Who Cares About U.S. 1?
Seven Cities: Northern Palm Beach County US 1 Corridor Study

Jupiter
North Palm Beach
Riviera Beach
Palm Beach Gardens
Juno Beach
Lake Park
Tequesta

DOVER, KOHL & PARTNERS

TREASURE COAST REGIONAL PLANNING COUNCIL
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Who Cares About US 1?

Given its geographic position and history, the US Highway One corridor through the seven cities of northern Palm Beach County should be one of the most interesting places in Florida. The experience of living and working and shopping along the corridor—or just passing through—should be one of the delights of our region. Around it, a diverse, sustainable economy and an engaging community life should be blooming and regenerating, year after year.

But where the best should be, the US 1 corridor is now the kind of road that most investors and residents prefer to avoid. A unique location on the continent is being treated as if it were Anywhere, USA—a place where real estate values and commerce have been traded down for rush hour traffic capacity.

Five decades of single-minded road widening and bland development have taken their toll. In response, much of what is being built today turns its back on Highway One, as if the communities have just given up on it. What will be done to make this corridor work for people, instead of just for cars?

Because of the exposure and access US 1 offers businesses, the properties that front this corridor should be some of the most valuable real estate in the region. Yet many of the developments are aging and are approaching obsolescence. What will replace them?

The road remains inconvenient because of the lack of connections with surrounding communities. It is jammed at some times and empty at others as a result of zoning practices that have separated land uses into auto-dependent pods. Worse still, its design makes Highway One the kind of road that scares away pedestrians, cyclists, and transit users alike.

Choose Your Future

During the process of creating this report, many local participants expressed the need for immediate action. They want to raise their communities' ambition for US 1 to a higher level. This Master Plan is the tool for an historic turnaround, if the Seven Cities work together as a united group. Great visions of what could be done have been drawn up. Coherent ideas for replacing the current chaos have emerged from seven communities working together on this project. These are attainable visions, not just pretty pictures. The physical place that could grow during the next generation would be a national model of inspiration, practicality, and wonder.

Leave A Worthy Legacy

This is an interesting time in the history of this region, perhaps even comparable in some ways to the 1920s when Florida was being rapidly settled. To lure people to the unsettled territory, developers went out of their way to create beauty and a sense of history. In the process, talented designers left marvelous gifts to future generations in Addison Mizner's Boca Raton, George Merrick's Coral Gables, John Nolen's new towns, and the work of Olimsted's firm in Lake Park. Now, at the turn of the millennium, Florida communities are resuming work on this legacy. It is time for US 1 to mature past the "anything goes" mentality, which has evidently gripped the corridor for so long. Imagine what your grandchildren might see in this place.

Revitalizing US 1 is central to the future of the regional economy and to the quality of life in all seven of these cities.

You're all in this together. And despite the web of inertia and past error, there is still hope. Using the images and designs in this booklet, seize the vision for making the Seven Cities Corridor one of the most memorable places in America. Join forces to transform the corridor's physical image and performance by doing something each year. Start small if you must, but start now.

Who should care about US 1? Everyone should!
The Situation: Past & Present

US Highway One was originally used as the long-distance route stretching from Maine to Key West. Formerly a narrow, tree-lined country road, US 1 has been transformed several times since it was first created.

The Importance of the Street

The memorable character of any region or community is established in its important streets and public spaces. On a street like US 1, used by lots of visitors and regional neighbors, there is no avoiding the fact that this corridor will form the lasting impression that many folks have of these seven towns.

This quality is particularly important to tourism. All tourism destinations of world-class stature have great streets; indelible mental images are associated with, for example, Duval Street in Key West and the Pacific Coast Highway in California. Great streets, even wide ones, come to symbolize the larger place; the Champs-Elysées in Paris and Lake Shore Drive in Chicago come to mind. Given this region's dependence on tourism, what lasting impression is left after a drive down US 1 today?

One fundamental need is to restore a sense of place to this nondescript corridor. Gertrude Stein's famous quote about Oakland, California ("There is no there, there") seems equally applicable to much of US 1. You want the tale of this place to be positive when it is told in living rooms, travel agency offices, and newsrooms. Think of the national news stories from recent years. They always begin with a shorthand description of the context, such as "Last night in the small town of so-and-so" or "yesterday in the tough inner-city neighborhood of so-and-so," and so on. If an important story breaks in northern Palm Beach County during latter 1999, how will the reporters describe this corridor?

Notably, other nearby Florida communities are getting their act together in this regard, and they're getting great press. Florida Trend gushed recently, "Clematis may be New Urbanism's best incarnation so far, spurred on by West Palm's visionary former Mayor Nancy Graham," and "Just down US 1, communities such as Lake Worth and Delray Beach are proving revitalization can work in middle-income downtowns . . . ."

