



**AGENDA
TOWN OF JUPITER
PLANNING AND ZONING COMMISSION REGULAR MEETING
COUNCIL CHAMBERS
THURSDAY, SEPTEMBER 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	
Comm. Marty Rogol	Asst. Director of Planning and Zoning, Stephanie Thoburn
Comm. David Thompson	
Comm. Paul Keenan	Asst. Director of Planning and Zoning, Garret Watson
Comm. Cynthia Blum (1st Alt)	
Comm. Edward Sterling (2nd Alt)	Secretary, Vernisa Ayers

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 July 14, 2026, Regular Planning and Zoning Meeting.

ORDER OF BUSINESS

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

- 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

OLD BUSINESS

NEW BUSINESS

2. **Sperry** - Future Land Use Map (FLUM) amendment to change the future land use designation of 1.8± acres of Riverwalk Flex and 8.7± acres of High Density Residential to 5.0± acres of Inlet Village Flex and 5.5± acres of Conservation, and to reduce the Riverwalk Corridor component from 535 to 142 linear feet, on 10.5± acres located at 961 and 997 N A1A, north of N A1A and east of Clemons Street. (PZ#26-6813)

(Acting as the Local Planning Agency)

Town Council Consideration: 1st Reading — TBD

Town Council Consideration: 2nd Reading — TBD

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 October 13, 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
JULY 14, 2026 at 7:00 P.M.**

CALL TO ORDER:

Chair Kevin Kirn called the meeting to order at 7:02 p.m.

ATTENDANCE:

Chair Kevin Kirn, Vice Chair Beth Kelso, Comm. Michael Cassatly, Comm. Robert Grabowski, Comm. Paul Keenan, Comm. Marty Rogol, Comm. David Thompson; Cynthia Blum, 1st Alternate (Non-Voting Member) and Edward Sterling, 2nd Alternate (Non-Voting Member); Garret Watson, Assistant Director of Planning and Zoning; Peter Meyer, Principal Planner, Joseph Dray, Planner; Thatcher Hart, Senior Planner; Thomas Baird., Esq., Town Attorney and Vernisa Ayers, Secretary.

CITIZEN COMMENTS: None.

MINUTES:

1. Motion to approve the minutes from the June 9, 2026, Regular Planning and Zoning Meeting, by Comm. Cassatly; seconded by Comm. Grabowski. 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 AGENDA:

OLD BUSINESS:

NEW BUSINESS:

2. **1666 North Old Dixie (Cemex)** - A Future Land Use Map amendment to designate the subject property with a General Industrial land use, for a .77+/- acre property located at 1666 N. Old Dixie Hwy. **(PZ#26-6867)**

Applicant presentation: Shannon Lee, representative of Southern Planning Consultants, presented a PowerPoint overview of the proposed project.

Staff presentation: Thatcher Hart, Senior Planner reviewed the staff report.

Commissioners asked questions of the Applicant and Staff:

Chair Kirn asked whether there had been any environmental contamination on the site that had previously been addressed. Ms. Lee responded that an environmental study had been completed, and no contamination was found on the property.

Comm. Cassatly sought clarification on whether the property would infringe upon the federal designation. Ms. Lee confirmed that the property does not infringe upon the federal designation.

Vice Chair Kelso asked about the proposed development, specifically the number of buildings planned. Ms. Lee responded that the project would consist of three warehouse buildings. Vice Chair Kelso also asked whether traffic studies had been conducted before the property was designated. Mr. Watson explained that there was no specific information regarding traffic trips. He further noted that the former Cemex site operated as an industrial use, generating a significant number of vehicle trips, which would be comparable to the proposed warehouse use.

Public Comment: None.

Deliberation by Commission:

The Commission did not have any comments or questions during deliberation.

Motion:

Comm. Keenan moved to recommend approval of the 1666 North Old Dixie (Cemex) - Future Land Use Map amendment application; seconded by Comm. Kelso. The motion passed unanimously by a 7-0 vote.

3. **Seaglass** – (Quasi-Judicial) Amendment to Resolution 61-23 to permit the development of 23 multifamily residential units as either entirely rental or entirely for-sale condominiums for a 2.93± acre property located at 105 Rich Circle (FKA 550 Bush Road). (**PZ#26-6859, 26-6860**)

Disclosures: Chair Kirn, Vice Chair Kelso and Commissioners Sterling, Blum, Thompson, and Rogol visited the property. Commissioners Cassatly, Grabowski, and Keenan had no disclosures.

Applicant presentation: Zach Ciciera with Cotleur & Hearing representing the applicant, Mr. Miles Rich, the CEO of Rich Properties. Mr. Ciciera presented a PowerPoint overview of the proposed project.

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

Commissioners asked questions of the Applicant and Staff:

Comm. Keenan asked why the applicant seeks to maintain flexibility of rental or for-sale. Mr. Ciciera responded that although for-sale is most desirable at this time, having the flexibility will allow the applicant to respond to changing market conditions.

Comm. Rogol asked if the applicant takes issue with the condition outlined by staff regarding the conversion from rental to for-sale units. Mr. Ciciera responded that the applicant has no objections to any of the issues included by staff.

Comm. Grabowski sought clarification regarding the proposed revisions to Condition 8, specifically the substantive change to the payment required if the workforce housing criteria are not met. Mr. Watson explained that the revised condition references the Town Code and allows the Town to collect the additional workforce housing payment if the applicant elects to convert the project to for-sale condominiums.

Chair Kirn asked if the Town has a shortage of available rental units in comparison to

for-sale units. Mr. Watson explained that staff does not track that information as it is dictated by market conditions. Chair Kirn inquired if there are any changes regarding zoning between rental and for-sale units. Mr. Watson responded there are no differences in zoning.

Vice Chair Kelso expressed concern that, if the project is converted to for-sale condominiums, individual owners could subsequently rent out their units. Mr. Ciciera responded that this could likely occur; however, restrictions on the number of rental units could be established through the Town or the homeowner's association (HOA).

Comm. Blum asked about the anticipated construction timeline. Mr. Ciciera stated that the project is expected to take approximately 12 to 16 months to complete. Comm. Blum also asked how the Town has utilized the workforce housing contributions collected from previous developments. Mr. Watson responded that staff intends to bring forward a roundtable discussion with the Town Council regarding the use of those funds. When asked how long the Town has been collecting the payments, Mr. Watson stated that the program has been in place since 2016. He further noted that no date has yet been scheduled for the roundtable discussion, but one is planned for the future.

Comm. Sterling asked about the anticipated market price of the proposed units. Mr. Ciciera estimated monthly rental rates of approximately \$5,000 and for-sale prices of approximately \$800,000 per unit.

Public Comment: None.

Deliberation by Commission:

Vice Chair Kelso emphasized the importance of continuing to advocate for workforce housing, noting that it remains one of the Town's highest priorities. Comm. Blum agreed with Vice Chair Kelso's statement. Chair Kirn and Commissioners Keenan, Rogol, Grabowski, Thompson, Cassatly and Sterling did not have comments.

Motion:

Comm. Keenan moved to recommend approval of the Seaglass application to amend Resolution 61-23 to permit the development of 23 multifamily residential units as entirely rental or entirely for-sale, based on the findings in the staff report and conditions of approval as noted in Exhibit 1; seconded by Comm. Thompson. The motion passed unanimously by a 7-0 vote.

STAFF UPDATE:

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

ADJOURN:

Chair Kevin Kirn adjourned the meeting at 7:34 p.m.

Kevin Kirn, Chair

Vernisa Ayers, Secretary

**Sperry Future Land Use Amendment
TOWN MANAGER'S OFFICE**



DATE: September 3, 2026
TO: Local Planning Agency
FROM: John Sickler, Director of Planning and Zoning
SUBJECT: **Sperry**- Future Land Use Map (FLUM) amendment to change the future land use designation of 1.8± acres of Riverwalk Flex and 8.7± acres of High Density Residential to 5.0± acres of Inlet Village Flex and 5.5± acres of Conservation, and to reduce the Riverwalk Corridor component from 535 to 142 linear feet, on 10.5± acres located at 961 and 997 N A1A, north of N A1A and east of Clemons Street.

