>803</b>	<b>109</b>	<b>801</b>	<b>112</b>	<b>689</b>
<b>Net New External Trips</b>				<b>5,401</b>	<b>821</b>	<b>723</b>	<b>98</b>	<b>721</b>	<b>101</b>	<b>620</b>
<b>Proposed FLU Maximum Intensity (Proposed Development)</b>										
PBC	Multifamily (Low-Rise)	ITE 220	92 DU	620	37	9	28	47	30	17
PBC	Private School (K-12)	ITE 532	2,000 student(s)	4,960	1,580	995	585	340	146	194
			<i>Subtotal</i>	5,580	1,617	1,004	613	387	176	211
<b>Internal Capture</b>				<b>% Daily</b>	<b>% AM</b>	<b>% PM</b>				
	Multifamily (Low-Rise)		2.0%	3.0%	4.0%	15	1	0	1	1
	Private School (K-12)		0.0%	0.0%	1.0%	15	1	1	0	1
			<i>Subtotal</i>	30	2	1	1	4	2	2
<b>Pass-By Capture</b>				<b>Daily</b>	<b>AM</b>	<b>PM</b>				
	Multifamily (Low-Rise)		0.0%	0.0%	0.0%	0	0	0	0	0
	Private School (K-12)		0.0%	0.0%	0.0%	0	0	0	0	0
			<i>Subtotal</i>	0	0	0	0	0	0	0
<b>Driveway Volumes</b>				<b>5,550</b>	<b>1,615</b>	<b>1,003</b>	<b>612</b>	<b>383</b>	<b>174</b>	<b>209</b>
<b>Net New External Trips</b>				<b>5,550</b>	<b>1,615</b>	<b>1,003</b>	<b>612</b>	<b>383</b>	<b>174</b>	<b>209</b>
<b>Proposed FLU Maximum Trips (Proposed Development)-Existing Development Trips (Short-range)</b>				<b>5,550</b>	<b>1,615</b>	<b>1,003</b>	<b>612</b>	<b>383</b>	<b>174</b>	<b>209</b>
<b>Radius of Development Influence:</b>					<b>4 miles</b>					
<b>Proposed FLU Maximum Trips (Proposed Development)-Existing FLU Maximum Trips (Long-range)</b>				<b>149</b>	<b>794</b>	<b>280</b>	<b>514</b>	<b>-338</b>	<b>73</b>	<b>-411</b>
<b>Radius of Development Influence:</b>					<b>2 miles</b>					
<b>Land Use</b>		<b>Daily</b>		<b>AM Peak Hour</b>			<b>PM Peak Hour</b>		<b>Pass By</b>	
General Light Industrial		4.87 trips/ksf		0.74 trips/ksf (88% in, 12% out)			0.65 trips/ksf (14% in, 86% out)		10.0%	
Multifamily (Low-Rise)		6.74 trips/DU		0.4 trips/DU (24% in, 76% out)			0.51 trips/DU (63% in, 37% out)		0.0%	
Private School (K-12)		2.48 trips/student(s)		0.79 trips/student(s) (63% in, 37% out)			0.17 trips/student(s) (43% in, 57% out)		0.0%	

## TRAFFIC DISTRIBUTION AND ASSIGNMENT

Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to surrounding roadways within the project RDI based upon a review of the proposed roadway network to be in place at the time of buildout and its travel time characteristics.

The daily and peak-hour trips for the project were then assigned to the surrounding roadway network proposed to be in place for each respective analysis year. **Figure 1** also illustrates the project traffic assignment to the surrounding roadway network.

## LEVEL OF SERVICE ANALYSIS

Consistent with comprehensive plan amendment evaluation requirements, roadway segment analyses were conducted to address the traffic conditions for the existing, short-range planning horizon (2030), and long-range planning horizon (2045) conditions on links within the RDI.

### Short-Range (Year 2030)

This analysis was conducted using the LOS E peak hour, peak direction link service volumes published by Palm Beach County.

As stated previously, this analysis utilizes the net increase in peak-hour trip generation potential of the maximum development potential under the proposed FLU designation in comparison to traffic generated by the existing site development.

### Long-Range (Year 2045)

This analysis was conducted using the LOS D daily link service volumes published by Palm Beach County. As stated previously, this analysis utilizes the net increase in daily trip generation potential of the maximum development potential under the proposed FLU designation in comparison to the maximum development potential under the existing FLU.

## SHORT-RANGE (2030) PLANNING HORIZON

The proposed development plan equates to the following 92 dwelling units of Multifamily Low-Rise use and a Private School (K-12) with 2,000 students. The net increase in peak hour trip generation potential is 1,615 net new external AM peak hour trips (+1,003 inbound, +612 outbound), and 383 net new external PM peak hour trips (+174 inbound, +209 outbound). For the purposes of this analysis, the radius of development influence is 4 miles. Significance was determined in accordance with the LOS E peak-hour peak directional service volumes provided in the Palm Beach County Traffic Performance Standards Ordinance (TPSO). **Table 2** summarizes the threshold for determining significance as outlined in Article 12 of the Palm Beach County TPSO. As per the TPSO, during the short-range horizon, a link is considered significantly impacted if project traffic accounts for more than 3% of the LOS E general service volume.

**Table 2: Short-Range Significance Determination**

NET EXTERNAL PEAK HOUR TWO-WAY TRIP GENERATION			RADIUS
1	through	20	Directly Accessed Link(s)
21	through	50	0.5 miles
51	through	100	1 mile
101	through	500	2 miles
501	through	1,000	3 miles
1,001	through	2,000	4 miles
2,001	and	Up	5 miles

*Note: Source table 12.B.2.D-7 3A - Radius of Development Influence of Article 12*

**Significance Analysis**

As indicated in **Table 3** and **Table 4**, several of the roadway links are projected to be significantly impacted by the proposed project under Test 2 standards, therefore further capacity analysis is required.

**Table 3: Short-Range (Year 2030) AM Peak Hour Significance Analysis**

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS E GENERAL SVC. VOLUME	PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PROJECT TRIPS					
							AM PEAK HOUR				% IMPACT	
							NB/EB	SB/WB	NB/EB	SB/WB	Sig?	SB/WB
Donald Ross Road	69th Drive North	I-95 West	6LD	2,830	0%	i	0	0	0.00%	No	0.00%	No
Donald Ross Road	I-95 West	I-95 East	6LD	2,830	0%	i	0	0	0.00%	No	0.00%	No
Donald Ross Road	I-95 East	Parkside Drive	6LD	2,830	2%	i	20	12	0.71%	No	0.42%	No
Donald Ross Road	Parkside Drive	Central Boulevard	6LD	2,940	2%	i	20	12	0.68%	No	0.41%	No
Donald Ross Road	Central Boulevard	Military Trail	6LD	2,940	2%	o	12	20	0.41%	No	0.68%	No
Donald Ross Road	Military Trail	Alternate A1A	6LD	2,940	5%	o	31	50	1.05%	No	1.70%	No
Frederick Small Road	Central Boulevard	Military Trail	4LD	1,960	0%	o	0	0	0.00%	No	0.00%	No
Frederick Small Road	Military Trail	Alternate A1A	2L	880	0%	o	0	0	0.00%	No	0.00%	No
Frederick Small Road	Alternate A1A	Palmwood Road	2L	880	0%	o	0	0	0.00%	No	0.00%	No
Toney Penna Drive	Central Boulevard	Military Trail	2L	880	5%	o	31	50	3.52%	Yes	5.68%	Yes
Toney Penna Drive	Military Trail	Alternate A1A	2L	880	1%	o	6	10	0.68%	No	1.14%	No
Indiantown Road	120th Avenue North	Jupiter Farm Road	4LD	1,960	5%	i	50	31	2.55%	No	1.58%	No
Indiantown Road	Jupiter Farm Road	Florida Turnpike	4LD	1,960	5%	i	50	31	2.55%	No	1.58%	No
Indiantown Road	Florida Turnpike	I-95 West	6LD	2,940	12%	i	120	73	4.08%	Yes	2.48%	No
Indiantown Road	I-95 West	I-95 East	6LD	2,940	17%	i	171	104	5.82%	Yes	3.54%	Yes
Indiantown Road	I-95 East	Island Way	6LD	2,940	36%	i	361	220	12.28%	Yes	7.48%	Yes
Indiantown Road	Island Way	Central Boulevard	8LD	3,940	17%	o	104	171	2.64%	No	4.34%	Yes
Indiantown Road	Central Boulevard	Center Street	8LD	3,590	30%	o	184	301	5.13%	Yes	8.38%	Yes
Indiantown Road	Center Street	Military Trail	6LD	2,830	25%	o	153	251	5.41%	Yes	8.87%	Yes
Indiantown Road	Military Trail	Alternate A1A	6LD	2,830	20%	o	122	201	4.31%	Yes	7.10%	Yes
Indiantown Road	Alternate A1A	Dixie Highway	6LD	2,830	2%	o	12	20	0.42%	No	0.71%	No
Church Street	Island Way	Central Boulevard	2L	880	0%	i	0	0	0.00%	No	0.00%	No
Center Street	Indiantown Road	Alternate A1A	2L	880	5%	o	31	50	3.52%	Yes	5.68%	Yes
Jog Road	Hood Road	Donald Ross Road	2L	1,440	0%	i	0	0	0.00%	No	0.00%	No
Florida Turnpike	PGA Boulevard	Indiantown Road	4LX	4,020	5%	i	50	31	1.24%	No	0.77%	No
Florida Turnpike	Indiantown Road	North of Indiantown Road	4LX	4,020	2%	o	12	20	0.30%	No	0.50%	No
I-95	PGA Boulevard	Donald Ross Road	10LX	10,580	17%	i	171	104	1.62%	No	0.98%	No
I-95	Donald Ross Road	Indiantown Road	10LX	10,580	19%	i	191	116	1.81%	No	1.10%	No
I-95	Indiantown Road	SE Bridge Road	10LX	10,580	0%	o	0	0	0.00%	No	0.00%	No
Central Boulevard	Donald Ross Road	Frederick Small Road	4LD	1,960	10%	i	100	61	5.10%	Yes	3.11%	Yes
Central Boulevard	Frederick Small Road	Indian Creek Parkway	4LD	3,760	23%	i	231	141	6.14%	Yes	3.75%	Yes
Central Boulevard	Indian Creek Parkway	Indiantown Road	4LD	1,960	23%	i	231	141	11.79%	Yes	7.19%	Yes
Roebuck Road	Indiantown Road	Church Street	2L	860	7%	o	43	70	5.00%	Yes	8.14%	Yes
Roebuck Road	Church Street	Loxahatchee River Road	2L	860	0%	o	0	0	0.00%	No	0.00%	No
Military Trail	Donald Ross Road	Indian Creek Parkway	6LD	2,830	10%	i	100	61	3.53%	Yes	2.16%	No
Military Trail	Indian Creek Parkway	Indiantown Road	6LD	2,830	0%	i	0	0	0.00%	No	0.00%	No
Alternate A1A	Donald Ross Road	Frederick Small Road	6LD	2,940	2%	i	20	12	0.68%	No	0.41%	No
Alternate A1A	Frederick Small Road	Indiantown Road	6LD	2,940	2%	i	20	12	0.68%	No	0.41%	No
Alternate A1A	Indiantown Road	Center Street	6LD	2,940	16%	o	98	160	3.33%	Yes	5.44%	Yes
Alternate A1A	Center Street	South Beach Road	6LD	2,680	21%	o	129	211	4.81%	Yes	7.87%	Yes

**Table 4: Short-Range (Year 2030) PM Peak Hour Significance Analysis**

ROADWAY	FROM	TO	EXISTING NUMBER OF LANES	LOS E GENERAL SVC. VOLUME	PROJECT % ASSIGNMENT	NB/EB IN/OUT?	PROJECT TRIPS					
							PM PEAK HOUR			% IMPACT		
							TRIPS NB/EB	TRIPS SB/WB	TRIPS NB/EB	Sig?	SB/WB	Sig?
Donald Ross Road	69th Drive North	I-95 West	6LD	2,830	0%	i	0	0	0.00%	No	0.00%	No
Donald Ross Road	I-95 West	I-95 East	6LD	2,830	0%	i	0	0	0.00%	No	0.00%	No
Donald Ross Road	I-95 East	Parkside Drive	6LD	2,830	2%	i	3	4	0.11%	No	0.14%	No
Donald Ross Road	Parkside Drive	Central Boulevard	6LD	2,940	2%	i	3	4	0.10%	No	0.14%	No
Donald Ross Road	Central Boulevard	Military Trail	6LD	2,940	2%	o	4	3	0.14%	No	0.10%	No
Donald Ross Road	Military Trail	Alternate A1A	6LD	2,940	5%	o	10	9	0.34%	No	0.31%	No
Frederick Small Road	Central Boulevard	Military Trail	4LD	1,960	0%	o	0	0	0.00%	No	0.00%	No
Frederick Small Road	Military Trail	Alternate A1A	2L	880	0%	o	0	0	0.00%	No	0.00%	No
Frederick Small Road	Alternate A1A	Palmwood Road	2L	880	0%	o	0	0	0.00%	No	0.00%	No
Toney Penna Drive	Central Boulevard	Military Trail	2L	880	5%	o	10	9	1.14%	No	1.02%	No
Toney Penna Drive	Military Trail	Alternate A1A	2L	880	1%	o	2	2	0.23%	No	0.23%	No
Indiantown Road	120th Avenue North	Jupiter Farm Road	4LD	1,960	5%	i	9	10	0.46%	No	0.51%	No
Indiantown Road	Jupiter Farm Road	Florida Turnpike	4LD	1,960	5%	i	9	10	0.46%	No	0.51%	No
Indiantown Road	Florida Turnpike	I-95 West	6LD	2,940	12%	i	21	25	0.71%	No	0.85%	No
Indiantown Road	I-95 West	I-95 East	6LD	2,940	17%	i	30	36	1.02%	No	1.22%	No
Indiantown Road	I-95 East	Island Way	8LD	3,940	36%	i	63	75	1.60%	No	1.90%	No
Indiantown Road	Island Way	Central Boulevard	8LD	3,590	17%	o	36	30	1.00%	No	0.84%	No
Indiantown Road	Central Boulevard	Center Street	6LD	3,590	30%	o	63	52	1.75%	No	1.45%	No
Indiantown Road	Center Street	Military Trail	6LD	2,830	25%	o	52	44	1.84%	No	1.55%	No
Indiantown Road	Military Trail	Alternate A1A	6LD	2,830	20%	o	42	35	1.48%	No	1.24%	No
Indiantown Road	Alternate A1A	Dixie Highway	6LD	2,830	2%	o	4	3	0.14%	No	0.11%	No
Church Street	Island Way	Central Boulevard	2L	880	0%	i	0	0	0.00%	No	0.00%	No
Center Street	Indiantown Road	Alternate A1A	2L	880	5%	o	10	9	1.14%	No	1.02%	No
Jog Road	Hood Road	Donald Ross Road	2L	1,440	0%	i	0	0	0.00%	No	0.00%	No
Florida Turnpike	PGA Boulevard	Indiantown Road	4LX	4,020	5%	i	9	10	0.22%	No	0.25%	No
Florida Turnpike	Indiantown Road	North of Indiantown Road	4LX	4,020	2%	o	4	3	0.10%	No	0.07%	No
I-95	PGA Boulevard	Donald Ross Road	10LX	10,580	17%	i	30	36	0.28%	No	0.34%	No
I-95	Donald Ross Road	Indiantown Road	10LX	10,580	19%	i	33	40	0.31%	No	0.38%	No
I-95	Indiantown Road	SE Bridge Road	10LX	10,580	0%	o	0	0	0.00%	No	0.00%	No
Central Boulevard	Donald Ross Road	Frederick Small Road	4LD	1,960	10%	i	17	21	0.87%	No	1.07%	No
Central Boulevard	Frederick Small Road	Indian Creek Parkway	4LD	3,760	23%	i	40	48	1.06%	No	1.28%	No
Central Boulevard	Indian Creek Parkway	Indiantown Road	4LD	1,960	23%	i	40	48	2.04%	No	2.45%	No
Roebuck Road	Indiantown Road	Church Street	2L	860	7%	o	15	12	1.74%	No	1.40%	No
Roebuck Road	Church Street	Loxahatchee River Road	2L	860	0%	o	0	0	0.00%	No	0.00%	No
Military Trail	Donald Ross Road	Indian Creek Parkway	6LD	2,830	10%	i	17	21	0.60%	No	0.74%	No
Military Trail	Indian Creek Parkway	Indiantown Road	6LD	2,830	0%	i	0	0	0.00%	No	0.00%	No
Alternate A1A	Donald Ross Road	Frederick Small Road	6LD	2,940	2%	i	3	4	0.10%	No	0.14%	No
Alternate A1A	Frederick Small Road	Indiantown Road	6LD	2,940	2%	i	3	4	0.10%	No	0.14%	No
Alternate A1A	Indiantown Road	Center Street	6LD	2,940	16%	o	33	28	1.12%	No	0.95%	No
Alternate A1A	Center Street	South Beach Road	6LD	2,680	21%	o	44	37	1.64%	No	1.38%	No

### Capacity Analysis

The significantly impacted links were then analyzed based on their available capacity and the current and proposed demand of the roadway. The Palm Beach County TPS database was used to determine any background traffic that may also contribute to the demand of the roadway during the short-range (Year 2030) capacity analysis.

The future background volumes were then compared to the existing roadway infrastructure capacity to determine if any of the roadways were over capacity in the short-range (Year 2030) without the addition of project traffic. To develop short-range (Year 2030) volumes, project traffic was added to the future background volumes to determine short-range (Year 2030) volumes. **Table 5** provide a summary for AM peak roadway link capacity analysis. As seen in **Table 5** the roadway links that are over capacity in the future year are:

- Indiantown Road – between Florida Turnpike and I-95 West (EB AM)
- Indiantown Road – between I-95 West and I-95 East (EB/WB AM)
- Roebuck Road – between Indiantown Road to Church Street (SB AM)

According to Florida State Statute 163.3180, because the facilities identified above exceed their respective LOS E service volumes under background conditions, and because the improvements required to address future background conditions will also provide sufficient capacity for the proposed project traffic, the project is not responsible for the proportionate share of these improvements.

The following links are projected to be overcapacity with the addition of project traffic:

- Indiantown Road – between I-95 East and Island Way (EB AM)

The link of Indiantown Road is being addressed with proportionate share obligations in the site-specific study. The traffic impact analysis referenced above is included in the appendix.

**Table 5: Short-Range (Year 2030) AM Peak Hour Capacity Analysis**

Roadway			Committed			Direction	Significantly Impacted?	Count Year	Count Year Traffic Volume	Diverted Volume Island Way	Committed Traffic - Option #1			Committed Traffic - Option #2			Utilized (Maximum) Committed Traffic	Project Traffic	2030 Total Traffic	Meets Standard ??	Background Volume	Background Def. ??
			Lanes	Facility Type	LOS E Service Volume						Committed Traffic (from TPS)	1.0% Growth	Committed plus 1.0%	Historic Growth Rate (from TPS)	Max Historic Growth or 1%	Max Historic Growth						
Toney Penna Drive	Central Boulevard	Military Trail	2L	Class I	880	NB/EB	Yes	2023	278		31	20	51	1.00%	1.00%	20	51	31	360	Yes	--	-
			2L	Class I	880	SB/WB	Yes	2023	307		38	22	60	1.00%	1.00%	22	60	50	417	Yes	--	-
Indiantown Road	Florida Turnpike	I-95 West	6LD	Class I	2,940	NB/EB	Yes	2022	3,173		298	263	561	1.00%	1.00%	263	561	120	3,854	No	3734	Yes
			6LD	Class I	2,940	SB/WB	No	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Indiantown Road	I-95 West	I-95 East	6LD	Class I	2,940	NB/EB	Yes	2022	3,168		379	262	641	1.00%	1.00%	262	641	171	3,980	No	3809	Yes
			6LD	Class I	2,940	SB/WB	Yes	2022	3,097		342	257	599	1.00%	1.00%	257	599	104	3,800	No	3696	Yes
Indiantown Road	I-95 East	Island Way	8LD	Class I	3,940	NB/EB	Yes	2025	3,344		71	171	242	1.00%	1.00%	171	242	361	3,947	No	3586	No
			8LD	Class I	3,940	SB/WB	Yes	2025	2,446		153	125	278	1.00%	1.00%	125	278	220	2,944	Yes	--	-
Indiantown Road	Island Way	Central Boulevard	7LD	Class I	3,940	NB/EB	No	-	-	-373	-	-	-	-	-	-	-	-	-	-	-	-
			7LD	Class I	2,940	SB/WB	Yes	2025	2,126	-89	161	108	269	1.00%	1.00%	108	269	171	2,477	Yes	--	-
Indiantown Road	Central Boulevard	Center Street	8LD	Class I	3,940	NB/EB	Yes	2025	2,593		62	132	194	1.00%	1.00%	132	194	184	2,971	Yes	--	-
			8LD	Class I	3,940	SB/WB	Yes	2025	1,566		165	80	245	1.00%	1.00%	80	245	301	2,112	Yes	--	-
Indiantown Road	Center Street	Military Trail	7LD	Class II	3,780	NB/EB	Yes	2022	2,024		169	168	337	1.00%	1.00%	168	337	153	2,514	Yes	--	-
			7LD	Class II	2,830	SB/WB	Yes	2022	1,446		278	120	398	1.00%	1.00%	120	398	251	2,095	Yes	--	-
Indiantown Road	Military Trail	Alternate A1A	6LD	Class II	2,830	NB/EB	Yes	2022	1,878		111	156	267	1.00%	1.00%	156	267	122	2,267	Yes	--	-
			6LD	Class II	2,830	SB/WB	Yes	2022	1,042		131	86	217	1.00%	1.00%	86	217	201	1,460	Yes	--	-
Center Street	Indiantown Road	Alternate A1A	2L	#N/A	870	NB/EB	Yes	2024	535		13	33	46	1.00%	1.00%	33	46	31	612	Yes	--	-
			2L	#N/A	870	SB/WB	Yes	2024	631		20	39	59	1.00%	1.00%	39	59	50	740	Yes	--	-
Central Boulevard	Donald Ross Road	Frederick Small Road	4LD	Class I	1,960	NB/EB	Yes	2024	1,027		113	63	176	1.00%	1.00%	63	176	100	1,303	Yes	--	-
			4LD	Class I	1,960	SB/WB	Yes	2024	615		53	38	91	1.00%	1.00%	38	91	61	767	Yes	--	-
Central Boulevard	Frederick Small Road	Indian Creek Parkway	4LD	Uninterrupted	3,760	NB/EB	Yes	2024	696		142	43	185	1.00%	1.00%	43	185	231	1,112	Yes	--	-
			4LD	Uninterrupted	3,760	SB/WB	Yes	2024	709		65	44	109	1.00%	1.00%	44	109	141	959	Yes	--	-
Central Boulevard	Indian Creek Parkway	Indiantown Road	4LD	Class I	1,960	NB/EB	Yes	2025	1,082	-178	29	55	84	1.00%	1.00%	55	84	231	1,397	Yes	--	-
			4LD	Class I	1,960	SB/WB	Yes	2025	1,058	-462	24	54	78	1.00%	1.00%	54	78	141	1,277	Yes	--	-
Roebuck Road	Indiantown Road	Church Street	2L	Class II	860	NB/EB	Yes	2024	510		62	31	93	1.00%	1.00%	31	93	43	646	Yes	--	-
			2L	Class II	860	SB/WB	Yes	2024	905		54	56	110	1.00%	1.00%	56	110	70	1,085	No	1015	Yes
Military Trail	Donald Ross Road	Indian Creek Parkway	6LD	Class II	2,830	NB/EB	Yes	2022	1,288		158	107	265	1.00%	1.00%	107	265	100	1,653	Yes	--	-
			6LD	Class II	2,830	SB/WB	No	2022	1,473		-	-	-	-	-	-	-	-	-	-	-	-
Alternate A1A	Indiantown Road	Center Street	6LD	Class II	2,830	NB/EB	Yes	2022	1,534		23	127	150	1.00%	1.00%	127	150	98	1,782	Yes	--	-
			6LD	Class II	2,830	SB/WB	Yes	2022	1,696		32	141	173	1.00%	1.00%	141	173	160	2,029	Yes	--	-
Alternate A1A	Center Street	South Beach Road	6LD	Class I	2,940	NB/EB	Yes	2022	1,534		24	127	151	1.00%	1.00%	127	151	129	1,814	Yes	--	-
			6LD	Class I	2,940	SB/WB	Yes	2022	1,696		37	141	178	1.00%	1.00%	141	178	211	2,085	Yes	--	-

## LONG-RANGE (2045) PLANNING HORIZON

As noted, the existing land use is General Industrial. The existing land use permits up to 50% floor area coverage (FAR). Therefore, the 56.58 acre-site equates to 1,232,312 square feet of light industrial use. The proposed limited development plan equates to the following 92 dwelling units of Multifamily Low-Rise use and a Private School (K-12) with 2,000 students. Therefore, the net increase in daily trip generation potential is 149 daily trips. For this analysis the radius of development influence is the directly accessed links. A link is considered significantly impacted where the net trip increase impacting roads is greater than one percent (1%) for volume to capacity ratio (v/c) of 1.4 or more, two percent (2%) for v/c of 1.2 or more and three percent (3%) for v/c of less than 1.2 of the level of service “D” capacity on an AADT basis of the link affected up to the limits set forth in

**Table 6: Long-Range Significance Determination**

NET EXTERNAL DAILY TRIP GENERATION			RADIUS
1	through	50	No Significant Impact
50	through	1,000	Directly Accessed Link(s)
1,001	through	4,000	1 mile
4,001	through	8,000	2 miles
8,001	through	12,000	3 miles
12,001	through	20,000	4 miles
20,000	and	Up	5 miles

*Note: Source table 3.5-1 - Significant Impact of PBC FLUE*

As shown in Table 7, none of the analyzed roadway links are projected to be significantly impacted by the proposed project under significance determination standards.

**Table 7: Long Range (Year 2045) Daily Significance Analysis**

ROADWAY	FROM	TO	COMMITTED NUMBER OF LANES <sup>(1)</sup>	LOS D GENERAL SVC. VOLUME	2045 ADJUSTED DAILY VOLUME	PROJECT TRIPS				
						PROJECT % ASSIGNMENT	DAILY TRIPS	v/c with project traffic	% IMPACT	SIG?
<b>Toney Penna Drive</b>	Central Boulevard	Military Trail	2L	15,200	12,300	5%	7	0.81	0.05%	No
<b>Indiantown Road</b>	I-95 East	Island Way	6LD	50,300	79,600	36%	54	1.58	0.11%	No
<b>Indiantown Road</b>	Island Way	Central Boulevard	8LD	67,300	78,300	17%	25	1.16	0.04%	No
<b>Central Boulevard</b>	Indian Creek Parkway	Indiantown Road	4LD	33,200	19,900	23%	34	0.60	0.10%	No

## CONCLUSION

The traffic impacts from the proposed future land use amendment were analyzed based on the procedures accepted by the Town of Jupiter. Currently, the site has a General Industrial designation, which permits 50% lot coverage. Therefore, the 56.580-acre site permits 1,232,312 square feet of light Industrial use. The proposed future designation is proposed to be 39.77 acres of Public/Institutional District (PI) with a 2000-student school, and 16.81 acres of Limited Multifamily (RH) with a density of up to 6 units per acre.