Lewis Mumford
on the problem of transportation:

"It is an absurdly impoverished technology that has only one answer to the problem of transportation: and it is a poor form of city planning that permits that answer to dominate its entire scheme of existence...
Future generations will perhaps wonder at our willingness, indeed our eagerness, to sacrifice our cities and towns, the education of our children, the care of the ill and aged, the development of the arts, to say nothing of ready access to nature, for the topsoiled system of mono-transportation..."

Excerpt from The City in History. 1961
The Geography of Nowhere

Eighty percent of everything ever built in America has been built in the last fifty years, and most of it is depressing, trrible, ugly, unhealthy, and spiritually degrading—the low-plastic commuter tract home washlands, the Potomac village shopping plazas with their vast parking lagoons, the Lea-block hotel complexes, the "gourmet manicured" pink-foam joints, the Usual office "parks" featuring buildings shelled in the same reflective glass as the sunglass wearers by chain-yang guards, the paradise-board garden apartments rising up in every meadow and cornfield, the freeway loops around every big and little city with their clusters of discount merchandise marts, the whole destructive, wasteful, toxic, egosrophobia-inducing spectacle...

The newspaper headlines may shout about global warming, extinction of living species, the devastation of rain forests, and other world-wide catastrophes, but Americans evince a striking insensitivity when it comes to their everyday environment and the growing calamity that it represents...

Suburban streets inevitably devolve into collector roads—that is, highways... If the housing developments in the area have been in place for more than ten years, it is likely that the collector roads will have accumulated a hodgepodge of businesses: little shopping plazas, convenience stores, muffler shops, plus a full complement of fast-food emporiums...

Here there is no pretense of being a place for pedestrians. The motorist is in sole possession of the road. No cars are parked along the edge of the road to act as a buffer because they would clutter up a lane that might otherwise be used by moving traffic, and anyway, each house has its own indoor parking lot. Each lot has a curb cut or two, which functions in practice like an intersection, with cars entering and leaving at a right angle to the stream of traffic, greatly increasing the possibility of trouble. There are no sidewalks cut here along the collector road for many of the same reasons as back in the housing developments—too expensive, and who will maintain them?—plus the assumption that nobody in their right mind would ever come here on foot.

Of course, one could scarcely conceive of an environment more hostile to pedestrians. It is a terrible place to be, offering no sensual or spiritual rewards. In fact, the overall atmosphere is one of assault on the senses. No one who could avoid it would want to be on foot here... Any adult between eighteen and sixty-five walking alone would instantly fall under suspicion of being less than a good citizen.

Try to imagine a building of any dignity surrounded by six rows of parked cars. The problems are obvious. Obvious solution: Build buildings without dignity. This is precisely the outcome in ten thousand highway strips across the land: boulevards so homely that every trace of human inspiration seems to have been expelled, except the impulse to sell, that mad commerce itself appears to be obscene. Traveling a commercial highway like Route 1... surrounded by other motorists, assaulted by a chain of gigantic, lard- plastic signs, golden arches, red-and-white striped peeling chicken baskets, rubber-tuck carport warehouses, discount marts, asphalt deserts, and a horizon slashed by utility poles, one can forget that commerce ever took place in dignified surroundings.

Excerpted from The Geography of Nowhere by James Howard Kunstler

The Front Door

US 1 is the public face of the seven communities. Instead of putting the best face forward, however, some of the worst-looking parts of each community coincide with US1. An intricate combination of accumulated design errors, local neglect and policies beyond local control have created the sense of hopelessness we heard described over and over. Overwhelmed, several of the cities have abandoned the properties along this corridor to the worst of contemporary development practice and let traffic engineers rule the roost, only to create the ugliest imaginable negative scene just where the community showcases belong.

But one key thing has changed. US 1 is no longer the only north-south traffic route. Now Interstate 95 and the Turnpike serve this function. US 1 is largely a local road today. Cars are no longer the only consideration. Of course, US 1 is still stuck in the highway-mode right now, but it can be reinvented as the grand boulevard of the region.

Why Johnny Can't Walk

There are lots of interesting and useful places to go along this corridor but you're expected to get to all of them by driving. This is true for Dixie Highway, Australian Boulevard, Military Trail, and Congress Avenue, too.

What's missing for pedestrians? Shade, for one thing, but that's just the start.