Ord #31-26
PZ 26-6813
M. Schneider

P&Z Commission: 9/10/2026
Town Council: TBD – 1st Reading
Town Council: TBD – 2nd Reading

Project Information

Owner/Applicant: 961 A1A LLC and 997 A1A LLC (Charles and Lisa Modica) (see Attachment A)
Agent: Eclipse Landscape Architecture & Planning, LLC
Location: 961 and 997 N A1A, north of N A1A and east of Clemons Street (Attachment B)
Acreage (Total): 10.5± acres (ac)
PCN Numbers: 30-43-40-31-03-003-0011 and 30-43-40-31-04-000-0121
Existing use of property: Commercial building (Blueline, Cones and Coffee) and parking lot; apartment building, accessory structures, and existing dock.
Existing FLUM designation: Riverwalk Flex (1.8± ac) and High Density Residential (8.7± ac) with 535 linear feet of designated Riverwalk Corridor within Inlet Village Sector of the US-1 Intracoastal Waterway Corridor
Proposed FLUM designation: Inlet Village Flex (5.0± ac) and Conservation (5.5± ac) with 142 linear feet of designated Riverwalk Corridor within Inlet Village Sector of the US-1 Intracoastal Waterway Corridor
(see Attachment C – Future Land Use Maps)

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 to designate Inlet Village Flex to 5.0± acres and Conservation to 5.5± acres of the subject property are generally consistent with the goals, objectives, and policies of the Town of Jupiter's Comprehensive Plan and the Town's Zoning Code, provided a trip cap is included for the 5.0± acres assigned Inlet Village Flex. The

reduction in the length of the Riverwalk Corridor Component from 535 to 142 linear feet is a policy decision of the Town Council.

Background

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

Location	Existing Land Uses	Future Land Use Designations/Zoning Districts
North	Water (Jupiter Inlet, Indian River Lagoon and Loxahatchee River Estuary)	N/A
South	N A1A; Commercial and Marina/Park (Baron's Landing Motel, Guanabanas, and Inlet Village Marina)	Unincorporated Palm Beach County CH/5 – Commercial High, with an underlying land use of MR-5 (Medium Residential, 5 units per acre) / CN – Neighborhood Commercial; Inlet Village Flex / C2 Commercial, General and Inlet Village Flex South
East	Residential (Jupiter Inlet Condos)	High Density Residential / R3 Residential, Limited Multi-family
West	Commercial and Residential (Castaways, office, residential, vacation rental, Big Dog office building, Schooners)	Inlet Village Flex and Riverwalk Flex / C2 Commercial, General

For a comprehensive view of the above designations surrounding the subject property, refer to the Future Land Use Map series provided in Attachment C.

Analysis

The subject property currently has two land use designations: Riverwalk Flex (1.8± acres) and High Density Residential (8.7± acres). Two different future land uses designations are proposed: Inlet Village Flex (5.0± acres) and Conservation (5.5± acres).

Attachment C, the Future Land Use Map series, illustrates the proposed changes. In general, Conservation will be assigned on the Suni Sands shell midden area (4.09± ac; including Florida Master Site File #8PB7718) and the northwest portion of the property (1.41± ac). Inlet Village Flex will be assigned to the remainder of the property south of the midden (4.22± ac), and along the waterfront (0.73± ac) north and east of the areas proposed for Conservation. The FLUM amendment request can be broken down into three parts, which are analyzed separately below:

- A. Amending 5.0± acres of the subject property to Inlet Village Flex;
- B. Amending 5.5± acres of the subject property to Conservation; and
- C. Reducing the length of the Riverwalk Corridor Component on the US-1 Intracoastal Waterway Corridor Sector map from 535 to 142 linear feet.

A. Future Land Use Map Amendment (Inlet Village Flex)

Criteria for FLUM amendments. Section 27-178 provides four (4) criteria for the review of FLUM amendments for the 5.0± acres of the overall 10.5± acre property proposed for Inlet Village Flex. 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: The proposed Inlet Village Flex FLUM designation is consistent with the goals, objectives, and policies of the Comprehensive Plan (see Attachment D – Comprehensive Plan Objectives and Policies Consistency Analysis), contingent on Town Council approval of reducing the length of Riverwalk Corridor component on the US-1 Intracoastal Waterway Corridor Sector map from 535 to 142 linear feet (for further detail, see Section C below). Inlet Village Flex is the predominant land use within the Inlet Village Sector of the US-1 Intracoastal Waterway Corridor. The land to the west of the subject property is designated Inlet Village Flex. The properties to the south are a mixture of Inlet Village Flex South and Palm Beach County Commercial High with underlying Medium Density Residential, which are generally consistent with the proposed future land use. The property to the east (Jupiter Inlet Condominiums) is designated High Density Residential, which is generally consistent with the mix of uses allowed in Inlet Village Flex.

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

Staff Comment: The subject property is adjacent to Inlet Village Flex to west, Inlet Village Flex and PBC Commercial High with underlying Medium Density Residential to the south, High Density Residential is adjacent to the east, and the Loxahatchee River/Inlet Waterway to the north. As detailed above, the amendment to Inlet Village Flex is consistent with these land use designations. The Town Code (Sec. 27-943) includes buffering requirements for properties within Inlet Village zoning districts to provide buffering (walls, fences, or landscaping) when a designated property is adjacent to an incompatible use.

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

Staff Comment: The proposed future land use designation for the subject property would not create an isolated land use. The subject property is adjacent to Inlet Village Flex to the west, Inlet Village Flex and PBC Commercial High with underlying Medium Density Residential to the south, except for the waterfront portion of the property, which is separated from the rest of the property because of the proposed Conservation land use assigned to protect the midden to the south.

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

Staff Comment: The amendment is requested because of changing conditions as a precursor to the development applications submitted for the property. Inlet Village Flex is the most appropriate land use for the property, provided a trip cap is included to ensure traffic impacts are managed (see Traffic Analysis below). Inlet Village Flex is the existing land use designation of every other property within the Inlet Village subdistrict of the US-1 Intracoastal Waterway Corridor Sector, except where Riverwalk Flex is assigned adjacent to the Riverwalk Corridor (along the Inlet and along both sides of Lighthouse Promenade). The property was the Suni-Sands mobile home park in 2003 when the rest of the Inlet Village Sector was assigned the Inlet Village Flex and was not assigned the new Inlet Village Flex designation at that time.

B. Future Land Use Map Amendment (Conservation)

Criteria for FLUM amendments. Section 27-178 provides four (4) criteria for the review of FLUM amendments for 5.5± acres of the overall 10.5± acre property proposed for Conservation. 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: The proposed Conservation designation is consistent with the goals, objectives, and policies of the Comprehensive Plan (see Attachment D – Comprehensive Plan Objectives and Policies Consistency Analysis). The Conservation designation will protect two valuable cultural resources, the historically designated midden in the center of the site and the location of the north terminus of the historic Celestial Railway right of way and area of the former Wharf on the Inlet in the northwest corner of the site. Policy 1.9.10 of the Coastal Element specifically lists the “Suni Sands property” as a site determined to be of historical and archaeological significance. Further, the site is designated on the Future Land Use Map as a “Historically Significant Site Meriting Protection”. Therefore, the Conservation designation will add an important level of protection.

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

Staff Comment: The proposed future land use designation of Conservation is consistent with established land use patterns. The Conservation land use has been assigned to a number of properties throughout the town regardless of the uses or designations of adjacent properties. Land uses assigned Conservation are typically protected from adjacent uses by landscape buffers, fences/walls or easements. It is not unusual for Conservation land to exist in proximity to, or even integrated with residential, commercial, or mixed use developments.

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

Staff Comment: The proposed future land use designation for the subject property will not create an isolated land use unrelated to the surrounding properties, because it is a low intensity use that will not create any incompatibilities with nearby designations or districts, and it can be protected from encroachment by external uses by buffers, fences/walls, or other methods.

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

Staff Comment: The proposed land use change is necessary to protect archaeological and historical resources existing on the site. In 2023, the Town Council granted a Certificate to Dig, with a number of conditions including preservation of the 4.07± acre Suni-Sands Shell Midden, requiring a 10-foot buffer around the preserve parcel, preserving the Celestial Railway right-of-way, and preserving a view corridor in the northwest corner of the property. Changing the land use to Conservation is consistent.

C. Amending the Riverwalk Corridor component

Riverwalk. The US-1 Intracoastal Waterway Corridor Sector inset map on the FLUM shows the Riverwalk Corridor Component (Attachment C). The applicant proposal is to reduce the length of the Riverwalk Corridor from 535 to 142 linear feet by eliminating the easternmost 393 feet, and to remove the Riverwalk Flex land use designation from the waterfront.

- The Riverwalk was envisioned to terminate at the historic Sperry boathouse and the current Riverwalk Corridor shown on the FLUM inset map extends to the location where the boathouse previously stood. Since the boathouse was removed in 2016, after sustaining hurricane damage a decade earlier, that specific reason to continue the Riverwalk to that location no longer exists. The Riverwalk Corridor Component is proposed to end near the dock at the northwest corner of the subject property, which was the location of the north terminus of the historic Celestial Railway ROW and Wharf. This would be a logical point to terminate the Riverwalk and celebrate the Celestial Railway, if the Town Council makes a policy determination to reduce the length of the Riverwalk Corridor.
- The proposal will reduce the overall length of the Riverwalk, thus no longer requiring future public access to a portion of the waterfront, which is a goal of Inlet Village and Riverwalk Flex comprehensive plan policies and a goal of the CRA Plan. It is worth noting that there is no public access while the site remains undeveloped. As stated above, it will be up to the Town Council to weigh competing policies, as they deliberate on these legislative decisions, and determine if the reduced length of the Riverwalk Corridor available to public access balances with the addition of 1.4± acres of the waterfront being designated for Conservation.
- The Riverwalk Flex land use designation is intended to promote a mix of active commercial and residential uses. Removal of the Riverwalk Flex land use designation from the waterfront is consistent would be consistent with reducing the length of the Riverwalk component.