The proposed plan of development would consist of 92 residential dwelling units; which would be subjected to additional density bonuses, and a private school (K-12) with 2,000 students.

The analysis compared the proposed development to the existing future land use. Based on the analyses conducted for each of the planning horizons (short-range and long-range), the results indicate that proposed future land use designation will create the following deficiencies

- Indiantown Road – between I-95 East and Island Way (EB AM)

The link on Indiantown Road is being addressed with proportionate share obligations in the site-specific study. The traffic impact analysis referenced above is included in the appendix.

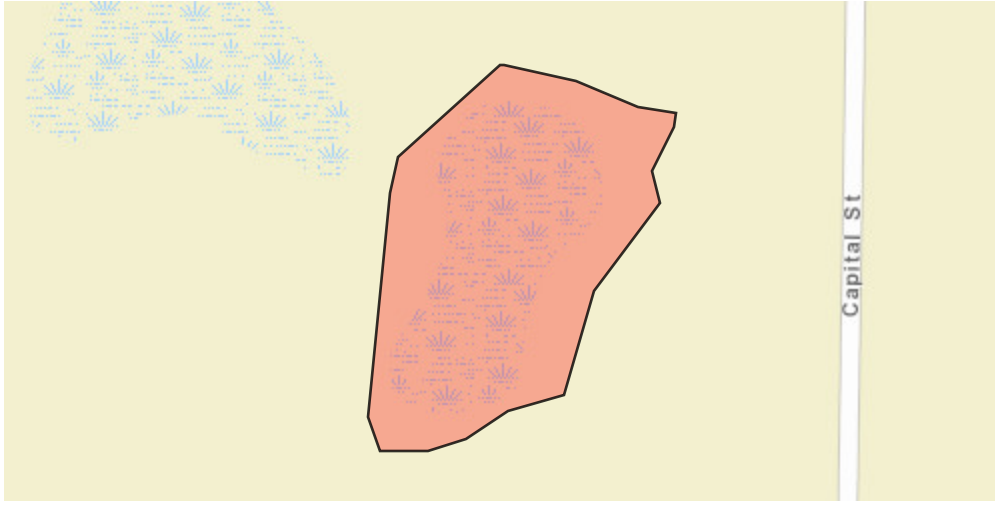
**APPENDIX**



**Property Detail**

Parcel Control Number: 30-42-41-04-00-000-5070      Location Address: WASHINGTON ST  
 Owners: HAWKEYE JUPITER LLC      Municipality: JUPITER  
 Mailing Address: 3222 COMMERCE PL STE C, , WEST PALM BEACH FL 33407 1904  
 Last Sale: 01/03/2008      Book/Page#: 22387 / 00656      Price: \$7,800,000  
 Property Use Code: 4000 - VACANT INDUSTRIAL      Zoning: I1 - INDUSTRIAL PARK LIGHT INDUSTRY  
 Legal Description: 4-41-42, IRREG SHAPED PAR  
 LYG IN SE 1/4 AS IN      Total SF: 0      Acres 5.43  
 OR13492P1952

Owner : &nbsp;HAWKEYE JUPITER LLC PCN: 30424104000005070



**2024 Values**

Improvement Value  
 Land Value  
 Total Market Value  
 Assessed Value  
 Exemption Amount  
 Taxable Value

\$0  
 \$1,471,638  
 \$1,471,638  
 \$1,272,392  
 \$0  
 \$1,272,392

**2024 Taxes**

Ad Valorem \$22,907  
 Non Ad Valorem \$0  
 Total Tax \$22,907

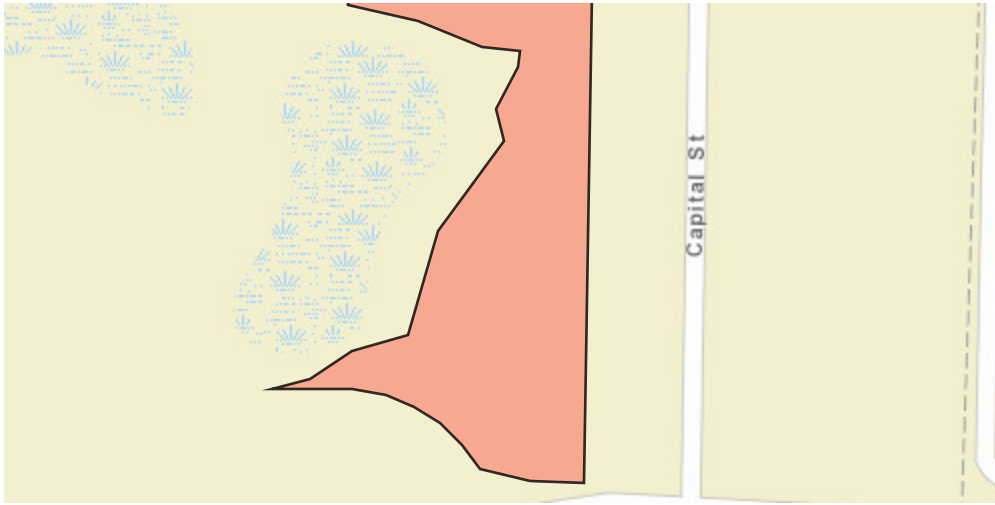
**2025 Qualified Exemptions**

**Applicants**

All values are as of January 1st each year.

**Property Detail**

Parcel Control Number: 30-42-41-04-00-000-5080      Location Address: WASHINGTON ST  
 Owners: HAWKEYE JUPITER LLC      Municipality: JUPITER  
 Mailing Address: 3222 COMMERCE PL STE C, , WEST PALM BEACH FL 33407 1904  
 Last Sale: 01/03/2008      Book/Page#: 22387 / 00656      Price: \$7,800,000  
 Property Use Code: 4000 - VACANT INDUSTRIAL      Zoning: I1 - INDUSTRIAL PARK LIGHT INDUSTRY  
 Legal Description: 4-41-42, NLY 851.34 FT OF SLY 921.34 FT OF WLY 426.42 FT OF ELY 442.93 FT OF SE 1/4 AS IN OR13492P1949      Total SF: 0      Acres 5.00



**2024 Values**

Improvement Value  
 Land Value  
 Total Market Value  
 Assessed Value  
 Exemption Amount  
 Taxable Value

\$0  
 \$1,354,746  
 \$1,354,746  
 \$1,171,327  
 \$0  
 \$1,171,327

**2024 Taxes**

Ad Valorem \$21,087  
 Non Ad Valorem \$0  
 Total Tax \$21,087

**2025 Qualified Exemptions**

**Applicants**

All values are as of January 1st each year.

PALM BEACH COUNTY TRAFFIC ENGINEERING  
TURNING MOVEMENT COUNT  
561-684-4041

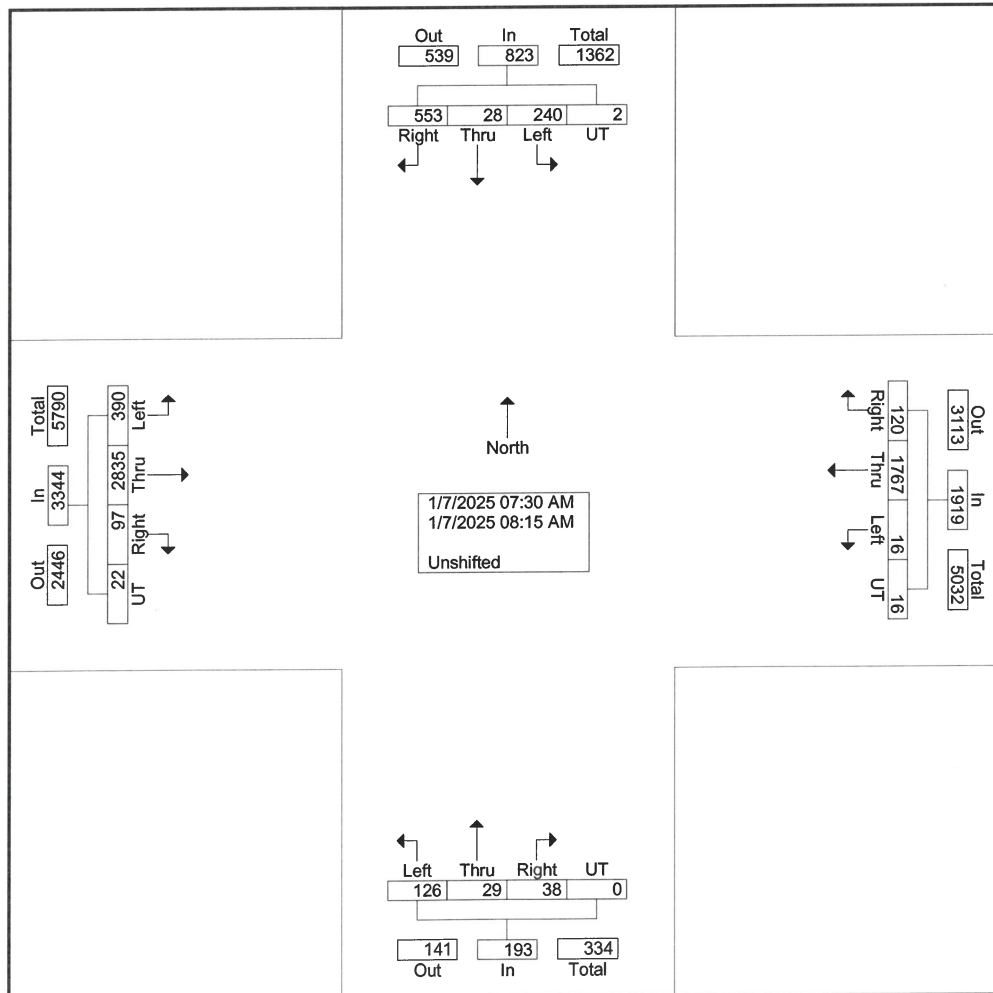
#1  
PEA 11 2025

LOCATION: INDIANTOWN RD @  
ISLAND WAY  
COUNTED BY: SP/JD

File Name : 4653A15  
Site Code : 4653  
Start Date : 1/7/2025  
Page No : 1

Groups Printed- Unshifted

Start Time	From North					From East					From South					From West					Int. Total
	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	
07:30 AM	68	7	154	0	229	2	430	39	4	475	52	7	7	0	66	86	722	18	6	832	1602
07:45 AM	58	8	163	2	231	4	489	26	3	522	26	7	11	0	44	110	782	34	7	933	1730
<b>Total</b>	<b>126</b>	<b>15</b>	<b>317</b>	<b>2</b>	<b>460</b>	<b>6</b>	<b>919</b>	<b>65</b>	<b>7</b>	<b>997</b>	<b>78</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>110</b>	<b>196</b>	<b>1504</b>	<b>52</b>	<b>13</b>	<b>1765</b>	<b>3332</b>
08:00 AM	68	10	122	0	200	2	401	28	4	435	30	7	14	0	51	87	641	24	4	756	1442
08:15 AM	46	3	114	0	163	8	447	27	5	487	18	8	6	0	32	107	690	21	5	823	1505
<b>Grand Total</b>	<b>240</b>	<b>28</b>	<b>553</b>	<b>2</b>	<b>823</b>	<b>16</b>	<b>1767</b>	<b>120</b>	<b>16</b>	<b>1919</b>	<b>126</b>	<b>29</b>	<b>38</b>	<b>0</b>	<b>193</b>	<b>390</b>	<b>2835</b>	<b>97</b>	<b>22</b>	<b>3344</b>	<b>6279</b>
<b>Apprch %</b>	<b>29.2</b>	<b>3.4</b>	<b>67.2</b>	<b>0.2</b>		<b>0.8</b>	<b>92.1</b>	<b>6.3</b>	<b>0.8</b>		<b>65.3</b>	<b>15</b>	<b>19.7</b>	<b>0</b>		<b>11.7</b>	<b>84.8</b>	<b>2.9</b>	<b>0.7</b>		
<b>Total %</b>	<b>3.8</b>	<b>0.4</b>	<b>8.8</b>	<b>0</b>	<b>13.1</b>	<b>0.3</b>	<b>28.1</b>	<b>1.9</b>	<b>0.3</b>	<b>30.6</b>	<b>2</b>	<b>0.5</b>	<b>0.6</b>	<b>0</b>	<b>3.1</b>	<b>6.2</b>	<b>45.2</b>	<b>1.5</b>	<b>0.4</b>	<b>53.3</b>	



# PALM BEACH COUNTY TRAFFIC ENGINEERING

## TURNING MOVEMENT COUNT

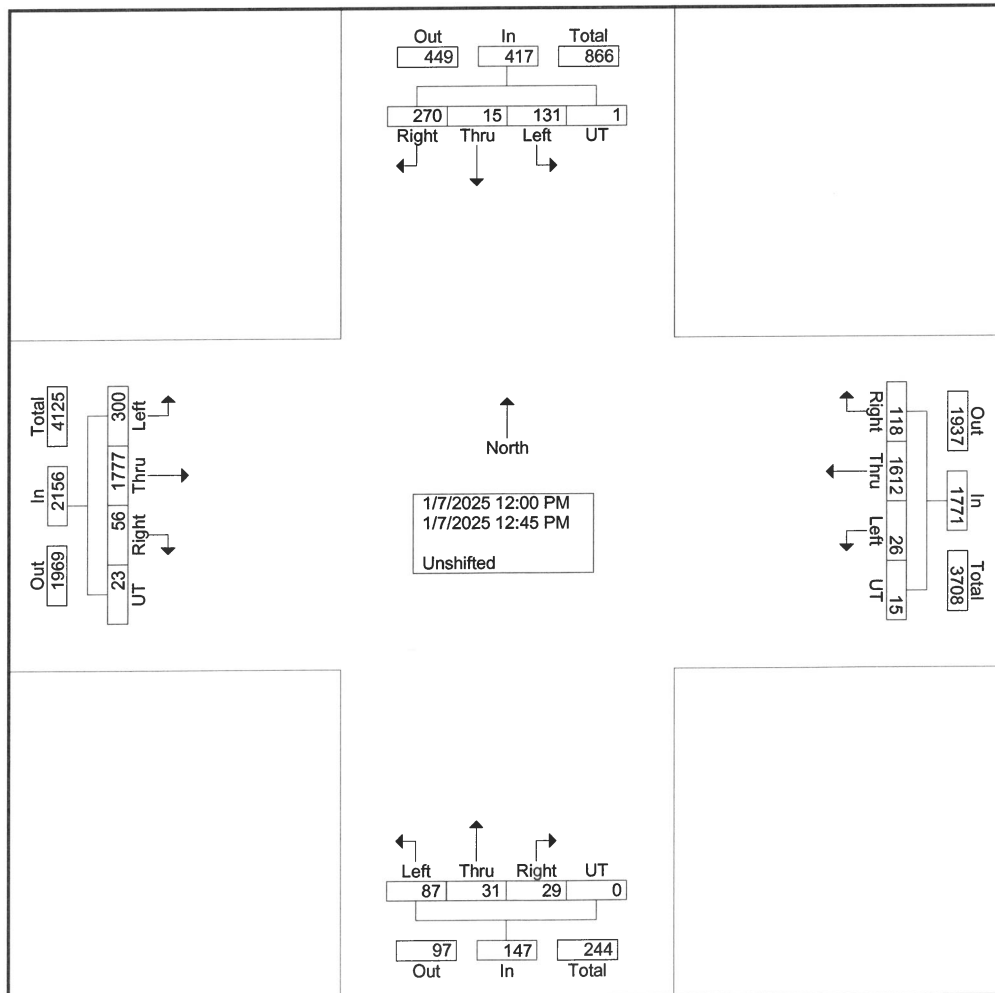
561-684-4041

LOCATION: INDIANTOWN RD @  
ISLAND WAY  
COUNTED BY: SP/JD

File Name : 4653M15  
Site Code : 4653  
Start Date : 1/7/2025  
Page No : 1

### Groups Printed- Unshifted

Start Time	From North					From East					From South					From West					Int. Total
	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	
12:00 PM	32	8	66	0	106	1	375	36	0	412	20	6	4	0	30	53	445	13	5	516	1064
12:15 PM	29	3	81	0	113	8	341	33	9	391	21	9	12	0	42	77	455	20	5	557	1103
12:30 PM	33	2	66	0	101	6	467	30	3	506	32	14	5	0	51	73	437	10	5	525	1183
12:45 PM	37	2	57	1	97	11	429	19	3	462	14	2	8	0	24	97	440	13	8	558	1141
<b>Total</b>	<b>131</b>	<b>15</b>	<b>270</b>	<b>1</b>	<b>417</b>	<b>26</b>	<b>1612</b>	<b>118</b>	<b>15</b>	<b>1771</b>	<b>87</b>	<b>31</b>	<b>29</b>	<b>0</b>	<b>147</b>	<b>300</b>	<b>1777</b>	<b>56</b>	<b>23</b>	<b>2156</b>	<b>4491</b>
<b>Grand Total</b>	<b>131</b>	<b>15</b>	<b>270</b>	<b>1</b>	<b>417</b>	<b>26</b>	<b>1612</b>	<b>118</b>	<b>15</b>	<b>1771</b>	<b>87</b>	<b>31</b>	<b>29</b>	<b>0</b>	<b>147</b>	<b>300</b>	<b>1777</b>	<b>56</b>	<b>23</b>	<b>2156</b>	<b>4491</b>
<b>Approch %</b>	<b>31.4</b>	<b>3.6</b>	<b>64.7</b>	<b>0.2</b>		<b>1.5</b>	<b>91</b>	<b>6.7</b>	<b>0.8</b>		<b>59.2</b>	<b>21.1</b>	<b>19.7</b>	<b>0</b>		<b>13.9</b>	<b>82.4</b>	<b>2.6</b>	<b>1.1</b>		
<b>Total %</b>	<b>2.9</b>	<b>0.3</b>	<b>6</b>	<b>0</b>	<b>9.3</b>	<b>0.6</b>	<b>35.9</b>	<b>2.6</b>	<b>0.3</b>	<b>39.4</b>	<b>1.9</b>	<b>0.7</b>	<b>0.6</b>	<b>0</b>	<b>3.3</b>	<b>6.7</b>	<b>39.6</b>	<b>1.2</b>	<b>0.5</b>	<b>48</b>	



**PALM BEACH COUNTY TRAFFIC ENGINEERING**  
**TURNING MOVEMENT COUNT**  
**561-684-4041**

LOCATION: INDIANTOWN RD AT ISLAND WAY

COUNTED BY: JD

File Name : 4653P15

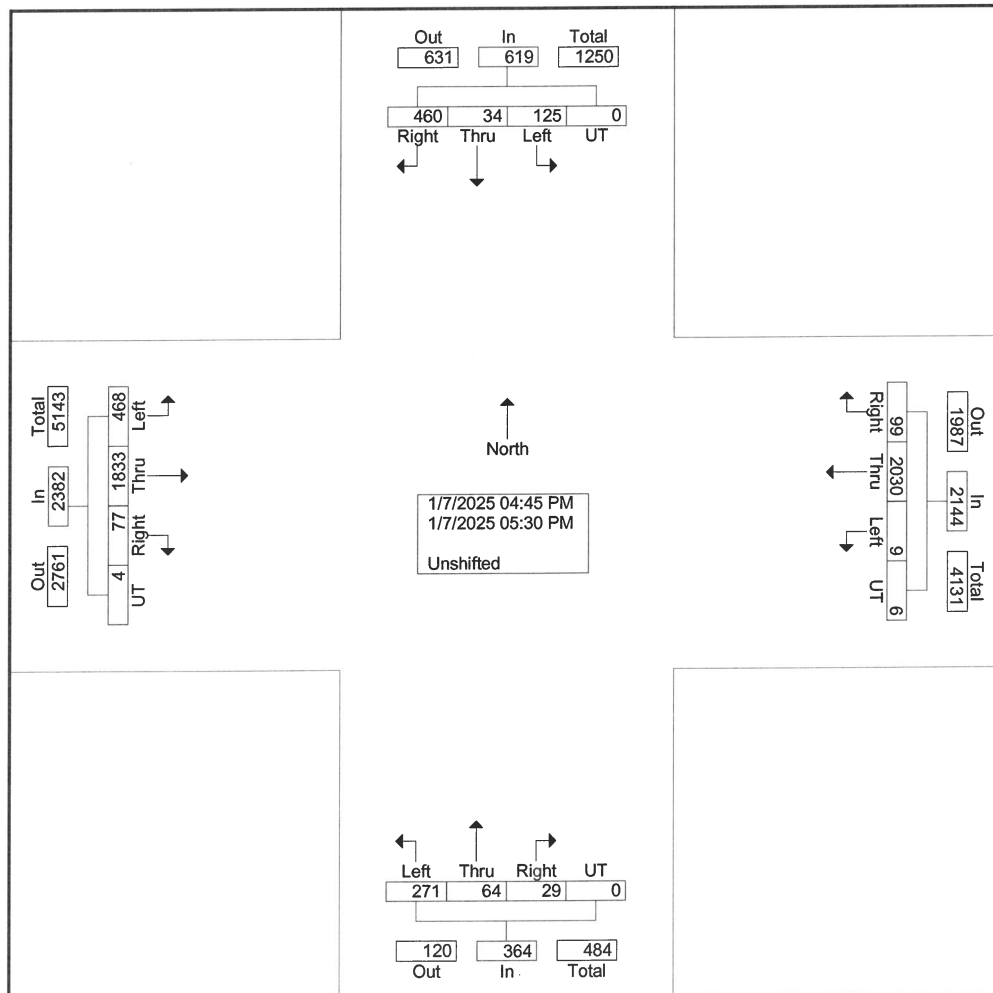
Site Code : 4653

Start Date : 1/7/2025

Page No : 1

Groups Printed- Unshifted

Start Time	From North					From East					From South					From West					Int. Total
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04:45 PM	27	4	134	0	165	1	523	25	2	551	67	13	9	0	89	101	450	20	0	571	1376
<b>Total</b>	<b>27</b>	<b>4</b>	<b>134</b>	<b>0</b>	<b>165</b>	<b>1</b>	<b>523</b>	<b>25</b>	<b>2</b>	<b>551</b>	<b>67</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>89</b>	<b>101</b>	<b>450</b>	<b>20</b>	<b>0</b>	<b>571</b>	<b>1376</b>
05:00 PM	39	12	110	0	161	3	535	19	1	558	70	19	8	0	97	121	501	20	2	644	1460
05:15 PM	27	9	121	0	157	1	510	26	1	538	69	14	7	0	90	119	481	17	0	617	1402
05:30 PM	32	9	95	0	136	4	462	29	2	497	65	18	5	0	88	127	401	20	2	550	1271
<b>Grand Total</b>	<b>125</b>	<b>34</b>	<b>460</b>	<b>0</b>	<b>619</b>	<b>9</b>	<b>2030</b>	<b>99</b>	<b>6</b>	<b>2144</b>	<b>271</b>	<b>64</b>	<b>29</b>	<b>0</b>	<b>364</b>	<b>468</b>	<b>1833</b>	<b>77</b>	<b>4</b>	<b>2382</b>	<b>5509</b>
<b>Apprch %</b>	<b>20.2</b>	<b>5.5</b>	<b>74.3</b>	<b>0</b>		<b>0.4</b>	<b>94.7</b>	<b>4.6</b>	<b>0.3</b>		<b>74.5</b>	<b>17.6</b>	<b>8</b>	<b>0</b>		<b>19.6</b>	<b>77</b>	<b>3.2</b>	<b>0.2</b>		
<b>Total %</b>	<b>2.3</b>	<b>0.6</b>	<b>8.3</b>	<b>0</b>	<b>11.2</b>	<b>0.2</b>	<b>36.8</b>	<b>1.8</b>	<b>0.1</b>	<b>38.9</b>	<b>4.9</b>	<b>1.2</b>	<b>0.5</b>	<b>0</b>	<b>6.6</b>	<b>8.5</b>	<b>33.3</b>	<b>1.4</b>	<b>0.1</b>	<b>43.2</b>	