There are still no sidewalks in some spots, and most places lack something interesting to walk next to, like storefronts scaled for walking. There is little that is beautiful, and pedestrians expect beauty. (Why should beauty be an "extra"?) Typically, there is nowhere to seek refuge from sudden storms. Where there are sidewalks, they are often attached right at the curb, which makes walking a frightening experience. (Detached sidewalks do a much better job of making one feel safe from fast-moving traffic; on-street parking, colonnades and street trees would help even more.) Lastly, the corridor is missing the natural crime prevention that comes from "eyes on the street". With all these elements left out, it is no wonder you hear that common remark, "People will not walk in Florida." It has become a self-fulfilling prophecy.

Who cares about walking on US 1? The aging population cares, and that's a growing percentage of our neighbors. Those who are past driving age, as well as those (of any age) who prefer walking, are rarely given a fair choice. Many things people need can only be found along the corridor.
Ignoring the retiree population is bad for business. Given the appeal of the Palm Beach County climate and Florida tax policies, some of the seven cities could evolve to become what real estate marketing gurus call "NORCs" or Naturally Occurring Retirement Communities. The NORC concept concedes the timeless appeal of places like Key West, Beaufort, Annapolis, and Nantucket. Seniors can get around and have an extraordinarily high quality of life in these upscale market towns, injecting their disposable income into the local economy. Needless to say, NORCs make the purveyors of Artificially Occurring Retirement Communities quite nervous! Since there are already so many options for Florida retirees, having a walkable town is part of staying competitive.

"Death By A Thousand Cuts"

The situation has been declining in subtle steps, stroke by stroke, year after year. It's not just one wrong thing that needs fixing. The US 1 landscape has resulted from a combination of numerous, smaller problems that add up to the inhostile whole. Individually, the needed reforms will be quite manageable. Without changes, it will get worse each year.

The first menace is hidden in the zoning. The regulatory doctrine in several of these municipalities requires a wide separation between land uses. Other rules require deep setbacks, unreasonable high parking requirements, and effectively preclude street-oriented building designs. Together these elements comprise a recipe for an unsustainable, auto-oriented environment.

The good news is that land development regulations are like a genetic code for growth. Unhealthy DNA leads to bad growth, but good DNA leads to good growth. Local governments have the tools to shape the next generation of development, but quietly enacting strict rules that require monument signs or cute landscape buffers won't be enough. The needed regulatory changes are fundamental, like where buildings are located and how parking is handled.

The second menace is bad habits among private developers and their consultants. Many of these habits have formed simply out of the requirement to follow the current zoning codes described above. Developers have long been accustomed to building strip centers with parking in the front, blank walls, and perfunctory landscaping. The transformation to a grand boulevard is an idea that will excite many of these folks, and patient salesmanship and incentives will help. You'll need to combine that with a stiff backbone in local permitting will be needed to get developers to match the new standards.

The third problem is rooted in the highway engineering mind set. Standards that promoted convenience for high-speed vehicles at the expense of livability are being revised these days. Patience and persistence will nevertheless be needed to quell any remaining resistance among FDOT, traffic engineers, public works officials, garbage collection chiefs, and fleet supervisors.

Who else cares about walking on US 1? The children care. In our interviews with youngsters in one of the charrettes, it became clear that they are genuinely puzzled: Why have their elders built this region as if it was meant only for drivers aged 16 to 70?
Unsightly and Unsustainable

Much emphasis has been given here to why the corridor needs to look good, but the problem is not just aesthetics. Your economy is very vulnerable if you can’t walk, can’t use a bike, and can’t use transit. For example, could you withstand a sustained 1970s-type oil crisis?

We have made much of the fact that the US 1 corridor is overwhelmingly auto-oriented, but the dirty little secret is that auto traffic doesn’t even work that well because of the lack of connections. If you’ve been around a while, you have probably noticed that people still complain about traffic even after the government completes each round of costly “improvements” (read “road widening”).

Real estate, particularly for retailing, demands a sense of place. Customers and tenants are fickle, and in this era of overbuilt retail, they have shown a preference for the newest, shiniest, most entertaining alternative. Thriving strip malls today will be struggling tomorrow when the latest new thing comes along. The next shakeout may prove especially tough. Are the property owners and their municipal hosts preparing to be competitive in the era of discount online retailing, for example? If there is a retail contraction, the survivors will be those that offer customers the most worthwhile excursion.

Similarly, it should be noted that “power centers” and typical “big box” outlets are not easily converted to new uses and are sometimes hog-tied in complicated leases. When national-chain tenants vacate a big box location, replacements are not always easy to find. Examples of this phenomenon plagued Tequesta in the 1980s and 1990s, when big box stores sat vacant year after year.

