

**TOWN OF JUPITER
PLANNING AND ZONING COMMISSION
AMENDED FINAL MINUTES
MARCH 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. Michael Cassatly, Comm. Robert Grabowski, Comm. Marty Rogol, Comm. David Thompson, Comm. Paul Keenan, 1st Alternate (voting-member) and Cynthia Blum, 2nd Alternate (voting-member); John Sickler, Director of Planning & Zoning; Stephanie Thoburn, Assistant Director of Planning and Zoning; Martin Schneider, Principal Planner; Garret Watson, Principal Planner; Eddy Akpoji, Senior Natural Resources Coordinator; Thomas Baird, Esq., Town Attorney; CJ Lan, Town of Jupiter Engineer, Brian Voelker, Senior Environmental Scientist of Chen Moore and Associates and Vernisa Ayers, Secretary.

CITIZEN COMMENTS: None

MINUTES:

1. Motion to approve the minutes from February 10, 2026, Regular Planning and Zoning Meeting. Vice Chair Kelso requested to amend page 2 of the meeting minutes to state that she was very happy about the adjacent gas station and potential outdoor seating.

Comm. Keenan moved to approve the minutes, as amended; seconded by Comm. Grabowski. Final: Motion passed unanimously, with a 7-0 vote.

AGENDA:

Mr. Baird requested to amend the agenda's Order of Business to clarify that the items are legislative rather than quasi-judicial; therefore, no swearing-in or ex-parte disclosures are required. He explained that the hearing process will include staff presentation, commission questions, applicant input, and public comment. He also suggested that the Chair may want to limit repetitive comments by acknowledging general support by a show of hands.

DISCLOSURE OF VOTING CONFLICT:

Chair Kirn recused himself due to a potential voting conflict of interest once the site plan is brought forward in a quasi-judicial hearing, as his two children attend Jupiter Christian School, which is affiliated with the application. He submitted Form 8B, Memorandum of Voting Conflict for County, Municipal, and Other Local Public Officers (attached). As a result of the recusal and one Commissioner being absent, the First and Second Alternate members acted as voting members for this item.

REGULAR AGENDA

OLD BUSINESS: None.

NEW BUSINESS:

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;
(Acting as the Local Planning Agency)

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)

Applicant presentation: Pete Hofheinz, representative of Jupiter Christian School, presented a PowerPoint overview of the proposed project. President, Jay Boggess also made a brief statement.

Staff presentation: Principal Planner Martin Schneider, Principal Planner Garret Watson and Senior Natural Resources Coordinator Eddy Akpoji presented the staff report.

Commissioners asked questions of the Applicant and Staff:

Comm. Keenan asked the applicant to clarify employment projections and the potential economic development impact, specifically referencing approximately 200 employees.

The applicant responded that for Phase 1, the project is expected to employ over 100 employees. These positions will include a wide range of roles such as faculty, staff, coaches, cooks, and other school-related jobs. While the term “high-paying jobs” is used broadly in the comprehensive plan, the applicant emphasized that the project would create legitimate and diverse employment opportunities.

The applicant also noted a strong demand for private schools driven by school choice initiatives and stated that economic development organizations have identified private education as a growth industry requiring further expansion.

Comm. Keenan asked whether any employees would be transferred from the Delaware site to the new location. The applicant responded that a small number of employees would be relocated rather than newly hired, including some teachers who will continue their roles at the new site. As a result, not all positions will be filled by new employees.

Comm. Keenan also raised concerns about whether the application would create excessive capacity demands and require major infrastructure changes. The applicant acknowledged the concern and explained that the Island Way South delivery will require coordination among multiple landowners. The applicant stated they are actively working with these landowners to secure the necessary right-of-way to support full build-out, accommodating up to 1,200 students in Phase 1. The applicant added that they have not

yet received detailed information from staff regarding improvements needed beyond this capacity and deferred to their traffic engineer for further input.

The applicant's traffic engineer, Adam Kerr of Kimley-Horn and Associates, stated that any infrastructure improvements needed to support expansion beyond 1,200 students, up to 2,000 students, would likely occur at least 10 years in the future. He noted that traffic conditions are expected to change over time, making it difficult to accurately predict future capacity needs. However, he confirmed that there is a strong understanding of traffic and infrastructure requirements for the initial Phase 1 development.