# PALM BEACH COUNTY TRAFFIC ENGINEERING TURNING MOVEMENT COUNT

561-684-4041

PEAK 2021  
#1

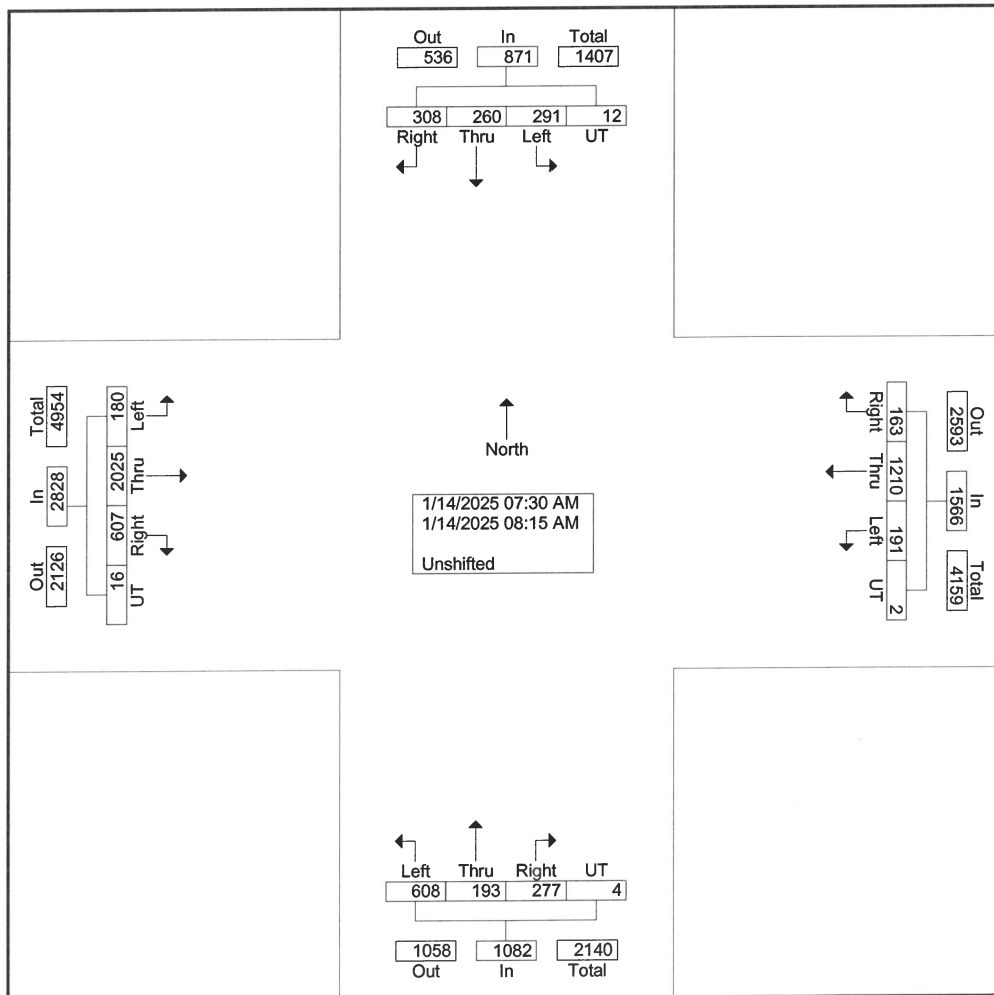
LOCATION: INDIANTOWN RD @ CENTRAL BLVD

File Name : 4660A15  
Site Code : 4660  
Start Date : 1/14/2025  
Page No : 1

COUNTED BY: SP/JD

### Groups Printed- Unshifted

Start Time	From North					From East					From South					From West					Int. Total
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07:45 AM	70	80	100	5	255	49	302	40	0	391	113	37	85	1	236	59	547	164	5	775	1657
<b>Total</b>	<b>130</b>	<b>134</b>	<b>173</b>	<b>11</b>	<b>448</b>	<b>98</b>	<b>612</b>	<b>94</b>	<b>0</b>	<b>804</b>	<b>299</b>	<b>90</b>	<b>151</b>	<b>2</b>	<b>542</b>	<b>90</b>	<b>1044</b>	<b>317</b>	<b>6</b>	<b>1457</b>	<b>3251</b>
08:00 AM	95	66	62	1	224	61	329	41	0	431	171	50	73	0	294	41	421	155	4	621	1570
08:15 AM	66	60	73	0	199	32	269	28	2	331	138	53	53	2	246	49	560	135	6	750	1526
<b>Grand Total</b>	<b>291</b>	<b>260</b>	<b>308</b>	<b>12</b>	<b>871</b>	<b>191</b>	<b>1210</b>	<b>163</b>	<b>2</b>	<b>1566</b>	<b>608</b>	<b>193</b>	<b>277</b>	<b>4</b>	<b>1082</b>	<b>180</b>	<b>2025</b>	<b>607</b>	<b>16</b>	<b>2828</b>	<b>6347</b>
<b>Apprch %</b>	<b>33.4</b>	<b>29.9</b>	<b>35.4</b>	<b>1.4</b>		<b>12.2</b>	<b>77.3</b>	<b>10.4</b>	<b>0.1</b>		<b>56.2</b>	<b>17.8</b>	<b>25.6</b>	<b>0.4</b>		<b>6.4</b>	<b>71.6</b>	<b>21.5</b>	<b>0.6</b>		
<b>Total %</b>	<b>4.6</b>	<b>4.1</b>	<b>4.9</b>	<b>0.2</b>	<b>13.7</b>	<b>3</b>	<b>19.1</b>	<b>2.6</b>	<b>0</b>	<b>24.7</b>	<b>9.6</b>	<b>3</b>	<b>4.4</b>	<b>0.1</b>	<b>17</b>	<b>2.8</b>	<b>31.9</b>	<b>9.6</b>	<b>0.3</b>	<b>44.6</b>	



# PALM BEACH COUNTY TRAFFIC ENGINEERING TURNING MOVEMENT COUNT 561-684-4041

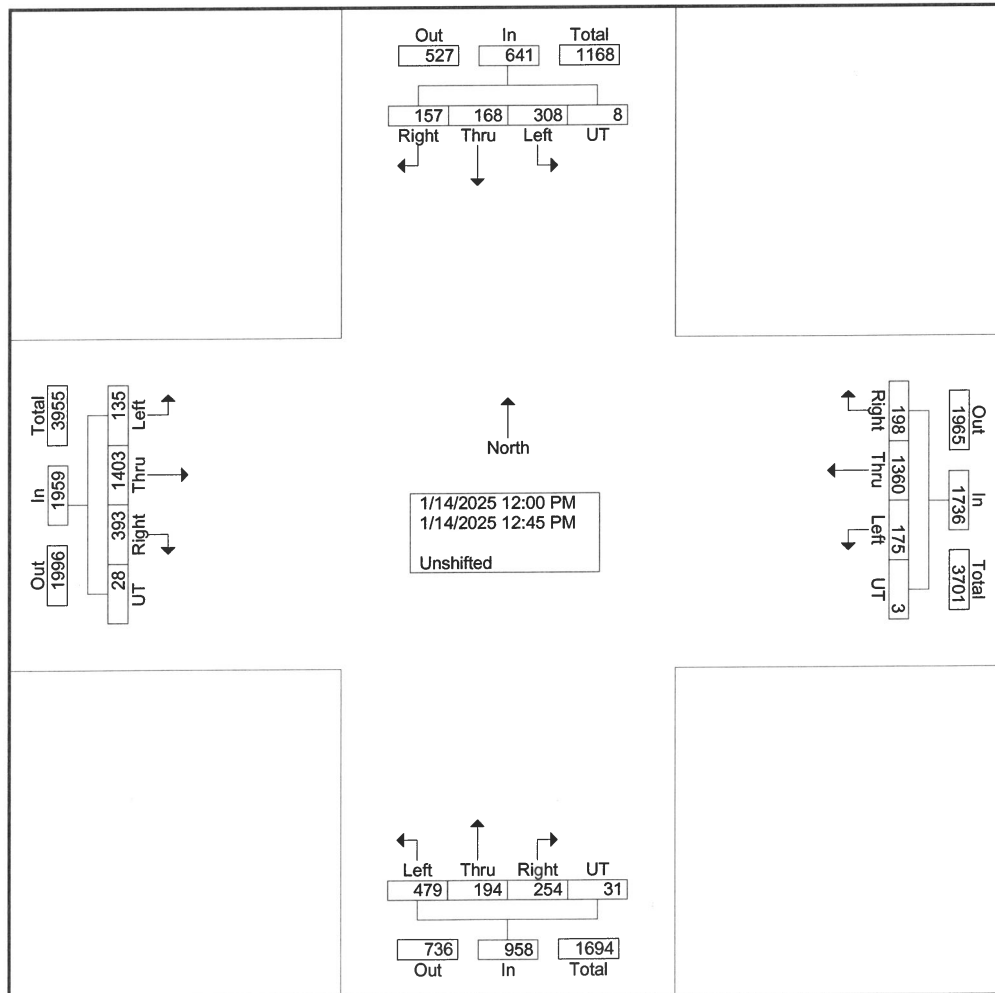
LOCATION: INDIANTOWN RD @ CENTRAL BLVD

File Name : 4660M15  
Site Code : 4660  
Start Date : 1/14/2025  
Page No : 1

COUNTED BY: SP/JD

### Groups Printed- Unshifted

Start Time	From North					From East					From South					From West					Int. Total
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12:00 PM	64	22	38	0	124	45	353	42	2	442	114	46	65	3	228	21	294	94	11	420	1214
12:15 PM	86	60	52	1	199	43	340	54	0	437	129	53	69	11	262	44	400	95	6	545	1443
12:30 PM	78	40	28	5	151	35	323	46	1	405	110	58	63	11	242	39	334	114	5	492	1290
12:45 PM	80	46	39	2	167	52	344	56	0	452	126	37	57	6	226	31	375	90	6	502	1347
<b>Total</b>	<b>308</b>	<b>168</b>	<b>157</b>	<b>8</b>	<b>641</b>	<b>175</b>	<b>1360</b>	<b>198</b>	<b>3</b>	<b>1736</b>	<b>479</b>	<b>194</b>	<b>254</b>	<b>31</b>	<b>958</b>	<b>135</b>	<b>1403</b>	<b>393</b>	<b>28</b>	<b>1959</b>	<b>5294</b>
<b>Grand Total</b>	<b>308</b>	<b>168</b>	<b>157</b>	<b>8</b>	<b>641</b>	<b>175</b>	<b>1360</b>	<b>198</b>	<b>3</b>	<b>1736</b>	<b>479</b>	<b>194</b>	<b>254</b>	<b>31</b>	<b>958</b>	<b>135</b>	<b>1403</b>	<b>393</b>	<b>28</b>	<b>1959</b>	<b>5294</b>
<b>Approch %</b>	<b>48</b>	<b>26.2</b>	<b>24.5</b>	<b>1.2</b>		<b>10.1</b>	<b>78.3</b>	<b>11.4</b>	<b>0.2</b>		<b>50</b>	<b>20.3</b>	<b>26.5</b>	<b>3.2</b>		<b>6.9</b>	<b>71.6</b>	<b>20.1</b>	<b>1.4</b>		
<b>Total %</b>	<b>5.8</b>	<b>3.2</b>	<b>3</b>	<b>0.2</b>	<b>12.1</b>	<b>3.3</b>	<b>25.7</b>	<b>3.7</b>	<b>0.1</b>	<b>32.8</b>	<b>9</b>	<b>3.7</b>	<b>4.8</b>	<b>0.6</b>	<b>18.1</b>	<b>2.6</b>	<b>26.5</b>	<b>7.4</b>	<b>0.5</b>	<b>37</b>	



**PALM BEACH COUNTY TRAFFIC ENGINEERING**  
**TURNING MOVEMENT COUNT**  
**561-684-4041**

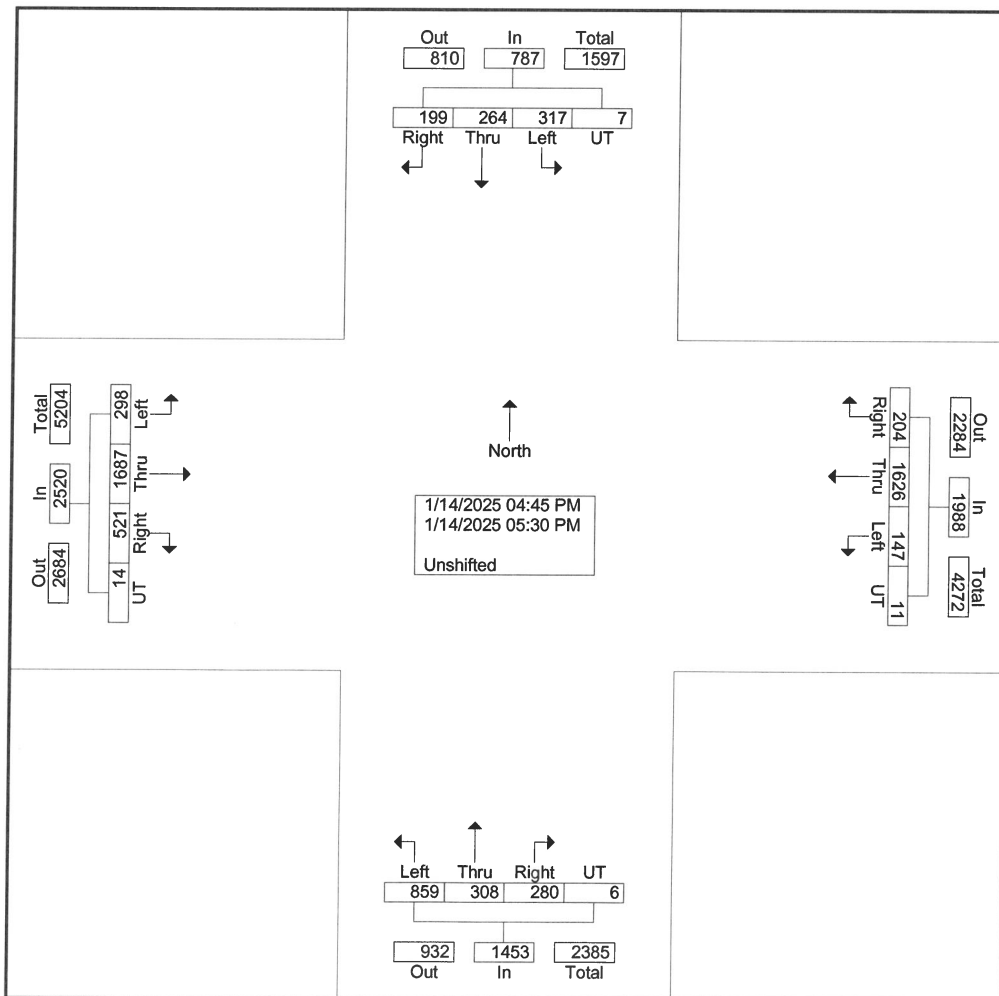
LOCATION: INDIANTOWN RD @ CENTRAL BLVD

File Name : 4660P15  
 Site Code : 4660  
 Start Date : 1/14/2025  
 Page No : 1

COUNTED BY: SP/JD

**Groups Printed- Unshifted**

Start Time	From North					From East					From South					From West					Int. Total
	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	Left	Thru	Right	UT	App. Total	
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Total	86	69	55	1	211	45	452	50	2	549	229	74	72	1	376	81	403	112	3	599	1735
05:00 PM	74	72	43	3	192	38	379	44	3	464	197	81	69	1	348	65	438	131	5	639	1643
05:15 PM	81	63	52	2	198	34	436	48	4	522	210	74	77	2	363	78	444	144	4	670	1753
05:30 PM	76	60	49	1	186	30	359	62	2	453	223	79	62	2	366	74	402	134	2	612	1617
Grand Total	317	264	199	7	787	147	1626	204	11	1988	859	308	280	6	1453	298	1687	521	14	2520	6748
Apprch %	40.3	33.5	25.3	0.9		7.4	81.8	10.3	0.6		59.1	21.2	19.3	0.4		11.8	66.9	20.7	0.6		
Total %	4.7	3.9	2.9	0.1	11.7	2.2	24.1	3	0.2	29.5	12.7	4.6	4.1	0.1	21.5	4.4	25	7.7	0.2	37.3	



SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
4750	Indiantown Rd	Alt A1A/SR 811	1/28/2020	7:45 AM	2	183	703	366	1	238	1185	225	2	560	922	224	4	190	469	103	5377
4750	Indiantown Rd	Alt A1A/SR 811	1/28/2020	12:00 PM	7	266	787	393	2	251	659	255	9	520	1000	215	4	309	814	220	5711
4750	Indiantown Rd	Alt A1A/SR 811	1/28/2020	4:30 PM	5	296	1272	430	4	196	725	253	6	601	978	164	6	395	792	222	6345
4200	Indiantown Rd	Beeline Hwy	2/10/2022	7:15 AM	0	0	182	1	0	118	379	0	0	0	0	0	0	0	0	70	750
4200	Indiantown Rd	Beeline Hwy	2/10/2022	4:00 PM	0	0	378	11	0	73	249	0	0	0	0	0	0	0	0	109	820
4200	Indiantown Rd	Beeline Hwy	1/9/2020	7:15 AM	0	0	170	2	1	103	298	0	0	0	0	0	0	3	0	76	653
4200	Indiantown Rd	Beeline Hwy	1/9/2020	4:00 PM	0	12	306	103	1	201	445	4	0	5	115	137	1	87	3	22	1442
4664	Indiantown Rd	Center St	4/16/2024	7:30 AM	0	18	28	38	0	277	19	394	5	336	1847	30	1	38	1007	155	4193
4664	Indiantown Rd	Center St	4/16/2024	12:00 PM	0	81	68	123	1	190	46	364	7	331	1281	48	18	119	1168	236	4081
4664	Indiantown Rd	Center St	4/16/2024	4:45 PM	0	56	59	59	0	165	43	405	15	518	1176	15	9	73	1168	208	3969
4664	Indiantown Rd	Center St	2/22/2022	7:30 AM	0	23	30	39	0	273	25	511	21	390	1953	17	5	58	1243	150	4738
4664	Indiantown Rd	Center St	2/22/2022	12:00 PM	0	94	55	98	0	210	63	460	0	343	1334	35	17	171	1577	211	4668
4664	Indiantown Rd	Center St	2/22/2022	4:45 PM	0	75	49	62	9	154	56	539	11	451	1415	25	8	124	1736	234	4948
4664	Indiantown Rd	Center St	1/21/2020	7:30 AM	0	41	34	28	0	317	23	454	15	350	1963	39	5	56	1215	144	4684
4664	Indiantown Rd	Center St	1/21/2020	12:00 PM	1	96	67	97	0	179	77	355	13	295	1189	52	13	160	1400	184	4178
4664	Indiantown Rd	Center St	1/21/2020	4:45 PM	0	99	68	92	3	139	62	497	22	452	1255	20	9	127	1720	227	4792
4660	Indiantown Rd	Central BI	3/31/2022	7:30 AM	2	544	169	258	7	383	270	332	1	171	2070	666	1	236	1355	141	6606
4660	Indiantown Rd	Central BI	3/31/2022	12:00 PM	17	466	151	271	8	361	209	174	15	165	1328	381	16	170	1262	175	5169
4660	Indiantown Rd	Central BI	3/31/2022	4:45 PM	4	821	310	283	10	289	226	190	13	294	1617	508	14	148	1581	197	6505
4660	Indiantown Rd	Central BI	2/23/2022	7:30 AM	6	539	190	231	4	372	294	372	2	199	2033	641	3	254	1525	140	6805
4660	Indiantown Rd	Central BI	2/23/2022	12:00 PM	16	494	153	220	7	312	240	136	31	144	1419	389	5	218	1540	184	5508
4660	Indiantown Rd	Central BI	2/23/2022	4:45 PM	3	833	317	262	14	307	236	259	32	306	1540	523	1	190	1777	191	6791
4660	Indiantown Rd	Central BI	1/16/2020	7:30 AM	0	799	217	249	13	258	212	371	11	197	3132	554	2	228	1259	129	7631

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
41698	Hypoluxo Rd	Venetian Dr/Freedom	9/23/2021	4:45 PM	0	34	0	39	0	46	33	35	2	53	1763	25	7	31	2139	111	4318
41647	Hypoluxo Rd	Winston Trails S	5/23/2022	7:15 AM	0	0	0	0	0	114	0	222	1	85	1096	0	0	0	1134	13	2665
41647	Hypoluxo Rd	Winston Trails S	5/23/2022	12:15 PM	0	0	0	0	0	55	0	64	3	37	802	0	0	0	755	37	1753
41647	Hypoluxo Rd	Winston Trails S	5/23/2022	5:00 PM	0	0	0	0	0	62	0	84	0	93	1237	0	0	0	1219	79	2774
5405	Indian Creek Pkwy	Maplewood Dr	5/3/2022	7:30 AM	0	0	0	0	0	427	0	118	12	207	771	1	0	0	523	431	2490
5405	Indian Creek Pkwy	Maplewood Dr	5/3/2022	12:00 PM	0	0	0	0	0	174	0	90	1	63	464	0	0	0	509	209	1510
5405	Indian Creek Pkwy	Maplewood Dr	5/3/2022	5:00 PM	0	0	0	0	0	339	0	109	4	78	646	0	1	0	1105	319	2601
5450	Indian Creek Pkwy	Military Tr	11/28/2022	7:30 AM	0	184	1000	65	19	41	812	98	8	251	49	254	0	142	64	20	3007
5450	Indian Creek Pkwy	Military Tr	11/28/2022	12:00 PM	3	115	768	107	29	70	764	154	2	175	47	94	0	104	70	17	2519
5450	Indian Creek Pkwy	Military Tr	11/28/2022	4:30 PM	0	226	891	168	12	87	1181	270	1	224	49	331	0	112	126	28	3706
5450	Indian Creek Pkwy	Military Tr	3/25/2021	7:30 AM	0	130	911	37	28	38	716	80	0	254	47	235	0	111	62	17	2666
5450	Indian Creek Pkwy	Military Tr	3/25/2021	12:00 PM	1	122	828	45	25	41	771	167	0	198	39	58	0	89	73	22	2479
5450	Indian Creek Pkwy	Military Tr	3/25/2021	4:15 PM	0	173	1142	97	22	44	1013	256	0	318	68	123	0	84	85	21	3446
48175	Indian Hills/Village Market	Military Tr	5/19/2022	7:30 AM	0	18	810	33	4	13	2057	7	0	38	1	58	0	29	1	25	3094
48175	Indian Hills/Village Market	Military Tr	5/19/2022	11:00 AM	3	10	821	76	2	46	885	8	0	13	1	18	0	57	6	45	1991
48175	Indian Hills/Village Market	Military Tr	5/19/2022	4:45 PM	2	36	1492	78	2	29	1141	19	0	25	6	22	0	63	6	39	2960
4235	Indiantown Rd	Alexander Run Rd/Mac	1/24/2024	7:15 AM	0	43	4	250	0	93	4	10	1	10	767	25	4	73	473	115	1872
4235	Indiantown Rd	Alexander Run Rd/Mac	1/24/2024	5:00 PM	0	12	1	113	0	95	3	11	0	4	445	17	2	227	727	67	1724
4235	Indiantown Rd	Alexander Run Rd/Mac	2/8/2021	7:15 AM	0	18	1	195	0	92	4	5	0	10	734	8	0	44	341	70	1522
4235	Indiantown Rd	Alexander Run Rd/Mac	2/8/2021	5:00 PM	2	7	2	90	0	105	3	7	0	0	382	9	1	203	673	56	1540
4750	Indiantown Rd	Alt A1A/SR 811	2/16/2022	7:45 AM	1	215	702	427	0	288	1015	170	2	492	912	245	2	156	409	94	5130
4750	Indiantown Rd	Alt A1A/SR 811	2/16/2022	12:00 PM	8	271	748	409	2	269	703	174	2	539	1078	169	19	272	822	126	5611
4750	Indiantown Rd	Alt A1A/SR 811	2/16/2022	4:30 PM	11	307	1164	382	2	229	839	225	0	529	902	149	8	381	892	167	6187

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
4234	Indiantown Rd	Mellen Ln/125th Ave	2/13/2024	7:00 AM	0	15	1	237	0	59	1	8	0	4	530	10	0	36	340	17	1258
4234	Indiantown Rd	Mellen Ln/125th Ave	2/13/2024	4:45 PM	0	4	2	88	0	35	2	6	1	7	393	6	0	158	513	47	1262
4697	Indiantown Rd	Military Tr	2/17/2022	7:30 AM	24	471	16	317	0	57	40	13	9	21	1504	471	6	262	765	9	3985
4697	Indiantown Rd	Military Tr	2/17/2022	12:00 PM	11	572	27	457	0	58	31	24	38	34	1387	395	11	263	1020	31	4359
4697	Indiantown Rd	Military Tr	2/17/2022	4:45 PM	6	571	29	431	0	42	45	19	23	19	1363	420	3	315	1177	24	4487
4697	Indiantown Rd	Military Tr	1/22/2020	7:30 AM	12	373	21	369	0	55	26	8	7	11	1347	497	2	266	878	12	3884
4697	Indiantown Rd	Military Tr	1/22/2020	12:00 PM	8	425	37	459	1	49	30	17	23	19	1251	471	12	305	1221	24	4352
4697	Indiantown Rd	Military Tr	1/22/2020	4:45 PM	11	483	37	443	0	64	39	26	20	33	1176	459	7	314	1311	36	4459
4680	Indiantown Rd	Pennock Ln	5/18/2022	7:15 AM	0	72	50	154	0	128	85	100	31	55	1670	134	6	40	1023	81	3629
4680	Indiantown Rd	Pennock Ln	5/18/2022	2:30 PM	0	95	73	109	0	68	67	70	35	66	1325	94	19	68	1487	102	3678
4680	Indiantown Rd	Pennock Ln	5/18/2022	4:30 PM	0	48	51	91	0	104	58	64	35	75	1477	56	15	42	1327	129	3572
4800	Indiantown Rd	US-1	2/22/2022	7:45 AM	0	364	383	51	0	59	616	184	0	321	459	376	0	73	302	43	3231
4800	Indiantown Rd	US-1	2/22/2022	12:00 PM	5	366	604	55	2	116	421	267	0	343	352	273	4	166	370	56	3400
4800	Indiantown Rd	US-1	2/22/2022	4:45 PM	11	428	803	58	2	87	495	273	0	618	461	302	2	178	487	93	4298
4800	Indiantown Rd	US-1	1/28/2020	7:45 AM	4	309	369	52	0	89	508	158	1	278	474	639	3	66	226	31	3207
4800	Indiantown Rd	US-1	1/28/2020	12:00 PM	6	450	554	66	4	143	352	296	5	338	497	594	3	137	407	71	3923
4800	Indiantown Rd	US-1	1/28/2020	4:30 PM	3	482	690	56	1	81	421	372	0	329	428	517	5	156	476	127	4144
18801	Investment Ln	Military Tr	3/5/2024	7:45 AM	1	7	1232	258	1	298	738	2	0	1	2	0	0	119	0	192	2851
18801	Investment Ln	Military Tr	3/5/2024	2:45 PM	2	2	860	192	6	206	998	1	0	6	3	4	0	178	0	324	2782
18801	Investment Ln	Military Tr	3/5/2024	4:45 PM	4	2	1079	268	5	215	1364	1	0	7	0	8	0	306	2	501	3762
18801	Investment Ln	Military Tr	1/26/2022	7:45 AM	3	9	1170	211	0	236	714	0	0	1	2	2	1	149	1	180	2679
18801	Investment Ln	Military Tr	1/26/2022	3:00 PM	3	1	877	192	2	268	1071	0	0	3	0	2	1	218	2	280	2920
18801	Investment Ln	Military Tr	1/26/2022	4:45 PM	1	2	1003	248	1	222	1167	0	0	8	0	7	0	331	0	408	3398

