Lake Worth Citizens’ Master Plan

Preparing for Transit

June 27, 2008
Treasure Coast Regional Planning Council

A Special Thanks

Lake Worth City Commission

Mayor Jeff Clemens
Vice Mayor Retha Lowe
Commissioner Cara Jennings
Commissioner Jo-Ann Golden
Commissioner David Vespo

Daryl, Ms. “T”, and Inga at the Shuffleboard Building!

Mary Lindsey, Chair; Lynda Mahoney, Vice Chair; Donna Ross, Secretary;
Tomas Boiton, Matt Tompkins, Rafael Tuburan
The Charrette

Study Area

- CSX Rail Line
- FEC Rail Line
- Tri-Rail Station
- PBCC Park of Commerce
- Distinct Neighborhoods

Park of Commerce

Tri-Rail Station
How The Master Plan Was Created:
Public Process (Saturday June 21st)

The Citizens’ Plans
Presenting The Citizens’ Ideas

The Studio This Week
Some of What We Heard…

• Keep Neighborhoods in Tact
• Connect Districts and Beach with new Trolley Service
• Improve Bike / Pedestrian Facilities
• Locate “Town Center” Station at Lake, Lucerne, and FEC
• Strategies to Increase Home Ownership in Western Neighborhoods
• A Cultural Plaza west of Dixie
• Neighborhood Pocket Parks
• Downtown Grocery Store
• Strategies to Create an “Artist District” near the Town Center Station
• Redevelop area around Existing Tri-Rail to be Transit Village
• Define a Vision for Park of Commerce for existing and new Industry
• Consider Larger Retailers (Park of Commerce?)
• Look at New City Hall and Library Possibilities

The Citizens’ Master Plan

Testing Ideas for the Short and Long-Term
Essential Background

Transit and Market Overview

Top 5 Transit Myths

1. We don’t have enough riders to fill trains on both systems (Tri-Rail/CSX & FEC).
2. We’re a small town – we don’t need two stations.
3. Grand Central Station won’t fit downtown.
4. It will take forever to get train service.
5. Who’s paying for all this?
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

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Tri-Rail TODs

*potentially*

**Palm Beach County**

**Broward County**

**Miami-Dade County**

“Good fortune is what happens when opportunity meets with planning.”

— Thomas Edison
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

Future (example)

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”

Town Center Station
Burlington, NJ

Neighborhood Station
Beverly, NJ

Local Park-n-Ride
Orlando, FL
Ridership & Funding

High gas prices lead to surge in mass transit

House approves financial help for mass transit

$1.7 Billion for 2 years

According to FHWA’s “Traffic Volume Trends” report, estimated vehicle miles traveled (VMT) on all U.S. public roads for March 2008 fell 4.3 percent as compared with March 2007 levels. This is the first time since 1979 March travel on public roads fell.

- 1.6 billion miles less in March 2008 than in the previous March, this is the sharpest yearly drop for any month in FHWA history.

<table>
<thead>
<tr>
<th>Mode</th>
<th>Ridership (Corridor-only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>FEC &amp; Tri-Rail</td>
<td>135,000</td>
</tr>
<tr>
<td>Bus/Metro-Rail</td>
<td>826,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>961,000</strong></td>
</tr>
</tbody>
</table>

Recommended Lake Worth Transit Station Locations

- Lake Worth Road
- 6th Avenue South
- 12th Avenue South
- Lake Lucerne Avenue
- 10th Avenue North

Existing Tri-Rail Station
Recommended Lake Worth Transit Station Locations

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 local demand for various uses (housing, office, retail, industrial)

City Demographics
• Since 2000, Lake Worth’s population increased by 3,100 — to 41,000 residents in 16,600 households
• City expected to add 1,800 new residents by 2013 — suggesting demand for 125 new housing units per year
• Current median HH incomes: $37,372 (1/3 lower than County); expected to climb to $45,680 by 2013
• Median age in City is 36 (County median age is 45)
• Discretionary HH spending on retail totals $17,390* per year (groceries, food/beverage, general merchandise)
Economic Profile

• Current job base City-wide: **14,400**
  (2.6% of County’s total 552,000 jobs)