Comm. Keenan asked when the applicant last submitted materials related to the zoning application and whether it had occurred within the past few days. The applicant responded that multiple applications have been submitted for both land use and zoning, and that they have been working with staff on an ongoing basis to revise and resubmit materials as needed. The applicant noted that the most recent environmental assessment was submitted on March 3rd and stated that this information was likely not included in the packet or staff report.

Comm. Keenan commented that there appears to be a disconnect between the applicant and staff, possibly due to timing or other factors. Comm. Keenan expressed concern about what he described as an unusual level of tension and suggested that closer coordination with staff could lead to improved outcomes.

Comm. Rogol asked whether there is a defined timeline for Island Way and how the Town can be assured that necessary infrastructure will be in place to support the proposed project if approved.

The applicant's representative, Donald Hearing of Cotleur and Hearing, responded that Island Way has been a strategic priority for the Town for over 20 years and that efforts to advance the project are further along than ever before. The applicant explained that there is ongoing collaboration between the Town and multiple property owners to secure the necessary right-of-way and expressed confidence that most or all of the required rights-of-way will be obtained. The applicant also noted that the Town has already invested in 100% design plans, demonstrating a strong commitment to moving the roadway project forward.

The applicant emphasized that successful delivery of Island Way depends on continued collaboration between all parties and that the proposed project plays a key role in enabling that progress. Without such coordination, the roadway may not be completed, which could result in continued traffic impacts, particularly along Indiantown Road and nearby intersections. The applicant highlighted that the roadway connection is expected to significantly relieve traffic congestion in the eastern portion of the Town.

The applicant further stated that this is one of several applications submitted over the years for the property and emphasized the project's alignment with the Town's long-term vision and community values. The applicant also noted the benefits of local educational institutions in supporting community growth and retaining residents within the area.

Comm. Rogol asked whether the applicant would be willing to implement development “triggers,” for example, linking increases in student enrollment to the progress of the Island Way project. The applicant emphasized the importance of having a timeline that aligns both with the Town’s infrastructure plans and the applicant’s project.

Donald Hearing responded that they anticipate working with staff to establish triggers and explained that the project is currently at the land use approval stage, where many site-specific details such as specific triggers are not typically addressed. At the site plan stage, the Town can develop conditions of approval to address the triggers. Mr. Hearing assured that the applicant is committed to working through these details so that project implementation comes online in a manner that meets both the Town’s and Jupiter Christian School’s goals and objectives. He noted that there will be necessary balances and trade-offs between the Town and the applicant, but those will be addressed during the detailed site plan process.

Comm. Rogol then sought confirmation that the applicant is committed to implementing these triggers. Mr. Hearing reaffirmed that the applicant expects to incorporate such triggers and work collaboratively with staff to ensure they are effective and aligned with the overall project and infrastructure timelines.

Comm. Thompson asked staff about the likelihood and timeline for securing the right-of-way for Island Way if Jupiter Christian School were not involved in the project.

Mr. Sickler responded that Jupiter Christian controls a significant portion of the right-of-way on the southern portion of South Island Way. Without their participation, the roadway connection from Jupiter Park Drive to the existing termination of Island Way at Indiantown Road could not be completed. Mr. Sickler also noted that the Town Council has been unwilling to pursue eminent domain to acquire the necessary properties, a policy established several years ago, although it could theoretically be reconsidered. Therefore, the successful completion of the project’s infrastructure is largely dependent on Jupiter Christian’s cooperation.

Comm. Cassatly suggested incorporating specific metrics for environmental and traffic considerations, where achieving a goal on one side would trigger corresponding actions on the other. The applicant asked how both staff and applicants feel about formalizing such metrics in writing before the land use vote.

Mr. Hearing responded that they are focused on moving the land use approval forward and noted that at the land use stage, site-specific details like these are not typically addressed. He emphasized their commitment to working with staff but acknowledged that there are differences of opinion. Mr. Hearing indicated that such metrics and detailed agreements would be more appropriately addressed at the site plan stage but expressed willingness to continue working collaboratively with staff to reach a mutually acceptable approach. Mr. Hearing also expressed confidence that staff is equally committed to collaboration.