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
4660	Indiantown Rd	Central Bl	1/16/2020	12:00 PM	1	339	138	252	8	229	131	180	7	135	1774	126	0	196	1189	223	4928
4660	Indiantown Rd	Central Bl	1/16/2020	4:45 PM	0	1450	293	154	12	237	180	227	34	297	1872	427	10	169	1522	255	7139
4661	Indiantown Rd	Chasewood Plaza/Pal	8/31/2023	7:30 AM	0	91	10	33	0	23	3	27	5	23	2359	144	7	48	2131	14	4918
4661	Indiantown Rd	Chasewood Plaza/Pal	8/31/2023	12:00 PM	0	179	8	63	0	23	18	23	2	18	1484	179	15	227	2229	23	4491
4661	Indiantown Rd	Chasewood Plaza/Pal	8/31/2023	4:45 PM	0	183	13	46	0	31	9	35	8	33	1607	191	24	242	3878	32	6332
4670	Indiantown Rd	Delaware Bl	5/18/2022	7:30 AM	0	146	0	74	0	40	0	59	4	30	1902	172	7	63	1205	34	3736
4670	Indiantown Rd	Delaware Bl	5/18/2022	2:15 PM	0	104	3	33	0	28	6	32	8	28	1409	82	32	76	1596	64	3501
4670	Indiantown Rd	Delaware Bl	5/18/2022	4:30 PM	0	78	5	37	0	37	2	32	7	54	1676	33	26	41	1574	43	3645
4649	Indiantown Rd	FI Turnpike	2/23/2022	7:15 AM	0	0	0	0	0	1144	1	73	0	150	1388	9	22	0	937	774	4498
4649	Indiantown Rd	FI Turnpike	2/23/2022	12:00 PM	0	0	0	0	0	574	0	66	2	51	907	1	25	8	1088	487	3209
4649	Indiantown Rd	FI Turnpike	2/23/2022	5:00 PM	0	0	0	0	0	808	0	116	1	85	1085	0	19	0	1804	917	4835
4649	Indiantown Rd	FI Turnpike	1/13/2020	7:15 AM	0	4	0	4	0	1063	3	83	3	198	2014	2	16	4	1009	870	5273
4649	Indiantown Rd	FI Turnpike	1/13/2020	12:30 PM	0	1	0	3	0	542	0	75	2	64	1055	3	9	4	1053	503	3314
4649	Indiantown Rd	FI Turnpike	1/13/2020	5:00 PM	0	0	1	2	0	710	0	160	2	104	1337	2	13	2	1677	892	4902
4651	Indiantown Rd	I 95 Ramp NB	9/23/2024	7:30 AM	0	0	0	986	0	0	0	0	0	210	2151	0	0	0	837	335	4519
4651	Indiantown Rd	I 95 Ramp NB	9/23/2024	12:00 PM	0	0	0	848	0	0	0	0	0	214	1488	0	0	0	822	290	3662
4651	Indiantown Rd	I 95 Ramp NB	9/23/2024	4:45 PM	0	0	0	1219	0	0	0	0	1	331	2338	0	0	0	1238	639	5766
4651	Indiantown Rd	I 95 Ramp NB	8/31/2023	7:30 AM	0	0	0	0	0	0	0	0	8	216	2598	0	0	0	768	0	3590
4651	Indiantown Rd	I 95 Ramp NB	8/31/2023	10:00 AM	0	0	0	0	0	0	0	0	10	204	928	0	0	0	680	0	1822
4651	Indiantown Rd	I 95 Ramp NB	8/31/2023	4:45 PM	0	0	0	0	0	0	0	0	2	301	1280	0	0	0	1331	0	2914
4653	Indiantown Rd	Island Way	2/24/2022	7:30 AM	0	129	41	44	1	226	9	529	7	391	2565	147	7	23	1970	145	6234
4653	Indiantown Rd	Island Way	2/24/2022	12:00 PM	0	75	25	41	2	115	14	221	19	302	1627	84	23	38	1652	158	4396
4653	Indiantown Rd	Island Way	2/24/2022	4:45 PM	0	185	38	62	1	139	26	400	20	429	1907	115	5	14	2729	107	6177

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
4660	Indiantown Rd	Central Bl	1/16/2020	12:00 PM	1	339	138	252	8	229	131	180	7	135	1774	126	0	196	1189	223	4928
4660	Indiantown Rd	Central Bl	1/16/2020	4:45 PM	0	1450	293	154	12	237	180	227	34	297	1872	427	10	169	1522	255	7139
4661	Indiantown Rd	Chasewood Plaza/Pal	8/31/2023	7:30 AM	0	91	10	33	0	23	3	27	5	23	2359	144	7	48	2131	14	4918
4661	Indiantown Rd	Chasewood Plaza/Pal	8/31/2023	12:00 PM	0	179	8	63	0	23	18	23	2	18	1484	179	15	227	2229	23	4491
4661	Indiantown Rd	Chasewood Plaza/Pal	8/31/2023	4:45 PM	0	183	13	46	0	31	9	35	8	33	1607	191	24	242	3878	32	6332
4670	Indiantown Rd	Delaware Bl	5/18/2022	7:30 AM	0	146	0	74	0	40	0	59	4	30	1902	172	7	63	1205	34	3736
4670	Indiantown Rd	Delaware Bl	5/18/2022	2:15 PM	0	104	3	33	0	28	6	32	8	28	1409	82	32	76	1596	64	3501
4670	Indiantown Rd	Delaware Bl	5/18/2022	4:30 PM	0	78	5	37	0	37	2	32	7	54	1676	33	26	41	1574	43	3645
4649	Indiantown Rd	FI Turnpike	2/23/2022	7:15 AM	0	0	0	0	0	1144	1	73	0	150	1388	9	22	0	937	774	4498
4649	Indiantown Rd	FI Turnpike	2/23/2022	12:00 PM	0	0	0	0	0	574	0	66	2	51	907	1	25	8	1088	487	3209
4649	Indiantown Rd	FI Turnpike	2/23/2022	5:00 PM	0	0	0	0	0	808	0	116	1	85	1085	0	19	0	1804	917	4835
4649	Indiantown Rd	FI Turnpike	1/13/2020	7:15 AM	0	4	0	4	0	1063	3	83	3	198	2014	2	16	4	1009	870	5273
4649	Indiantown Rd	FI Turnpike	1/13/2020	12:30 PM	0	1	0	3	0	542	0	75	2	64	1055	3	9	4	1053	503	3314
4649	Indiantown Rd	FI Turnpike	1/13/2020	5:00 PM	0	0	1	2	0	710	0	160	2	104	1337	2	13	2	1677	892	4902
4651	Indiantown Rd	I 95 Ramp NB	9/23/2024	7:30 AM	0	0	0	986	0	0	0	0	0	210	2151	0	0	0	837	335	4519
4651	Indiantown Rd	I 95 Ramp NB	9/23/2024	12:00 PM	0	0	0	848	0	0	0	0	0	214	1488	0	0	0	822	290	3662
4651	Indiantown Rd	I 95 Ramp NB	9/23/2024	4:45 PM	0	0	0	1219	0	0	0	0	1	331	2338	0	0	0	1238	639	5766
4651	Indiantown Rd	I 95 Ramp NB	8/31/2023	7:30 AM	0	0	0	0	0	0	0	0	8	216	2598	0	0	0	768	0	3590
4651	Indiantown Rd	I 95 Ramp NB	8/31/2023	10:00 AM	0	0	0	0	0	0	0	0	10	204	928	0	0	0	680	0	1822
4651	Indiantown Rd	I 95 Ramp NB	8/31/2023	4:45 PM	0	0	0	0	0	0	0	0	2	301	1280	0	0	0	1331	0	2914
4653	Indiantown Rd	Island Way	2/24/2022	7:30 AM	0	129	41	44	1	226	9	529	7	391	2565	147	7	23	1970	145	6234
4653	Indiantown Rd	Island Way	2/24/2022	12:00 PM	0	75	25	41	2	115	14	221	19	302	1627	84	23	38	1652	158	4396
4653	Indiantown Rd	Island Way	2/24/2022	4:45 PM	0	185	38	62	1	139	26	400	20	429	1907	115	5	14	2729	107	6177

SIGNAL ID	E-W STREET	N-S STREET	DATE	TIME	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	TOTAL
2700	Tequesta Dr	US-1	4/20/2022	4:45 PM	23	141	1468	50	19	54	952	76	7	157	48	105	0	127	63	32	3322
5020	Toney Penna Dr	Alt A1A/SR 811	4/23/2024	7:45 AM	1	272	1327	0	0	0	1090	304	0	311	0	208	0	0	0	0	3513
5020	Toney Penna Dr	Alt A1A/SR 811	4/23/2024	2:45 PM	2	277	1292	0	0	0	1122	307	0	348	0	274	0	0	0	0	3622
5020	Toney Penna Dr	Alt A1A/SR 811	4/23/2024	4:45 PM	0	332	1587	0	3	0	1101	309	0	345	0	283	0	0	0	0	3960
5020	Toney Penna Dr	Alt A1A/SR 811	8/15/2023	7:45 AM	1	204	920	0	1	0	1110	294	0	235	0	190	0	0	0	0	2955
5020	Toney Penna Dr	Alt A1A/SR 811	8/15/2023	2:45 PM	0	287	960	0	1	0	913	274	1	332	3	265	0	0	0	0	3036
5020	Toney Penna Dr	Alt A1A/SR 811	8/15/2023	4:45 PM	3	308	1177	0	0	0	1112	303	0	305	0	247	0	0	0	0	3455
4910	Toney Penna Dr	Central Bl	1/26/2023	7:15 AM	0	0	596	67	1	210	532	0	0	0	0	0	0	28	0	279	1713
4910	Toney Penna Dr	Central Bl	1/26/2023	1:45 PM	0	0	476	67	1	171	517	0	0	0	0	0	0	53	0	228	1513
4910	Toney Penna Dr	Central Bl	1/26/2023	5:00 PM	0	0	671	63	1	250	760	0	0	0	0	0	4	58	0	409	2216
4910	Toney Penna Dr	Central Bl	9/1/2021	7:30 AM	0	0	425	54	0	171	389	0	0	0	0	0	0	27	0	209	1275
4910	Toney Penna Dr	Central Bl	9/1/2021	5:00 PM	0	0	625	56	0	203	533	0	0	0	0	0	1	66	0	320	1804
4910	Toney Penna Dr	Central Bl	6/15/2021	7:30 AM	0	0	437	40	0	193	374	0	0	0	0	0	0	29	0	231	1304
4910	Toney Penna Dr	Central Bl	6/15/2021	10:00 AM	0	0	338	60	0	90	310	0	0	0	0	0	0	41	0	167	1006
4910	Toney Penna Dr	Central Bl	6/15/2021	4:45 PM	0	0	568	41	0	198	539	0	0	0	0	0	0	46	0	383	1775
4910	Toney Penna Dr	Central Bl	2/3/2021	7:00 AM	0	0	549	51	2	178	437	0	0	0	0	0	0	26	4	260	1507
4910	Toney Penna Dr	Central Bl	2/3/2021	1:45 PM	0	0	525	58	5	155	505	0	0	0	0	0	0	64	1	211	1524
4910	Toney Penna Dr	Central Bl	2/3/2021	5:00 PM	0	0	639	62	0	208	710	0	0	0	0	0	0	43	0	345	2007
5010	Toney Penna Dr	Military Tr	4/24/2024	7:15 AM	3	204	812	212	2	84	623	69	0	75	224	246	0	190	206	86	3036
5010	Toney Penna Dr	Military Tr	4/24/2024	2:30 PM	8	200	849	168	26	84	860	152	0	124	191	251	0	184	216	96	3409
5010	Toney Penna Dr	Military Tr	4/24/2024	4:30 PM	5	265	1052	216	11	47	752	138	0	72	201	217	0	209	326	116	3627
5020	Toney Penna Dr	Old Dixie Hwy	8/15/2023	7:45 AM	0	0	0	116	0	0	0	26	0	16	317	63	0	204	222	42	1006
5020	Toney Penna Dr	Old Dixie Hwy	8/15/2023	2:45 PM	0	0	0	225	0	0	0	26	0	4	407	46	0	147	342	52	1249









**A**                      **B** **C** **D** **E** **F** **G** **H** **I** **J** **K** **L** **M** **N** **O**  
 Input Data  
 E-W Street: Toney Penna Dr                      COUNT DATE: 1/26/2023  
 N-S STREET: Central Blvd                      CURRENT YEAR: 2023                      8/6/2025  
 TIME PERIOD: AM                      ANALYSIS YEAR: 2030  
 GROWTH RATE: -1.69%                      PSF: 1  
 SIGNAL ID: 4910

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	0	0	0	28	0	279	0	596	67	211	532	0		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	0	0	0	28	0	279	0	596	67	211	532	0		
Committed Developments														
Hawkeye												NR	0%	
Briger East	0	0	0	0	0	2	0	4	0	5	9	0	NR	60%
Island Way South	0	0	0	0	0	2	0	7	0	0	2	0	Res	0%
Lakewood	0	0	0	0	0	1	0	2	0	2	3	0	Res	80%
Briger West	0	0	0	0	0	0	0	1	0	0	0	0	Res	60%
Lucky Dog Sports Club	0	0	0	0	0	0	0	3	0	0	2	0	NR	0%
Total Committed Developments	0	0	0	0	0	5	0	17	0	7	16	0		
Total Committed Residential	0	0	0	0	0	3	0	10	0	2	5	0		
Total Committed Non-Residential	0	0	0	0	0	2	0	7	0	5	11	0		
Double Count Reduction	0	0	0	0	0	0	0	1	0	1	1	0		
Total Discounted Committed	0	0	0	0	0	5	0	16	0	6	15	0		
Historical Growth	0	0	0	-3	0	-31	0	-67	-8	-24	-60	0		
Comm Dev+1% Growth	0	0	0	2	0	25	0	59	5	21	53	0		
Growth Volume Used	0	0	0	2	0	25	0	59	5	21	53	0		
Total Volume	0	0	0	30	0	304	0	655	72	232	585	0		

Input Data  
 E-W Street: Toney Penna Dr                      COUNT DATE: 1/26/2023  
 N-S STREET: Central Blvd                      CURRENT YEAR: 2023                      8/6/2025  
 TIME PERIOD: PM                      ANALYSIS YEAR: 2030  
 GROWTH RATE: -1.69%                      PSF: 1  
 SIGNAL ID: 4910

Intersection Volume Development

	Eastbound			Westbound			Northbound			Southbound			Type	% Complete
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
Existing Volume	0	0	0	62	0	409	0	671	63	251	760	0		
Diversions	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Peak Season Volume	0	0	0	62	0	409	0	671	63	251	760	0		
Committed Developments														
Hawkeye												NR	0%	
Briger East	0	0	0	0	0	5	0	10	0	3	5	0	NR	60%
Island Way South	0	0	0	0	0	1	0	4	0	2	9	0	Res	0%
Lakewood	0	0	0	0	0	2	0	3	0	2	3	0	Res	80%
Briger West	0	0	0	0	0	0	0	1	0	0	2	0	Res	60%
Lucky Dog Sports Club	0	0	0	0	0	0	0	2	0	0	4	0	NR	0%
Total Committed Developments	0	0	0	0	0	8	0	20	0	7	23	0		
Total Committed Residential	0	0	0	0	0	3	0	8	0	4	14	0		
Total Committed Non-Residential	0	0	0	0	0	5	0	12	0	3	9	0		
Double Count Reduction	0	0	0	0	0	1	0	2	0	1	2	0		
Total Discounted Committed	0	0	0	0	0	7	0	18	0	6	21	0		
Historical Growth	0	0	0	-7	0	-46	0	-75	-7	-28	-85	0		
Comm Dev+1% Growth	0	0	0	4	0	37	0	66	5	24	76	0		
Growth Volume Used	0	0	0	4	0	37	0	66	5	24	76	0		
Total Volume	0	0	0	66	0	446	0	737	68	275	836	0		

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3054	1560	1494	3020	1205	1844
Peak Volume	3054	1560	1494	3020	1205	1844
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3054	1560	1494	3020	1205	1844

Committed Developments	Type	% Complete
Frenchmans Reserve	2	85%
Sea Plum Res	0	100%
Parcel 4.03/4.06	0	100%
Central Gardens	0	100%
Paloma	0	100%
Life Time Fitness at Downtown at the Gardens	0	100%
Legend at the Gardens	0	100%
Borland Center-Midtown	0	100%
Sea Plum Com	0	100%
Donald Ross Village	0	100%
Legacy Place Commercial	0	100%
Barcelona	0	100%
PGA Station Building 6 I & II	16	70%
Parcel 5A	81	0%
Jupiter Medical Technology Park	11	43%
Military Trail	0	100%
Abacoa DRI	107	85%
Latitudes Residential	17	45%
Frenchmans Crossing	0	100%
FAU Jupiter	5	65%
Briger West	8	40%
Briger East	75	55%
Jewish Community Center	25	75%
Compass Self Storage -Abacoa WK7	4	0%
Avenir	73	0%
Total Committed Developments	424	208
Total Committed Residential	83	46
Total Committed Non-Residential	341	162
Double Count Reduction	21	12
Total Discounted Committed Developments	403	196
Historical Growth	-460	-277
Comm Dev+1% Growth	656	349
Growth Volume Used	656	349
Total Volume	3710	2193

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

Input Data  
ROAD NAME: N Military Trl STATION: 1602 Report Created  
CURRENT YEAR: 2022 FROM: Midpoint 6/25/2025  
ANALYSIS YEAR: 2030 TO: Frederick Small Rd  
GROWTH RATE: -2.02% COUNT DATE: 1/18/2022  
PSF: 1

Time Period	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	3054	1560	1494	3020	1205	1844
Peak Volume	3054	1560	1494	3020	1205	1844
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	3054	1560	1494	3020	1205	1844

Committed Developments	Type	% Complete
Frenchmans Reserve	2	85%
Sea Plum Res	0	100%
Parcel 4.03/4.06	0	100%
Central Gardens	0	100%
Paloma	0	100%
Life Time Fitness at Downtown at the Gardens	0	100%
Legend at the Gardens	0	100%
Sea Plum Com	0	100%
Donald Ross Village	0	100%
Legacy Place Commercial	0	100%
Barcelona	0	100%
PGA Station Building 6 I & II	16	70%
Parcel 5A	81	0%
Jupiter Medical Technology Park	11	43%
Military Trail	0	100%
Abacoa DRI	51	85%
Latitudes Residential	17	45%
Frenchmans Crossing	0	100%
FAU Jupiter	7	65%
Briger West	8	40%
Briger East	75	55%
Compass Self Storage -Abacoa WK7	4	0%
Avenir	73	0%
Total Committed Developments	345	161
Total Committed Residential	83	46
Total Committed Non-Residential	262	115
Double Count Reduction	21	12
Total Discounted Committed Developments	324	149
Historical Growth	-460	-277
Comm Dev+1% Growth	577	302
Growth Volume Used	577	302
Total Volume	3631	2146

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





<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>
	Input Data							
	ROAD NAME: N Interstate 95			STATION: 2200				Report Created
	CURRENT YEAR: 2022			FROM: N Military Trl				6/25/2025
	ANALYSIS YEAR: 2030			TO: Donald Ross Rd				
	GROWTH RATE: 0%			COUNT DATE: 3/1/2022				
				PSF: 0				

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	1541	1316	0	1970	1413

Committed Developments	Type	% Complete
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Life Time Fitness at Downtown at the Gardens	0	0	0	0	0	0	NR	100%
PGA Station Residential	0	0	0	0	0	0	NR	100%
Legacy Place Commercial	0	0	0	0	0	0	NR	100%
Southampton	0	0	0	0	0	0	Res	100%
PGA Station Building 6 I & II	16	3	13	20	15	6	NR	70%
Parcel 5A	93	16	77	87	69	18	NR	0%
Abacoa DRI	41	19	22	57	27	30	NR	85%
Loehmanns Plaza	21	5	16	69	37	32	NR	7%
FAU Jupiter	28	23	5	27	5	22	NR	65%
Briger West	29	7	23	49	29	20	Res	40%
Briger East	347	251	96	396	130	266	NR	55%
Total Committed Developments	575	324	252	705	312	394		
Total Committed Residential	29	7	23	49	29	20		
Total Committed Non-Residential	546	317	229	656	283	374		
Double Count Reduction	7	2	6	12	7	5		
Total Discounted Committed Developments	568	322	246	693	305	389		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	568	450	355	693	468	506		
Growth Volume Used	568	450	355	693	468	506		
Total Volume	568	1991	1671	693	2438	1919		

Lanes	10LX					
LOS D Capacity	16930	9320	9320	16930	9320	9320
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	19250	10580	10580	19250	10580	10580
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

CURRENT YEAR: 2024 FROM: Donald Ross Rd 6/25/2025  
 ANALYSIS YEAR: 2030 TO: Midpoint  
 GROWTH RATE: 0% COUNT DATE: 1/17/2024  
 PSF: 1

Time Period	Link Analysis					
	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1630	1027	615	2210	1429	783
Peak Volume	1630	1027	615	2210	1429	783
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1630	1027	615	2210	1429	783

Committed Developments							Type	% Complete
Old Palm Golf Club	0	0	0	0	0	0	Res	100%
Sea Plum Res	0	0	0	0	0	0	Res	100%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Gardens	0	0	0	0	0	0	NR	100%
Paloma	0	0	0	0	0	0	Res	100%
Life Time Fitness at Downtown at the Gardens	0	0	0	0	0	0	NR	100%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	0	0	0	0	0	0	NR	100%
Barcelona	0	0	0	0	0	0	Res	100%
Jupiter Medical Technology Park	1	0	0	1	0	1	NR	90%
Abacoa DRI	65	31	34	90	43	47	NR	90%
Latitudes Residential	13	11	3	16	6	11	NR	45%
FAU Jupiter	82	67	15	79	16	63	NR	65%
Briger West	7	5	1	11	4	7	Res	80%
Jewish Community Center	0	0	0	0	0	0	NR	100%
Total Committed Developments	168	114	53	197	69	129		
Total Committed Residential	7	5	1	11	4	7		
Total Committed Non-Residential	161	109	52	186	65	122		
Double Count Reduction	2	1	0	3	1	2		
Total Discounted Committed Developments	166	113	53	194	68	127		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	266	176	91	330	156	175		
Growth Volume Used	266	176	91	330	156	175		
Total Volume	1896	1203	706	2540	1585	958		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data  
 ROAD NAME: Central Blvd STATION: 1206 Report Created  
 CURRENT YEAR: 2024 FROM: Midpoint 6/25/2025  
 ANALYSIS YEAR: 2030 TO: Frederick Small Rd  
 GROWTH RATE: 0% COUNT DATE: 1/17/2024  
 PSF: 1

Time Period	Link Analysis					
	AM			PM		
Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	1630	1027	615	2210	1429	783
Peak Volume	1630	1027	615	2210	1429	783
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	1630	1027	615	2210	1429	783

Committed Developments							Type	% Complete
Sea Plum Res	0	0	0	0	0	0	Res	100%
Parcel 4.03/4.06	0	0	0	0	0	0	Res	100%
Central Gardens	0	0	0	0	0	0	NR	100%
Paloma	0	0	0	0	0	0	Res	100%
Life Time Fitness at Downtown at the Gardens	0	0	0	0	0	0	NR	100%
Legend at the Gardens	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Donald Ross Village	0	0	0	0	0	0	NR	100%
Barcelona	0	0	0	0	0	0	Res	100%
Jupiter Medical Technology Park	1	0	0	1	0	1	NR	90%
Abacoa DRI	41	19	22	57	27	30	NR	90%
Latitudes Residential	13	11	3	16	6	11	NR	45%
FAU Jupiter	23	4	19	23	18	4	NR	65%
Briger West	7	5	1	11	4	7	Res	80%
Total Committed Developments	85	39	45	108	55	53		
Total Committed Residential	7	5	1	11	4	7		
Total Committed Non-Residential	78	34	44	97	51	46		
Double Count Reduction	2	1	0	3	1	2		
Total Discounted Committed Developments	83	38	45	105	54	51		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	183	101	83	241	142	99		
Growth Volume Used	183	101	83	241	142	99		
Total Volume	1813	1128	698	2451	1571	882		

Lanes	4LD					
LOS D Capacity	3220	1960	1960	3220	1960	1960
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1960	1960	3400	1960	1960
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I

Input Data

ROAD NAME: N Floridas Tpke STATION: 1102 Report Created  
 CURRENT YEAR: 2022 FROM: W Indiantown Rd 6/25/2025  
 ANALYSIS YEAR: 2030 TO: Midpoint  
 GROWTH RATE: 0% COUNT DATE: 2/23/2022  
 PSF: 0

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	924	1217	0	1002	924

Committed Developments							Type	% Complete
Rialto North	0	0	0	0	0	0	Res	100%
Lakewood	1	1	1	1	1	1	Res	86%
Rialto South	0	0	0	0	0	0	Res	100%
Briger West	3	2	1	4	2	3	Res	40%
Briger East	15	4	11	17	12	6	NR	55%
Hawkeye	0	0	0	0	0	0	NR	0%
Total Committed Developments	19	7	13	22	15	10		
Total Committed Residential	4	3	2	5	3	4		
Total Committed Non-Residential	15	4	11	17	12	6		
Double Count Reduction	1	1	1	1	1	1		
Total Discounted Committed Developments	18	6	12	21	14	9		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	18	83	113	21	97	86		
Growth Volume Used	18	83	113	21	97	86		
Total Volume	18	1007	1330	21	1099	1010		

Lanes	4LX					
LOS D Capacity	6770	3720	3720	6770	3720	3720
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	7300	4020	4020	7300	4020	4020
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

A B C D E F G H I

Input Data

ROAD NAME: N Floridas Tpke STATION: 2102 Report Created  
 CURRENT YEAR: 2022 FROM: Pga Blvd 6/25/2025  
 ANALYSIS YEAR: 2030 TO: W Indiantown Rd  
 GROWTH RATE: 0% COUNT DATE: 3/28/2022  
 PSF: 0

Link Analysis

Time Period	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Direction						
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	397	1300	0	1288	627

Committed Developments							Type	% Complete
Rialto North	0	0	0	0	0	0	Res	100%
Life Time Fitness at Downtown at the Gardens	0	0	0	0	0	0	NR	100%
Lakewood	6	2	3	7	4	3	Res	86%
Rialto South	0	0	0	0	0	0	Res	100%
Southampton	0	0	0	0	0	0	Res	100%
Parcel 5A	0	0	0	0	0	0	NR	100%
Hawkeye	0	0	0	0	0	0	NR	100%
Total Committed Developments	6	2	3	7	4	3		
Total Committed Residential	6	2	3	7	4	3		
Total Committed Non-Residential	0	0	0	0	0	0		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	6	2	3	7	4	3		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	6	35	111	7	111	55		
Growth Volume Used	6	35	111	7	111	55		
Total Volume	6	432	1411	7	1399	682		

Lanes	4LX					
LOS D Capacity	6770	3720	3720	6770	3720	3720
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	7300	4020	4020	7300	4020	4020
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

**A**                      **B**   **C**   **D**   **E**   **F**   **G**   **H**   **I**  
 Input Data                      STATION: 1209                      Report Created  
 ROAD NAME: Indiantown Rd                      FROM: Midpoint                      6/25/2025  
 CURRENT YEAR: 2024                      TO: Old Dixie Hwy  
 ANALYSIS YEAR: 2030                      COUNT DATE: 2/17/2022  
 GROWTH RATE: 0%                      PSF: 0

Link Analysis  
 AM                      PM

Time Period

Direction  
 Existing Volume  
 Peak Volume  
 Diversion(%)  
 Volume after Diversion

2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	1878	1042	0	1836	1519

Committed Developments

	0	0	0	0	0	0	Type	% Complete
Sea Plum Res	0	0	0	0	0	0	Res	100%
Rialto North	0	0	0	0	0	0	Res	100%
AutoZone #4991	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Lakewood	6	4	3	7	4	4	Res	86%
Rialto South	0	0	0	0	0	0	Res	100%
Harbourside	0	0	0	0	0	0	NR	100%
Jupiter Medical Center	0	0	0	0	0	0	NR	100%
Barcelona	0	0	0	0	0	0	Res	100%
Jupiter Medical Technology Park	2	0	1	2	2	1	NR	90%
Abacoa DRI	17	9	8	24	12	11	NR	90%
Bluewater Plaza	12	10	2	26	8	17	NR	0%
Seagrape Plaza	0	0	0	0	0	0	NR	100%
Fishermans Wharf	11	9	2	35	19	16	Res	0%
Brown Private School	0	0	0	0	0	0	NR	100%
Brigr West	2	2	1	4	2	2	Res	80%
Hawkeye	0	0	0	0	0	0	NR	0%
Walmart Store Expansion	0	0	0	0	0	0	NR	100%
Power Systems	0	0	0	0	0	0	NR	100%
Love Street	0	0	0	0	0	0	NR	100%
Villa Diamante	0	0	0	0	0	0	Res	100%
Boyd Medical Office	0	0	0	0	0	0	NR	100%
320 Hibiscus St	0	0	0	0	0	0	NR	100%
Circle K	0	0	0	0	0	0	NR	100%
Center Park Commercial Center	0	0	0	0	0	0	NR	100%
Island Way South	4	4	1	6	2	4	Res	0%
Beacon Park	78	18	61	96	66	30	Res	0%
Flaglers Wharf	0	1	1	1	1	1	Res	0%
Sperry Project	52	22	30	112	62	50	Res	0%
900 S US 1	22	19	4	30	10	20	NR	35%
Inlet Village Market	46	23	22	16	8	8	NR	0%
Total Committed Developments	252	121	136	359	196	164		
Total Committed Residential	153	60	99	261	156	107		
Total Committed Non-Residential	99	61	37	98	40	57		
Double Count Reduction	20	12	7	20	8	11		
Total Discounted Committed Developments	232	109	129	339	188	153		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	232	225	193	339	301	246		
Growth Volume Used	232	225	193	339	301	246		
Total Volume	232	2103	1235	339	2137	1765		