D. Future Land Use Map Amendment Impact Analysis

Population impacts. The proposed land use change will not have an impact on the surrounding population because the change from Riverwalk Flex and High Density Residential to Inlet Village Flex and Conservation at maximum density would result in a reduction in potential dwelling units from 73 to 59, primarily because converting 5.5± acres of the site to Conservation removes the residential potential from over half of the subject property.

Traffic impacts. According to the applicant's traffic analysis, which was reviewed by the Town Traffic Engineer, the proposed land use amendment **meets** the adopted Level of Service (LOS) requirements of the Transportation Element of the Comprehensive Plan through the year 2045 planning period (Attachment E, p. 6). The traffic impacts for the proposed future land use designation changes were evaluated by comparing the current to the proposed future land use designation. The existing land use designation of Riverwalk Flex (1.78± acres) allows a maximum commercial Floor Area Ratio (FAR) of 0.55, assuming a maximum density of 12 units per acre, and the High Density Residential (8.67± acres) allows a maximum density of 6 units per acre. The proposed Inlet Village Flex (4.95± acres) allows a maximum commercial Floor Area Ratio (FAR) of 0.25, assuming a maximum density of 12 units per acre; and Conservation land use does not permit residential use. The resulting density and intensities result in the estimated maximum Average Daily Trips (ADT) and AM and PM Peak Hour trips, as shown in Table 2 (below), for the existing Future Land Use and the proposed Future Land Use designations and the difference in trips generated.

Table 2. Traffic

Type	Square Feet/ Dwelling Units	Ave. Daily Trips	AM Peak Hour	PM Peak Hour
Maximum intensity per existing Future Land Use (Riverwalk Flex ¹ and High Density Residential)	42,645 SF 73 DU	2,950	121	272
Maximum intensity per proposed Future Land Use (Inlet Village Flex ² and Conservation ³)	53,560 SF 59 DU	3,505	140	327
Trip Generation Difference		555	19	55
Allocated Trips Based on A1A traffic sketch tool) ⁴		1,926	n/a ⁵	233

Utilizing the Trip Generation Calculations Summary table contained in the applicant's traffic analysis (Attachment E), the proposed FLUM amendment on the subject property results in an estimated **increase** from the existing development potential. The applicant's traffic analysis states the proposed future land use amendment will result in an increase in intensity of development. The roadway segments within the radius of the development influence are not projected to operate above the Level of Service on the Year 2045 Transportation System Plan and all roadway links meet the requirements of the Test 2 analysis. Therefore, the proposed amendment is **consistent** with the Transportation Element of the Comprehensive Plan (Attachment E, p. 7).

While the proposed land use amendment meets the Comprehensive Plan, it does have the potential to **exceed** the Town's goal of maintaining capacity on A1A as a two-lane road, since the non-residential FAR was not maximized in the assumptions. The Town Traffic Engineer developed a planning tool for Inlet Village traffic buildout. This traffic management tool, "sketch tool", is used to estimate remaining capacity of A1A with a two-lane road section. The sketch tool allocates an estimated number of trips per acre necessary to remain under the maximum capacity of the road segment for properties that are vacant or likely to redevelop.

Based on the Town's goal to ensure A1A does not exceed capacity, Town Council should consider placing a Trip Cap in the ordinance for the proposed Future Land Use Map amendment for the subject property. Table 2 (above) provides the ADT and peak hour trips as potential Trip Cap options for the Town Council's consideration, based on the sketch tool developed to help protect A1A as a two-lane road section consistent with the scale of the Inlet Village.

Environmental impacts. The proposed future land use map amendment to assign Inlet Village Flex and Conservation will have positive impact on the environmental protection of the site. Currently, the site has High Density Residential and Riverwalk Flex designations, both which allow for moderate to high intensity development. The proposed amendment designates the portion of the property with the most vulnerable and valuable historic resources the protection of a Conservation land use. In addition, part of the waterfront will be designated Conservation

¹ Riverwalk Flex intensity assumes a maximum residential density at 12 du/ac and a non-residential intensity of 0.55 FAR

² Inlet Village Flex assumes a maximum residential density at 12 du/ac and a non-residential intensity of 0.25 FAR

³ Conservation was not allocated any trips. Using the ITE trip rate for "city park", 5.5 acres of Conservation yielded only 9 average daily trips, which is statistically insignificant (.003).

⁴ Trips allocated for the subject property based on the Town Traffic Engineer's updated Inlet Village Buildout Traffic Management Sketch Tool

⁵ Because AM Peak Hour traffic has not been an issue on this segment of A1A, it is not calculated into the traffic sketch tool

adding a level of protection to this portion of the waterfront. While there is a portion of the waterfront that is proposed for Inlet Village Flex, the land use change itself does not create any greater impact. During the development review process, the requirements of the Coastal and Conservation Elements and land development regulations will need to be met in order to protect the natural environment from impacts of development.

Infrastructure Analysis. See Attachment F.

The data and analysis supporting the FLUM amendments will be included in the final transmittal package sent to the Florida Department of Commerce with F.S. 163.3187, after second reading at Town Council.

CRA Plan Consistency. The proposed FLUM amendments are consistent with the Community Redevelopment Agency (CRA) Plan. The Sperry property is one of the last large undeveloped parcels of land within the CRA boundaries. The combination of conservation and mixed use land uses fits well with the following Goals and Objectives of the CRA Plan. The CRA Plan references policies, projects and programs related:

- Open space, connectivity and public access to the waterways.
- Encouraging development that promotes historical and natural character with “destination” type uses.
- Promoting businesses, heritage tourism, ecotourism, and activities throughout the CRA area.
- Property acquisition for sites identified as historic, cultural, or archaeological resources.

Findings

E. A. Future Land Use Map Amendment

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

1. The subject property is currently assigned the future land use designations of Riverwalk Flex (1.8± acres) and High Density Residential (8.7± acre)
2. The subject property does not have an approved site plan;
3. If Town Council agrees that the new location for the terminus of Riverwalk is appropriate, the proposed future land use designation of Inlet Village Flex (5.0 ± acres) and Conservation (5.5± acres), and reduction of the Riverwalk Corridor component from 535 to 142 linear feet will be consistent with the goals, objectives, and policies of the Comprehensive Plan;
4. The proposed future land use designation is consistent with the established land use pattern with proper buffering to the proposed Conservation uses and the residential property to the east;
5. The proposed land use designation of Conservation is consistent with Objective 1.9 and Policy 1.91.0 of the Coastal Management Element, which specifically lists this property as historically and archaeologically significant and worthy of protective measures, and which is depicted as such on the Future Land Use Map;
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 will not have significant impacts on public facilities and services;
8. The proposed future land use designation for the subject property will result in an increase in potential Average Daily Traffic trips, AM peak hour trips, and PM peak hour trips, but will continue to meet Transportation LOS requirements through the 2045 planning period;

9. A trip cap will assist in maintaining roadway capacity to allow A1A to remain a two-lane road.

Conclusions

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

Attachments:

Attachment A – Owners Disclosure Statement
Attachment B – Location Map
Attachment C – Future Land Use Maps (existing and proposed)
Attachment D – Comprehensive Plan Objectives and Policies Consistency Analysis
Attachment E – Traffic Impact Analysis
Attachment F – Infrastructure Impact Analysis

Contact Martin Schneider at 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
CHARLES MODICA, 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 OF JIMCO MGT, LLC THE MANAGER [position e.g.,
president, partner, trustee] of 961 A1A LLC and 997 A1A, 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: 8985 SE BRIDGE ROAD HOBE SOUND, FL 33455
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

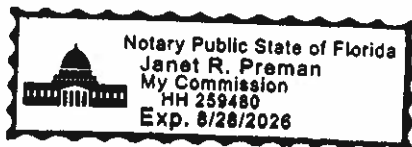
application for Comprehensive Plan amendment or Development Order approval affecting the Property. Affiant further acknowledges that he or she is authorized to execute this Disclosure of Ownership Interests on behalf of any and all individuals or entities holding a five percent or greater interest in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

Charles Modica
CHARLES MODICA, MANAGER, Affiant
(Print Affiant Name)

The foregoing instrument was acknowledged before me this 10 day of April, 2026, by Charles Modica, as Manager of JIMCO MGT., LLC, the Manager of 961 A1A LLC and 997 A1A, LLC,
☒ who is personally known to me or [] who has produced _____ as identification and who did take an oath.