• Historic Downtown Lake Worth is a sub-regional destination
  – 20+/- restaurants
  – Beach access for residents & visitors
    (but limited lodging facilities)

• County-wide: 53,000 new jobs in past 7 years;
  (114,000 new jobs expected next 13 years)

• City-wide jobs forecast: **1,950 new jobs by 2020**

Market Potential: Housing

• Lake Worth contains 16,600 housing units
  (46% rental vs. 23% of County housing)

• City issues average of **39 multi-family & 28 single-family permits** annually ( <1% of County’s total )

• Growth forecasts suggest **600-700 new housing units**
  in the study area through 2013

• Timing of market recovery will determine demand for new housing opportunities
Market Potential: Retail

- Current retail inventory: 1.6 Million SF in study area
- Lake Worth includes a well-established “main street” with consumers from City, central County and barrier island
- Retail tenants are primarily “mom & pop” / local businesses & with few regional/national franchises
- Downtown: Strong retail demand with significant vacant inventory, indicating demand without adequate supply
- Study Area: Underserved market increases retail demand
- City-wide retail demand: 200,000 - 300,000 SF thru 2013
  325,000 - 450,000 SF thru 2020

Market Potential: Office

- Lake Worth is a small office submarket with roughly 4% of County total - 500,000 SF in study area
- Existing office inventory is older, ill-suited for modern users (stagnant leasing activity; 14% is vacant)
- Continued redevelopment should fuel additional demand
- Study-area office demand: 40,000 SF thru 2013
  145,000 SF thru 2020
- Office market success will require strategic public investment (infrastructure, land, regulatory assistance, marketing)
**Market Potential: Industrial**

- Older industrial uses oriented to local demand (mom & pop businesses, auto repair)
- Inventory of aging, obsolete space likely to redevelop as property values rise
- Park of Commerce represents unique opportunity for industrial uses but will require City leadership for infrastructure & land assemblage

**Study area industrial demand:** 85,000 SF thru 2013
240,000 SF thru 2020*
(plus relocated industrial if needed)

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**Market Potential: Non-Residential**

<table>
<thead>
<tr>
<th>Estimated Square Footage</th>
<th>2013</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>40,000</td>
<td></td>
</tr>
<tr>
<td>Industrial</td>
<td>145,000</td>
<td>240,000</td>
</tr>
<tr>
<td>Retail</td>
<td>85,000</td>
<td>325,000 to 450,000</td>
</tr>
</tbody>
</table>

*plus relocated industrial if needed*
General Market Observations

• Overall, Lake Worth is well-known for its historic downtown “main street” (dining, shopping), quaint neighborhoods, and livability

• Residential neighborhoods tend vary from east to west (owner vs. rental; age of structures; degree of maintenance)

• High rental percentages indicate neighborhoods in transition (23% of County housing is rental versus 46% of City)

• Moderate demand for new residential (600-700 units over five years)

General Market Observations

• Strong retail demand (200,000-300,000 through 2013) indicates consumer spending is “leaking” from City and can be captured:
  – Groceries & Other Foods
  – Food & Beverage
  – Furniture & Home Furnishings
  – Apparel & Accessories

• Study area retail rents (especially Downtown) of $24/SF (higher than CityPlace) prevent retail absorption, indicating more demand than supply
General Market Observations

• Current office and industrial inventory is outdated, causing potential tenants to look elsewhere

• Park of Commerce offers strong opportunity for industrial cluster with strategic public investment & policy guidance

• Redevelopment will require higher rents (especially for retail & industrial uses) which may displace undercapitalized tenants, raising issues of relocation

• Improved transit service and connectivity will enhance potentials for all uses

• Public realm improvements (e.g., landscaping, public plazas, open space) will enhance overall marketability

Mobility
(Transit, Streets, Bikes, Pedestrians)
Transportation – Mobility & Choice

Transit
Five Keys to Transit Success

• Safety
• Convenience
• Efficiency
• Comfort
• Welcome

Safety
Convenience - Easy to use

• Payment
  o Season Pass
  o Stored Value Cards
  o Pre – pay Kiosks
  o Fare Free Zones