Lanes

GLD						
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data                      STATION: 1209                      Report Created  
 ROAD NAME: Indiantown Rd                      FROM: N Military Trl                      6/25/2025  
 CURRENT YEAR: 2024                      TO: Midpoint  
 ANALYSIS YEAR: 2030                      COUNT DATE: NA  
 GROWTH RATE: 0%                      PSF: 0

Link Analysis  
 AM                      PM

Time Period

Direction  
 Existing Volume  
 Peak Volume  
 Diversion(%)  
 Volume after Diversion

2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

Committed Developments

	0	0	0	0	0	0	Type	% Complete
Sea Plum Res	0	0	0	0	0	0	Res	100%
Rialto North	0	0	0	0	0	0	Res	100%
AutoZone #4991	0	0	0	0	0	0	NR	100%
Sea Plum Com	0	0	0	0	0	0	NR	100%
Lakewood	9	5	4	10	5	5	Res	80%
Rialto South	0	0	0	0	0	0	Res	100%
Harbourside	0	0	0	0	0	0	NR	100%
Jupiter Medical Center	0	0	0	0	0	0	NR	100%
Barcelona	0	0	0	0	0	0	Res	100%
Jupiter Medical Technology Park	2	0	1	2	2	1	NR	90%
Abacoa DRI	17	9	8	24	12	11	NR	90%
Bluewater Plaza	12	10	2	26	8	17	NR	0%
Seagrape Plaza	0	0	0	0	0	0	NR	100%
Fishermans Wharf	11	9	2	35	19	16	Res	0%
Brown Private School	0	0	0	0	0	0	NR	100%
Brigr West	2	2	1	4	2	2	Res	80%
Hawkeye	0	0	0	0	0	0	NR	0%
Walmart Store Expansion	3	1	2	47	25	23	NR	78%
Power Systems	0	0	0	0	0	0	NR	100%
Love Street	0	0	0	0	0	0	NR	100%
Villa Diamante	0	0	0	0	0	0	Res	100%
Boyd Medical Office	0	0	0	0	0	0	NR	100%
320 Hibiscus St	0	0	0	0	0	0	NR	100%
Circle K	0	0	0	0	0	0	NR	100%
Center Park Commercial Center	0	0	0	0	0	0	NR	100%
Island Way South	4	4	1	6	2	4	Res	0%
Beacon Park	78	18	61	96	66	30	Res	0%
Flaglers Wharf	0	1	1	1	1	1	Res	0%
Sperry Project	52	22	30	112	62	50	Res	0%
900 S US 1	22	19	4	30	10	20	NR	35%
Inlet Village Market	46	23	22	16	8	8	NR	0%
Total Committed Developments	258	123	139	409	222	188		
Total Committed Residential	156	61	100	264	157	108		
Total Committed Non-Residential	102	62	39	145	65	80		
Double Count Reduction	20	12	8	29	13	16		
Total Discounted Committed Developments	238	111	131	380	209	172		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	238	111	131	380	209	172		
Growth Volume Used	238	111	131	380	209	172		
Total Volume	238	111	131	380	209	172		

Lanes

GLD						
LOS D Capacity	4880	2680	2680	4880	2680	2680
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	5150	2830	2830	5150	2830	2830
Link Meets Test 2?	YES	YES	YES	YES	YES	YES



**A**                      **B**   **C**   **D**   **E**   **F**   **G**   **H**   **I**  
 Input Data  
 ROAD NAME: Indiantown Rd      STATION: 1617      Report Created  
 CURRENT YEAR: 2025              FROM: Midpoint      10/27/2025  
 ANALYSIS YEAR: 2030              TO: Central Blvd  
 GROWTH RATE: 0%                  COUNT DATE: 1/14/2025  
    PSF: 1

Link Analysis

Time Period                      AM                      PM

Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	4954	2828	2126	5204	2520	2684
Peak Volume	4954	2828	2126	5204	2520	2684
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	4954	2828	2126	5204	2520	2684

Committed Developments						Type	% Complete
Rialto North	0	0	0	0	0	Res	100%
Lakewood	44	27	18	52	25	27	Res 86%
Rialto South	0	0	0	0	0	Res	100%
Palm Beach Park of Commerce	147	19	128	184	149	34	NR 35%
Abacoa DRI	3	2	2	5	2	2	NR 90%
Thelma Avenue Offices	0	0	0	0	0	0	NR 100%
Pennock Preserve	0	0	0	0	0	0	Res 100%
Old Plantation	0	0	0	0	0	0	Res 100%
Briger West	1	0	1	1	1	1	Res 80%
Hawkeye							NR 0%
Walmart Store Expansion	0	0	0	0	0	0	NR 100%
Els Center of Excellence	4	1	2	2	1	1	NR 97%
Power Systems	0	0	0	0	0	0	NR 100%
Coconut Cove	0	0	0	0	0	0	Res 100%
Lucky Dog Sports Club	0	0	0	0	0	0	NR 100%
Island Way South	25	20	5	35	10	25	Res 0%
Tree Top Academy	16	9	7	11	5	6	NR 50%
Avenir	11	5	6	13	8	5	Res 8%
Total Committed Developments	251	83	169	303	201	101	
Total Committed Residential	81	52	30	101	44	58	
Total Committed Non-Residential	170	31	139	202	157	43	
Double Count Reduction	20	6	8	25	11	9	
Total Discounted Committed Developments	231	77	161	278	190	92	
Historical Growth	0	0	0	0	0	0	
Comm Dev+1% Growth	484	221	269	543	319	229	
Growth Volume Used	484	221	269	543	319	229	
Total Volume	5438	3049	2395	5747	2839	2913	

Lanes	7LD					
LOS D Capacity	5705	3590	2680	5705	3590	2680
Link Meets Test 17	YES	YES	YES	NO	YES	NO
LOS E Capacity	6015	3780	2830	6015	3780	2830
Link Meets Test 27	YES	YES	YES	YES	YES	NO

Input Data  
 ROAD NAME: Indiantown Rd      STATION: 1617      Report Created  
 CURRENT YEAR: 2025              FROM: Island Way      10/27/2025  
 ANALYSIS YEAR: 2030              TO: Midpoint  
 GROWTH RATE: 0%                  COUNT DATE: NA  
    PSF: 0

Link Analysis

Time Period                      AM                      PM

Direction	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	0	0	0	0	0	0
Peak Volume	0	0	0	0	0	0
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	0	0	0	0	0	0

Committed Developments						Type	% Complete
Rialto North	0	0	0	0	0	Res	100%
Lakewood	44	27	18	52	25	27	Res 86%
Rialto South	0	0	0	0	0	Res	100%
Palm Beach Park of Commerce	147	19	128	184	149	34	NR 35%
Abacoa DRI	3	2	2	5	2	2	NR 90%
Thelma Avenue Offices	0	0	0	0	0	0	NR 100%
Pennock Preserve	0	0	0	0	0	0	Res 100%
Old Plantation	0	0	0	0	0	0	Res 100%
Briger West	1	0	1	1	1	1	Res 80%
Hawkeye							NR 0%
Walmart Store Expansion	0	0	0	0	0	0	NR 100%
Els Center of Excellence	4	1	2	2	1	1	NR 97%
Power Systems	0	0	0	0	0	0	NR 100%
Coconut Cove	0	0	0	0	0	0	Res 100%
Lucky Dog Sports Club	0	0	0	0	0	0	NR 100%
Island Way South	25	20	5	35	10	25	Res 0%
Tree Top Academy	16	9	7	11	5	6	NR 50%
Avenir	11	5	6	13	8	5	Res 8%
Total Committed Developments	251	83	169	303	201	101	
Total Committed Residential	81	52	30	101	44	58	
Total Committed Non-Residential	170	31	139	202	157	43	
Double Count Reduction	20	6	8	25	11	9	
Total Discounted Committed Developments	231	77	161	278	190	92	
Historical Growth	0	0	0	0	0	0	
Comm Dev+1% Growth	231	77	161	278	190	92	
Growth Volume Used	231	77	161	278	190	92	
Total Volume	231	77	161	278	190	92	

Lanes	7LD					
LOS D Capacity	5705	3590	2680	5705	3590	2680
Link Meets Test 17	YES	YES	YES	YES	YES	YES
LOS E Capacity	6015	3780	2830	6015	3780	2830
Link Meets Test 27	YES	YES	YES	YES	YES	YES



























**SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County**

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
1603	937013	CENTER ST	Indiantown Rd	Loxahatchee River Rd	2	2	16,388	14,538	15,079	16,010	15,919	17,825	16,900
1803	937014	CENTER ST	Loxahatchee River Rd	Alt. A1A	2	2	18,228	14,949	16,138	17,521	15,731	17,889	18,400
2608	937380	CENTRAL BLVD	PGA Blvd	I-95	4	4	14,647	14,338	16,027	16,086	23,255	40,702	33,500
2198	937380	CENTRAL BLVD	I-95	Hood Rd	4	4			-	-	23,255	40,702	40,700
2210	937379	CENTRAL BLVD	Hood Rd	Donald Ross Rd	4	4	13,761	16,373	16,725	18,117	31,339	45,551	30,900
1206	937386	CENTRAL BLVD	Donald Ross Rd	Frederick Small Rd	4	4	15,708	16,682	17,486	20,089	19,928	29,924	26,300
1614	937387	CENTRAL BLVD	Frederick Small Rd	Indian Creek Pkwy	4	4	10,954	12,750	13,914	15,889	17,592	28,709	25,000
1606	937377	CENTRAL BLVD	Indian Creek Pkwy	Indiantown Rd	4	4	27,217	26,285	26,931	27,091	17,254	10,218	19,900
1612	937378	CENTRAL BLVD	Indiantown Rd	Church St	3	3	19,245	13,034	15,746	16,741	9,394	11,287	17,600
6403	937001	CLINT MOORE RD	SR-7	Lyons Rd	4	4	13,291	15,148	18,460	18,919	11,401	16,025	23,100
6201	938508	CLINT MOORE RD	Lyons Rd	Jog Rd	4	4	21,809	21,525	24,350	26,298	19,182	27,815	33,000
6607	937002	CLINT MOORE RD	Jog Rd	Military Tr	4	4	29,949	28,767	30,959	34,229	15,501	20,927	36,400
6601	938509	CLINT MOORE RD	Military Tr	Congress Ave	6	6	30,737	29,298	27,719	33,500	23,850	26,946	31,300
6301	938509	CLINT MOORE RD	Congress Ave	NW 2nd Ave	4	4	13,712	10,637	12,136	14,643	23,850	26,946	15,200
	938506	COCONUT ROW	Okeechobee Blvd	Clarke Ave	2	2			-	-	3,708	4,304	4,300
2104	937329	COCONUT BLVD	Persimmon Bl	Orange Bl	2	2	3,986	2,791	2,952	3,400	3,284	3,167	2,800
2412	937331	COCONUT BLVD	Orange Bl	Temple Blvd	2	2	13,365	10,796	11,459	12,686	11,015	20,999	21,800
2404	937330	COCONUT BLVD	Temple Blvd	Northlake Blvd	2	2	14,104	11,665	11,937	13,288	12,485	21,931	21,000
	PBC111a	COCONUT BLVD	Northlake Blvd	100th Ln N (Avenir)	0	4			-	-	-	22,182	22,200
3641	937336	COMMUNITY DR	Haverhill Rd	Military Tr	5	5	16,206	15,110	13,454	14,678	4,477	7,886	16,900
3659	937337	COMMUNITY DR	Military Tr	Village Blvd	3	3	17,204	15,076	17,683	18,412	15,247	17,139	19,900
6614	938509	CONGRESS AVE	Yamato Rd	Clint Moore Rd	6	6	25,198	25,740	27,629	29,864	23,850	26,946	31,200
6644	938543	CONGRESS AVE	Clint Moore Rd	NW 82nd St	6	6	28,805	28,300	34,731	30,621	28,389	33,896	41,500
6204	937672	CONGRESS AVE	NW 82nd St	SW 29th St	6	6	24,665	17,757	21,315	23,273	15,989	22,633	28,000
	938544	CONGRESS AVE	SW 29th St	Linton Blvd	6	6			-	-	9,156	14,643	14,600
5650	933500	CONGRESS AVE	Linton Blvd	Lowson Blvd	6	6	26,965	23,248	24,774	26,539	11,525	17,497	30,700
5612	933500	CONGRESS AVE	Lowson Blvd	Atlantic Ave	6	6	30,312	26,151	29,209	29,325	11,525	17,497	35,200
5630	937340	CONGRESS AVE	Atlantic Ave	Lake Ida Rd	6	6	32,662	32,658	34,768	36,689	24,598	32,597	42,800
5602	937341	CONGRESS AVE	Lake Ida Rd	35th Ave SW	6	6	31,948	29,740	30,608	31,428	28,207	39,710	43,100
5626	937342	CONGRESS AVE	35th Ave SW	Golf Rd	6	6	38,852	34,332	36,139	38,738	31,175	42,173	48,900
5624	937348	CONGRESS AVE	Golf Rd	Woolbright Rd	6	6	41,510	35,627	37,827	40,974	29,121	38,224	46,900
5610	937347	CONGRESS AVE	Woolbright Rd	Boynton Beach Blvd	6	6	38,259	32,543	33,549	33,115	22,390	29,798	41,000
5658	937345	CONGRESS AVE	Boynton Beach Blvd	Old Boynton Rd	6	6		47,139	38,263	40,960	28,939	40,714	50,000
5206	937344	CONGRESS AVE	Old Boynton Rd	Gateway Blvd	6	6	48,285	36,788	36,914	39,958	56,185	60,016	40,700
4610	937343	CONGRESS AVE	Gateway Blvd	Hypoluxo Rd	6	6	36,348	28,826	28,960	30,883	37,864	46,519	37,600
4600	937346	CONGRESS AVE	Hypoluxo Rd	Lantana Rd	4	4	29,993	25,175	23,246	28,120	35,142	39,809	27,900
4624	930022	CONGRESS AVE	Lantana Rd	JFK Dr	6	6	41,814	31,730	35,206	37,851	31,598	38,329	42,700
4626	937173	CONGRESS AVE	JFK Dr	6th Ave S	6	6	44,492	33,615	35,163	36,766	31,616	38,412	42,700
4622	930489	CONGRESS AVE	6th Ave S	Lake Worth Rd	6	6	43,176	35,682	35,712	39,282	38,642	48,003	44,400
4620	930490	CONGRESS AVE	Lake Worth Rd	French Ave	6	6	45,274	36,622	35,400	37,189	24,015	31,421	42,800

**SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County**

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
	937730	HOMEWOOD BLVD	Linton Blvd	Atlantic Ave	2	2			-	-	5,411	6,257	6,300
2105	937068	HOOD RD	Jog Road	Central Blvd	2	2	4,541	8,114	10,325	10,200	3,819	5,626	12,100
2611	937070	HOOD RD	Central Blvd	Military Tr	4	4	9,158	10,307	14,060	14,704	18,326	37,356	33,100
2213	937069	HOOD RD	Military Tr	SR 811	4	4	9,346	12,005	16,490	16,573	30,989	39,501	25,000
2613	937071	HOOD RD	SR-811	Prosperity Farms Rd	2	2	4,481	-	6,477	6,424	5,261	6,292	7,700
7041	930765	HOOKER HWY	SR-715	SR-80	2	4		5,772	4,461	4,600	2,822	13,393	15,000
4411	937281	HYPOLUXO RD	SR-7	Lyons Rd	4	4	4,021	6,281	9,710	11,951	15,570	23,188	17,300
4683	937281	HYPOLUXO RD	Lyons Rd	Fl Turnpike	4	4		10,207	16,237	20,258	15,570	23,188	24,200
4685	937004	HYPOLUXO RD	Fl Turnpike	Hagen Ranch Rd	4	4		16,460	22,673	26,780	20,547	25,935	28,600
4671	937281	HYPOLUXO RD	Hagen Ranch Rd	Jog Rd	4	4	17,166	20,001	24,215	27,664	15,570	23,188	31,800
4629	937004	HYPOLUXO RD	Jog Rd	Haverhill Rd	6	6	25,902	-	30,344	31,702	20,547	25,935	35,700
4681	937003	HYPOLUXO RD	Haverhill Rd	Military Tr	6	6	33,644	32,830	37,516	40,668	21,757	27,135	42,900
4607	937278	HYPOLUXO RD	Military Tr	Lawrence Rd	6	6	39,120	38,269	42,197	44,143	42,695	43,237	42,700
4621	937279	HYPOLUXO RD	Lawrence Rd	Congress Ave	6	61	41,223	37,042	41,057	40,601	33,472	40,685	49,900
4211	930068	HYPOLUXO RD	Congress Ave	I-95	6	6	40,625	38,668	44,434	44,000	39,472	42,838	48,200
4313	930069	HYPOLUXO RD	I-95	Seacrest Blvd	5	5	36,245	32,118	34,579	41,000	28,301	33,025	40,400
4809	937280	HYPOLUXO RD	Seacrest Blvd	Dixie Hwy	5	5	18,774	16,135	17,130	16,902	10,358	12,543	19,300
1605	937394	INDIAN CREEK BLVD	Central Blvd	Military Tr	4	4	8,988	11,279	12,329	13,933	7,409	10,703	15,600
1615	937396	INDIAN CREEK BLVD	Toney Penna Dr	Maplewood Dr	4	4	20,727	20,300	17,785	17,754	20,654	24,588	21,200
1613	937395	INDIAN CREEK PKWY	Central Blvd	Maplewood Dr	4	4	16,530	17,333	17,955	18,572	15,230	19,566	23,100
1405	938538	INDIANTOWN RD	Bee Line Hwy	Pratt-Whitney Rd	2	2	2,058	1,588	1,763	2,126	1,768	5,087	5,100
1403	938539	INDIANTOWN RD	Pratt-Whitney Rd	130th Ave N	2	2	5,427	4,678	4,985	6,400	6,037	14,831	13,800
1409	938539	INDIANTOWN RD	130th Ave N	Alexander Run	4	4		-	14,485	15,124	6,037	14,831	23,300
1407	937236	INDIANTOWN RD	Alexander Run	Jupiter Farms Rd	4	4	23,149	20,546	22,332	24,082	17,474	27,853	32,700
1103	930145	INDIANTOWN RD	Jupiter Farms Rd	Florida Turnpike	4	4	30,925	27,154	28,879	30,568	30,573	43,537	41,100
1201	930008	INDIANTOWN RD	Florida Turnpike	I-95 Interchange	6	6	49,557	36,761	48,380	59,724	44,442	70,276	76,500
1213	937235	INDIANTOWN RD	I-95 Interchange	Island Way	6	6	58,622	52,916	61,281	70,539	66,008	85,776	79,600
1617	937235	INDIANTOWN RD	Island Way	Central Blvd	6	61		-	60,253	70,000	66,008	85,776	78,300
1203	930748	INDIANTOWN RD	Central Blvd	Center St	6	6	53,810	47,768	53,551	52,000	45,081	56,332	66,900
1601	930661	INDIANTOWN RD	Center St	Military Tr	6	6	49,724	44,078	46,587	46,627	31,526	39,246	54,300
1209	930679	INDIANTOWN RD	Military Tr	SR-811	6	6	41,434	40,387	42,614	44,479	30,930	41,323	53,000
1807	930710	INDIANTOWN RD	SR-811	US 1	6	6	32,354	31,607	33,744	32,381	31,791	37,969	40,300
1811	930005	INDIANTOWN RD	US 1	SR A1A	4	4	13,683	15,450	16,998	16,884	7,807	8,758	17,900
2215	930015	INVESTMENT LN	Military Tr	Garden Rd	2	2		8,299	9,569	10,609	11,446	13,390	11,200
1620	937155	ISLAND WAY	Indiantown Rd	Martin County Line	4	4		8,279	14,149	15,983	8,775	11,346	16,700
6618	937049	JOG RD	Glades Rd	Potomac Rd	4	4	32,533	27,978	33,018	30,832	20,288	31,505	44,200
6634	937050	JOG RD	Potomac Rd	Yamato Rd	4	4	33,100	27,992	33,030	29,655	15,351	23,253	40,900
6616	937048	JOG RD	Yamato Rd	Clint Moore Rd	6	6	35,230	28,584	35,206	32,125	31,960	42,710	47,000
6200	937047	JOG RD	Clint Moore Rd	C-15 Canal	6	6	40,921	31,497	33,990	34,776	33,008	39,658	40,800
5622	937041	JOG RD	C-15 Canal	Linton Blvd	6	6	33,218	29,888	33,918	35,976	30,602	37,061	41,100

**SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County**

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
2602	930496	MILITARY TRL	Investment Lane	Northlake Blvd	6	6T	35,413	29,135	32,036	32,709	17,495	21,401	35,900
2600	930703	MILITARY TRL	Northlake Blvd	Holly Dr	6	6T	43,999	37,391	40,246	39,718	43,502	52,674	48,700
2606	930708	MILITARY TRL	Holly Dr	PGA Blvd	6	6T	44,353	37,111	40,379	40,619	33,833	41,386	49,400
2624	930758	MILITARY TRL	PGA Blvd	I-95	6	6	38,882	33,368	36,533	38,807	35,239	30,712	31,800
	930759	MILITARY TRL	I-95 SB	I-95 NB	6	6			-	-	32,751	25,454	25,500
2604	937230	MILITARY TRL	I-95	Hood Rd	6	6	27,564	24,838	27,257	25,429	29,070	24,525	23,000
2208	937229	MILITARY TRL	Hood Rd	Donald Ross Rd	6	6	23,883	24,233	24,568	24,066	20,760	25,265	29,900
1602	937227	MILITARY TRL	Donald Ross Rd	Frederick Small Rd	6	6	30,572	34,542	34,822	35,789	37,768	48,029	44,300
1608	937228	MILITARY TRL	Frederick Small Rd	Indian Creek Blvd	6	6	28,570	30,300	29,706	30,553	23,626	29,093	35,200
1600	937226	MILITARY TRL	Indian Creek Blvd	Indiantown Rd	6	6	25,419	24,322	24,049	24,593	24,099	30,701	30,600
	937421	MINER RD	Seacrest Blvd	US-1	2	2			-	-	2,317	2,525	2,500
	PBC067	MINER RD	Military Tr	Lawrence Rd	0	3			-	-	-	22,435	22,400
4690	937647	MINER RD	Congress Ave	High Ridge Rd	2	3		-	6,882	8,337	11,028	15,045	10,900
6835	937641	MIZNER BLVD	US-1 (Federal Hwy)	Palmetto Park Rd	4	4	4,895	9,033	10,000	11,457	6,773	12,353	15,600
6834	937641	MIZNER BLVD	Palmetto Park Rd	Federal Hwy	4	4	10,273	10,001	10,000	15,479	6,773	12,353	15,600
	937426	N 7TH AVE	N A St	US-1	2	2			-	-	238	252	300
	937486	NE 10 AVE/MLK BLVD	Seacrest Blvd	Federal Hwy	2	2			-	-	2,746	8,364	8,400
	937520	NE 1ST ST	N Swinton Ave	Ne 6 Ave	2	2			-	-	385	570	600
2413	937063	NORTHLAKE BLVD	Seminole Pratt Whitney Rd	140th Ave N	4	6	11,089	10,074	10,450	11,902	17,078	37,650	31,000
2421	2421	NORTHLAKE BLVD	140th Ave N	Coconut Blvd	2	6		-	17,476	19,781	20,571	37,650	32,000
2411	937062	NORTHLAKE BLVD	Coconut Blvd	SR-7	4	6	29,704	25,889	28,370	33,168	33,951	63,056	52,700
2407	935503	NORTHLAKE BLVD	SR-7	SR-710	4	6	36,674	32,431	35,364	39,992	40,647	71,422	62,100
2401	935504	NORTHLAKE BLVD	SR-710	Ryder Cup Blvd	6	6	23,949	21,045	20,782	24,470	23,750	45,531	39,800
2205	938546	NORTHLAKE BLVD	Ryder Cup Blvd	Steeplechase Dr / Ballenises D	6	6	34,280	30,702	33,499	33,500	41,039	58,274	50,700
2605	938547	NORTHLAKE BLVD	Steeplechase Dr / Ballenises Dr	Military Tr	6	6	45,285	56,776	48,126	45,612	52,841	67,314	61,300
2207	930511	NORTHLAKE BLVD	Military Tr	I-95	6	6	51,985	46,823	53,098	48,094	55,542	69,463	66,400
2309	935241	NORTHLAKE BLVD	I-95	Congress Ave	6	6I	53,292	56,351	61,294	53,500	45,629	58,140	73,800
2815	937362	NORTHLAKE BLVD	Congress Ave	SR 811	6	6	44,623	41,315	45,198	46,241	33,665	36,805	48,300
2821	935256	NORTHLAKE BLVD	SR 811	Prosperity Farms Rd	6	6	31,068	33,679	35,300	37,198	25,205	29,260	39,400
2817	935255	NORTHLAKE BLVD	Prosperity Farms Rd	Southwind Dr	6	6	36,214	32,680	37,157	34,500	16,001	18,673	39,800
2819	935254	NORTHLAKE BLVD	Southwind Dr	US-1	6	6	27,179	26,990	27,771	29,933	10,314	12,702	30,200
	937498	NOTTINGHAM BLVD	Parker Ave	S Olive Ave	2	2			-	-	686	459	500
	937500	NW 12TH AVE	Nw 8 St	Nw 15 St	2	2			-	-	12,651	15,046	15,000
	937638	NW 13TH ST	Nw 15 Ave	Meadows Rd	2	2			-	-	9,633	11,225	11,200
	937639	NW 15TH ST	Nw 12 Ave	Nw 10 Ave	2	2			-	-	6,276	7,496	7,500
	937542	NW 28TH ST	Nw Boca Raton Blvd	N Dixie Hwy	2	2			-	-	9,359	10,495	10,500
	937441	NW AVE	SR-715	W Canal St	2	2			-	-	972	1,066	1,100
5801	930162	OCEAN AVE	Federal Hwy	N Ocean Blvd SR A1A	2	2	6,836	6,031	8,353	7,584	2,374	2,856	8,800
4803	930676	OCEAN AVE	SR A1A	US-1	2	2	17,736	15,418	14,487	11,300	9,700	10,211	15,000
	937652	OCEAN AVE/LANTANA RD	US-1	ICWW	2	2			-	-	9,700	10,211	10,200

**SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County**

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
7023	935177	SR-80	Ave G	MLK Blvd	4	4	29,505	22,818	24,628	22,500	13,799	15,617	26,400
7020	930147	SR-80	MLK Blvd	Gator Blvd	4	4	20,799	20,314	20,345	20,500	13,906	16,852	23,300
7016	930035	SR-80	Gator Blvd	Hooker Hwy	4	4	13,309	14,551	17,318	16,800	10,747	13,721	20,300
7015	930762	SR-80	Hooker Hwy	Hatton Hwy	4	4	11,374	13,531	10,472	11,200	8,333	19,000	21,100
7003	930764	SR-80	Hatton Hwy	CR 880	4	4	8,935	12,907	9,000	10,700	8,211	18,842	20,700
3101	930019	SR-80	CR 880	Arden Way	4	4	17,567	19,702	16,177	16,700	26,371	39,463	29,300
3101	930019	SR-80	Arden Way	Lion Country Safari	6	6	17,567	19,702	16,177	16,700	26,371	39,463	29,300
3467	937225	SR-80	Lion Country Safari	Seminole Pratt Whitney Rd	6	6		22,490	21,463	26,952	30,018	54,294	45,700
3443	930011	SR-80	Seminole Pratt Whitney Rd	Binks Forest Drive	6	6	37,182	28,630	30,197	38,408	38,452	62,323	54,100
3431	937223	SR-80	Binks Forest Drive	Big Blue Trace	6	8	35,256	35,305	31,648	-	39,800	64,313	56,200
3413	937222	SR-80	Big Blue Trace	Forest Hill/Crestwood	6	8	45,385	46,881	46,151	52,643	47,074	71,970	70,600
3417	930102	SR-80	Forest Hill/Crestwood	Cypress Head	6	8	42,335	54,303	57,424	67,949	55,015	70,829	73,900
3437	937224	SR-80	Cypress Head	Royal Palm Beach Blvd	6	8	45,352	53,158	55,995	-	56,014	73,678	73,700
3405	930101	SR-80	Royal Palm Beach Blvd	Lamstein Ln	8	10	48,779	-	69,098	71,905	65,614	84,065	88,500
3409	930101	SR-80	Lamstein Ln	SR-7	8	10	51,263	65,897	74,163	81,282	65,614	84,065	95,000
3415	930139	SR-80	SR-7	Sansbury's Way	8	10	38,854	64,566	68,835	66,000	69,875	85,135	83,900
3105	930749	SR-80	Sansbury's Way	Pike Rd	8	10	43,644	62,010	64,009	84,104	50,796	65,789	79,000
3215	930740	SR-80	Pike Rd	Fla Turnpike Entrance	8	10	45,951	56,749	73,033	19,700	12,831	13,777	74,000
3643	935417	SR-80	Jog Rd	Haverhill Rd	8	10	32,658	61,432	69,801	88,500	54,362	74,115	89,600
3635	930021	SR-80	Haverhill Rd	Military Tr	8	10	30,884	51,286	77,359	76,500	38,767	55,137	93,700
3673	930384	SR-80	Kirk Rd	Congress Ave SB	8	10	33,449	58,752	65,258	79,013	42,742	57,154	79,700
3639	935419	SR-80	Congress Ave SB	Congress Ave NB	8	10	53,584	-	53,000	50,500	13,316	18,329	58,000
3675	935415	SR-80	Congress Ave NB	Gem Lake	8	10	53,584	58,349	62,500	58,000	36,675	47,372	73,200
3217	935415	SR-80	Gem Lake	I-95	8	10	31,292	51,969	58,703	58,000	36,675	47,372	69,400
3313	935416	SR-80	I-95	Parker Ave	5	5	30,197	30,776	34,484	31,500	31,873	33,427	36,200
3823	935113	SR-80	Parker Ave	Dixie Hwy	5	5	22,160	22,301	25,426	24,951	30,970	32,191	26,600
3825	935213	SR-80	Dixie Hwy	Olive Ave	5	5	13,377	11,595	17,152	-	13,245	13,937	17,800
	935411	SR-80	Olive Ave	Flagler Dr	5	5			-	-	12,750	14,210	14,200
3827	930674	SR-80	Flagler Dr	Ocean Blvd	2	2	14,504	12,830	14,411	10,900	13,198	13,820	15,100
2814	930706	SR-811	Northlake Blvd	Lighthouse Dr	4	4	23,192	22,822	23,262	22,970	22,613	21,772	22,400
2828	935257	SR-811	Lighthouse Dr	Burns Rd	4	4	23,538	18,599	24,382	23,500	26,419	26,678	24,600
2826	930012	SR-811	Burns Rd	RCA Blvd	4	4	26,262	27,160	27,993	23,500	26,106	25,707	27,600
2824	930081	SR-811	RCA Blvd	PGA Blvd	4	4	23,755	26,308	26,611	30,373	24,701	19,374	20,900
2820	937220	SR-811	PGA Blvd	Hood Rd	6	6	29,957	42,098	42,954	-	52,390	48,124	38,700
	930707	SR-811	PGA Blvd	N/A	6	6			-	-	31,074	25,798	25,800
2830	930028	SR-811	Hood Rd	Donald Ross Rd	6	6	21,258	30,104	33,222	35,492	40,799	48,699	41,100
1308	930728	SR-811	Donald Ross Rd	Toney Penna Dr	6	6	23,574	25,207	30,883	31,132	34,278	37,215	33,500
1808	930082	SR-811	Toney Penna Dr	Indiantown Rd	6	6	32,158	26,804	33,507	34,067	45,722	49,911	37,700
1604	935229	SR-811	Indiantown Rd	Center St	6	6	33,675	31,130	35,033	39,500	44,994	52,999	43,000
1800	930151	SR-811	Center St	US 1	6	6	41,973	36,517	42,521	41,000	57,133	68,558	53,900

**SERPM 8 2045 Cost Feasible Adjusted Two-Way Traffic Volumes - Palm Beach County**

PBC Station	FDOT Station	Roadway	From	To	Existing Lanes	Cost Feasible Lanes	2005 Counts	2010 Count	2015 Count	2018 Count	2015 Model	2045 Model	2045 Adjusted
6620	937729	ST ANDREWS BLVD	Palmetto Park Rd	Glades Rd	4	4	23,864	20,950	23,129	23,519	35,428	40,853	28,600
6610	937729	ST ANDREWS BLVD	Glades Rd	Potomac Rd	4	4	24,124	20,950	20,425	22,103	35,428	40,853	25,900
6624	937729	ST ANDREWS BLVD	Potomac Rd	Yamato Rd	4	4	17,163	15,510	15,326	16,555	35,428	40,853	20,800
4415	937480	STRIBLING WAY	Fairlane Farms	SR-7	2	2		8,516	14,430	13,400	5,520	11,201	20,100
4413	937480	STRIBLING WAY	SR-7	Lyons Rd	2	2		3,137	4,940	13,400	5,520	11,201	10,000
	937695	SUGARHOUSE RD	Ave L	SR-80	2	2			-	-	16	80	100
3657	937034	SUMMIT BLVD	Jog Rd	Haverhill Rd	4	4	18,278	13,419	11,893	14,421	16,831	22,325	17,400
3611	937032	SUMMIT BLVD	Haverhill Rd	Military Tr	5	5	26,132	21,828	21,105	21,687	24,939	31,725	26,800
3613	937033	SUMMIT BLVD	Military Tr	Kirk Rd	5	5	31,106	27,496	21,366	21,873	26,503	30,138	25,000
3615	937097	SUMMIT BLVD	Kirk Rd	Davis Rd	5	5	28,407	25,098	20,332	21,181	28,373	32,672	24,600
3617	938527	SUMMIT BLVD	Davis Rd	Congress Ave	5	5	34,174	27,204	22,896	24,136	29,025	33,187	27,100
3619	937098	SUMMIT BLVD	Congress Ave	Florida Mango Rd	5	5	17,543	13,440	12,801	13,700	8,098	10,655	15,400
3621	937099	SUMMIT BLVD	Florida Mango Rd	I-95	4	5	17,276	12,673	11,122	12,737	6,695	10,468	14,900
3315	937096	SUMMIT BLVD	I-95	Parker Ave	5	5	17,275	10,536	9,856	11,200	6,938	10,772	13,700
6401	937392	SW 18TH ST	SR-7	Lyons Rd	4	4	16,988	15,375	15,091	17,466	14,055	21,490	23,100
6419	937393	SW 18TH ST	Lyons Rd	Boca Rio Rd	4	4	26,837	20,920	20,758	22,856	25,676	29,991	25,100
6213	937391	SW 18TH ST	Boca Rio Rd	Powerline Rd	6	6	32,554	24,151	24,352	28,004	26,772	31,785	28,900
6613	938552	SW 18TH ST	Powerline Rd	Military Tr	4	4	27,894	27,997	24,062	23,358	22,165	24,971	27,100
6313	937490	SW 18TH ST	Military Tr	12th Ave SW	2	2	12,282	8,995	11,351	12,063	10,967	12,438	12,900
6863	937491	SW 18TH ST	12th Ave SW	Old Dixie Hwy	2	2	11,571	8,901	11,665	13,066	12,560	11,398	10,600
6841	937491	SW 18TH ST	Old Dixie Hwy	Federal Hwy	4	4	11,424	9,786	12,001	13,211	12,560	11,398	10,900
	937503	SW 8TH ST	Woolbright Rd	Boynton Beach Blvd	2	2			-	-	7,891	7,498	7,500
5808	937189	SWINTON AVE	SW 10th St	Atlantic Ave	2	2	11,719	9,757	13,837	12,300	6,578	9,675	16,900
5806	937175	SWINTON AVE	Atlantic Ave	George Bush Blvd	2	2	12,465	10,960	16,531	14,900	14,321	16,334	18,900
	937502	SYCAMORE DR	Cabbage Palm Way	S. Pratt Whitney Rd	2	2			-	-	8,544	14,135	14,100
3842	933503	TAMARIND AVE	Banyan St	Lakeview Ave	5	5	17,984	15,601	17,480	19,500	21,084	24,887	21,300
3826	933503	TAMARIND AVE	Banyan Blvd	Palm Beach Lakes Blvd	2	2	8,500	-	17,100	19,500	21,084	24,887	20,900
3818	937602	TAMARIND AVE	Palm Beach Lakes Blvd	25TH St	2	2	8,147	-	6,100	13,900	5,759	8,240	8,700
	938555	TECHNOLOGY WAY	Broken Sound Blvd	Yamato Rd	2	2			-	-	1,537	2,152	2,200
	937516	TEMPLE BLVD	Pratt Whitney Rd	Coconut Blvd	2	2			-	-	2,361	2,787	2,800
1207	937090	TEQUESTA DR	Riverside Dr	Old Dixie Hwy	2	2	13,687	9,264	12,055	12,400	16,272	15,907	11,700
1607	937352	TONY PENNA RD	Maplewood Dr	Military Tr	2	2	11,552	11,780	11,784	13,600	3,168	3,727	12,300
1609	937353	TONY PENNA RD	SR-811	Old Dixie Hwy	3	3	10,722	8,775	8,883	10,700	536	1,353	9,700
6629	938550	TOWN CENTER RD	Butts Rd	Military Tr	4	4	11,409	10,252	11,054	12,033	15,789	24,347	19,600
3677	937247	TURNAGE BLVD	PBIA	I-95	2	2		15,933	17,379	21,476	12,903	12,764	17,200
	937508	UNIVERSE BLVD	Ellison Wilson Rd	US-1	2	2			-	-	48	249	200
	937560	UNIVERSITY BLVD	Parkside Dr	Central Blvd	2	2			-	-	463	1,205	1,200
6312	935001	US-1	Broward County Line	SW 18th St	6	6	31,785	26,591	32,482	31,500	41,791	52,816	43,500
6828	935001	US-1	SW 18th St	Camino Real	6	6	28,416	24,981	28,115	31,500	41,791	52,816	39,100
6810	935003	US-1	Camino Real	Palmetto Park Rd	4	4	28,120	26,191	28,120	26,000	31,237	36,392	32,800

## Capacity Analysis

The significantly impacted links were then analyzed based on their available capacity and the current and proposed demand of the roadway. The Palm Beach County TPS database was used to determine any background traffic that may also contribute to the demand of the roadway during the future year (2030) capacity analysis. Existing volumes were initially determined, and then grown to represent future background (2030) volumes based on the maximum of:

- Committed traffic + a nominal 1% growth rate or
- Max historic growth (based on growth rates found in the PBC TPS)

The future background volumes were then compared to the existing roadway infrastructure capacity to determine if any of the roadways were over capacity in the future year (2030) without the addition of project traffic. To develop future year (2030) volumes, project traffic was added to the future background volumes to determine future year (2030) volumes. Table 4, Table 5 provide a summary for AM peak hour and PM peak hour roadway link capacity analysis. As seen in Table 4, Table 5 the roadway links that are over capacity in the future year are:

- Indiantown Road – between 120<sup>th</sup> Avenue North and Florida's Turnpike (EB AM)
- Indiantown Road – between Florida's Turnpike and Interstate 95 (EB AM)
- Indiantown Road – between Interstate 95 West and East Ramps (EB & WB AM / WB PM)
- Indiantown Road – between East and Island Way (EB AM)
- Indiantown Road – between Central Boulevard and Center Street (EB AM / WB PM)
- Roebuck Road – between Indiantown Road and Church Street (SB AM)
- Roebuck Road – between Church Street and Loxahatchee River Road (SB AM)

According to Florida State Statute 163.3180, because the facilities identified above exceed their respective LOS D service volumes under background conditions, and because the improvements required to address future background conditions will also provide sufficient capacity for the proposed project traffic, the project is not responsible for the proportionate share of these improvements.

The following links are projected to be over capacity with the addition of project traffic:

- Indiantown Road – between Interstate 95 West and East Ramps (EB AM)
- Indiantown Road – between Interstate 95 East Ramps and Island Way (EB AM)

Per conversations with the Town of Jupiter, any improvements to the intersection of Island Way South & Indiantown Road will benefit the overall operations on Indiantown Road and mitigate any capacity conditions along the link.

Table 4: Test 1 AM Peak Hour Capacity Analysis

Roadway	Committed		Committed		LOS D Service Volume	Direction	Significantly Impacted?	Count Year	Count Year Volume	Diverted Volume Island Way	Committed Traffic - Option #1			Committed Traffic - Option #2			Utilized (Maximum) Committed Traffic	Project Traffic	2030 Total Traffic	Meets Standard ??	Background Volume	Back-ground Def. ??	
			Lanes	Facility Type							Committed Traffic (from TPS)	1.0% Growth	Committed plus 1.0%	Historic Growth Rate (from TPS)	Max Historic Growth or 1%	Max Historic Growth							
Donald Ross Road	Military Trail	Alternate A1A	6LD	Class I	2,940	NB/EB	No	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			6LD	Class I	2,940	SB/WB	Yes	2024	1,203	70	74	144	1.00%	1.00%	74	144	50	1,397	Yes	--	--	-	
Toney Penna Drive	Central Boulevard	Military Trail	2L	Class I	880	NB/EB	Yes	2023	278	35	20	55	1.00%	1.00%	20	55	29	362	Yes	--	--	-	
			2L	Class I	880	SB/WB	Yes	2023	307	65	22	87	1.00%	1.00%	22	87	50	444	Yes	--	--	-	
Toney Penna Drive	Military Trail	Alternate A1A	3L	Class I	880	NB/EB	No	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
			3L	Class I	880	SB/WB	Yes	2024	576	11	35	46	1.00%	1.00%	35	46	10	632	Yes	--	--	-	
Indianbn Road	120th Avenue North	Florida Turnpike	4LD	Class I	1,960	NB/EB	Yes	2024	2,128	237	131	368	1.00%	1.00%	131	368	50	2,546	No	2,496	Yes	-	
			4LD	Class I	1,960	SB/WB	Yes	2024	1,150	432	71	503	1.00%	1.00%	71	503	29	1,682	Yes	--	--	-	
Indianbn Road	Florida Turnpike	I-95 West	6LD	Class I	2,940	NB/EB	Yes	2022	3,173	298	263	561	1.00%	1.00%	263	561	119	3,853	No	3,734	Yes	-	
			6LD	Class I	2,940	SB/WB	Yes	2022	2,049	439	170	609	1.00%	1.00%	170	609	70	2,728	Yes	--	--	-	
Indianbn Road	I-95 West	I-95 East	7LD	Class I	3,940	NB/EB	Yes	2022	3,168	379	262	641	1.00%	1.00%	262	641	169	3,978	No	3,809	Yes	-	
			7LD	Class I	2,940	SB/WB	Yes	2022	3,097	342	257	599	1.00%	1.00%	257	599	99	3,795	No	3,696	Yes	-	
Indianbn Road	I-95 East	Island Way	8LD	Class I	3,940	NB/EB	Yes	2025	3,344	71	171	242	1.00%	1.00%	171	242	358	3,944	No	3,586	Yes	-	
			8LD	Class I	3,940	SB/WB	Yes	2025	2,446	153	125	278	1.00%	1.00%	125	278	211	2,935	Yes	--	--	-	
Indianbn Road	Island Way	Central Boulevard	7LD	Class II	3,590	NB/EB	Yes	2025	2,828	-373	77	144	221	1.00%	1.00%	144	221	99	2,775	Yes	--	--	-
			7LD	Class II	2,680	SB/WB	Yes	2025	2,126	-89	161	108	269	1.00%	1.00%	108	269	169	2,475	Yes	--	--	-
Indianbn Road	Central Boulevard	Center Start	6LD	Class II	2,680	NB/EB	Yes	2025	2,593	77	132	209	1.00%	1.00%	132	209	176	2,978	No	2,802	Yes	-	
			6LD	Class II	2,680	SB/WB	Yes	2025	1,566	307	80	387	1.00%	1.00%	80	387	299	2,252	Yes	--	--	-	
Indianbn Road	Center Start	Military Trail	6LD	Class II	2,680	NB/EB	Yes	2022	2,024	169	168	337	1.00%	1.00%	168	337	146	2,507	Yes	--	--	-	
			6LD	Class II	2,680	SB/WB	Yes	2022	1,446	278	120	398	1.00%	1.00%	120	398	249	2,093	Yes	--	--	-	
Indianbn Road	Military Trail	Alternate A1A	6LD	Class II	2,680	NB/EB	Yes	2022	1,878	111	156	267	1.00%	1.00%	156	267	117	2,262	Yes	--	--	-	
			6LD	Class II	2,680	SB/WB	Yes	2022	1,042	131	86	217	1.00%	1.00%	86	217	199	1,458	Yes	--	--	-	
Center Street	Indianbn Road	Alternate A1A	2L	Class I	870	NB/EB	Yes	2024	535	16	33	49	1.00%	1.00%	33	49	29	613	Yes	--	--	-	
			2L	Class I	870	SB/WB	Yes	2024	631	49	39	88	1.00%	1.00%	39	88	50	769	Yes	--	--	-	
Central Boulevard	Donald Ross Road	Frederick Small Road	4LD	Class I	1,960	NB/EB	Yes	2024	1,027	113	63	176	1.00%	1.00%	63	176	80	1,283	Yes	--	--	-	
			4LD	Class I	1,960	SB/WB	Yes	2024	615	53	38	91	1.00%	1.00%	38	91	47	753	Yes	--	--	-	
Central Boulevard	Frederick Small Road	Indian Creek Parkway	4LD	Uninterrupted	3,320	NB/EB	Yes	2024	696	209	43	252	1.00%	1.00%	43	252	100	1,048	Yes	--	--	-	
			4LD	Uninterrupted	3,320	SB/WB	Yes	2024	709	76	44	120	1.00%	1.00%	44	120	59	888	Yes	--	--	-	
Central Boulevard	Indian Creek Parkway	Indianbn Road	4LD	Class I	1,960	NB/EB	Yes	2025	1,082	-178	33	55	88	1.00%	1.00%	55	88	229	1,221	Yes	--	--	-
			4LD	Class I	1,960	SB/WB	Yes	2025	1,058	-462	56	54	110	1.00%	1.00%	54	110	135	841	Yes	--	--	-
Roebuck Road	Indianbn Road	Church Street	2L	Class II	810	NB/EB	Yes	2024	510	62	31	93	1.00%	1.00%	31	93	41	644	Yes	--	--	-	
			2L	Class II	810	SB/WB	Yes	2024	905	54	56	110	1.00%	1.00%	56	110	70	1,085	No	1,015	Yes	-	
Roebuck Road	Church Street	Loxahatchee River Road	2L	Class II	810	NB/EB	Yes	2024	510	30	31	61	1.00%	1.00%	31	61	12	583	Yes	--	--	-	
			2L	Class II	810	SB/WB	Yes	2024	905	57	56	113	1.00%	1.00%	56	113	20	1,038	No	1,018	Yes	-	
Military Trail	Donald Ross Road	Indian Creek Parkway	6LD	Class II	2,680	NB/EB	Yes	2022	1,560	158	129	287	1.00%	1.00%	129	287	100	1,947	Yes	--	--	-	
			6LD	Class II	2,680	SB/WB	Yes	2022	1,494	244	124	368	1.00%	1.00%	124	368	59	1,921	Yes	--	--	-	
Military Trail	Indian Creek Parkway	Indianbn Road	2L	#N/A	870	NB/EB	Yes	2024	535	16	33	49	1.00%	1.00%	33	49	50	634	Yes	--	--	-	
			2L	#N/A	870	SB/WB	Yes	2024	631	49	39	88	1.00%	1.00%	39	88	29	748	Yes	--	--	-	
Alternate A1A	Indianbn Road	Center Street	6LD	Class II	2,680	NB/EB	Yes	2022	1,288	23	107	130	1.00%	1.00%	107	130	94	1,512	Yes	--	--	-	
			6LD	Class II	2,680	SB/WB	Yes	2022	1,473	32	122	154	1.00%	1.00%	122	154	159	1,786	Yes	--	--	-	
Alternate A1A	Center Street	South Beach Road	6LD	Class I	2,940	NB/EB	Yes	2022	1,534	24	127	151	1.00%	1.00%	127	151	123	1,808	Yes	--	--	-	
			6LD	Class I	2,940	SB/WB	Yes	2022	1,696	37	141	178	1.00%	1.00%	141	178	209	2,083	Yes	--	--	-	

EW CONSULTANTS, INC.  
NATURAL RESOURCE MANAGEMENT, WETLAND, AND ENVIRONMENTAL PERMITTING SERVICES



**JUPITER CHRISTIAN SCHOOL  
LEGACY CAMPUS  
TOWN OF JUPITER, FLORIDA**

**ENVIRONMENTAL ASSESSMENT REPORT**

Prepared for:

Hawkeye Jupiter, LLC  
3222 Commerce Place, Suite 3  
West Palm Beach, FL 33407

Prepared by:

**EW CONSULTANTS, INC.**

**December 2025**

## **INTRODUCTION**

This report provides an environmental assessment of a 79.8-acre property located in the Town of Jupiter, Palm Beach County, Florida. The subject property consists of undeveloped, vegetated land, a water management canal and canal right-of-way. The property is within Section 4, Township 41 South, Range 42 East (Figures 1 and 2). The property is bordered on the north by an FDOT retention pond, on the south and east by industrial development, and on the west by Interstate 95. A portion of the C-18 drainage canal runs through the northern portion of the property.

The purpose of this environmental assessment is to identify and evaluate environmental resources that may occur on the property including vegetative communities, jurisdictional wetland areas, and listed plant or wildlife species.

## **SITE DESCRIPTION AND METHODS**

The property is presently undeveloped and forested with exception of the canal and its right-of-way at the northern portion of the property. The canal right-of-way contains several isolated trees, but the herbaceous groundcover is maintained by mowing. The remainder of the property is primarily forested with a variety of native and invasive non-native vegetation, and there are four potential wetland areas on the property.

Prior to the site visit, the U.S. Geological Survey 7.5-minute Quadrangle Topographic Map, Jupiter Quadrangle, and the *Soils Survey of Palm Beach County Area, Florida* (U.S. Department of Agriculture, Soil Conservation Service 1978) were reviewed to determine topographic features and site soil mapping units. Copies of the most current (2025) Palm Beach County aerial photographs of the parcel were obtained and reviewed to determine potential locations of environmental features (Figure 3).

Pedestrian transects of the parcel were conducted to map approximate locations and boundaries of significant environmental resources, vegetative communities, invasive non-native vegetation, and jurisdictional wetland areas. The survey was also conducted to note any occurrence of listed plant or animal species and vegetative communities which would require protection or identification under the Town of Jupiter Vegetation and Environmental Preservation Ordinance (Ordinance), Chapter 26, Article III.

The *Guide to the Natural Communities of Florida* (Florida Natural Areas Inventory 1990) provides classification of natural communities of Florida and was used in this investigation. Approximate location of vegetative community cover type boundaries and other features of the site were mapped. Vegetative communities were identified in accordance with *Florida Land Use Cover and Forms Classification Systems Handbook* (Florida Department of Transportation 1999) (FLUCFCS).

Wetland protection is mandated under federal, state, and local regulations. The U.S. Army Corps of Engineers (COE) regulates activities in Waters of the United States pursuant to the Clean Water Act (PL92-500 Section 404) as further defined in the USACE regulatory program (33 CFR 320-330). The State of Florida Department of Environmental Protection (DEP) has established wetland identification and permitting processes at Chapter 62-330, 62-340, and 62-312 of the Florida Administrative Code (FAC). Current federal and state wetland definitions are derived from the original definition found in 33 CFR 328.3, identifying wetlands as “those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support a prevalence of vegetation typically adapted to life in saturated soil conditions”. Delineation of federally regulated jurisdictional wetlands is determined by the Corps of Engineers Wetlands Delineation Manual (USAE Waterways Experiment Station Environmental Laboratory 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region (USAE Research and Development Center 2010). Delineation of wetlands regulated by DEP and South Florida Water Management District (SFWMD) is done according to Chapter 62-340 FAC, Delineation of the Landward Extent of Wetlands and Surface Waters. The Florida Wetlands Delineation Manual (Gilbert et al. 1995) serves as a guide to Chapter 62-340. Both manuals, which emphasize the identification of hydric soils, hydrophytic vegetation, and wetland hydrologic conditions in making wetland determinations, were used in this investigation.

## **SOILS**

The soils on the site are mapped as Anclote fine sand; Basinger fine sand; Immokalee fine sand; Udorthents, 2 to 35 percent slopes; and water. A soils map of the property is found in the Appendix of this report. A description of the soil types in their natural condition is listed below. This description is based upon the general characteristics for the soil type illustrated in the *Soils Survey of Palm Beach County Area, Florida* and is not necessarily indicative of the exact characteristics of the parcel.