Communicate the Benefits

The various state, county and regional agencies and the seven municipalities should adopt this report as their guiding document for transforming US 1. This plan can be used to influence the implementation of preferred US 1 enhancements in the following ways:

- Increase the clarity of communication and understanding between affected parties.
- Elevate the “fundability” and priority of the preferred US 1 enhancements.
- Form a reliable basis for FDOT and the Metropolitan Planning Organization to develop a long-term funding and phasing plan for carrying out the enhancements.

In summary, it is very risky to ignore the US 1 problem and pretend it will go away. It could even be a disaster in the making.
Seven Cities Working Together

Originally a long-distance route, US 1 has become a local connection road in northern Palm Beach County. The few sections with a Main Street character were lost early. The classic strip buildings erected along US1 during the later Golden Age of the Automobile— the drive-in restaurants, motor court motels, and flashy coffee shops— are in poor condition or have been demolished. Unfortunately some of the newer buildings are bland, corporate eyesores. Overhead wires, poles, and decrepit business signs add to the visual clutter of the scene.

Northern Palm Beach County has seven municipalities along the US 1 Corridor. The citizens of these communities are alarmed by the blight and visual chaos seen every day when driving on US 1. This project gives the citizens and community leaders the opportunity to influence the design of the roadway and the adjacent properties.

A striking feature of this project has been the cooperation among the seven cities, working together to solve the common problem. Public design charrettes were held for leaders of each community to attend and share their ideas and dreams for the corridor in their town. Public input was the basis of the plan, as the ideas from citizen leaders were combined, refined, and illustrated by professional town planners from the consulting firms and participating agencies.

This report should be used by the local governments and the Florida Department of Transportation to guide future changes along the corridor.
The Eastward Ho! Committee consists of mayors and staff from the cities and towns of Riviera Beach, Lake Park, North Palm Beach, Palm Beach Gardens, Juno Beach, Jupiter, and Tequesta and is coordinated by Palm Beach County Commissioner Karen Marcus. The idea for creating the master plan was supported by State Representative Sharon Merchant and received direct financial and in-kind support from each of the seven cities, Palm Beach County, Florida Department of Community Affairs, Florida Department of Transportation, the Port of Palm Beach, and the Treasure Coast Regional Planning Council.

In April and June 1999, a team of consultants led approximately 100 community participants in two intense design sessions called "charrettes." The professional design team was led by town planners Dover, Kohl & Partners and officials from Treasure Coast RPC. Each charrette lasted a week. Community participants included property owners, neighbors, business people, developers, and the Mayors, City Commissioners, and City Staff from each of the seven cities. The public design sessions were held at Lake Park's Town Hall and Jupiter's Old Town Hall.

The charrettes began with presentations by the design team on basic street design and urban planning principles, and a briefing on the study area. Citizen participants then grouped at worktables and marked their ideas on big maps of the US 1 corridor and its surrounding areas.

The tables were organized by municipality. Lunch was provided for the participants so they could keep working. Later in the day, a spokesperson from each table presented their main ideas to the larger group.

Throughout the remainder of each charrette, several meetings and interviews were held to gather more information. The Town of Lake Park was generous to let the consultants use the Evergreen House as a design studio. The City of Jupiter provided the Old Town Hall for the second design charrette.

The designers combined the results into a series of plans and explanatory drawings for each town. The growing set of drawings was presented as work in progress at the close of each charrette. After additional research, refinements were incorporated in the final drawings and plans.

This booklet documents the plans and design illustrations for all seven cities. It shows how this important corridor can be dramatically transformed into a vibrant, proud symbol of community in the new millennium.
Overall Strategy

A Historic Opportunity: Do Five Simple Things

1. Educate the public about how good US 1 could be.
2. Correct mistakes in zoning and other government policies.
3. Focus design on the corridor itself and not just on isolated properties within it.
4. Develop meaningful urban places at key points along the route.
5. Correct mistakes in the street details, and design for pedestrians.

Making US 1 a Street that Works

The US 1 corridor should be transformed into a grand, tree-lined boulevard that connects several town centers.

US 1 is not doing all that it could do. In mature cities, important streets—even wide ones—simultaneously provide for the needs of motorists, cyclists, pedestrians, residents, merchants, employers, and civic institutions. But this route has been stuck for a long time in an awkward, teenage state: It is no longer a country road, but not yet a mature part of a full-fledged public realm.