• Access to Information
  o Fares, Routes, Schedules, “Next Bus”
  o Kiosks
  o Internet
  o Real Time Information

Efficiency - Effectiveness

• Routing
  o Access to places people want to go (PBCC, Tri-Rail, Shopping)
  o Access from where they live
  o Connections to other routes

• Frequency of Service
  o Meets demand
  o Transfers

• Spacing of Stops
### Palm Tran Route 1 Bus Stop 6

<table>
<thead>
<tr>
<th>Location</th>
<th>Operating Hours</th>
<th>When / Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dixie &amp; Lake</td>
<td>5:50 am – 10:10 pm</td>
<td>:10, :30, :50 after the hour / 20 minutes</td>
</tr>
<tr>
<td>Northbound</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southbound</td>
<td>6:00 am – 10:10 pm</td>
<td>:00, :20, :40 after the hour / 20 minutes</td>
</tr>
</tbody>
</table>

### Palm Tran Route 2 Bus Stop 6

<table>
<thead>
<tr>
<th>Location</th>
<th>Operating Hours</th>
<th>When/Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>PBCC &amp; Congress</td>
<td>6:00 am – 9:55 pm</td>
<td>:00, :30 after the hour, 30 minutes</td>
</tr>
<tr>
<td>Northbound</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southbound</td>
<td>5:35 am – 10:00 pm</td>
<td>:00, :30 after the hour, 30 minutes</td>
</tr>
</tbody>
</table>
**Palm Tran Route 61 Bus Stop 2**

<table>
<thead>
<tr>
<th></th>
<th>Operating Hours</th>
<th>When/Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td>7:20 am – 6:20 pm</td>
<td>:20 after the hour, 60 minutes</td>
</tr>
<tr>
<td>Westbound</td>
<td>6:40 am – 6:35 pm</td>
<td>:40 after the hour, 60 minutes</td>
</tr>
</tbody>
</table>

**Palm Tran Route 62 Bus Stop 6**

<table>
<thead>
<tr>
<th></th>
<th>Operating Hours</th>
<th>When/Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td>6:15 am – 7:45 pm</td>
<td>:15, :45 after the hour, 30 minutes</td>
</tr>
<tr>
<td>Westbound</td>
<td>6:05 am – 7:05 pm</td>
<td>:05, :45 after the hour, 30 minutes</td>
</tr>
</tbody>
</table>
Palm Tran Route 64 Bus Stop 5

<table>
<thead>
<tr>
<th>Dixie &amp; 6th Ave</th>
<th>Operating Hours</th>
<th>When/Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td>7:00 am – 7:00 pm</td>
<td>On the hour, 60 minutes</td>
</tr>
<tr>
<td>Westbound</td>
<td>6:00 am – 6:00 pm</td>
<td>On the hour, 60 minutes</td>
</tr>
</tbody>
</table>

Comfort

- Protection from weather
  - Shelters
  - Trees
- A place to wait
  - Shelters
  - Benches
- Clean and well maintained
  - Trash cans
- Access to conveniences
  - Newsstands
  - Coffee shops
  - Rest rooms
Welcome

- Riders are seen as valued customers
  - Helpful, informed and friendly drivers
- Attractive facilities
- Well maintained fleet
- Amenities
  - Real time information
  - Entertainment
  - Free Zones
West Palm Beach Trolley

Monthly Ridership: 25,000 - 30,000

http://www.cityofwpb.com/trolley.htm

Coral Gables Trolley

Original projections: 20,000
Monthly Ridership: 80,000

THE TREISTER MURRY AGENCY
Richard Murry (305) 531-0730  richard@tma-pr.com
Carol Cespedes (305) 531-0720  carol@tma-pr.com

NORTH/SOUTH PONCE DE LEON BOULEVARD ROUTE
MONDAY-WEDNESDAY 8:00 A.M. - 9:00 P.M.
THURSDAY 8:00 A.M. - 10:00 P.M.
FRIDAY 8:00 A.M. - 9:00 P.M.
SATURDAY 10:00 A.M. - 2:00 P.M.
Boynton Beach Trolley