Janet Preman
Notary Public

Janet Preman
(Print Notary Name)

NOTARY PUBLIC
State of Florida at Large
My Commission Expires: 8/28/2026

EXHIBIT "A"

PROPERTY

LEGAL DESCRIPTION

PARCEL 1 OWNED BY 961 A1A, LLC:

LOTS 3 AND 4 AND THE SOUTH 15 FEET OF LOTS 1 AND 2, BLOCK 3, OF THE TOWN OF JUPITER, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 56, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA; AND LOTS 9, 10, 11 AND 12, ALL OF THE LAND DESIGNED AND DELINEATED AS JNO STREET AND ALL OF THE LAND COMPRISING THAT UNNAMED ROAD LYING BETWEEN LOTS 11 AND 12, SUNI-SANDS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 23, PAGE 5, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA;

LESS

THAT PORTION OF SAID LOT 12 LYING SOUTH OF A LINE PARALLEL TO LAND 125 FEET NORTHERLY OF, MEASURED ALONG THE CENTER LINE OF SAID CLEMONES STREET, THE SOUTH BOUNDARY LINE OF SAID LOT 12.

PARCEL 2 OWNED 997 A1A, LLC:

THE SOUTH 120.32 FEET OF LOT 12, SUNI-SANDS, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 23, PAGE 5, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

TOGETHER WITH:

THAT CERTAIN DISCLAIMER BY THE BOARD OF TRUSTEES OF THE INTERNAL IMPROVEMENT TRUST FUND OF THE STATE OF FLORIDA, AS RECORDED IN OFFICIAL RECORD BOOK 26638, PAGE 1539 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA

SAID LANDS LYING IN THE TOWN OF JUPITER, PALM BEACH COUNTY, FLORIDA AND CONTAINING 455,166 SQUARE FEET, 10.4492 ACRES, MORE OR LESS.

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
JICH, LLC	SAME	95%
Charles Modica	SAME	95%
Lisa Modica	SAME	5%
JILH, LLC	SAME	5%
Charles Modica	SAME	5%
Lisa Modica	SAME	95%



Aerial Location Map
Sperry Parcel





LEGEND



PROJECT PROPERTY BOUNDARY



IVF - INLET VILLAGE FLEX



HDR - HIGH DENSITY RESIDENTIAL



RF - RIVERWALK FLEX



REC - RECREATION



US-1 - INTRACOASTAL WATERWAY CORRIDOR BOUNDARY



HISTORIC RESOURCES: LOCALLY DESIGNATED SITE



HISTORIC SIGNIFICANT SITE MERITING PROTECTION



UNINCORPORATED

EXISTING FUTURE LAND USE MAP



LEGEND					
	PROJECT PROPERTY BOUNDARY		IVF - INLET VILLAGE FLEX (4.95 ACRES)		CNS - CONSERVATION (5.50 ACRES)
	US-1 - INTRACOASTAL WATERWAY CORRIDOR BOUNDARY		HDR - HIGH DENSITY RESIDENTIAL		HISTORIC RESOURCES: LOCALLY DESIGNATED SITE
			RF - RIVERWALK FLEX		HISTORIC SIGNIFICANT SITE MERITING PROTECTION
			REC - RECREATION		UNINCORPORATED

PROPOSED FUTURE LAND USE MAP



LEGEND

PROJECT PROPERTY BOUNDARY

US-1 - INTRACOASTAL WATERWAY CORRIDOR BOUNDARY

INLET VILLAGE SECTOR

RIVERWALK CORRIDOR COMPONENT

HISTORIC RESOURCES:
LOCALLY DESIGNATED SITE

HISTORIC SIGNIFICANT SITE
MERITING PROTECTION

EXSITING US-1 INTRACOASTAL WATERWAY CORRIDOR MAP



LEGEND

PROPOSED US-1 INTRACOASTAL WATERWAY CORRIDOR MAP

Comprehensive Plan Objectives and Policies Consistency Analysis

FUTURE LAND USE ELEMENT

Policy 1.3.12 Inlet Village Flex - This future land use designation is specific to the Inlet Village Sector and is intended to foster infill and allow for flexibility of uses on a site to encourage the development of residential and to allow commercial uses. The following density and intensity standards apply to this land use category for the purpose of allowing a mix of uses:

- a) Commercial is permitted, but not required.
- b) The maximum density shall be 6 du/ac.
- c) The commercial intensity cannot exceed a maximum FAR of 1.65. The following matrix contains what density/intensity combinations are allowable in this land use category, if mixed:

Allowable Residential du/ac	Commercial FAR Range
0	0 to 1.65
2	0 to 1.50
4	0 to 1.25
6	0 to 1.00
8	0 to 0.75
10	0 to 0.50
12	0 to 0.25

The maximum height of a building is 2 stories and may be a maximum of 3 ½ stories, with bonuses as established in the LDRs. The ½ story bonus may be granted for roofline architectural variations and/or enhancements.

- d) The Town Council may grant density bonuses of up to 6 additional du/ac for the following:
 - 1) Public courtyards/plaza
 - 2) Docks, public access
 - 3) Public access to archaeological or historical amenities
 - 4) Water dependent uses (i.e. over-water pavilions including seating, water taxi stations and kayak, canoe and scuba gear rentals)
 - 5) Public access to shared parking, or public parking above the minimum requirement
 - 6) Moderate sized dwelling units
 - 7) Additional Riverwalk easement, or dedication
 - 8) Public restrooms
 - 9) Public access to navigable waters (the Oxbow)
 - 10) Public uses (i.e. parking garages and plazas)

The details for granting density bonuses shall be established in the LDRs. All of the above items shall be considered, however not all must be included. In addition, other similar items may be added to the LDRs, which the Town Council finds to be consistent with the intent of the Inlet Village as described in FLUE Policies 1.9.10 and 1.9.11.

- e) Location Criteria
 - 1) In the Inlet Village Sector
 - 2) Not within 80 feet of the Riverwalk Corridor Component

Staff Comment: The proposed Future Land Use designation of Inlet Village Flex for the subject property is consistent with the Policy 1.3.2, provided the request to shorten the Riverwalk component is granted as part of this proposal. Currently, the Riverwalk component shown on the US-1 Intracoastal Waterway Corridor Sectors map inset on the Future Land Use Map terminates where the boathouse had previously stood. The proposed amendment includes a request to terminate the Riverwalk at the dock at the northwest corner of the property, which was the approximate location of the north terminus of the historic Celestial Railway ROW and Wharf, which would provide over 80 feet

separating the waterfront portion designated Inlet Village Flex from the Riverwalk component terminating on the Town acquisition parcel. The proposed Future Land Use designation of Inlet Village Flex for the subject property is consistent with the existing adjacent uses on the surrounding properties to the west (commercial and residential) and south (commercial and recreation), and to the east (residential). The west and south are designated primarily Inlet Village Flex. The condominium community to the east has a High Density Residential designation. Parts of the proposed Inlet Village Flex will be adjacent to the proposed Conservation designations on the northwest portion of the site and the central portion of the site covering the historically designated midden. As a result, the proposed future land use amendment to Inlet Village Flex on the subject property is in harmony with the surrounding properties. The proposed FLUM amendment is consistent with Policy 1.3.12, as long as the request to shorten the Riverwalk component is approved as part of this proposal.

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 proposed Future Land Use designation of Conservation for the subject property is consistent with the intent of the designation and with the existing adjacent uses. Conservation will protect the view corridor associated with the northern terminus of the Celestial Railroad and the historically designated midden from “intense urban uses.” Conservation land use is located adjacent to a variety of land uses throughout the Town including commercial, industrial, residential, and mixed use. The Conservation in the northwest corner is adjacent to the Inlet Village Flex and Riverwalk Flex land uses to the west, and proposed Inlet Village Flex portions of the subject property to the east and south. The Conservation designation on the midden, is adjacent to proposed Inlet Village Flex to the north and south and High Density Residential to the east (Jupiter Inlet Condos).

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).

Staff Comment: The proposed Future Land Use designation of Conservation is consistent with the intention of Policy 1.3.27 to protect its unique history and heritage.

TRANSPORTATION ELEMENT

Policy 3.2.10 LOS capacity limitations through buildout shall be considered when land use applications are reviewed to ensure capacity remains to meet the goals, objectives and policies of the Comprehensive Plan.

Staff Comment: According to the applicant’s Land Use Amendment Traffic Analysis the proposed future land use amendment is consistent with Transportation Element Policy 3.2.10.

COASTAL MANAGEMENT ELEMENT

Historic Resources Objective and Policies

Objective 1.9: There shall be no loss of historic resources on Town-owned property, and historic resources on private property shall be protected, preserved, or used in a manner that will allow their continued existence. (Additional historic preservation policies contained in Future Land Use Element [Policies 1.3.26 through 1.3.28] and Housing Element Objective 1.6).

