Town of Jupiter Citizens’ Master Plan

Preparing for Transit

January 18, 2008
Treasure Coast Regional Planning Council

A Special Thanks

Jupiter Town Council

Mayor Karen J. Golonka
Vice Mayor, Robert M. Friedman
Councilor Wendy K. Harrison
Councilor Jim Kuretski
Councilor, Todd Wodraska

Steering Committee

Paul Cherry, Chair; Keith Ennis, Vice Chair; Judy Goldberg, Secretary;
Jim Aiken; Tom Boyhan; Marty Rogol; Susan Wiley; Marie York
How We Got Here

SFECC Overview

• Focus on **NORTH-SOUTH** mobility issues
• 85-mile study area centered on the FEC Alignment
  - Encompasses Tri-Rail and future FEC alternatives
  - Addresses EAST-WEST and other feeder connections
  - An integrated network
SFECC/Tri-Rail Service Concepts

- An integrated network
  - Tri-Rail, Local Transit and new SFECC services working in unison
- Combination of Local, Express & Limited services
- Construction phased over time as resources become available

SFECC Tier 1 Recommendations

- Confirmed use on the FEC alignment
- Five modal technologies to be considered in Phase II:
  - Bus Rapid Transit
  - Light Rail Transit
  - Rail Rapid Transit
  - Regional Rail
  - Regional Bus (I-95 Alignment in Palm Beach County Only)
SFECC Station Types

- Evaluation revolves around eight basic station types:
  - City Center
  - Town Center
  - Neighborhood
  - Employment Center
  - Local Park-Ride
  - Regional Park-Ride
  - Airport / Seaport
  - Special Event Venue

FEC Station “Typology”

- Local Park-n-Ride
  - Orlando, FL
- Town Center Station
  - Burlington, NJ
- Employment Center Station
  - Medical Center, Dallas, TX
- Neighborhood Station
  - Beverly, NJ
Potential Jupiter Future Transit Station Locations

Station Area Identified in Initial SFECC Study
Additional Station Area Identified over time

The Southern Sites

Frederick Small Location
- TYPE: Hybrid Neighborhood Station & Employment Center (trolley-serviced)
- Provides quick trolley connection to Biotech/FAU/Abacoa
- Some pedestrians within ¼-mile
- Could accommodate small (40-space) parking lot without impacting neighborhood
- Designated as station site in DRI

Donald Ross Location
- TYPE: Employment Center (trolley-serviced)
- Provides quickest trolley connection to Biotech/FAU/Abacoa
- No pedestrians within ¼-mile
- Would require limited impact to preserve
The Central Station Site

Toney Penna Location
- TYPE: Hybrid Town Center & Employment Center
- Surrounding land uses provide opportunity for true TOD District
- Allows immediate pedestrian connection to Jupiter Medical Center & surrounding medical office district
- Station should provide catalyst for redevelopment along Toney Penna & reconfiguration of intersection
- Location should capture pedestrian riders from surrounding neighborhoods
- Could accommodate 100-200 parking spaces within urban design
- NOTE: Cannot provide effective trolley connection to Biotech/FAU/Abacoa

The Northern Station Sites

TYPE: Local Park-N-Ride
Both centrally accessible for Town residents; close to water-taxi stop
Both abut existing industrial district
Either could accommodate 200-600 space parking structure in industrial area without impacting neighborhood
- Center Street Location
  - Allows minimal pedestrian capture from surrounding neighborhoods
  - Train storage difficult
- Indiantown Road Location
  - Allows moderate pedestrian capture from surrounding neighborhoods
  - Best option for train storage
Transportation Considerations

Roadway Level of Service

A

B

C

D

E

F
### Intersection Level of Service

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Intersection Level of Service

Crossing the Railroad
Crossing the Railroad

Indiantown or Donald Ross
\(\cong 2000'\) Long Crossing

Crossing the Railroad

The view from below
Crossing the Railroad

Access to Tony Pena

Reducing Congestion

- Studied 17 built Transit Oriented Development projects
- ITE Trip generation is based on suburban development patterns with low density/free parking
- Trip and parking generation rates are overestimated for TOD's
- TOD trip and parking generation rates should be as much as 50% lower than for conventional development
- Reasons: mode shift, internal capture
Access to Indiantown Station