Monthly Ridership 13,500

http://www.boyntonbeachtrolley.com/

Possible Trolley Route(s)
Possible Trolley Route(s)

Transit Recommendations

• What needs are unmet by Palm Tran?
• Is it better to work with Palm Tran to enhance their service?
• Trolley or improved routing to connect Tri Rail to FEC corridor
• Are there other options for transportation?
Alternative Modes

Neighborhood Electric Vehicles

Tampa, Orlando, Key West, Tavares
Pedicabs

Orlando, Miami Beach, Ft. Lauderdale, St. Petersburg

Bicyclists
Rider Experience
- Shared Streets
- Bike Lanes
- Bike Routes

Streets
One Way Street Circulation

Daily Distance = 800’ = .15 mile
x 5 days = .75 miles
x 49 weeks = 36.75 miles
x ½ x 10 trips* = 183.75 miles

Cost of One Way Streets

*ITE Trip Generation, 7th Edition
One Way Street Circulation

Cost of One Way Streets
Cost of One Way Streets

Two Way Streets
Two Way Streets

Two Way Street?
Streets not complete
Traffic Calming

Traffic Calming

Pedestrian Safety

% Fatal to Pedestrians

Speed

20 mph 30 mph 40 mph

MAXIMUM SPEED 25 MPH
Pedestrian Crossing

Speed Control
Parking

Back in Angle Parking
Back in Angle Parking

The Big Ideas

• Enhance Transit
• Improve Multi-modal Options
• Conversion of One-Way Streets
• Modifications to the Roundabout
• Traffic Calming
• Parking
Citizens’ Master Plan

Testing Ideas for the Short and Long-Term
Town Center Station ~ FEC/Lake/Lucerne

Tour of the Master Plan

The Citizens’ Master Plan

A New Arts District
Tour of the Master Plan

The Eastern Neighborhoods

The Citizens’ Master Plan
Eastern Neighborhoods

Eden
Mango Grove
Parrot Cove
Bryant Park
Jewel

Tour of the Master Plan
The Citizens’ Master Plan

North Dixie/Grocery/Retailing

Tour of the Master Plan
Zoning Considerations: Park-Once Environment

Tour of the Master Plan

Tour of the Master Plan
Dixie Corridor ~ Alley Elevations

Tour of the Master Plan

Retail
Lake Worth Retail Opportunities:

- City Offers Top Amenities Sought out by Retailers & Investors
  - Sun Belt Growth Market
  - Historic Downtown – Walkable Community
  - Transit Stop(s)
  - 2 Interstate Exits
  - Beach Front Access
  - College – 27,000 Students
  - Major Employment Center
  - Affordable Housing Stock
  - Surrounding High Wealth Communities
  - Palm Beach County

Lake Worth Planning Study
Visitor Participation & Visits 2007
Tourist Development Council of Palm Beach County; ERA

<table>
<thead>
<tr>
<th>Location</th>
<th>Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>W. Palm &amp; City Place</td>
<td>12.1%</td>
</tr>
<tr>
<td>Delray Beach Downtown</td>
<td>5.3%</td>
</tr>
<tr>
<td>Mizner Park</td>
<td>4.5%</td>
</tr>
<tr>
<td>Gardens Downtown</td>
<td>1.8%</td>
</tr>
<tr>
<td>Lake Worth Downtown</td>
<td>1.1%</td>
</tr>
<tr>
<td>Palm Beach &amp; Worth Ave</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

Palm Beach County Visitor Trips 2007
Source: Tourist Development Council of Palm Beach County; ERA

<table>
<thead>
<tr>
<th>Activity</th>
<th>Participation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Restaurants</td>
<td>93.6%</td>
</tr>
<tr>
<td>Shopping</td>
<td>31%</td>
</tr>
<tr>
<td>Swimming</td>
<td>27%</td>
</tr>
<tr>
<td>Downtown Lake Worth</td>
<td>1.1%</td>
</tr>
</tbody>
</table>
### Apparel Supportable Retail Development 2007