This corridor needs to become more than just another highway for moving traffic. It should be one of the premier public spaces in each community, particularly as it passes through each town center area. To do this, US 1 needs to have a good balance of the following design elements:

- Adequate sidewalk width for pedestrians
- Shade and shelter for pedestrians
- Landscaping
- Attractive building facades with doors & windows facing the street
- Buildings repositioned close to the street
- Adequate, human-scaled lighting
- Onstreet parking
- Adequate (but not excessive) roadway width
- Well maintained and appropriately sized signs

Memorable streets provide the visibility that retail needs to be successful, as well as a safe and pleasant environment for shoppers, business people and residents. No single design element by itself will create a successful and desirable destination. Good urban design elements working in concert will make a street into an amenity instead of a barrier. For example, on US 1 in Lake Park and Riviera Beach, cars can travel down the highway easily, but because the sidewalks are narrow and there is a lack of shade and shelter, pedestrians are not likely to walk down the street if they have a choice to drive.

Pedestrian Friendliness

It sounds basic: a pedestrian friendly street is one where a pedestrian feels comfortable and safe while walking along it. Walkable environments economically outperform pedestrian-hostile ones, yet this simple principle is often lost.

Wide Sidewalks

Wider sidewalks allow for:
- two or more friends or business associates to walk side-by-side;
- sidewalk sales;
- outdoor dining;
- proper landscaping; and
- a greater feeling of safety, further from the moving cars.

When a shopping or commercial street becomes active with people, there is a natural tendency for other people to stop and find out what's going on. Wide sidewalks by themselves will not draw a crowd of people. Of course, there must be storefronts, offices, housing and entertainment, to create the attraction. But the wider sidewalks is the first step that helps make a thriving commercial street possible.
Shelter from the Sudden Rainstorms and Hot Sun
Back when the region was settled with no air conditioning, very few motor cars, and few shade trees, shading devices such as arcades and colonnades were constructed on the old buildings in South Florida. Awnings and cantilevered balconies help too, but typically do not cover as much of the sidewalk.

More Landscaping
Trees, shrubs, ground cover, and flowers all contribute to making the street scene more pleasant, but the shade trees are the most important of these elements. The bright glare from the sun and harsh pavement is softened by the shade. The native plants that grow in our subtropical Florida can make a more interesting journey down the street.

Attractive Building Facades with Doors and Windows Facing the Street
People will walk farther when they are entertained. For example, storefronts with items for sale make the walk more stimulating. At night, the storefronts should remain un-shuttered and well lit. The light from the storefronts will spill onto the sidewalk and add to the street’s ambiance. Doors opening to the sidewalk help animate the street as well. Blank, windowless facades facing streets are absolutely deadening to the scene for pedestrians and motorists alike.

Repositioning Buildings Close to the Street
In town center areas, buildings should be set back only to make room for a wider sidewalk. Given that the lot depth and right-of-way varies along the US 1 corridor, there should be a fairly uniform build-to line established on a block by block basis. The build-to line should be set at the front property line where possible, but not further than 20 feet. In between the curb and the building front, the space should be physically organized in the manner of a sidewalk on an urban boulevard, not as a suburban yard space.

Good Lighting
To make US 1 feel and become safer, the sidewalk needs to be well lit. This is awkwardly handled by the high, widely spaced “cobra-head” highway lighting. The lighting should be provided by pedestrian-scaled, individual fixtures.

Onstreet Parking
A row of cars parked in parallel spaces between the moving cars and the sidewalk will:
Act as a safety shield protecting pedestrians from moving cars;
Provide convenient parking for businesses along the street;
Add to the street activity making the scene safer; and
Calm down traffic by making drivers especially alert.

Getting the details right makes all the difference. Park Avenue in Winter Park, Florida is one of the most successful retail streets in the country. On the Avenue, buildings are built up to the street with doors and windows, awnings provide shade and onstreet parking creates pedestrian comfort.
Utility Poles and Wires

Citizen participants were vocal about their disdain for the tangle of wires along the corridor today. In some instances there are multiple poles where one can do the job. In the future, when US 1 is torn up for reconstruction, every effort should be made to move the overhead utilities underground. Local government may have to subsidize part of the expense, but the impact will be substantial. However, it is important to note that this beautification improvement by itself will not revitalize the corridor or make a sustainable community; the entire ensemble is needed, from street to building to trees to land uses.

Engineering Consideration:

Burns & McDonnell has conducted a preliminary investigation into the feasibility of removing the existing overhead power lines in or adjacent to the US 1 right-of-way within the limits of the project. The purpose was to determine a rough cost for constructing new underground power lines that will allow the existing poles and overhead wires to be removed. Based on our findings to date, it may not be practical to relocate power lines to underground “duct banks.” Power lines mounted on concrete poles or steel frame structures are high voltage transmission mains utilized to convey power between main distribution points.

Power transmission mains operate at high voltages and often at high temperatures. The technology necessary to install these lines underground may include oil-cooled conductors which are utilized only in very unusual circumstances, and generally only for short distances. The cost associated with constructing such systems can be prohibitively expensive. As an alternative to relocating the lines underground, often such lines are relocated to easements where the poles and overhead transmission wires are in a less obstructive location.