Comm. Cassatly noted that while detailed decisions can be addressed later at the site plan stage, there are larger, macro-level issues that need to be considered now. Comm. Cassatly specifically highlighted traffic, stating that conditions on Indiantown Road are a known concern and that improvements or mitigation measures should be addressed

before moving forward with land use approval.

Mr. Hearing responded that traffic impacts should be addressed at the site plan stage rather than at the land use stage, as land use designation alone does not generate traffic. He emphasized that most traffic associated with Jupiter Christian School already exists, with parents currently driving to the Delaware campus, and the new site would simply redirect trips rather than create entirely new traffic.

Mr. Hearing highlighted that traffic demand management measures, such as staggered start times and coordination with traffic signals, could be implemented collaboratively with staff to mitigate impacts. He stressed that the school's growth to 1,200 students will occur gradually over several years, making immediate traffic impacts manageable.

Additionally, Mr. Hearing noted that Council policy decisions involve balancing trade-offs, such as choosing educational traffic from Jupiter Christian School over industrial truck traffic from other potential developments. He emphasized the school's role in serving residents and supporting community stability, and drew attention to the project's contributions, including affordable housing, workforce retention, and alignment with broader public service objectives. Mr. Hearing expressed confidence that collaborative solutions with staff could address concerns while meeting policy goals.

Mr. Sickler explained that while some issues discussed are typically addressed at the site plan stage, they were raised early to highlight Comprehensive Plan expectations and ensure both the applicant and decision-makers understand potential challenges. He noted that limited early coordination, particularly on the environmental assessment, led to issues being addressed late in the process, and emphasized the need for better collaboration moving forward.

Mr. Sickler stated that traffic is directly relevant to the land use decision. He explained that the traffic analysis reflects a higher development intensity than what is typical for industrial uses. Traffic on Indiantown Road remains a significant concern, operating near capacity, where additional trips will have greater impacts and be harder to mitigate due to limited roadway expansion options.

Mr. Sickler emphasized that a school introduces unique and potentially greater traffic impacts than industrial use. As a result, use of tools such as trip caps and development triggers tied to roadway improvements to ensure infrastructure keeps pace with development are recommended.

Mr. Sickler expressed concern that the applicant has not yet agreed to these measures or to scaling the project to current roadway capacity. He emphasized that their goal is to provide safeguards and ensure realistic planning to prevent worsening congestion and maintain roadway performance.

Comm. Cassatly referenced an email received from a nonprofit regarding a reported panther sighting and asked how this would be addressed moving forward. Mr. Akpoji responded that they had also received the information and noted ongoing residents' concerns about impacts on protected wildlife, including gopher tortoises and the reported panther. He emphasized that any future development should consider sensitive habitats, animal behaviors, and the site's potential role as a wildlife corridor. Mr. Sickler clarified

that while gopher tortoises, deer, and other species have been verified on the site, the panther sighting has not been confirmed. Mr. Sickler also noted that current site plan proposal does not adequately address the required environmental standards.

Comm. Cassatly asked about the future for the Delaware campus. Mr. Hearing responded that it is too early to determine a final plan. He anticipates relocating the middle and high school to a single campus, while the Delaware campus may continue to be used in a reduced capacity for some time. Mr. Hearing also noted the continued use of the Pennock Lane campus. He stated that more detailed plans will be provided at the site plan stage.

Comm. Cassatly expressed concern that traffic could increase if operations are moved from the Delaware campus while that location continues to generate traffic. Mr. Hearing responded that they believe the issue can be addressed and noted that the current Delaware campus creates traffic challenges due to its location on a residential street, where vehicles often back up into nearby neighborhoods. Mr. Hearing stated that the proposed relocation would help relieve congestion in that area. He acknowledged the concern as valid and indicated they will provide more clarity on future plans for the Delaware campus as the project progresses.

Comm. Cassatly asked about potential challenges related to preservation of the willow and the 10-acre requirement. Mr. Hearing stated that they would work with staff to resolve the issue, noting there are two components: the willow and the 10-acre requirement. He stated that while they do not oppose the concept of conservation land, it is unusual to designate conservation in the Comprehensive Plan before a site plan is approved. Mr. Hearing emphasized this is primarily a timing issue and expressed confidence that it can be worked out collaboratively with staff, including coordination with the South Florida Water Management District.