**City of Lake Worth, Source: ERA**

<table>
<thead>
<tr>
<th>Business Type</th>
<th>New Supportable</th>
<th>Number of Stores</th>
</tr>
</thead>
<tbody>
<tr>
<td>Footwear</td>
<td>14,400 sf</td>
<td>8 – 10 Stores</td>
</tr>
<tr>
<td>Jewelry</td>
<td>2,700 sf</td>
<td>1 – 2 Stores</td>
</tr>
<tr>
<td>Men’s Wear</td>
<td>4,600 sf</td>
<td>2 – 3 Stores</td>
</tr>
<tr>
<td>Women’s Wear</td>
<td>3,000 sf</td>
<td>1 – 2 Stores</td>
</tr>
<tr>
<td>Optical Goods</td>
<td>2,900 sf</td>
<td>1 – 2 Stores</td>
</tr>
<tr>
<td><strong>Total Apparel</strong></td>
<td><strong>27,600 sf</strong></td>
<td><strong>13 – 19 Stores</strong></td>
</tr>
</tbody>
</table>

### Restaurants Supportable Retail Development 2007

**City of Lake Worth, Source: ERA**

<table>
<thead>
<tr>
<th>Business Type</th>
<th>New Supportable</th>
<th>Number of Restaurants</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Service Restaurants</td>
<td>10,300 sf</td>
<td>3 – 4 Restaurants</td>
</tr>
<tr>
<td>Limited Service</td>
<td>16,600 sf</td>
<td>10 – 12 Restaurants</td>
</tr>
<tr>
<td><strong>Total Restaurants</strong></td>
<td><strong>26,900.</strong></td>
<td><strong>13 – 16 Restaurants</strong></td>
</tr>
</tbody>
</table>
### Home & Garden Supportable Retail Development 2007

**City of Lake Worth**  
**Source:** ERA

<table>
<thead>
<tr>
<th>Business Type</th>
<th>New Supportable</th>
<th>Number of Stores</th>
</tr>
</thead>
<tbody>
<tr>
<td>Home Center</td>
<td>69,130 sf</td>
<td>1 Store</td>
</tr>
<tr>
<td>Hardware</td>
<td>10,200 sf</td>
<td>1 Store</td>
</tr>
<tr>
<td>Lawn &amp; Garden</td>
<td>21,000 sf</td>
<td>4 – 5 Stores</td>
</tr>
</tbody>
</table>

**Total Home & Garden**  
**100,300 sf**  
**6 – 7 Stores**

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### Supportable Retail Development 2007

**City of Lake Worth**

<table>
<thead>
<tr>
<th>Business Type</th>
<th>New Supportable</th>
<th>Number of Stores</th>
</tr>
</thead>
<tbody>
<tr>
<td>Groceries</td>
<td>69,200 sf</td>
<td>1 - 2</td>
</tr>
</tbody>
</table>

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Lake Worth Planning Study  
Treasure Coast Regional Planning Council
## Supportable Retail Development 2007

City of Lake Worth  
Source: ERA

<table>
<thead>
<tr>
<th>Business Type</th>
<th>New Supportable Size</th>
<th>Number of Stores</th>
</tr>
</thead>
<tbody>
<tr>
<td>Apparel</td>
<td>6,300 sf</td>
<td>3 – 4 stores</td>
</tr>
<tr>
<td>Books</td>
<td>10,200 sf</td>
<td>1 store</td>
</tr>
<tr>
<td>Cameras</td>
<td>1,400 sf</td>
<td>1 store</td>
</tr>
<tr>
<td>Computers</td>
<td>1,700 sf</td>
<td>1 store</td>
</tr>
<tr>
<td>Cosmetics</td>
<td>1,500 sf</td>
<td>1 store</td>
</tr>
<tr>
<td>Department Stores</td>
<td>106,400 sf</td>
<td>1 - 2 stores</td>
</tr>
<tr>
<td>Home Furnishings</td>
<td>37,000 sf</td>
<td>4 – 5 stores</td>
</tr>
<tr>
<td>Restaurants</td>
<td>26,800 sf</td>
<td>5 – 6 restaurants</td>
</tr>
<tr>
<td>Sewing &amp; Knitting</td>
<td>2,000 sf</td>
<td>1 store</td>
</tr>
<tr>
<td>Shoes</td>
<td>14,400 sf</td>
<td>5 – 6 stores</td>
</tr>
<tr>
<td>Supermarket</td>
<td>69,200 sf</td>
<td>1 – 2 stores</td>
</tr>
<tr>
<td>Toys &amp; Hobby</td>
<td>9,400 sf</td>
<td>3 – 4 stores</td>
</tr>
</tbody>
</table>