In addition to the transmission mains, there are smaller (usually wooden) poles with overhead distribution lines that essentially route power between individual buildings. Installing distribution lines in underground duct banks is common; since these lines carry significantly less power and operate at much lower voltages and temperatures. Relocating costs for distribution lines varies depending on location of existing power transformers, transmission lines, and several other factors.

We would recommend a more detailed “location-specific” analysis, so that reasonably accurate cost estimates for relocating selected overhead power lines can be determined, and perhaps alternative solutions or technology.

Parking

No one disputes that parking will continue to be important in these communities and along US 1. In the down center areas, however, there are many reasons to discourage oversized surface parking lots. When parking lots are dominant, the expensive land is used inefficiently; the scale is pedestrian-hostile; the heat buildup makes the whole area less walkable and less livable; and “Main Street” uses are pushed farther away from the nearby residences and workplaces they should serve. This is especially important in tourism-oriented economies, where character and experience are paramount.

Part of the answer is to have the right amount of parking, but no more than is necessary and positioned for maximum advantage. The other part of the answer is to promote the use of a single parking space for several activities via shared parking and the creation of a “park-once environment.”

Shared parking can be implemented on a single-property basis where parcels are large, or in a district wide program where parcels are more normal in size. The basic idea is that by mixing the land uses which draw upon the same supply, fewer spaces are needed than if the parking requirement were calculated separately for each use. This is because, for example, the parking space used by an office worker will probably be vacated just about when a resident returning home needs one, and vice versa. The same can be observed in countless other scenarios involving retail, workplaces, residential, lodging, civic uses, and entertainment. For formulas and more information on shared parking, consult the ULI Shared Parking handbook.

One of the most important supplies of shared public parking is the onstreet parking, which provides just enough spaces in front of businesses while also calming traffic.

A park-once environment is a place where a person is likely to find a parking space at the beginning of a visit then walk to several destinations. For example, if the setting is walkable, and a bookstore or restaurant is located intelligently near a cinema, one might shop or
eat on the way to or from seeing a movie, without needing to move the car. Most traditional town center Main Street areas in historic communities are park-once environments, where many car trips are eliminated altogether. Walking instead of driving can greatly reduce traffic congestion, reduce pollution, and save energy.

Note that motorists require an incentive to accept the park-once deal: the pedestrian-friendly design is required, not optional, and the walk must be worth the trouble! The temptation to move the car over and over is reduced, too, when traffic moves slowly and parking is limited anyway. The power of the park-once approach to reduce the overall number of spaces required has recently been acknowledged by the traffic engineering profession.

Taken together, mixed uses, shared parking and the park-once environment can reduce the required parking to 45% of conventional requirements, or, with transit service, even less.

Where parking garages are justified, because of the intensity of development, they should be located toward the middle of the block with room for “liner buildings” around the perimeter. This minimizes the visual impact of the parking structure, and ensures that inhabited spaces will face the streets. The doors, windows and balconies facing the streets are important for a feeling of security and action.

Reducing Lane Width and Lanes
US 1 is not carrying the regional traffic it once carried. Apart from a few drawbridges which hold up traffic, there are currently no serious traffic congestion problems. The travel lanes, overengineered in the past, can be narrowed to a normal size and number and still safely carry the traffic. This will help reduce hot pavement, calm traffic, make room for trees and wider sidewalks, and make room for onstreet parking.

A reduction in the number of travel lanes will work best if two other improvements occur at the same time:
1) Connect neighboring parking lots, frontage roads or alleys to form parallel access networks; and
2) reduce the number of curb cuts (made possible by sharing access through parking lots).

“Road narrowing” will of course require further study by engineers, on a case by case basis, but can produce significant benefits. Similar projects have been undertaken nationwide and in Florida in the 1990s, and “taking back Main Street” has become a hot trend in the traffic engineering business.
Comments from Charrette Workgroups

Regarding sidewalks:
- Enlarge the sidewalks to make it easier to walk down the street.
- Remove the existing obstructions that disrupt pedestrian flow.
- Improve street lighting for better safety.
- Bury the utility wires underground to reduce visual clutter.
- Plant large street trees to shade the sidewalk and soften the view.

Regarding the fronting buildings:
- Buildings should have mixed uses: apartments and offices above the shops.
- Buildings should have awnings or shades over the sidewalk for shade.

Regarding parking:
- The street should have parallel parking to separate the moving cars from the sidewalk whenever possible.