- Travel Patterns
- Trips
Access to Toney Penna Station

- Travel Patterns
- Trips
Study Area

• Center Street
• Alternate A1A
• Indiantown Road
• Military Trail
• Toney Penna Drive
• Jupiter Medical Center

Study Area:
Neighborhoods and Districts

• Each Neighborhood and District has 5 min walk radius
• Each has multiple uses within 5 min. radius
• Variety of residential types throughout
• Good network of streets and hierarchy of circulation

These are relatively complete urban neighborhoods
How The Master Plan Was Created:
Public Process

The Citizens’ Plans
Presenting The Citizens’ Ideas

The Studio This Week

Jan Carache
180 South Dixie
West Springs, FL 33060
Some of What We Heard…

- Several locations for train stations to serve differing demographics in area
- Toney Penna and Old Dixie Intersection needs a solution
- Keep small-town character of Jupiter ~ STAY “UNIQUELY JUPITER”
- Connect Jupiter Medical Center to rest of community
- Maintain Affordability of area, increase opportunities for more
- Link Abacoa, Scripps, and FAU to train station and rest of community
- Continue Bike Trail Linkages – Improve Mobility Throughout the Town
- Relocate existing industrial uses on Toney Penna Drive within the Town
- Concerns about Train Noise ~ effects on neighborhoods
- Improve existing residential neighborhoods – Keep Desirable
- Town of Jupiter Property as a Regional municipal/civic campus
- Shuttle system to enhance and promote use of mass transit
- Link Abacoa, FAU, Scripps, and other Institutions to TOD
- Redevelopment throughout study area to enhance and support transit
- Maintain a Strong LOCAL economy

The Citizens’ Master Plan

Testing Ideas for the Short and Long-Term
Center Street Station

Center Street Location
Allows minimal pedestrian capture from surrounding neighborhoods
Train storage difficult

Pine Gardens North Neighborhood

Tour of the Master Plan
**Indiantown Road Corridor**

Tour of the Master Plan

**Indiantown Road Station**

*Indiantown Road Location*

*Allows moderate pedestrian capture from surrounding neighborhoods*

*Best option for train storage*

Tour of the Master Plan
Indiantown Road Station

Tour of the Master Plan

4-Story Garage with active ground floor uses and community-driven architectural treatments

Coconut Grove, Miami
Indiantown Road/Alt. A1A Redevelopment

Tour of the Master Plan

Indiantown Road/Alt. A1A Redevelopment

Tour of the Master Plan
White Haven & Wood Duck Neighborhoods

White Haven
- Single-Owner Mobile Home Park

Wood Duck
- Development Requirements for Affordability will likely expire in the future

Tour of the Master Plan

White Haven & Wood Duck Neighborhoods

White Haven
- 168 d'u (existing)
- 293 d'u (proposed)

Wood Duck
- 118 d'u (existing)
- 300 d'u (proposed)

Tour of the Master Plan
White Haven & Wood Duck Neighborhoods

Tour of the Master Plan

Market Overview
Market Study

Why a Market Overview?

• Understand current market conditions & near-term redevelopment opportunities
• Identify “drivers” of demand for real estate
• Translate demographic & employment forecasts into town-wide demand for various uses (housing, office/R&D, retail, industrial, lodging)

Town Demographics

• Since 2000, Jupiter’s population increased by 6,800 — to 47,800 residents in 22,000 households
• Town expected to add 16,000 new residents in 6,600 new households (units) by 2020 — suggesting annual demand for 500+ new housing units every year
• Current median HH incomes: $70,000 (23% higher than County); expected to jump to $86,000 by 2012
• Discretionary HH spending on retail totals $23,500 per year — good for retail potentials
Economic Profile

• Current job base: **23,000** (4% of County’s total 552,000 jobs)
  – Primary job sectors: Service & Retail

• Importance of bio-technology as economic development engine

• Palm Beach County added 53,000 new jobs in past 7 years; 114,000 new jobs expected next 13 years

• Town expected to add **6,700+/- new jobs by 2020** — enhancing market opportunities for office, industrial & retail space town-wide