Policy 1.9.10

To preserve properties within the Town which are historically and archaeologically significant, the Town shall pursue local historic designations or other protective measures, and depict the locations of the following properties either designated or determined to be of local historical or archeological significance on the Future Land Use Map for the following:

- Peoples Congregational Church;
- Jupiter Elementary School;
- Jupiter Inlet Lighthouse (including 360 degrees of the light beam emanating from the lighthouse lamp room);
- Old Town Hall;
- Riverbend Regional Park;
- Sawfish Bay Park;
- Jupiter Inlet Village Marina;
- World War II Naval Housing Building;
- Jupiter Presbyterian Church (originally known as: Jupiter Methodist Episcopal Church South);
- Suni Sands property;
- Civic Center;
- Jupiter FEC Train Depot
- Jupiter and Lake Worth Railway (aka: the Celestial Railway)

Staff Comment: The proposed Future Land Use designation of Conservation is consistent with the intention of Objective 1.9 to protect the unique archaeological and historical resources on the site. The subject property is specifically listed as the “Suni Sands property” in Policy 1.9.10 and has a “Historically Significant Site Meriting Protection” notation on the official Future Land Use Map.



SPERRY
10.45 ACRE LUPA
TOWN OF JUPITER, FLORIDA

LAND USE PLAN AMENDMENT
APPLICATION
TRAFFIC STATEMENT

PREPARED FOR:

961 A1A, LLC
8895 SW Bridge Road
Hobe Sound, FL 33455

JOB NO. 24-049

DATE: 04/13/2026

Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006

This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 04/13/2026.

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

Digitally signed
by Bryan G Kelley
Date: 2026.04.13
11:09:24-04'00'

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- 2.0 TRAFFIC GENERATION

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- 2.0 TRAFFIC GENERATION (CONTINUED)
- 3.0 RADIUS OF DEVELOPMENT INFLUENCE
- 4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION
- 5.0 YEAR 2045 ANALYSIS
- 6.0 TEST 2 – FIVE YEAR ANALYSIS
- 7.0 PEAK HOUR TURNING MOVEMENTS

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- 8.0 CONCLUSION

APPENDICES

APPENDIX A

YEAR 2045 ANALYSIS

APPENDIX A

TEST 2 ANALYSIS

1.0 SITE DATA

The subject parcel is located at 961 North A1A in the Town of Jupiter, Florida and contains approximately 10.45 acres. The Property Control Numbers (PCN) for the subject parcel are 30-43-40-31-03-003-0011 and 30-43-40-31-04-000-0121. The subject property is currently designated as Riverwalk Flex (1.78 ac) and High Density Residential (8.67 ac) in the Town of Jupiter Comprehensive Plan. The property owner is requesting a change in the parcel's future land use designation to Inlet Village Flex (4.95 ac) and Conservation (5.5 ac). The purpose of this statement is to determine the total traffic volume which will be on each roadway link within the site radius of development influence for the Interim Transportation Plan. This statement will also identify which roadway links (if any) will exceed the adopted Level of Service volume for the subject links addressed within the project's radius of development influence.

2.0 TRAFFIC GENERATION

The change in daily traffic generation due to the requested change in the 10.45 acres parcel future land use designation may be determined by taking the difference between the total traffic generated for the most intensive land use under both the existing future land use designation Riverwalk Flex / High Density Residential and the proposed future land use designation Inlet Village Flex / Conservation.

Riverwalk Flex

The most intensive land use under the existing future land use designation is "Shopping Plaza with Super Market" and "Multifamily Low-Rise (up to 3 stories)". Based on the maximum floor area ratio (FAR) of 0.55 and 12 DU/acre for the site area consisting of 1.78 acres. The maximum allowable intensity for the designated acreage under the proposed land use designation is 42,645 SF and 21 dwelling units calculated as follows:

$$1.78 \text{ Acre} \times 0.55 \text{ FAR} \times \frac{43,560 \text{ SF}}{1 \text{ Acre}} = 42,645 \text{ SF}$$

$$1.78 \text{ Acre} \times 12 \text{ DU/Acre} = 21 \text{ DU}$$

High Density Residential

The most intensive land use under the existing future land use designation is "Multifamily Low-Rise (up to 3 stories)". Based on 6 DU/acre for the site area consisting of 8.67 acres. The maximum allowable intensity for the designated acreage under the proposed land use designation is 52 dwelling units calculated as follows:

$$8.67 \text{ Acre} \times 6 \text{ DU/Acre} = 52 \text{ DU}$$

Shopping Plaza with Market (42,645 SF)/ Multifamily Low-Rise up to 3 stories (73 DU)

Table 1 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the existing Riverwalk Flex / High Density Residential land use designation. The traffic generation has been calculated in accordance with the traffic generation rates listed in the ITE Trip Generation Manual, 11th Edition and on the PBC traffic website. Based on the maximum allowable square footage and the accepted traffic generation rates for Shopping Plaza with Super Market and the maximum allowable density and accepted traffic generation rates for

2.0 TRAFFIC GENERATION (CONTINUED)

Multifamily Low-Rise, the maximum traffic generation for the property under the existing CH/8 and UI land use designation may be summarized as follows:

Existing Future Land Use

Daily Traffic Generation	=	2,950 tpd
AM Peak Hour Traffic Generation (In/Out)	=	121 pht (64 In/57 Out)
PM Peak Hour Traffic Generation (In/Out)	=	272 pht (136 In/136 Out)

Inlet Village Flex

The most intensive land use under the proposed future land use designation is "Shopping Plaza with Super Market" and "Multifamily Low-Rise (up to 3 stories)". Based on the maximum floor area ratio (FAR) of 0.25 and 12 DU/acre for the site area consisting of 4.95 acres. The maximum allowable intensity for the designated acreage under the proposed land use designation is 42,645 SF and 21 dwelling units calculated as follows:

$$4.95 \text{ Acre} \times 0.25 \text{ FAR} \times \frac{43,560 \text{ SF}}{1 \text{ Acre}} = 53,906 \text{ SF}$$

$$4.95 \text{ Acre} \times 12 \text{ DU/Acre} = 59 \text{ DU}$$

Conservation

For purposes of this traffic study, no trips were associated with the proposed 5.5 acre conservation.

Shopping Plaza with Market (53,906 SF)/ Multifamily Low-Rise up to 3 stories (59 DU)

Table 2 calculates the daily traffic generation, AM peak hour traffic generation, and PM peak hour traffic generation for the property under the proposed Inlet Village Flex / Conservation land use designation. The maximum traffic generation for the property under the proposed future land use designation may be summarized as follows:

Proposed Future Land Use

Daily Traffic Generation	=	3,505 tpd
AM Peak Hour Traffic Generation (In/Out)	=	140 pht (78 In/62 Out)
PM Peak Hour Traffic Generation (In/Out)	=	327 pht (162 In/165 Out)

The difference in trips between the proposed future land use and the existing future land use designation may be summarized as follows:

Trip Generation Difference

Daily Traffic Generation	=	555 tpd INCREASE
AM Peak Hour Traffic Generation	=	19 pht INCREASE
PM Peak Hour Traffic Generation	=	55 pht INCREASE

3.0 RADIUS OF DEVELOPMENT INFLUENCE

Based on Table 3.5-1 of the Palm Beach County Comprehensive Plan for a total trip generation increase of 555 trips per day, analysis is required for the Year 2045 of the directly accessed links. Based on Table 12.B.2.D-7 3A of Article 12 of the Palm Beach County Unified Land Development Code, for a peak hour trip generation of 55 peak hour trips, the radius of development influence for purposes of Test 2 shall be one mile.

4.0 TRAFFIC ASSIGNMENT/DISTRIBUTION

The attached PROJECT DISTRIBUTION figure shows the trip distribution, which is based on the current and projected roadway geometry, a review of historical travel patterns for the area, and anticipated travel patterns associated with probable land uses under the proposed Inlet Village Flex / Conservation future land use designation.

5.0 YEAR 2045 ANALYSIS

Table 3 (Appendix A) represents the required Year 2045 Analysis. The total anticipated Year 2045 traffic meets the adopted Level of Service requirements within the project's radius of influence. Therefore, the proposed land use change meets the Year 2045 requirements of the Town of Jupiter Comprehensive Plan.

6.0 TEST 2 – FIVE YEAR ANALYSIS

Tables 4 and 5 represent the required Test 2 Five Year Analysis. Tables 3 and 4 calculate which of the impacted links are significant for the Test 2 analysis. Since the project has an insignificant impact on all roadway segments, the project meets the requirements for Test 2 of the Palm Beach County Traffic Performance Standards.