Mr. Sickler explained that this approach stems from a 2023 Comprehensive Plan policy directing that lands intended for conservation or recreation be reflected in the land use designation, including retroactive updates. Mr. Sickler noted this has been applied to other projects and is intended to align land use with actual use. He acknowledged timing concerns and indicated that designation could alternatively be deferred to the site plan stage as a condition of approval, while still setting expectations early.

Mr. Hearing reiterated agreement with the concept but maintained that applying conservation designations prior to site plan approval is uncommon, again emphasizing this as a timing matter to be resolved with staff.

Comm. Cassatly also asked about workforce housing density. Mr. Hearing responded that the Comprehensive Plan allows density bonuses to support workforce housing and noted this approach has been used in limited cases within the Town. Mr. Hearing explained that such bonuses are necessary to make workforce housing financially feasible, particularly given requirements to serve lower income ranges, and expressed interest in utilizing these provisions for the project.

Comm. Grabowski asked staff whether transportation concerns are truly central at the land use stage or if the primary issues are economic development, bioscience overlay compatibility, and land use conflicts.

Mr. Sickler responded that the land use change is directly tied to transportation impacts, noting that the proposed Public Institutional use (school) is likely to generate greater traffic than industrial uses. He emphasized the need to evaluate these impacts early and consider safeguards such as trip caps to prevent unintended increases in congestion and to ensure development does not exceed roadway capacity.

Comm. Grabowski questioned why the approval process is phased (land use, PUD, site plan). Mr. Sickler explained this is standard practice to allow policy decisions to be made first while avoiding unnecessary costs and detailed analysis before initial approval.

Comm. Grabowski raised concerns that implementing a trip cap could limit or prevent the workforce housing component. Mr. Hearing responded that workforce housing is a key benefit of the project, helping reduce regional commuting by allowing employees to live closer to work. While not guaranteed immediately, they expressed willingness to include it as a condition and noted there is demand and interest to support it.

Comm. Grabowski asked why the Town had not updated the Comprehensive Plan after the Bioscience Land Protection Advisory Board was terminated. Mr. Sickler stated the Town chose to retain the Bioscience overlay policies and review them on a case-by-case basis. Mr. Sickler noted that job projections for industrial uses are based on general industry standards, not necessarily specific to bioscience development on this site.

Comm. Grabowski asked about alternative site layouts. Mr. Hearing responded that the current design is intentional, prioritizing school functionality, traffic circulation, safety, and on-site queuing. Mr. Hearing stated the multifamily housing is appropriately located, buffered, and consistent with state policies encouraging workforce housing near employment centers.

Mr. Watson confirmed that trip caps and traffic allocation across parcels would require coordination among property owners, and no formal agreements have yet been submitted. Mr. Lan also noted that traffic impacts depend on total trips rather than specific land uses, with school traffic requiring special attention due to high peak-hour concentrations.

Mr. Watson indicated that wetland protection determinations and roadway capacity impacts, including those related to Indiantown Road improvements, require further study and cannot be fully resolved at this stage, though existing data suggests industrial development may generate fewer peak-hour impacts than the proposed school use.

Comm. Blum inquired as to how the workforce housing units would be made available without preference to Jupiter Christian School employees and how equal opportunity would be ensured. Mr. Hofheinz stated that applicable federal laws and anti-discrimination regulations would prohibit such limitations. Comm. Blum also inquired whether school buses had been considered, noting they could significantly reduce the number of vehicles traveling to and from the school. Mr. Hofheinz responded that the school does not currently operate buses but that it could be considered.

Acting Chair Kelso stated that traffic and right-of-way issues are central to her decision, noting that prior Hawkeye property proposals failed due to unresolved right-of-way. She expressed concern that transitioning the site to institutional/residential use without all agreements in place could jeopardize industrial use and asked if all property owners,

including the gas station, had been engaged. Mr. Hearing responded that while there are no guarantees, progress is being made, with plans recently developed and ongoing coordination among stakeholders, including the Town administration. Mr. Sickler added that the land use and zoning changes would follow a two-reading ordinance process, with the second reading anticipated to coincide with site plan review, allowing a comprehensive evaluation.