Market Potential: Housing

• Town contains 6,700 housing units

• Town issues average of **200 multi-family and 520 single-family permits** annually — 6% of County’s total

• Timing of market recovery will determine demand for new housing opportunities

• Growth forecasts suggest **500+ new housing units** annually town-wide through 2020

• Keys to determining TOD potentials: land assembly, zoning/density levels, competition with other locations
**Market Potential: Office**

- Countywide leasing activity — a key measure of the strength of an office market — is strong: **605,000 SF per year**
- Jupiter is an “emerging” office submarket with 2.3 million SF (5% of County inventory); moderate vacancies & absorption (leasing)
- New job growth expected to fuel additional demand
- **Town-wide demand: 100,000+ SF per year thru 2020**
- Key assets (Scripps, Max Planck, FAU) should create additional opportunities (unknown at this time)

**Market Potential: Industrial**

- Industrial market is oriented to local demand (e.g., mom & pop businesses, auto repair, residential construction)
- Inventory includes aging, obsolete space likely to be redeveloped as property values rise
- Assemblage & redevelopment of properties in key locations creates opportunities for higher intensity mix of uses
- Redevelopment along Toney Penna may require relocation strategies to keep viable businesses in-town
- More detailed feasibility study required to determine market potentials
**Market Potential: Retail**

- Current Town retail inventory: 2.8 million SF
- Jupiter serves as a “main street” retail center drawing residents of northern & western Palm Beach & southern Martin counties
- Retail tenants include a mix of “mom & pop” / local businesses & nationals
- Redevelopment will require higher rents, which may displace undercapitalized tenants, raising issues of relocation
- Growth in rooftops, incomes, spending & employment expected to generate higher demand: \(500,000 – 700,000\) SF thru 2013

**General Market Observations**

- Overall, Town has established reputation for high quality of life & high-quality development
- Development potentials surrounding Medical District TOD site will require detailed market & financial feasibility studies
- Importance of assembling contiguous parcels providing sufficient frontage, visibility & parking is critical for success
- Historic industrial uses along Toney Penna may require environmental remediation
General Market Observations

- Mix of housing and workplace uses will enhance transit ridership
- Hospital as key anchor will fuel demand for housing & related workplace uses
- Public realm improvements (e.g., landscaping, public plazas, open space) will enhance overall marketability

Donald Ross Station

Donald Ross Rd
Identified as a Preserve in the Abacoa DRI

Tour of the Master Plan
Donald Ross Station

Tour of the Master Plan

Fredrick Small Station

Tour of the Master Plan

Current Development Rights

Site 4=

- ~ 2 acres
- ~ 25,000 s.f. Comm. Commercial
- ~ 37 residential units

Block "H"

- ~ 5 acres
- ~ 76,000 s.f. RD/Indust. (304 pkg. spaces)
- ~ 28 residential units
Fredrick Small Station

Tour of the Master Plan

White Haven
~ 70 Townhouse Units
~ 3-5,000 SF
Community Commercial

Tour of the Master Plan
Station Linkages

Tour of the Master Plan

Hospital Expansion and Infill

Tour of the Master Plan
Hospital Expansion and Infill

Tour of the Master Plan

Hospital Expansion and Infill

Tour of the Master Plan
Toney Penna Drive Corridor

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Toney Penna Drive Corridor

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Toney Penna Drive Corridor

Tour of the Master Plan
Tour of the Master Plan

Toney Penna Drive ~ Central Station

Integration into Hospital and Community
Resolution of Toney Penna Intersection
Creation of Meaningful Public Spaces
Significant Redevelopment Opportunities

Tour of the Master Plan
Toney Penna Drive ~ Central Station

Tour of the Master Plan

Toney Penna Drive ~ Central Station

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Toney Penna Drive ~ Central Station
Tour of the Master Plan

Toney Penna Drive ~ Central Station

The Citizens’ Master Plan

Testing Ideas for the Short and Long-Term
Town of Jupiter Citizens’ Master Plan

The Team
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Gannett Flemming (Railroad System Designers):
Tom Hickey, Sue Gibbons

Treasure Coast Regional Planning Council:
Michael Busha, Marlene Brunot, Wynsum Hatton, Dana Little

Thank You

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