**Totals:** 286,300 sf  
22 – 34 Businesses
**Over Supply (Surplus) Retail Categories in the City of Lake Worth**

Source: ERA

- Bars – Pubs
- Children’s Wear
- Convenience Stores / Markets
- Furniture
- Household Appliances
- Musical Instruments
- Paint & Wallpaper Stores
- Sporting Goods

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Lake Worth Planning Study

Study Area General Retail Merchandising Plan

Lake Worth Planning Study
**Lake Worth Retail Issues**

- Downtown is not a functioning Shopping District
- City Residents are Undererved for Core Goods & Services
- City only Captures 5% - 10% of Residents Spending
- City only Captures 1.3% of County Spending
- Residents must travel to other Cities for most of their shopping
- Local Independent Retailers need regional and national anchors

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**Merchandising Plan: Central Business Area**

Lake Worth Planning Study: Central Business District
Policy Question for Lake Worth’s Next 20 Years:

- **Keep the Status Quo, No Change?**
- **Grow as Much as Possible, Attract Non Residents?**
- **Increase Market Share for Existing Residents?**
- **Reduce Spending & Travel to Other Cities?**
Tour of the Master Plan

10th Avenue Park and Ride (Secondary Station)

12th Avenue South

6th Avenue South

10th Avenue North

Tour of the Master Plan

10th Avenue Park and Ride (Secondary Station)

10th Avenue North

Tour of the Master Plan
10th Avenue North Station

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

Coconut Grove, Miami

Tour of the Master Plan

The Citizens’ Master Plan

Tropical Ridge
Tropical Ridge

Tour of the Master Plan

Tropical Ridge

Tour of the Master Plan
Park of Commerce

Tour of the Master Plan
Park of Commerce

Tour of the Master Plan

Park of Commerce

Tour of the Master Plan
The Citizens' Master Plan

PBCC/Lake Worth Road West

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The Citizens’ Master Plan

Tri-Rail Transit Village

Tri-Rail – Transit Village

Tour of the Master Plan
Tour of the Master Plan

Tour of the Master Plan
Tri-Rail – Transit Village

Tour of the Master Plan

The Citizens’ Master Plan

SW Neighborhood
SW Neighborhood

Tour of the Master Plan

Neighborhood Strategies:

1. Set Priorities and Expectations for the Neighborhoods Home Ownership Programs (focus on 1st Responders, Teachers, Government Workers, other key Groups)
2. Targeted Land Acquisition/Demolition
3. Increase Funding for Residential Rehabilitation and Facade Improvements
4. Pursue Lending Consortium with Local Lending Institutions
5. Multi-Department "Strike" Team (Police, Code Enforcement, Building, Legal, etc)
6. Home Ownership and Personal Finance Training Courses
The Citizens’ Master Plan

Lake Avenue West (Civic and Cultural District)

Centralized Parking Strategy
800’ Radius from Town Center

Tour of the Master Plan
Lake Avenue West (Civic & Cultural District)

Tour of the Master Plan

Lake Avenue West (Civic & Cultural District)

Tour of the Master Plan
Lake Avenue West (Civic & Cultural District)

Tour of the Master Plan
The Citizens’ Master Plan

Town of Jupiter Citizens’ Master Plan

The Team
Juan Caruncho, Architect; Daniel Cary, Urban Designer; Marcela Camblor, Urban Designer; Carlos Cruz, Urban Designer; Bob Gibbs, Urban Retail Expert; Billy Hattaway, Transportation Engineer; Steven Fett, Architect; Brendon Roy, Urban Designer; Jose Venegas, Architect;

Arx Solutions (Computer Animations):
Paula Lopez, Esteban Boiko, Ramiro Contreras

Gannett Flemming (Railroad System Designers):
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Thank You

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