Regarding the street:
- Don't put a bicycle path on Broadway, but on Avenue C instead.
- Remove the visual clutter at US1 and Blue Heron Boulevard to make it less cluttered, including moving the power lines underground.
- Have Avenue E carry some of the traffic off of Broadway.
- The parking lot in front of the NationsBank building could be rebuilt as a plaza.
- Remove the suicide lane and use the room for adding parking lanes.
- Where there are no parking lanes, have a landscaped median instead of the suicide lane.
- Major intersections should not have parking lanes because of trucks and turning vehicles.
- Add trees between parking spaces and at corners by using "fire-ducts;"
- Move the stop bars back or enlarge turning radii to accommodate turning trucks.

Regarding the market positioning of Riviera Beach:
- Make every effort to capture tourist dollars from the Port of Palm Beach's new cruise terminal.
- Work to enhance the economic base from the marine trade, local businesses, and seasonal residents.
- Have 13th Street become the new Main Street leading eastbound traffic into the Port and Marina.
- From 13th Street north to Blue Heron Boulevard emphasize local retail serving residents and marine businesses. No trucks north of Blue Heron Boulevard.

Riviera Beach

Return to Main Street

The opportunity for using the Port of Palm Beach and the City's Marina as catalysts for redeveloping the area around US 1 and 13th Street is very encouraging. The primary urban design issue to further enhance this effort is "place-making". This can be accomplished without negative impacts to the existing working waterfront businesses.

The City can attract cruise passengers and other tourists to spend money in the area by creating enticing street scenes for them to pass on their way to and from the Port. To do this, US 1, 13th Street, and their surroundings have to look like a "place". Textbooks on place-making suggest that buildings across the street from one another have to be positioned as close as possible and need to be of a height that ideally should equal the width of the road. The spatial enclosure is formed by the building facades. In other words, it is best to position the building up against the front property line, and make them as tall as the market will sustain, but no taller than the width of the street. There also have to be wide sidewalks, shade and shelter for pedestrians, attractive architectural building design, and shops and restaurants that tourists and local residents will want to visit.

Bicentennial Park can provide the location for occasional outdoor events such as jazz concerts and community celebrations that will attract local residents and visitors from nearby communities.

Riviera Beach needs to establish its main street, the focal point of the city's downtown redevelopment. The two most likely candidates are Broadway (US 1) and 13th Street between Avenue E and the Marina. Both could redevelop as primary retail streets. Historically, Broadway was the Main Street. This is evident from the small shopfront buildings which align Broadway today at the right-of-way line. The primary commercial street of any town or city has always been on the main road that leads in and out of town. US 1 is this kind of road in Riviera Beach.

By rerouting the Port of Palm Beach traffic down 13th Street and widening it to the City Marina, the City is creating a new primary road which will drastically change its appearance and function. In the development community there will be an increased interest in having retail uses on 13th Street, making its intersection with US 1 especially important.

New development should include mixed-use buildings at least two to four stories in height. These buildings should be positioned at the right-of-way lines and have fronts facing the street.

As 13th Street is rebuilt, there should be a generous width for sidewalks. The increased sidewalk width can be used for outdoor dining tables, vendor carts or displays, and landscaping. Avenue C and E should also be rebuilt to stimulate business and retail development.
Existing Photos of US 1

Lanes for moving traffic are up against the sidewalk, making pedestrians uncomfortable.

Blank walls and bright glare and heat reflecting off the concrete do not add to pedestrian comfort.

Little natural surveillance exists because doors and windows are closed up.

These older buildings were constructed when parallel parking was on the street. Retail business declined when the parking was removed. Many of these older buildings will remain as redevelopment occurs. They need to be better maintained to improve the image quality of the street, at a minimum, new paint and shutterproof storefronts. For vacant buildings, perhaps other local businesses could lease out the storefront windows for display, like in a shopping mall.
Future View of US 1 Looking South

Upper story porches and verandas provide usable outdoor space for residents and office tenants.

Apartments and offices on upper floors add natural surveillance to the street.

Shade trees can be planted where there are no colonnades reducing glare and improving pedestrian comfort.

People living and working above shops will increase pedestrian activity on the sidewalk, making the street safer.

Low fences and garden walls along unbuilt property lines separate private or semi-private areas from the public street.

Two travel lanes in each direction.

Parallel parking is returned to both sides of the street.

Colonnades and other shading devices provide relief from the hot sun and sudden storms.

Doors and storefronts facing the sidewalk will generate more pedestrian activity which in turn creates more patrons for local businesses.