Tables 4 and 5 (Appendix B) represents the required Test 2 Five Year Analysis for the AM and PM peak hours. Links with a project assignment greater than 3% of the applicable Level of Service "E" have been outlined as links with significant project assignment. Table 6 and 7 (in Appendix B) shows the projected total AM and PM peak hour traffic volumes and threshold volumes for the links with significant project assignment within the project's radius of development influence.

A review of Tables 4-7 indicates this project meets the applicable Peak Hour Traffic Volume Link Performance Standards on all links within the project's radius of development influence.

7.0 PEAK HOUR TURNING MOVEMENT

The total AM and PM peak hour turning movements for the project under the proposed Inlet Village Flex / Conservation future land use designation with no reduction for pass by credits have been calculated in Table 2 in order to assess the improvements necessary to accommodate such traffic movements. The AM and PM peak hour turning movement volumes and directional

7.0 PEAK HOUR TURNING MOVEMENT (CONTINUED)

distributions with no reduction for pass by credits for the proposed development under the Inlet Village Flex / Conservation future land use designation may be summarized as follows:

**Directional
Distribution
(Trips IN/OUT)**

AM Peak Hour = 72 / 62
PM Peak Hour = 162 / 165

Based on the peak hour volumes shown above and the Palm Beach County Engineering Guideline used in determining the need for turn lanes of 75 right turns or 30 left turns in the peak hour, additional turn lanes may be warranted. The need for turn lanes or access modifications are evaluated in the traffic impact statement.

8.0 CONCLUSION

As previously mentioned, this proposed future land use plan designation modification will result in an increase in intensity of development and roadway segments within the radius of development influence are not projected to be operating above the adopted Level of Service on the Year 2045 Transportation System Plan. Additionally, all roadway links meet the requirements of the Test 2 analysis. Therefore, this land use plan amendment is in accordance with the goals and objectives of the Town of Jupiter Comprehensive Plan, Transportation Element

TABLE 1
EXISTING HIGH DENSITY RESIDENTIAL / RIVERWALK FLEX FUTURE LAND USE DESIGNATION

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	73	Dwelling Units	6.74	492	0	492	0%	492
Shop Plaza (40-150ksf) w/Sup Market	821	42,645	S.F.	94.49	4,030	0	4,030	39%	2,458
Grand Totals:					4,522	0.0%	0	35%	1,572

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	73	Dwelling Units	0.24 0.76	7 22 29	0.0% 0 0 0	7 22 29	0%	0 7 29
Shop Plaza (40-150ksf) w/Sup Market	821	42,645	S.F.	0.62 0.38	94 57 151	0.0% 0 0 0	94 57 151	39%	57 35 92
Grand Totals:					101 79 180	0.0% 0 0 0	101 79 180	33%	59 64 121

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	73	Dwelling Units	0.63 0.37	23 14 37	0.0% 0 0 0	23 14 37	0%	0 23 37
Shop Plaza (40-150ksf) w/Sup Market	821	42,645	S.F.	0.48 0.52	185 200 385	0.0% 0 0 0	185 200 385	39%	113 122 235
Grand Totals:					208 214 422	0.0% 0 0 0	208 214 422	36%	136 136 272

TABLE 2
PROPOSED INLET VILLAGE FLEX / CONSERVATION FUTURE LAND USE DESIGNATION

Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips	Internalization % Total	External Trips	Pass-by % Trips	Net Trips
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	59	Dwelling Units	6.74	398	0	398	0% 0	398
Shop Plaza (40-150ksf) w/Sup Market	821	53,906	S.F.	94.49	5,094	0	5,094	39% 1,987	3,107
Grand Totals:					5,492	0.0% 0	5,492	0% 0	3,505

AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	59	Dwelling Units	0.24 0.76	6 18 24	0 0 0	6 18 24	0% 0	6 18 24
Shop Plaza (40-150ksf) w/Sup Market	821	53,906	S.F.	0.62 0.38	118 72 190	0.0% 0 0 0	118 72 190	39% 74	72 44 116
Grand Totals:					124 90 214	0.0% 0 0 0	124 90 214	0% 74	78 62 140

PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split In Out	Gross Trips In Out Total	Internalization % In Out Total	External Trips In Out Total	Pass-by % Trips	Net Trips In Out Total
Multifamily Low-Rise Housing up to 3 story (Apartment/Condo/TH)	220	59	Dwelling Units	0.63 0.37	19 11 30	0 0 0	19 11 30	0% 0	19 11 30
Shop Plaza (40-150ksf) w/Sup Market	821	53,906	S.F.	0.48 0.52	234 253 487	0.0% 0 0 0	234 253 487	39% 190	143 154 297
Grand Totals:					253 264 517	0.0% 0 0 0	253 264 517	0% 190	162 165 327



APPENDIX A

YEAR 2045 ANALYSIS

TABLE 3
(YEAR 2045)
MAXIMUM DEVELOPMENT INTENSITY - NET INCREASE

PROJECT: Sperry
EXISTING FUTURE LAND USE DESIGNATION: High Density Residential / Riverwalk Flex
TRIPS PER DAY= 2,950
PROPOSED FUTURE LAND USE DESIGNATION: Inlet Village Flex / Conservation
TRIPS PER DAY= 3,505
TRIP INCREASE= 555

ROADWAY	FROM	TO	DISTRIBUTION (%)	PROJECT TRAFFIC	LANES	LOS "D" CAPACITY	TRIP INCREASE	PROJECT SIGNIFICANCE
OCEAN DRIVE	US HWY 1	SITE	67%	372	2	12,400	2.999%	NO
OCEAN DRIVE	SITE	INDIANTOWN ROAD	33%	183	2	12,400	1.48%	NO

ROADWAY	FROM	TO	2045 PBC MPO TRAFFIC VOLUME	DISTRIBUTION (%)	PROJECT TRAFFIC	TOTAL 2045 TRAFFIC	LANES	LOS "D" CAPACITY	V/C RATIO
OCEAN DRIVE	US HWY 1	SITE	9,500	67%	372	9,872	2	12400	0.80
OCEAN DRIVE	SITE	INDIANTOWN ROAD	9,500	33%	183	9,683	2	12400	0.78

* Project is significant when net trip increase is greater than 1% for v/c of 1.4 or more, 2% for v/c of 1.2 or more and 3% for v/c less than 1.2.