1. Anclote fine sand (2). Anclote fine sand is a nearly level, very poorly drained, deep, sandy soil found in small depressions and poorly defined drainageways. Under natural conditions, the water table is within 10 inches of the surface for six months or more in most years and recedes to below a depth of 20 inches in the driest seasons. Typical natural vegetation on this soil type is cypress (*Taxodium* spp.), sweetbay (*Magnolia virginiana*), swamp maple (*Acer rubrum*), maidencane (*Panicum* spp.), pickerelweed (*Pontederia cordata*), saw grass (*Cladium jamaicense*), and other water tolerant grasses.

2. Basinger fine sand (6). Basinger fine sand is a nearly level, poorly drained soil found in broad grassy sloughs in the eastern part of the county. The water table is within 10 inches of the surface for two to six months in most years and within 10 to 36 inches for the rest of the year. Typical natural vegetation for this

soil type comprises slash pine (*Pinus elliottii*), scattered cypress, St. Johns wort (*Hypericum* spp.), and low Panicum grasses.

3. Immokalee fine sand (18). Immokalee fine sand is a nearly level, poorly drained, deep sandy soil that has a dark colored layer below a depth of 30 inches that is weakly cemented with organic matter. Under natural conditions the water table is within 10 inches of the surface for two to four months during wet periods, within 10 to 40 inches for eight months or more in most years, though it is below 40 inches in dry periods. Natural vegetation is typically comprised of slash pine, saw palmetto (*Serenoa repens*), fetterbush (*Lyonia lucida*), pineland three-awn (*Aristida beyrichiana*), and many other grasses.

4. Udorthents, 2 to 35 percent slopes (47). Udorthents, 2 to 35 percent slopes, consist of nearly level to steep, excessively drained, unconsolidated geologic material. They are formed in material excavated in the construction of canals and deposited along the banks in narrow ridges. They have no water table within 60 inches.

## **NATURAL COMMUNITIES AND LAND COVERS**

Vegetative communities comprise pine flatwoods, live oak, canals, willow and elderberry, exotic wetland hardwoods, cypress, dikes and levees, roads, and disturbed lands. Land use, cover, and forms on the parcel were mapped using FLUCFCS (Figure 4) and are described as follows:

Pine Flatwoods (FLUCFCS 411). Pine flatwoods accounts for 8.8 acres of habitat on the site. Native vegetation in the pine flatwoods community is dominated by slash pine in the canopy, with saw palmetto, wax myrtle, and gallberry in the shrub layer. A dominance of grape vine, rusty staggerbush, and wiregrass is found in the ground cover. Non-native invasive species are found in sparse to moderate density in this habitat including Brazilian pepper, earleaf acacia, melaleuca, downy rose myrtle and old world climbing fern.

Live oak (FLUCFCS 427). This habitat comprises 1.2 acres of habitat on the western and northern portions of the property. The canopy consists primarily of live oak, laurel oak and cabbage palm. The subcanopy and groundcover includes sparse saw palmetto, gallberry, wild coffee, beautyberry, cocoplum and various ferns. Non-native invasive Brazilian pepper and sword fern are also present to a lesser extent.

Canals (FLUCFCS 510). Two canals occur on the northern border of the property; the C-18 canal, and a smaller drainage canal. The canals contain primarily open water and scattered areas of jointed spikerush, nuisance cattail, and non-native invasive water hyacinth. This community type comprises 9.7 acres.

Willow & Elderberry (FLUCFCS 618). Willow and elderberry habitat comprises 3.6 acres of wetland near the center of the property. Carolina willow and primrose willow are the dominant shrubs within this wetland area. Herbaceous vegetation comprises scattered buttonbush, sawgrass, royal fern, and swamp fern. Non-native invasive melaleuca, old-world climbing fern, and Peruvian primrose willow are also present to a lesser extent.

Exotic Wetland Hardwoods (FLUCFCS 619). Exotic wetland hardwoods accounts for 3.1 acres of habitat within the site. The canopy and subcanopy of this community type are dominated primarily by Brazilian pepper, old world climbing fern and melaleuca with scattered Carolina willow, cabbage palm, swamp fern, and royal fern.

Cypress Disturbed (FLUCFCS 621D). Cypress habitat is found on the eastern portion of the property and comprises 2.9 acres. This area is dominated by a canopy of bald cypress, with scattered cabbage palm and buttonbush. The ground cover is dominated by swamp fern, maidencane, duck potato, pickerelweed, royal fern and sawgrass. Non-native invasive species encroachment is heavy and includes melaleuca, Brazilian pepper and old world climbing fern.

Disturbed Lands (FLUCFCS 740). This upland community has a large amount of non-native invasive vegetation (greater than 50 percent) and does not fit under a specific vegetative community classification. Non-native invasive species such as melaleuca, Brazilian pepper, java plum, Australian pine, old world climbing fern, downy rose myrtle and earleaf acacia dominates all three vegetative strata. Portions of the disturbed lands area have been altered by human activities, especially near property perimeters. Native vegetation is sparse and comprises scattered slash pine in the canopy, with saw palmetto, wax myrtle, gallberry, wild coffee and beautyberry in the shrub layer, and grape vine in the ground cover.

Dikes & Levees (FLUCFCS 747). This area comprises the bermed right-of-way for the C-18 Canal. The area includes 18.8 acres with maintained and mowed groundcover and scattered slash pine, cabbage palms and oaks along the outer perimeters of the right-of-way.

## **NATIVE UPLAND PRESERVATION REQUIREMENTS**

The Town of Jupiter Vegetation and Environmental Preservation Ordinance defines environmentally sensitive lands, native upland vegetative communities, and trees that require preservation, protection, or mitigation. The pine flatwoods and live oak communities are considered native upland habitat on this property. The Town requires preservation of a minimum 25 percent of the native upland plant communities. A detailed habitat analysis

conducted in November 2025 as part of this assessment identified 9.3 acres of native pine flatwoods habitat and 1.2 acres of native live oak habitat. However, the site boundary was subsequently adjusted for the eastern Island Way ROW dedication, which reduced the pine flatwoods habitat on the site to 8.8 acres. Therefore, the native upland preservation requirement will be approximately 2.5 acres.

The proposed site plan provides for 4.66 acres of native upland preservation area. The proposed upland preservation area is mostly contiguous with a 2.93 acre proposed wetland preservation area, providing a total of 7.59 acres of preservation area on the project. The wetland preservation area was placed under conservation easement as part of a prior site plan approval. The upland preservation area will also be placed under conservation easement and managed in the long term as required by the Town. A preserve management plan will be prepared during the site plan approval process.

Additionally, in accordance with Town regulations, all Category I, Florida Invasive Species Council (FISC) listed plant species occurring on the property will be eradicated as a condition of development.

### **LISTED SPECIES AND WILDLIFE**

Listed species of wildlife are found in *Florida's Endangered Species and Threatened Species, Official Lists* (Florida Fish and Wildlife Conservation Commission (FWC) October 2025) and regulated plants are listed in *Preservation of Native Flora of Florida*, Chapter 5B-40 (Florida Department of Agriculture and Consumer Services, Division of Plant Industry, April 2004). A series of pedestrian transects were conducted across the property to determine the presence of any listed species.

Several gopher tortoise (*Gopherus polyphemus*) burrows were observed on the property during this assessment. Gopher tortoises are listed as a State-designated Threatened Species and are protected by state law, Chapter 68A-27, Florida Administrative Code. However, the assessment does not represent a full, formal gopher tortoise survey. A full survey should be completed prior to site alterations to determine the size and location of the gopher tortoise population. If impacts to gopher tortoise burrows cannot be avoided, a permit must be obtained from Florida Fish and Wildlife Conservation Commission (FWC) to relocate tortoises to an on-site or off-site preservation area.

Three listed plant species, royal fern, giant wild-pine and common wild-pine were observed on the property. Both giant wild-pine and common wild-pine are listed as Endangered by the Florida Department of Agriculture and Consumer Services (FDACS), and royal fern is listed as commercially exploited. No other plants listed as protected by federal, state, or local environmental regulatory agencies, nor any signs of such plants, were observed during this assessment.

Although not observed on the property, the project falls within the consultation area for the Federally Endangered Florida bonneted bat. Because the site includes potential habitat, a survey

for the bat may be required by Federal commenting agencies during permit process. This may require a visual survey for potential roosts in any trees, snags, bridges, or structures on the project site.

The Eastern indigo snake is another Federally listed species (Threatened) that has potential limited habitat on the site, although the snake was not observed during the assessment. There is a low likelihood for the presence of the eastern indigo snake due to the limited number of gopher tortoise burrows observed and the disturbed nature of much of the upland habitat. However, standardized and specific construction awareness and notification procedures may be required to be implemented for the protection of this species during site development.

Non-listed wildlife observed or indicated by signs (tracks, scat) included coyote, raccoon, black racer snake, northern cardinal, red-bellied woodpecker, mourning dove, American crow, boat-tailed grackle, red-shoulder hawk, night hawk, and osprey.

## **WETLANDS**

Four potential jurisdictional wetland areas comprising approximately 9.6 acres were mapped on the property (by others). Approximate jurisdictional wetland boundaries are illustrated in Figure 4 and include the habitat mapped as 618 Willow and Elderberry, 619, Exotic Wetland Hardwoods and 621D Cypress. The wetland boundaries are subject to review and verification by South Florida Water Management District (SFWMD), which is currently in process (by others). Once jurisdictional boundaries are finalized, any proposed wetland impacts will require permits or authorization from SFWMD.

The cypress wetland is currently proposed for preservation and will be surrounded by upland preservation area on the eastern portion of the property. The remaining wetland areas are of poorer quality and are proposed to be impacted and mitigated.

Acquiring a permit to impact wetlands will require that the property owner or developer demonstrate avoidance and minimization of wetland impact to the maximum extent practicable. Any proposed wetland impacts will also require compensatory mitigation, which may consist of on-site or off-site preservation, enhancement, wetland creation, or purchase of credits from a permitted mitigation bank.

## **CONCLUSIONS**

Vegetative coverage on the property consists of a mosaic of upland and wetland habitats with varying levels of disturbance. The upland native habitats are mapped on Figure 4 and described above. The upland preservation requirement is approximately 2.5 acres.

The wetland habitat as provided by others is also mapped. The site plan proposes wetland impacts to a majority of the poor quality wetlands, with a smaller area of cypress wetland being preserved on-site. The preserve wetland represents the higher quality of the wetlands on-site. The wetland will be enhanced and surrounded by a buffer of native upland habitat. The remaining wetlands are proposed to be mitigated at an off-site wetland mitigation bank.

Gopher tortoises are present in low numbers on the site, and a full formal survey will be required prior to any land alterations. Gopher tortoises found within proposed impact areas on the property will require relocation to on-site or off-site preserve areas. A relocation permit must be secured from FWC for these tortoises.

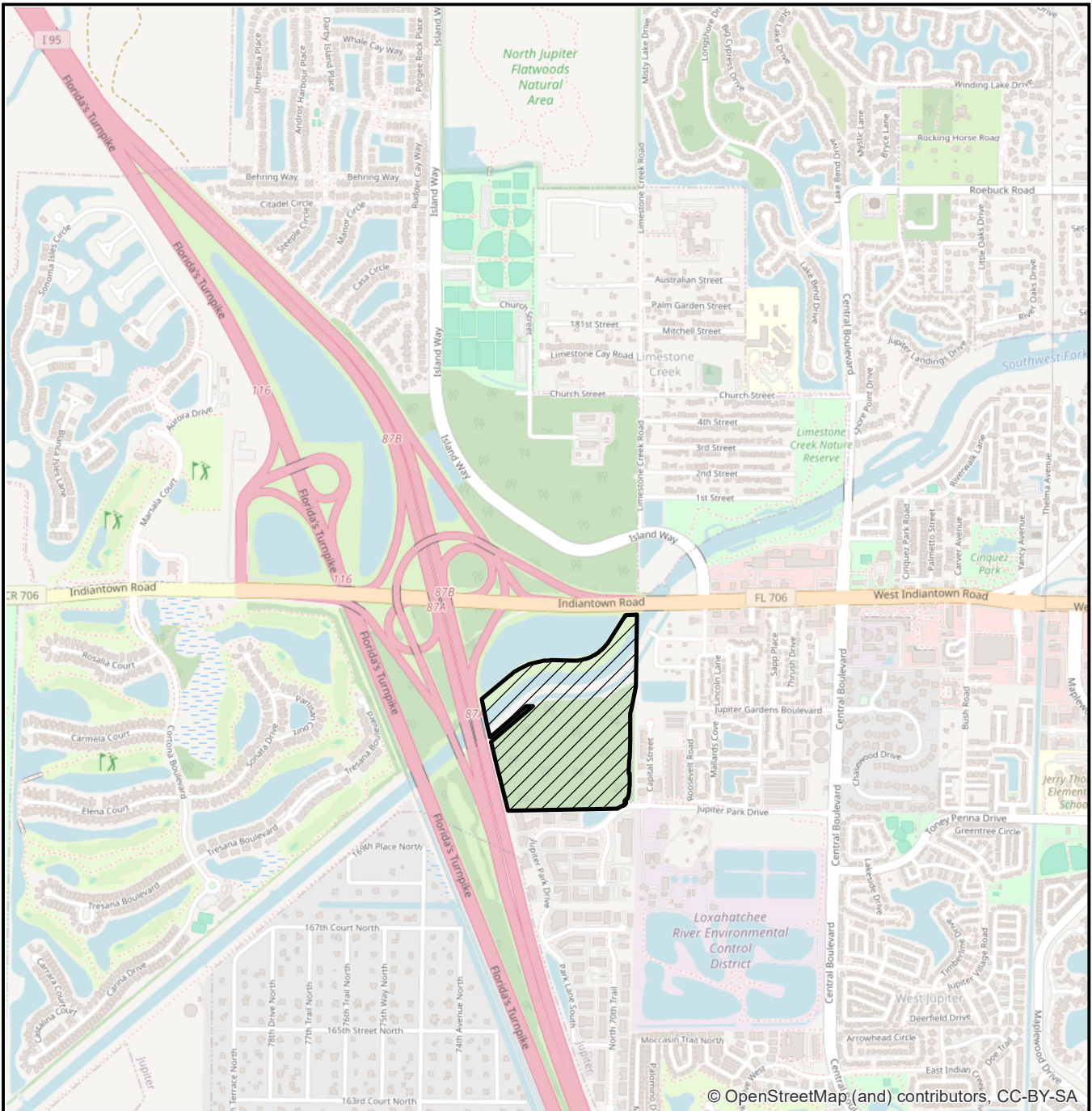
## **APPENDIX**

### Figures:

- Figure 1: Location Map
- Figure 2: Quad Map
- Figure 3: Aerial Photograph
- Figure 4: FLUCFCS Map


### Attachments:

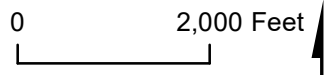
- Attachment A: Soil Report



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**LEGEND**

 - SITE (79.8+/- AC)



**JUPITER CHRISTIAN SCHOOL  
LEGACY CAMPUS  
LOCATION MAP**

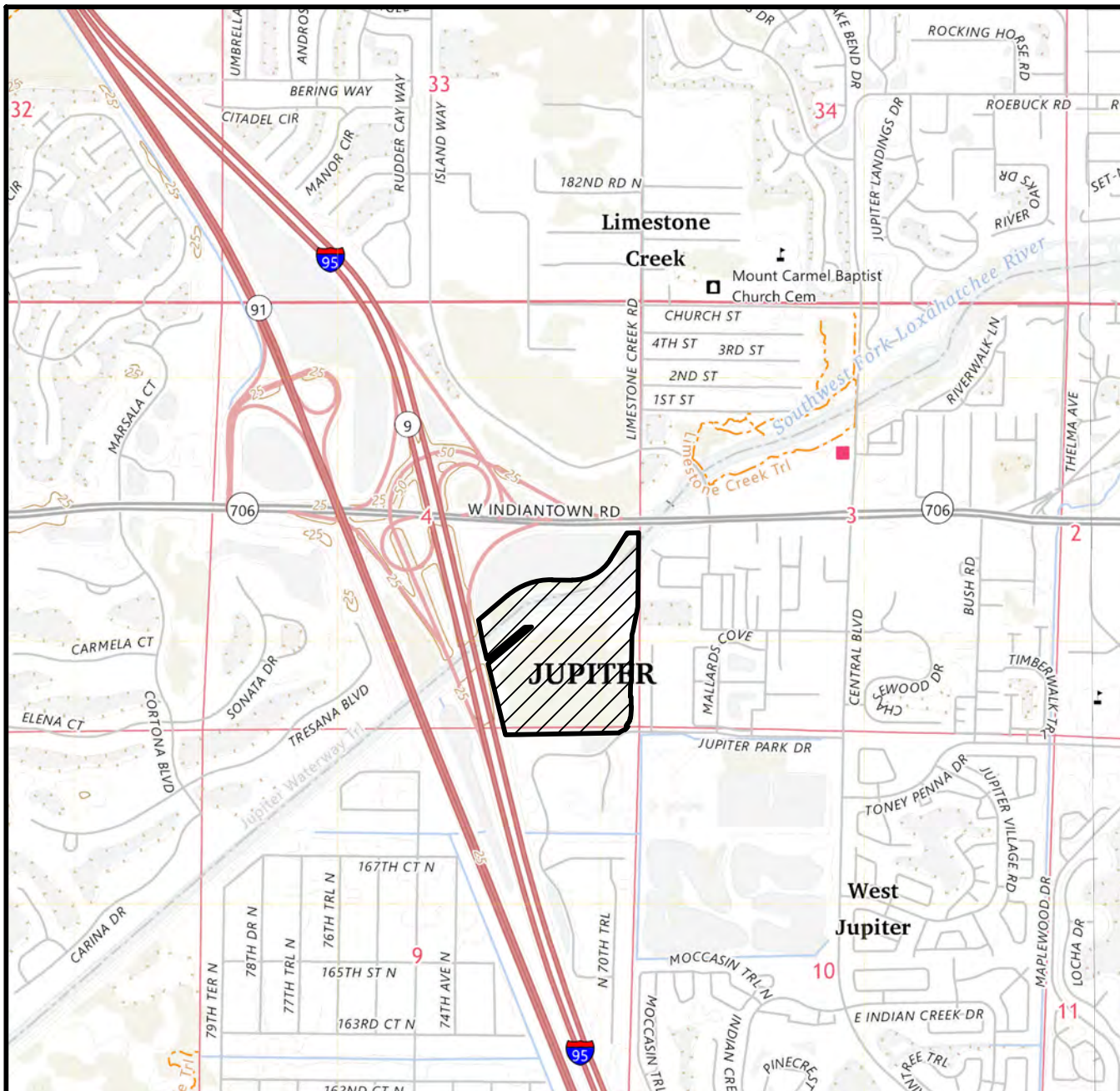
**EW CONSULTANTS, INC.**

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**DEC 2025**

**FIGURE**

**1**



USGS QUAD MAP "ROOD", SECTION 4, TOWNSHIP 41 SOUTH, RANGE 42 EAST, TOWN OF JUPITER, JUPITER, PALM BEACH COUNTY, FLORIDA, LATITUDE 26°55'46" LONGITUDE -80°08'41"

**LEGEND**

 - SITE (79.8± AC)



**JUPITER CHRISTIAN SCHOOL  
LEGACY CAMPUS**

**QUAD**

Jupiter Christian School Legacy Campus.dwg QUAD



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**DEC 2025**

FIGURE

**2**



PALM BEACH COUNTY AERIALS DATED 2025

0 500  
SCALE IN FEET



# JUPITER CHRISTIAN SCHOOL LEGACY CAMPUS

## AERIAL

Jupiter Christian School Legacy Campus.dwg AERIAL



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DEC 2025  
FIGURE  
3

INDIANTOWN RD

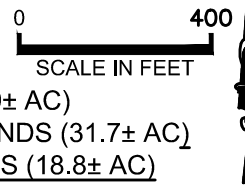
Replaced -  
See updated map on  
next page



PALM BEACH COUNTY AERIALS DATED 2025

LEGEND

- 411 - PINE FLATWOODS (8.8± AC)
- 427 - LIVE OAK (1.2± AC)
- 510 - CANALS (9.7± AC)
- 618 - WILLOW & ELDERBERRY (3.6± AC)
- 619 - EXOTIC WETLAND HARDWOODS (3.1± AC)
- 621D - CYPRESS (2.9± AC)
- 740 - DISTURBED LANDS (31.7± AC)
- 747 - DIKES & LEVEES (18.8± AC)
- TOTAL (79.8± AC)



# JUPITER CHRISTIAN SCHOOL LEGACY CAMPUS

## FLUCFCS

Jupiter Christian School Legacy Campus.dwg FLUCFCS



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DEC 2025

FIGURE

4



PALM BEACH COUNTY AERIALS DATED 2025

**LEGEND**

- 411 - PINE FLATWOODS (8.8± AC)
- 427 - LIVE OAK (1.5± AC)
- 510 - CANALS (9.7± AC)
- 618 - WILLOW & ELDERBERRY (3.6± AC)
- 619 - EXOTIC WETLAND HARDWOODS (3.1± AC)
- 621D - CYPRESS (2.9± AC)
- 740 - DISTURBED LANDS (31.4± AC)
- 747 - DIKES & LEVEES (18.8± AC)
- TOTAL (79.8± AC)**



# JUPITER CHRISTIAN SCHOOL LEGACY CAMPUS

## FLUCFCS

Jupiter Christian School Legacy Campus.dwg FLUCFCS



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**FEB 2026**

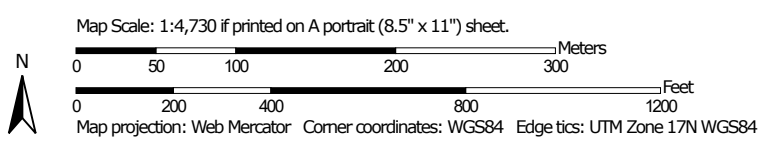
FIGURE

**4**

Soil Map—Palm Beach County Area, Florida  
(JUPITER CHRISTIAN SCHOOL LEGACY CAMPUS)




Soil Map may not be valid at this scale.




Soil Map—Palm Beach County Area, Florida  
(JUPITER CHRISTIAN SCHOOL LEGACY CAMPUS)


### MAP LEGEND

**Area of Interest (AOI)**

 Area of Interest (AOI)




















**Soils**







 Soil Map Unit Polygons

 Soil Map Unit Lines






 Soil Map Unit Points

**Special Point Features**


-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot

-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features

**Transportation**

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

**Background**

-  Aerial Photography

### MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

**Warning:** Soil Map may not be valid at this scale.  
Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
Web Soil Survey URL:  
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Palm Beach County Area, Florida  
Survey Area Data: Version 22, Aug 29, 2025

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Dec 10, 2022—May 1, 2023

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2	Anclote fine sand	11.0	13.8%
6	Basinger fine sand, 0 to 2 percent slopes	32.8	41.0%
18	Immokalee fine sand, 0 to 2 percent slopes	14.9	18.7%
47	Udorthents, 2 to 35 percent slopes	12.9	16.2%
99	Water	8.3	10.3%
<b>Totals for Area of Interest</b>		<b>79.8</b>	<b>100.0%</b>

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March 2, 2026

SENT VIA E-MAIL  
[StephT@jupiter.fl.us](mailto:StephT@jupiter.fl.us)

Ms. Stephanie Thoburn  
Town of Jupiter  
210 Military Trail  
Jupiter, FL 33458

Subject: Environmental Evaluation of the Jupiter Christian School Site  
Palm Beach County Parcel ID #'s 30-42-41-04-00-000-5080, 30-42-41-04-00-000-5070, and 30-42-41-04-00-000-5060  
**Town of Jupiter, Palm Beach County, Florida**

Dear Ms. Thoburn:

Chen Moore and Associates (CMA) is pleased to submit this letter report summarizing the findings from our assessment of the above project.

**Project Introduction**

Per a virtual meeting held on January 21, 2026, between representatives of the Town of Jupiter including Stephanie Thoburn, Eddy Akpoji, John Sickler, and Ashley Reeves, and Brian Voelker of CMA, the Town requested independent environmental review services for the approximately 57-acre Jupiter Christian School site, hereinafter referred to as the “Site”.

Jupiter Christian School (hereinafter referred to as the “Applicant”) has submitted a request for development Future Land Use Map (FLUM), rezoning, Planned Unit Development (PUD) and site plan applications for review by the Town’s Planning and Zoning Departments. As part of the Vegetative Removal Permit review process, the Applicant submitted two (2) environmental assessment reports characterizing vegetative communities within the Site. Following review of these reports and subsequent site visits by the Town, potential discrepancies were identified between the Florida Land Use Cover and Forms Classification System (FLUCCS) codes assigned to certain vegetative communities and observed site conditions. Potential inconsistencies were noted between the qualitative evaluations of vegetative communities and field observations.

The Town’s Land Development Code requires preservation of at least 25% of all native upland vegetative communities pursuant to Section 26-67, and preservation of at least 25% of vegetative communities identified as Environmentally Sensitive Lands (ESL) pursuant to Section 26-68. Based on the Town’s preliminary review, the site plan submitted by the Applicant did not demonstrate adequate preservation of native upland communities and ESL as required by the Town’s Comprehensive Plan and Land Development Code.

In addition to the Land Development Code requirements, the Town of Jupiter Comprehensive Plan (Conservation Element) establishes standards relevant to the Site. The submitted site plan does not appear to adhere to key policies and objectives within the comprehensive plan.

**Conservation, Policy 1.1.3**

All proposed development, in or abutting an environmentally sensitive area shall comply with the following:

a) Proposed development in or abutting an environmentally sensitive area shall submit, as part of an application for a site plan an environmental assessment report which contains

- 1) an inventory of existing vegetation and wildlife based on a field survey, including, where applicable, a submerged lands survey for coastal properties;
- 2) an identification of wildlife or vegetation listed as endangered, threatened or species of special concern and whether or not the environmentally sensitive area potentially will attract and support off site species and wildlife use;
- 3) an assessment of the land, including submerged lands, identifying the location of all environmentally sensitive habitat or vegetation;
- 4) an analysis of the functional viability and quality of the various habitats;
- 5) a discussion of the impacts, both positive and adverse, on the resources;
- 6) a discussion concerning whether there is any irreplaceable or irretrievable environmental damage;
- 7) a mitigation plan that describes actions to be taken to replace those functions and values of the ecological community(s) lost as a result of developing the land, including submerged lands.
- 8) a marine stewardship plan, which inventories existing conditions and proposes environmental restoration or enhancement conducive to propagating a native living shoreline, and requirements for management to provide for long term maintenance, to be incorporated into development orders when development is proposed on waterfront property located on the Intracoastal Waterway, Loxahatchee River, Jones Creek, Sims Creek, Limestone Creek, Jupiter River, excluding development or redevelopment of individual single-family lots on manmade canals.
- 9) A maintenance and management plan which shall be submitted and approved for all environmentally sensitive areas and/or mitigation sites proposed, and shall at a minimum address the following:
  - a. Areas designated environmentally sensitive shall be identified and mapped on the approved site plan.
  - b. Maintenance schedules and methodologies for the removal of exotic and invasive species.
  - c. Wildlife enhancement provisions, including the installation of food sources, shelter, nesting and roosting facilities, etc., and the survivability of the habitat preserved.

**Conservation Policy 1.4.9** The Town shall require unique environmental characteristics be incorporated into the overall site design.