Acting Chair Kelso asked Mr. Baird whether a school could be added as a use by right to the current industrial designation to provide flexibility if the project did not proceed. Mr. Baird explained that the Commission is reviewing applications for land use and zoning changes, and that adding a school as a permitted use would require a separate zoning code text amendment, which is not before the Commission. Kelso acknowledged his response.

Public Comment:

Public comment was received regarding the application for Jupiter Christian School on Island Way, with 18 members of the public in support of the application and one opposed.

Deliberation by Commission:

Comm. Keenan stated that while public comments were appreciated and informative, the Board's role is to regulate land use rather than make value judgments, emphasizing concerns about traffic congestion, particularly during school peak hours. He referenced a comment from a Jupiter Industrial Park representative questioning whether Island Way would alleviate or shift congestion and requested staff input. Mr. Lan, Town Traffic Engineer, explained it could divert traffic if growth is managed but may otherwise relocate congestion. Comm. Keenan noted the primary challenge is the site location within a dense industrial area with environmental constraints.

Comm. Rogol stated the Board must decide whether to rely on assurances that South Island Way will be constructed or deny the land use change.

Comm. Thompson, Comm. Cassatly, and Comm. Grabowski acknowledged the school's value and the public input received, while raising concerns regarding site constraints and traffic impacts, and emphasized the need for conditions such as traffic mitigation measures, trip caps, and other requirements to ensure impacts are properly addressed. Comm. Grabowski further recommended including provisions for a bona fide traffic plan and resolution of conservation issues.

Comm. Blum shared her perspective as a parent and volunteer, praised the school, and expressed a desire for it to remain in Jupiter, while raising concerns about workforce housing, traffic, environmental impacts, and wildlife.

Acting Chair Kelso noted the project required significant consideration and acknowledged the proposed expansion and site limitations. She stated that her initial concerns about undocumented commitments were alleviated by the Town Council's ability to review the full site plan and related conditions including trip count, student and workforce limits, and roadway improvements, prior to final approval and she stated she could support the project.

The Commission acknowledged and expressed appreciation for the public input

provided during the meeting.

Motion:

Item 2A - Comm. Rogol moved to recommend approval of the requested Future Land Use Map amendment from General Industrial with the Bioscience Research Protection Overlay to High Density Residential, with established trip caps connected to South Island Way improvements and Jupiter Park Drive; seconded by Comm. Thompson. Final: Motion passed unanimously, with a 7-0 vote.

Item 2B - Comm. Rogol moved to recommend approval of the requested Future Land Use Map amendment from General Industrial with Bioscience Research Protection Overlay to Public Institutional, with established trip caps connected to South Island Way improvements and Jupiter Park Drive; seconded by Comm. Thompson. Final: Motion passed unanimously, with a 7-0 vote.

Item 2C - Comm. Rogol moved to recommend approval of the requested Zoning Map amendment from Industrial, Park, Light Industry (I-1) to Residential, Limited Multifamily (R-3), with established trip caps connected to South Island Way improvements and Jupiter Park Drive; seconded by Comm. Thompson. Final: Motion passed with a 6-1 vote, with Comm. Blum dissenting.

Item 2D - Comm. Rogol moved to recommend approval of the requested Zoning Map amendment from I-1 to Public/Institutional (PI) with established trip caps connected to South Island Way improvements and Jupiter Park Drive; seconded by Comm. Thompson. Final: Motion passed with a 6-1 vote, with Comm. Blum dissenting.

STAFF UPDATE:

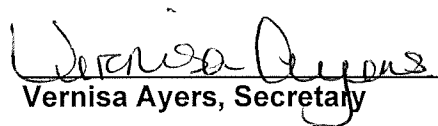
Planning and Zoning Director reported on recent Town Council actions on Commission items.

ADJOURN:

Acting Chair Beth Kelso (VA 4/14/26) adjourned the meeting at 10:18 p.m.



Beth, Acting Chair (VA 4/14/26)



Vernisa Ayers, Secretary