*A1A from US-1 to Indiantown Road is a Town Road and utilizes a LOS D standard

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
3886	935131	A1A	SR-80	Ocean Blvd	2	2	17,445	12,657	14,911	13,600	12,897	13,727	15,900
3918	935131	A1A	Ocean Blvd	Worth Ave	4	4	12,421	15,200	12,123	13,600	12,897	13,727	12,900
3884	938526	A1A	Worth Ave	Royal Palm Way	2	2	17,445	-	6,900	10,200	5,791	6,676	8,000
3916	935138	A1A	Royal Palm Way	US 1	4	4	15,180	10,505	13,750	11,000	7,211	8,157	14,700
2801	930328	A1A	US 1	S Harbor Dr	4	4	22,338	14,700	22,954	15,800	13,642	18,166	27,500
2846	935134	A1A	S Harbor Dr	Bimini Ln	2	2	10,000	10,085	15,204	12,600	4,731	5,749	16,200
2842	935134	A1A	Bimini Ln	Island Dr	2	2	12,363	-	11,400	12,600	4,731	5,749	12,400
2816	930666	A1A	Island Dr	Lost Tree Village	2	2	10,920	10,278	9,117	10,300	4,771	5,732	10,100
2809	935290	A1A	Lost Tree Village	US 1	2	2	16,711	16,729	18,492	13,900	7,980	9,285	19,800
1314	938549	A1A	Donald Ross Rd	Marcinski Rd	2	2	5,742	5,466	4,210	4,257	3,214	3,274	4,300
1818	930088	A1A	Marcinski Rd	Ocean Way	2	2	6,000	-	4,867	5,339	1,267	1,310	4,900
1812	930088	A1A	Ocean Way	Indiantown Rd	2	2	9,047	7,801	6,475	6,789	1,267	1,310	6,500
1804	937366	A1A	Indiantown Rd	US 1	2	2	10,915	10,087	9,079	10,172	5,616	6,057	9,500
1809	935232	A1A	US 1	Jupiter Inlet Colony	2	2	6,993	6,920	7,322	7,957	6,054	6,799	8,200
1306	930746	A1A	Jupiter Inlet Colony	Martin County Line	2	2	2,203	2,341	2,501	2,200	2,228	3,167	3,600
	937495	AIRPORT RD	Main St	Duda Rd	2	2			-	-	2,394	2,929	2,900
7017	930080	AIRPORT RD	SR-715	Main St	2	2		-	5,800	5,700	2,529	3,443	6,700
	937471	AIRPORT RD	Duda Road	Cr-880	2	2			-	-	598	893	900
6880	937414	AIRPORT RD	Glades Rd	Spanish River Blvd	2	2	7,225	8,060	10,661	9,836	11,851	12,160	10,900
6908	937414	AIRPORT RD	Spanish River Blvd	Section Line	4	4		-	7,400	11,000	11,851	12,160	7,700
	937680	ALEMEDA DR	Kirk Rd	Congress Ave	2	2			-	-	2,354	2,996	3,000
5403	930427	ATLANTIC AVE	SR-7	Lyons Rd	2	4	14,702	13,478	16,435	18,896	11,391	11,007	16,100
5101	935210	ATLANTIC AVE	Lyons Rd	Turnpike	4	6	21,156	18,619	29,886	34,770	20,653	26,919	36,200
5209	935209	ATLANTIC AVE	Turnpike	Hagen Ranch Rd	4	6	34,081	32,206	38,529	45,436	32,617	37,813	44,700
5643	937199	ATLANTIC AVE	Hagen Ranch Rd	Jog Rd	4	6	36,415	32,777	36,572	39,360	32,830	45,914	51,100
5631	937198	ATLANTIC AVE	Jog Rd	El Clair Ranch Rd	6	6	40,036	33,426	40,737	42,426	29,335	34,319	45,700
5637	930424	ATLANTIC AVE	El Clair Ranch Rd	Military Tr	6	6	42,199	36,522	44,644	46,963	34,278	42,575	52,900
5609	930423	ATLANTIC AVE	Military Tr	Barwick Rd	6	6	40,873	36,580	41,810	43,458	33,882	44,143	54,500
5659	937200	ATLANTIC AVE	Barwick Rd	Congress Ave	6	6	38,363	40,012	44,038	44,682	42,099	51,601	54,000
5211	935017	ATLANTIC AVE	Congress Ave	I-95	6	6	37,485	44,769	49,366	47,500	48,708	55,612	56,400
5309	930052	ATLANTIC AVE	I-95	SW 11th Ave	4	4	34,140	41,904	46,557	42,500	37,449	43,268	53,800
	935019	ATLANTIC AVE	SW 11th Ave	SW 8th Ave	4	4			-	-	28,450	31,020	31,000
5815	935021	ATLANTIC AVE	SW 8th Ave	Swinton Ave	4	4	28,429	23,780	27,464	-	27,038	29,467	29,900
5817	935022	ATLANTIC AVE	Swinton Ave	US-1	2	2	12,252	13,213	12,015	9,000	5,215	6,111	12,900
5805	935023	ATLANTIC AVE	US-1	ICWW	4	4	16,098	15,267	15,106	-	6,472	7,626	16,300
	930681	ATLANTIC AVE	ICWW	A1A	4	4			-	-	6,017	6,285	6,300
3658	935124	AUSTRALIAN AVE	Southern Blvd	PBIA (Turnage Blvd)	6	6	42,688	34,200	34,707	33,411	39,675	49,799	43,600
3610	937361	AUSTRALIAN AVE	PBIA (Turnage Blvd)	Belvedere Rd	6	6	40,651	30,963	33,550	40,365	46,637	55,927	42,800
3309	937360	AUSTRALIAN AVE	Belvedere Rd	Okeechobee Bl	4	4	32,970	25,329	28,309	33,481	32,248	43,762	38,400
3850	937190	AUSTRALIAN AVE	Okeechobee Bl	Banyan Blvd	6	6	44,002	33,311	33,703	38,000	34,116	43,395	42,900



APPENDIX B

TEST 2 ANALYSIS

TABLE 3
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS

2 MILE RADIUS OF INFLUENCE

TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 78

TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 62

				AM PEAK HOUR							
				DIRECTIONAL							
STATION	ROADWAY	FROM	TO	PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT	
	OCEAN DRIVE	US HWY 1	SITE	67%	52	2	II	860	6.08%	YES	
	OCEAN DRIVE	SITE	INDIANTOWN ROAD	33%	26	2	II	860	2.99%	NO	
	OCEAN DRIVE	INDIANTOWN ROAD	MARCINSKI ROAD	10%	8	2	II	860	0.91%	NO	
	US HWY 1	COUNTY ROAD	TEQUESTA DRIVE	5%	4	4D	I	1960	0.20%	NO	
	US HWY 1	TEQUESTA DRIVE	BEACH ROAD	10%	8	4D	I	1960	0.40%	NO	
	US HWY 1	BEACH ROAD	OCEAN DRIVE	25%	20	4D	I	1960	0.99%	NO	
	US HWY 1	OCEAN DRIVE	INDIANTOWN ROAD	40%	31	4D	I	1960	1.59%	NO	
	US HWY 1	INDIANTOWN ROAD	MARCINSKI ROAD	20%	16	4D	I	1960	0.80%	NO	
	OLD DIXIE HWY	COUNTY ROAD	TEQUESTA DRIVE	5%	4	2	II	860	0.45%	NO	
	OLD DIXIE HWY	TEQUESTA DRIVE	BEACH ROAD	5%	4	4	I	1860	0.21%	NO	
	OLD DIXIE HWY	BEACH ROAD	CENTER STREET	5%	4	6D	I	2940	0.13%	NO	
	OLD DIXIE HWY	CENTER STREET	INDIANTOWN ROAD	10%	8	6D	I	2940	0.27%	NO	
	OLD DIXIE HWY	INDIANTOWN ROAD	TONEY PENNA DRIVE	15%	12	6D	I	2940	0.40%	NO	
	ALT A1A	TONEY PENNA DRIVE	FREDERICK SMALL ROAD	10%	8	6D	I	2940	0.27%	NO	
	MILITARY TRAIL	INDIANTOWN ROAD	TONEY PENNA DRIVE	5%	4	6D	I	2940	0.13%	NO	
	TEQUESTA DRIVE	COUNTRY CLUB DRIVE	OLD DIXIE HWY	5%	4	2	II	860	0.45%	NO	
	TEQUESTA DRIVE	OLD DIXIE HWY	US HWY 1	5%	4	2	II	860	0.45%	NO	
	BEACH ROAD	OLD DIXIE HWY	US HWY 1	10%	8	4	II	1780	0.44%	NO	
	BEACH ROAD	US HWY 1	MARTIN COUNTY	5%	4	2	II	860	0.45%	NO	
	CENTER STREET	LOXAHATCHEE RIVER ROAD	OLD DIXIE HWY	5%	4	2	II	860	0.45%	NO	
	INDIANTOWN ROAD	CENTER STREET	MILITARY TRAIL	10%	8	6D	I	2940	0.27%	NO	
	INDIANTOWN ROAD	MILITARY TRAIL	OLD DIXIE HWY	15%	12	6D	I	2940	0.40%	NO	
	INDIANTOWN ROAD	OLD DIXIE HWY	US HWY 1	40%	31	6D	I	2940	1.06%	NO	
	INDIANTOWN ROAD	US HWY 1	OCEAN DRIVE	23%	18	4	I	1860	0.96%	NO	
	TONEY PENNA DRIVE	OLD DIXIE HWY	MILITARY TRAIL	5%	4	2	II	860	0.45%	NO	

TABLE 4
TEST 2 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

TEST 2 - FIVE YEAR ANALYSIS
 2 MILE RADIUS OF INFLUENCE

TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 162

TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 165

STATION	ROADWAY	FROM	TO	PM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS E STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
				PROJECT DISTRIBUTION	PROJECT TRIPS					
	OCEAN DRIVE	US HWY 1	SITE	67%	111	2	II	860	12.85%	YES
	OCEAN DRIVE	SITE	INDIANTOWN ROAD	33%	54	2	II	860	6.33%	YES
	OCEAN DRIVE	INDIANTOWN ROAD	MARCINSKI ROAD	10%	17	2	II	860	1.92%	NO
	US HWY 1	COUNTY ROAD	TEQUESTA DRIVE	5%	8	4D	I	1960	0.42%	NO
	US HWY 1	TEQUESTA DRIVE	BEACH ROAD	10%	17	4D	I	1960	0.84%	NO
	US HWY 1	BEACH ROAD	OCEAN DRIVE	25%	41	4D	I	1960	2.10%	NO
	US HWY 1	OCEAN DRIVE	INDIANTOWN ROAD	40%	66	4D	I	1960	3.37%	YES
	US HWY 1	INDIANTOWN ROAD	MARCINSKI ROAD	20%	33	4D	I	1960	1.68%	NO
	OLD DIXIE HWY	COUNTY ROAD	TEQUESTA DRIVE	5%	8	2	II	860	0.96%	NO
	OLD DIXIE HWY	TEQUESTA DRIVE	BEACH ROAD	5%	8	4	I	1860	0.44%	NO
	OLD DIXIE HWY	BEACH ROAD	CENTER STREET	5%	8	6D	I	2940	0.28%	NO
	OLD DIXIE HWY	CENTER STREET	INDIANTOWN ROAD	10%	17	6D	I	2940	0.56%	NO
	OLD DIXIE HWY	INDIANTOWN ROAD	TONEY PENNA DRIVE	15%	25	6D	I	2940	0.84%	NO
	ALT A1A	TONEY PENNA DRIVE	FREDERICK SMALL ROAD	10%	17	6D	I	2940	0.56%	NO
	MILITARY TRAIL	INDIANTOWN ROAD	TONEY PENNA DRIVE	5%	8	6D	I	2940	0.28%	NO
	TEQUESTA DRIVE	COUNTRY CLUB DRIVE	OLD DIXIE HWY	5%	8	2	II	860	0.96%	NO
	TEQUESTA DRIVE	OLD DIXIE HWY	US HWY 1	5%	8	2	II	860	0.96%	NO
	BEACH ROAD	OLD DIXIE HWY	US HWY 1	10%	17	4	II	1780	0.93%	NO
	BEACH ROAD	US HWY 1	MARTIN COUNTY	5%	8	2	II	860	0.96%	NO
	CENTER STREET	LOXAHATCHEE RIVER ROAD	OLD DIXIE HWY	5%	8	2	II	860	0.96%	NO
	INDIANTOWN ROAD	CENTER STREET	MILITARY TRAIL	10%	17	6D	I	2940	0.56%	NO
	INDIANTOWN ROAD	MILITARY TRAIL	OLD DIXIE HWY	15%	25	6D	I	2940	0.84%	NO
	INDIANTOWN ROAD	OLD DIXIE HWY	US HWY 1	40%	66	6D	I	2940	2.24%	NO
	INDIANTOWN ROAD	US HWY 1	OCEAN DRIVE	23%	38	4	I	1860	2.04%	NO
	TONEY PENNA DRIVE	OLD DIXIE HWY	MILITARY TRAIL	5%	8	2	II	860	0.96%	NO