**Conservation, Policy 1.5.3** The Town will encourage site planning and development practices that conserve wooded areas by minimizing damage or destruction to trees and maximizing the design opportunities presented by native vegetation.

**Conservation Policy 1.5.1** Protection and management of wetland and deepwater habitats shall be in a manner consistent with the adopted policies of the Treasure Coast Regional Planning Council, and the South Florida Water Management District, as well as, the Loxahatchee River Aquatic Preserve Management Plan, and the Loxahatchee River Management Plan.

**Conservation Policy 1.5.5** The Town shall maintain land development regulations that require all development to set aside through selective clearing and other construction activity, as a minimum, 25 percent of the native plant community which occurs on-site.

**Conservation Policy 1.5.16** A buffer zone of native upland edge (i.e., transitional) vegetation shall be provided and maintained around wetland and deepwater habitats which are constructed or preserved on new development sites.

**Conservation, Objective 1.9** Provide a linked open space program for the conservation of greenways, blueways (water corridors used for conservation or recreation), and wildlife corridors that serve as connections to environmentally significant lands and conservation areas.

The Town requested that CMA perform an independent evaluation of the submitted environmental assessment reports, evaluate vegetative communities within the Site, and the proposed site development plan to assess consistency with applicable code requirements.

### **Document Review**

Prior to visiting the project site, CMA reviewed several documents provided by the Town of Jupiter including the following:

- Advanced Restoration Ecology Environmental Assessment (June 2025)
- EW Consultants Jupiter Christian School Environmental Assessment (December 2025)
- Town of Jupiter Code of Ordinances
- Town of Jupiter Comprehensive Plan (Conservation and Future Land Use Elements)
- Town of Jupiter Natural Resource Environmental Analysis of Applicant Submittal
- Overlay Site Plan with FLUCCS Classifications

In addition, CMA performed a desktop review of aerial imagery and GIS databases (i.e., soils, land use, wetlands) to evaluate existing conditions within the Site.

### **Field Review**

The focus of the field review was directed toward vegetative communities where classification accuracy could influence compliance with the Town's preservation requirements (based upon review of the FLUCCS map from the EW Consultant's report [hereinafter referred to as "EW Report"]). The field assessment focused primarily on verifying the accuracy of vegetative community classification within the 31.7 acres identified in EW Report as Disturbed Land (FLUCCS 740), as well as confirming the status of approximately 3.6 acres mapped as Willow and Elderberry (FLUCCS 618) habitat. Vegetative communities for which there was consensus between the Town and the EW report were not further evaluated. These communities included the following:

- Exotic Wetland Hardwoods (FLUCCS 619) – 3.1 acres
  - Dominated by invasive/exotic *Melaleuca* (*Melaleuca quinquenervia*) per EW Report
  - Does not constitute native uplands or ESL

- Pine Flatwoods (FLUCCS 411) - 9.3 acres
  - Dominated by native slash pine (*Pinus elliotii*) per EW Report
  - **EW FLUCCS map calls out only 8.8 acres of this habitat (does not display 0.5 acres that may be impacted as part of a “proposed” right-of way easement)**
  - **Does** qualify as native uplands (25% preservation requirement)
- Live Oak (FLUCCS 427) – 1.2 acres\*
  - Dominated by live oak (*Quercus virginiana*) and laurel oak (*Quercus laurifolia*) per EW Report
  - **Does** qualify as ESL (Oak Forest) - 25% preservation requirement
- Cypress (FLUCCS 621D) – 2.9 acres
  - Dominated by native cypress trees (*Taxodium* spp.) per EW Report
  - Proposed to be preserved, not formally specified as ESL per Town Code

*\*Note: additional FLUCCS 427 habitat was observed during CMA’s site visit (see Field Review Findings section of report)*

## Field Review Methodology

### *Disturbed Land (FLUCCS 740)*

To evaluate the Disturbed Land classification, CMA initially generated GIS polygons of areas mapped as Disturbed Land throughout the Site. These polygons were delineated based on the Applicant’s submitted mapping and the Town’s field observations. Within each polygon, random sample locations were established to minimize selection bias and to ensure representative coverage across the polygons. Sample points were spaced a minimum of 200 feet apart to maximize spatial distribution and reduce clustering. This spacing allowed for broad coverage of the 31.7-acre area while maintaining independence between sample locations.

A total of 14 sample locations were assessed within areas mapped as Disturbed Land. In addition, vegetative conditions between sampling locations were observed qualitatively to identify any inconsistencies in vegetative composition that may not have been captured by point sampling alone.

At each sampling location, vegetation was evaluated by stratum including tree, sapling, shrub, herbaceous, and woody vine layers. Percent absolute cover was visually estimated for each stratum in accordance with the methodology outlined in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region - Version 2.0* (which may be used to categorize vegetation within both wetland and upland habitats) [ERDC/EL TR-10-20 "Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Atlantic and Gulf Coastal Plain Region \(Version 2.0\)"](#). The stratified percent cover approach provided a standardized and widely accepted approach for characterizing vegetative structure and dominance.

### *Willow and Elderberry (FLUCCS 618) Habitat*

Approximately 3.6 acres mapped as Willow and Elderberry habitat were evaluated through a point sample and aerial reconnaissance. One (1) representative sample location was evaluated within this habitat to document vegetative composition and structural characteristics using the same stratified percent cover methodology described above. Aerial reconnaissance was also conducted using a drone to obtain a visual overview of the entire 3.6-acre area to better evaluate the overall vegetative community.

## Field Review Findings

### *Disturbed Land (FLUCCS 740)*

A total of 14 randomized sample locations were evaluated within areas mapped as Disturbed Land. Vegetative composition was generally consistent across sampling points, and observations between points confirmed similar structural patterns throughout the mapped area. **Table 1** displays the average percentage of absolute cover by stratum across all 14 sampling points. One (1) exception was a localized area of Live Oak (FLUCCS 427) habitat observed in the northwest section of the Site. This area will be described in greater detail later in this summary.

The tree stratum within the Disturbed Land classification was dominated by invasive/exotic species across the majority of sampled locations. Earleaf acacia (*Acacia auriculiformis*) was the most dominant canopy species and was recorded at 12 of 14 sample points. Java plum (*Syzygium cumini*) was also a significant canopy component, particularly within the northeastern portion of the Site, where it accounted for up to 85% absolute cover at individual points. Invasive/exotic tree species accounted for an average of approximately 60.7% absolute cover across the 14 sampled locations.

Native tree canopy species were present but generally subordinate. Native tree cover averaged approximately 16.1% absolute cover across all sample points, with individual plots ranging from 0% to 60%. Native tree species observed included cabbage palm (*Sabal palmetto*), laurel oak, and slash pine. While some variability occurred among points, the overall trend displayed a dominance of invasive/exotic species within the tree stratum across the Disturbed Land (740) classification.

The sapling stratum was absent from most sample points and was recorded in only three (3) of the 14 locations. Where present, it was dominated by earleaf acacia, and no native species were observed in this stratum. Invasive/exotic saplings averaged 8.9% absolute cover across all sample points.

The shrub layer contained a greater proportion of native species relative to the canopy layer. Native shrubs accounted for 13.2% absolute cover, compared to 9.3% absolute cover by invasive/exotic shrubs. Dominant native species included saw palmetto (*Serenoa repens*), gallberry (*Ilex glabra*), cabbage palm, red bay (*Persea borbonia*), and oak seedlings (*Quercus* spp.). Regeneration of earleaf acacia was observed at multiple sampling points within this stratum, with rose myrtle (*Rhodomyrtus tomentosa*) present to a lesser extent.

The herbaceous and woody vine strata were comprised of both native and invasive/exotic species. Native herbaceous species accounted for 25.3% absolute cover, while invasive/exotic herbaceous species comprised 15.9%. Dominant native herbaceous species included swamp fern (*Telmatoblechnum serrulatum*) and saw palmetto. Among invasive/exotic herbaceous species, Old World climbing fern (*Lygodium microphyllum*) was present and dominant at multiple sampling points. Within the woody vine layer, native species represented 0.7% absolute cover, and no invasive/exotic woody vine cover was recorded.

**Table 1 – Percentage of Absolute and Relative Cover by Stratum for Areas Mapped as Disturbed Land (FLUCCS 740)**

Vegetation Stratum	Native vs. Invasive/Exotic Status	Absolute % Cover	Relative % Cover
Tree	Native	16.1	21.0
Tree	Invasive/Exotic	60.7	79.0
Sapling	Native	0.0	0.0
Sapling	Invasive/Exotic	8.9	100.0
Shrub	Native	13.2	58.7
Shrub	Invasive/Exotic	9.3	41.3
Herb	Native	25.3	61.4
Herb	Invasive/Exotic	15.9	38.6
Woody Vines	Native	0.7	100.0
Woody Vines	Invasive/Exotic	0.0	0.0

*Willow and Elderberry (FLUCCS 618)*

One vegetation sampling point was collected within the western portion of the delineated “Willow and Elderberry” area to characterize community composition. The canopy at this location was strongly dominated by coastal plain willow (*Salix caroliniana*), which comprised approximately 75% absolute cover, indicating a closed willow canopy condition. The shrub layer was primarily composed of buttonbush (*Cephalanthus occidentalis*) at approximately 25% absolute cover, with Brazilian pepper (*Schinus terebinthifolia*) present at approximately 5% absolute cover.

The herbaceous layer was dominated by native ferns, including Willdenow’s maiden fern (*Thelypteris interrupta*) at approximately 75% absolute cover and royal fern (*Osmunda spectabilis*) at approximately 10%. Old World climbing fern was present at approximately 10% absolute cover within the herbaceous stratum.

Following field sampling, aerial reconnaissance was conducted using a drone to assess canopy composition and continuity across the delineated area. Per review of the drone imagery, coastal plain willow appeared to be dominant throughout the delineated area.

*Live Oak (FLUCCS 427)*

A localized area of oak dominated habitat was identified in the northwest portion of the Site, encompassing approximately 0.3 acres. This area exhibited vegetative composition and structure consistent with the 1.2 acres of habitat previously described and classified as Live Oak (FLUCCS 427) in the EW Report. The canopy consisted primarily of live oak, laurel oak, and cabbage palm. The shrub and herbaceous strata included beauty berry (*Callicarpa americana*), saw palmetto, swamp fern, and muscadine grape (*Vitis rotundifolia*). While invasive/exotic species were present, including earleaf acacia and Brazilian pepper, they occurred in lower abundance. Based on the consistency in species composition and overall structure with the referenced report, this area is more appropriately included in the total acreage reported for the Live Oak (FLUCCS 427) classification.

## Land Use Classification, Preservation Requirements, and Application of the Town’s Code

As part of the review, observed conditions were compared with the applicant’s reported FLUCCS classifications and areas. Limited refinements were incorporated where appropriate to ensure that areas exhibiting characteristics of ESL were accurately represented and land use classification aligned with what was observed during the field review. The vegetative community classifications and corresponding acreages are summarized below in **Table 2** and are the basis for the preservation requirement calculations presented in this report.

### *Disturbed Land (FLUCCS 740) Assessed Classification*

The area described as Disturbed Lands (740) was evaluated in the field. Disturbed lands are defined as areas altered primarily due to human activities other than mining. Based on site observations, this portion of the Site does not appear to have been altered by recent or ongoing human land clearing, grading or other activities. Rather, it appears the vegetative condition reflects historical natural disturbance, including fire, followed by natural regeneration and substantial colonization by invasive/exotic species.

**Table 2 – Summary of Land Use Classification and Acreages**

Reported FLUCCS Code from EW Report	Assessed FLUCCS Code	Reported Acres from EW Report	Assessed Acres (Approximate)	Upland/Wetland	Environmentally Sensitive Lands (Y/N)
Disturbed Land (FLUCCS 740)	Upland Mixed Coniferous/Hardwood (FLUCCS 4340) <sup>1</sup>	31.7	31.4 <sup>2</sup>	Upland	N
Willow and Elderberry (FLUCCS 618)	Willow and Elderberry (FLUCCS 618)	3.6	3.6	Wetland	Y
Live Oak (FLUCCS 427)	Live Oak (FLUCCS 427)	1.2	1.5 <sup>3</sup>	Upland	Y

Notes:

1. Vegetative composition is dominated by invasive/exotic species.
2. Acreage based on revised FLUCCS map provided to CMA by EW Consultants in February 2026.
3. This value includes 0.3 additional acres identified by CMA.

The existing canopy is characterized by a mix of upland hardwoods and conifers with canopy closure exceeding 25% and tree heights generally greater than 20 feet. However, invasive/exotic tree species comprise an estimated 50% to 75% of the canopy throughout most of this area. Native tree canopy components are present but are not dominant. The understory includes a mixture of native and invasive/exotic species, with native vegetation comprising the majority of the herbaceous and shrub strata, while invasive/exotic species are present at moderate levels, particularly within the sapling and shrub layers. The two most dominant canopy species observed in this area are earleaf acacia and Java plum, both of which are listed as Category I invasive species by the Florida Invasive Species Council (FISC).

Given that the area is forested, meets canopy closure thresholds, and does not clearly reflect land use consistent with the definition of the Disturbed Lands (FLUCCS 740) classification, it more closely aligns with the Upland Mixed Coniferous/Hardwood (FLUCCS 4340). This classification applies where upland conifers and hardwoods are intermingled and neither achieves 67% crown dominance. However, it is important to note that this stand is heavily influenced by invasive/exotic species and does not represent a high quality native upland forest community. Therefore, even with a revised classification, it does not constitute native upland vegetation that would require the minimum of 25% preservation because the composition of the vegetation is not dominated by native upland species.

The existing dominance of invasive/exotic canopy species, the anticipated persistence of the invasive/exotic seed bank, and the substantial long term management effort that would be necessary make restoration of this vegetative community impracticable. Even if the invasive/exotic canopy were removed, the remaining understory would consist of an altered assemblage of native species that lack the composition of an intact native upland community and would require long term commitment and intervention to transition toward a desirable condition.

*Willow and Elderberry (FLUCCS 618) Habitat and Environmentally Sensitive Land*

Approximately 3.6 acres of the Site consists of a willow dominated wetland community characterized by seasonal inundation with a canopy comprised primarily of native coastal plain willow. The understory and groundcover strata are also dominated by native wetland vegetation.

According to Sec. 26-68(1)(d) of the Town Code, ESL includes mixed hardwood swamp or hydric hammock, defined as a seasonally flooded freshwater wetland dominated by non-conifer tree species. Typical hardwoods listed in the code include willow, red bay, red maple, wax myrtle, and dahoon holly. The willow dominated wetland present on the Site meets the structural and hydrologic characteristics described in this definition, as it is a freshwater wetland community dominated by a native hardwood species and is seasonally flooded. The 3.6-acre willow dominated wetland should be classified as ESL and is subject to the requirement that a minimum of 25% of the total acreage be preserved as natural preserve area, including canopy, understory, and groundcover.

In addition to meeting the ESL definition, this 3.6-acre area is the only remaining FLUCCS 618 habitat within the Town, making it a rare habitat warranting preservation per Comprehensive Plan (Conservation Element) Policy Code 1.4.9. Lastly, this area also warrants preservation based on Policy 1.5.1, which calls for the protection and management of wetland and deepwater habitats.

*Live Oak (FLUCCS 427) Habitat and Environmentally Sensitive Land*

Approximately 1.5 acres of the Site consists of an oak dominated upland forest community characterized by a closed canopy of live oak and laurel oak with associated cabbage palm. The understory and groundcover include native understory vegetation. According to Sec. 26-68(1)(h), ESL includes oak forest, defined as a heavily wooded upland ecosystem of various oak species. The live oak habitat on the Site meets this definition, as it is an upland forest community in which oak species comprise the dominant and contiguous canopy component. Therefore, this habitat is subject to the 25% minimum preservation requirement, including preservation of the canopy, understory and groundcover strata.

Based on the above assessment, Table 3 outlines proposed habitat preservation vs. the required preservation under the Town's ordinances.

**Table 3 – Preservation Proposed by Vegetative Community**

FLUCCS Name and Code	Resource Classification	Total Acreage	Acres Required for Preservation (25%)	Acres Proposed for Preservation	Additional Acres Required
Pine Flatwoods (FLUCCS 411)	Native Uplands	9.3	2.33	1.06	1.27
Willow and Elderberry (FLUCCS 618)	Environmentally Sensitive Lands	3.6	0.90	0	0.90
Live Oak (FLUCCS 427)	Environmentally Sensitive Lands	1.5	0.38	0	0.38
Cypress (FLUCCS 621D) <sup>1</sup>	Native Wetland	2.93	0	2.93	N/A

Notes:

1. Not specifically categorized as native upland habitat or ESL per Town code

**Evaluation of the Proposed Site Plan**

The current site plan proposes three (3) preservation areas: a native preserve in the northeast portion of the Site, a cypress wetland, and a native preserve surrounding the cypress habitat. These areas were evaluated in relation to Sec. 26-67 and Sec. 26-68 to determine whether the proposed preservation areas adequately protect qualifying native upland communities and environmentally sensitive lands and whether the configuration supports the intent of natural preserve areas.

The proposed native preserve in the northeast corner of the Site totals 1.75 acres. Approximately 1.70 acres of this area consists of Upland Mixed Coniferous/Hardwood dominated by invasive/exotic species, with only approximately 0.05 acres consisting of Pine Flatwoods (see **Attachment 1** – Native Upland Habitat Within Proposed Native Preserves Map). While this location provides adjacency to the canal and potential corridor connectivity, the existing habitat condition is predominantly invasive/exotic vegetation and does not represent an intact native upland community.

The second proposed native preserve totals 2.84 acres and surrounds the cypress wetland that is proposed to be preserved in its entirety. Within this native preserve area, approximately 1.01 acres consist of Pine Flatwoods, with the remaining 1.83 acres comprised of Upland Mixed Coniferous/Hardwood dominated by invasive/exotic species. This configuration provides buffering to the cypress wetland that will be preserved and is generally consistent with the Comprehensive Plan requirements Policy 1.5.16, that requires native upland edge buffers adjacent to preserved wetlands. However, the Pine Flatwoods within the native preserve are fragmented into a narrow band and isolated pockets. This configuration increases edge exposure to the remaining pines and reduces the functional integrity of the pine flatwood community.

**Table 4 – Summary of Proposed Preservation Areas and Qualifying Native Upland and Environmentally Sensitive Land Acreage Within Each Preserve Area**

Proposed Preservation Area per Site Plan	Location	Total Acres	Existing Habitat in Proposed Preserve	Acres of Native Uplands or Environmentally Sensitive Land Within Proposed Preserve
Native Preserve	Northeast	1.75	1.70 acres - Upland Mixed Coniferous/ Hardwood (4340) 0.05 acres - Pine Flatwood (411)	0.05 acres - Pine Flatwood (411)
Cypress Wetland	Eastern	2.93	2.93 acres – Cypress Wetland (621D)	N/A (not classified as native uplands or ESL per Town code)
Native Preserve	Surrounding Cypress Wetland	2.84	1.83 acres - Upland Mixed Coniferous/ Hardwood (4340) 1.01 acres - Pine Flatwood (411)	1.01 acres - Pine Flatwood (411)

The intent of Sec. 26-67 is to preserve upland native plant communities. The currently proposed native preserve areas consist largely of habitats that would require substantial restoration and, in their present condition, do not preserve the required amount of native upland habitat or ESL. The minimum required preservation acreage for native upland habitat (Pine Flatwood) is 2.33 acres. The current site plan proposes preservation of approximately 1.06 acres of Pine Flatwoods, resulting in a deficit of 1.27 acres of required native upland preservation.

In addition, the site plan does not include preservation of any ESL, including the Willow and Elderberry and Live Oak communities. Accordingly, the plan reflects an ESL deficit of approximately 0.90 acres of Willow and Elderberry habitat and 0.38 acres of Live Oak habitat. Note that preserved Willow and Elderberry habitat may be utilized for stormwater storage to meet South Florida Water Management District (SFWMD) Environmental Resource Permitting (ERP) stormwater management criteria. However, stormwater would need to be pre-treated prior to discharge into the wetlands. Based on the assessment and calculations above, the current site plan does not meet the minimum preservation requirements of Sec. 26-67 and Sec. 26-68. In addition, it is not consistent with Conservation Policies 1.1.3, 1.5.3, and 1.5.5. The current site plan and supporting materials do not sufficiently demonstrate compliance with the required environmental assessment or preservation of the minimum native plant communities.

In addition, the placement of the proposed preservation areas does not meet the goals of the Comprehensive Plan Conservation Objective 1.9, which encourage linkages and connections between conservation areas and environmentally significant lands and preservation of environmentally significant land and wildlife habitat areas. The current preservation plan does not focus on the protection of environmentally significant lands, and only a small portion of the proposed preserve areas are contiguous or adjacent to off-site natural areas. Reconfiguration of the proposed preservation areas should be considered to connect with the C-18 Canal, which has a Future Land Use Designation of Conservation by the Town.

Revisions to the proposed preservation areas and overall site configuration will be necessary to achieve compliance with the Town’s preservation standards and to support the intent of maintaining viable native upland and environmentally sensitive habitats on the Site.

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Should you have any questions, please do not hesitate to contact me at my office at (954) 730-0707, my cell phone at (954) 559-6362, or send me an electronic message at [bvoelker@chenmoore.com](mailto:bvoelker@chenmoore.com).

Respectfully submitted,

CHEN MOORE AND ASSOCIATES

Brian Voelker

Senior Environmental Scientist

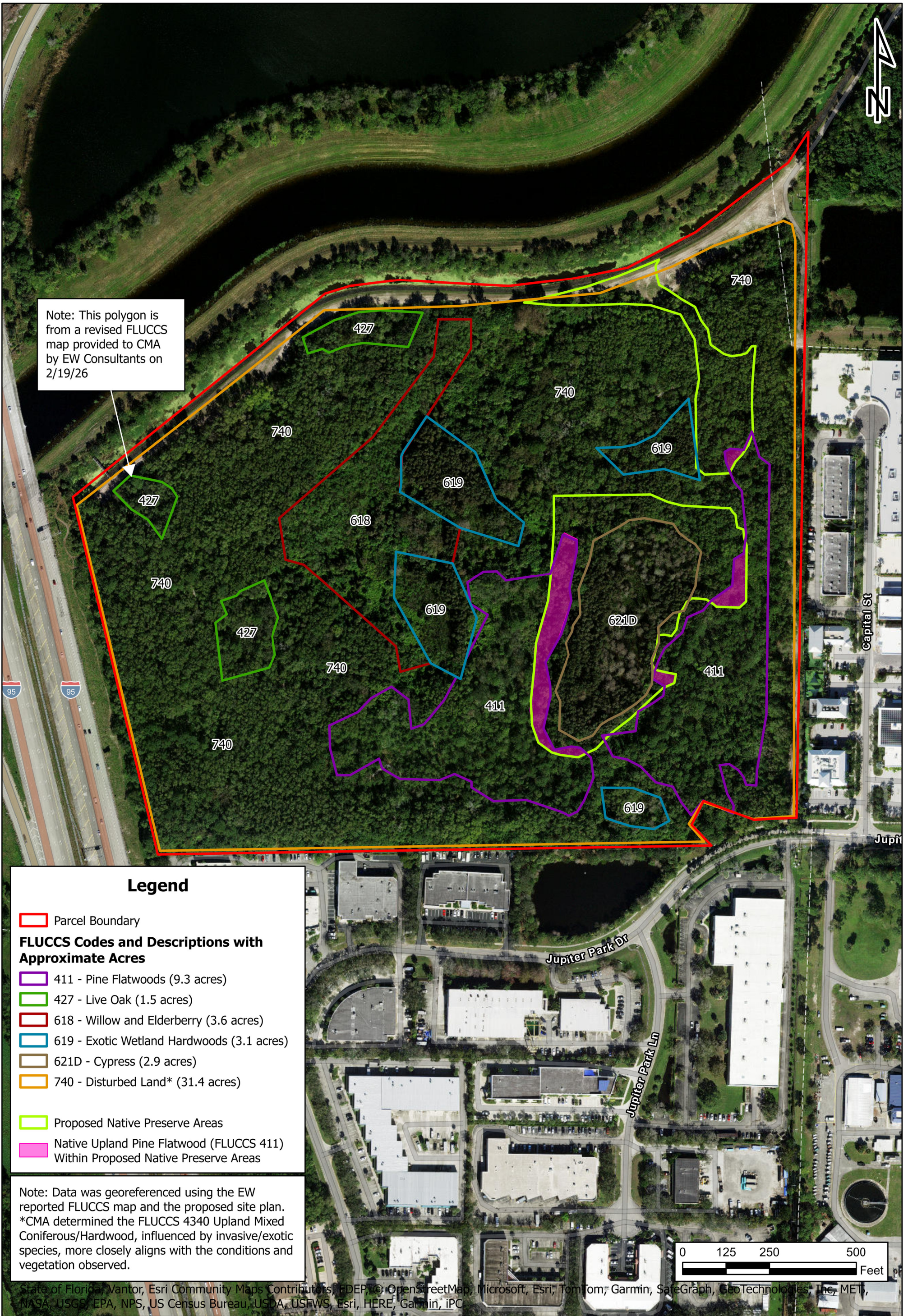
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Attachments

1. Native Upland Habitat Within Proposed Native Preserves Map

**ATTACHMENT 1**

**Native Upland Habitat Within  
Proposed Native Preserves Map**



**Jupiter Christian School Legacy Campus**  
 Town of Jupiter  
 Palm Beach County, Florida

Native Upland Habitat  
 Within Proposed Native  
 Preserves Map

SCALE: 1" = 250'  
 DATE: 3/3/2026

FIGURE  
**1**  
 13

## Attachment K – Infrastructure Impact Analysis

### **Infrastructure Impact Analysis (Infrastructure Element Policy 1.4.4):**

1. *Water.* The subject property is within the area 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 February 24, 2026, the Town has water demand reservations of 18.2 mgd. With an excess capacity of approximately 11.8 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 6.75 MGD. With an excess capacity of approximately 4.25 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.* 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 *2026 Landfill Depletion Model: Forecast of Waste Generation and Landfill Depletion: 2026 – 2080*: Through September 30, 2025, a total of 26,545,410 cubic yards of landfill capacity have been depleted. Utilizing the total estimated landfill volume and the volume depleted to date, the model estimates a total of 24,442,295 cubic yards of capacity remain, which is expected to provide disposal capacity until 2071.
5. *Police.* Police service will be provided by the Jupiter Police Department. Assigning the subject property with the Public Institutional and High Density Residential land use designations 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. 19, which is located on Central Boulevard just north of Indiantown Road. Please note, Town of Jupiter Fire-Rescue will assume responsibility for fire-rescue service to the subject property beginning October 1, 2026.
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 proposed FLUM amendment on the subject property to assign Public Institutional and High Density Residential land use designations will not have a significant increase in demand for recreation facilities in the Town.
10. *School Concurrency.* The proposed High Density Residential land use designation is not likely to have significant additional impacts to school facilities. The Palm Beach County School District provided a copy of the approved School Concurrency Availability Determination (SCAD) form stating no negative impacts are expected.