TABLE 6
AM PEAK HOUR - TEST 2

2031 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 1.00%
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 78
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 62

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	AM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	AM PEAK HOUR PROJECT TRIPS	LINK GROWTH RATE	LINK GROWTH	MAJOR PROJECT	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2031 TRAFFIC WITHOUT PROJECT	2031 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS E	2031 WITHOUT PROJECT MEETS LOS STD.	MEETS LOS STD.
OCEAN DRIVE	US HWY 1	SITE	NB	2024	268	67%	42	1.00%	19	50	19	69	337	379	2	II	860	YES	YES
			SB	2024	226	67%	52	1.00%	16	48	16	64	290	342	2	II	860	YES	YES

TABLE 7
PM PEAK HOUR - TEST 2

2031 BUILD OUT
2 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 1.00%
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 162
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 165

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS	LINK GROWTH RATE	LINK GROWTH	MAJOR PROJECT	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2031 TRAFFIC WITHOUT PROJECT	2031 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS E	2031 WITHOUT PROJECT MEETS LOS STD.	MEETS LOS STD.
US HWY 1	OCEAN DRIVE	INDIANTOWN ROAD	NB	2022	1145	40%	65	1.00%	107	66	107	173	1318	1383	4D	I	1960	YES	YES
			SB	2022	936	40%	66	1.00%	88	69	88	157	1093	1159	4D	I	1960	YES	YES
OCEAN DRIVE	US HWY 1	SITE	NB	2024	374	67%	111	1.00%	27	40	27	67	441	552	2	II	860	YES	YES
			SB	2024	367	67%	109	1.00%	26	46	26	72	439	548	2	II	860	YES	YES
OCEAN DRIVE	SITE	INDIANTOWN ROAD	NB	2024	374	33%	53	1.00%	27	40	27	67	441	494	2	II	860	YES	YES
			SB	2024	367	33%	54	1.00%	26	46	26	72	439	493	2	II	860	YES	YES

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

Input Data
ROAD NAME: N US Highway 1 STATION: 1802 Report Created
CURRENT YEAR: 2026 FROM: E Indiantown Rd 3/12/2026
ANALYSIS YEAR: 2031 TO: Midpoint
GROWTH RATE: 0% COUNT DATE: NA
PSF: 0

Time Period Direction	Link Analysis					
	AM			PM		
	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
Shoppes at Jupiter	57	24	33	135	66	69	NR	0%
Total Committed Developments	57	24	33	135	66	69		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	57	24	33	135	66	69		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	57	24	33	135	66	69		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	57	24	33	135	66	69		
Growth Volume Used	57	24	33	135	66	69		
Total Volume	57	24	33	135	66	69		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data
ROAD NAME: US Highway 1 STATION: 1802 Report Created
CURRENT YEAR: 2026 FROM: Midpoint 3/12/2026
ANALYSIS YEAR: 2031 TO: Ocean Dr
GROWTH RATE: 0% COUNT DATE: NA
PSF: 0

Time Period Direction	Link Analysis					
	AM			PM		
	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
Shoppes at Jupiter	57	24	33	135	66	69	NR	0%
Total Committed Developments	57	24	33	135	66	69		
Total Committed Residential	0	0	0	0	0	0		
Total Committed Non-Residential	57	24	33	135	66	69		
Double Count Reduction	0	0	0	0	0	0		
Total Discounted Committed Developments	57	24	33	135	66	69		
Historical Growth	0	0	0	0	0	0		
Comm Dev+1% Growth	57	24	33	135	66	69		
Growth Volume Used	57	24	33	135	66	69		
Total Volume	57	24	33	135	66	69		

Lanes	4LD					
LOS D Capacity	3220	1770	1770	3220	1770	1770
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	3400	1870	1870	3400	1870	1870
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data
ROAD NAME: Ocean Dr STATION: 1804 Report Created
CURRENT YEAR: 2024 FROM: Midpoint 3/12/2026
ANALYSIS YEAR: 2031 TO: Midpoint
GROWTH RATE: 0% COUNT DATE: 1/24/2024
PSF: 1

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	604	268	226	729	374	367
Peak Volume	604	268	226	729	374	367
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	604	268	226	729	374	367

Committed Developments	Type	% Complete
Harbourside Jupiter	NR	100%
Jupiter Outdoor Center - Guanabana	NR	100%
Fishermans Wharf	Res	0%
Indiantown Road Office	NR	0%
Lighthouse Cove Mini Golf	NR	100%
Kempe Office Building	Res	60%
Love Street	NR	100%
Inlet Waters	Res	100%
Kempe West	Res	0%
Sperry Project	Res	100%
Starbucks Tequesta	NR	100%
Inlet Village Market	NR	0%
Total Committed Developments		
Total Committed Residential		
Total Committed Non-Residential		
Double Count Reduction		
Total Discounted Committed Developments		
Historical Growth		
Comm Dev+1% Growth		
Growth Volume Used		
Total Volume		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

Input Data
ROAD NAME: Ocean Dr STATION: 1804 Report Created
CURRENT YEAR: 2024 FROM: E Indiantown Rd 3/12/2026
ANALYSIS YEAR: 2031 TO: Midpoint
GROWTH RATE: 0% COUNT DATE: 1/24/2024
PSF: 1

Time Period Direction	AM			PM		
	2-way	NB/EB	SB/WB	2-way	NB/EB	SB/WB
Existing Volume	604	268	226	729	374	367
Peak Volume	604	268	226	729	374	367
Diversion(%)	0	0	0	0	0	0
Volume after Diversion	604	268	226	729	374	367

Committed Developments	Type	% Complete
Harbourside Jupiter	NR	100%
Jupiter Outdoor Center - Guanabana	NR	100%
Bluewater Plaza	NR	0%
Fishermans Wharf	Res	0%
Indiantown Road Office	NR	0%
Lighthouse Cove Mini Golf	NR	100%
Kempe Office Building	Res	60%
Love Street	NR	100%
Inlet Waters	Res	100%
Kempe West	Res	0%
Sperry Project	Res	0%
Starbucks Tequesta	NR	100%
Inlet Village Market	NR	0%
Total Committed Developments		
Total Committed Residential		
Total Committed Non-Residential		
Double Count Reduction		
Total Discounted Committed Developments		
Historical Growth		
Comm Dev+1% Growth		
Growth Volume Used		
Total Volume		

Lanes	2L					
LOS D Capacity	1480	880	880	1480	880	880
Link Meets Test 1?	YES	YES	YES	YES	YES	YES
LOS E Capacity	1570	880	880	1570	880	880
Link Meets Test 2?	YES	YES	YES	YES	YES	YES

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 Inlet Village Flex and Conservation 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 Jupiter Fire Rescue Department Station No. 10, which is located at 500 N. US Highway 1 across from Burt Reynolds Park. 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 Inlet Village Flex and Conservation land use designations will not have a significant increase in demand for recreation facilities in the Town.
10. *School Concurrency.* The proposed Inlet Village Flex land use designation is not likely to have significant additional impacts to school facilities since residential use is already allowed by the current Residential High land use. The Palm Beach County School District was provided a copy of the School Concurrency Availability Determination (SCAD) for review.