Seven Cities: Northern Palm Beach County US1 Corridor Study
The civic nature of the park is reinforced by buildings that wrap the block edges and face the street, the park, and the water.
US 1 in Riviera Beach

Arrangements should be made with the Port of Palm Beach for a possible truck route through 9th or 10th Street to Avenue C

Proposed Waterfront
Where truck routes intersect with US 1, the curb turning radius should be a maximum of 40 feet. All other intersections should have a maximum turning radius of 15 feet.
Existing Conditions: Typical Urban Area

There are four travel lanes and a dual left turn lane. Sidewalks are six and a half feet wide. Parking is not provided on the street; buildings have been removed to provide parking. Utility wires are above ground and clutter landscape. Buildings are predominantly only one story.

Proposed Cross Section A: Typical Urban Area

Alternative A suggests adding five feet to each side of Broadway. The additional five feet should be used to increase sidewalk width. The additional right-of-way can be acquired through conventional means or granted by an easement. This alternative has a ten foot wide median flanked on each side by two travel lanes. There is an eight foot parking lane on both sides. The parking lane can also be used for bus stops and valet or drop off areas.

Proposed Cross Section B: Typical Urban Area

Alternative B is similar to Alternative A except that it suggests adding ten feet to each side, the sidewalk will function better. Like in Alternative A, this extra room on each side of the street can be acquired through conventional means or granted by an easement. The additional ten feet on each side of the street should be used for increased sidewalk width, not for on-street parking or travel lanes. This alternative has a ten foot wide median flanked on each side by two travel lanes. There is an eight foot parking lane on both sides. The parking lane can also be used for bus stops and valet or drop off areas.
Engineering Considerations for Riviera Beach

Existing Conditions

The Existing, Typical US 1 Section consists of an eighty-foot (80'-0") wide right-of-way, with two (2) southbound and (3) northbound asphalt pavement travel lanes (12'-0" in width), a thirteen-foot (13'-0") wide center shared left turn lane, seven and one-half foot (7'-6") wide sidewalks at the eastern and western right-of-way limits, and two foot (2'-0") curb and gutter adjacent to the sidewalk.

Proposed Cross Section A: Urban Area

(Increasing to 90' wide right-of-way)

This Proposed Alternate for the US 1 Section consists of increasing the existing eighty-foot (80'-0") wide right-of-way by ten feet (10'-0") to a ninety foot (90'-0") wide right-of-way and incorporating the following modifications:

- Removing the existing seven and one-half foot (7'-6") wide sidewalks and constructing new ten foot (10'-0") wide sidewalks in each of the right-of-way with five feet (5'-0") of sidewalk outside of the existing right-of-way on either side.
- Introducing eight feet (8'-0") wide parallel parking spaces including eighteen inch (18'-0") wide curb and gutter adjacent to the new sidewalks with in each half of the right-of-way.
- Reducing the existing travel lanes from twelve feet (12'-0") in width to eleven feet (11'-0") in width. Due to the limited amount of right-of-way in this area, the inside travel lane dimensions include the eighteen inch curb and gutter.
- Reducing the thirteen (13'-0") wide shared turn lane with a new ten foot (10'-0") wide planted median strip.

The Cost to construct the Proposed Section, including pavement, resurfacing, drainage improvements and related construction is approximately $510 per linear foot, subject to the Notes and Assumptions contained at the end of this section.

Proposed Cross Section B: Urban Area

(Increasing to 100' wide right-of-way)

This Proposed Alternate for the Typical US 1 Section consists of increasing the existing eighty-foot (80'-0") wide right-of-way by twenty feet (20'-0") to a one-hundred foot (100'-0") wide right-of-way and incorporating the following modifications:

- Removing the existing seven and one-half foot (7'-6") wide sidewalks and constructing new twelve and one half foot (12-1/2') wide sidewalks outside of the existing right-of-way on either side.
- Introducing eight feet (8'-0") wide parallel parking spaces with eighteen inch (18'-0") wide curb and gutter to the new sidewalks in each half of the right-of-way.
- Reducing the existing twelve foot (12'-0") wide travel lanes by one foot (1'-0") to eleven feet (11'-0") in width.

The Cost to construct the Proposed Section, including pavement, resurfacing, drainage improvements and related construction is approximately $270 per linear foot, subject to the Notes and Assumptions contained at the end of this section.

Notes and Assumptions

The preceding estimates do not include costs related to right-of-way acquisition, mitigation, traffic signalization or signage, utility relocation, or landscaping other than sodding.

The linear foot estimates for roadway construction assume that the existing pavement can be milled and resurfaced to achieve the desired cross section. If the existing drainage system is adequate and can be utilized in the proposed construction, the linear foot cost estimates may decrease by as much as $100/linear foot.

The feasibility and cost associated with replacing existing overhead power lines with underground power lines is dependent on a variety of factors, including whether or not the existing power lines are transmission or distribution mains. In order to make a reasonably accurate evaluation of this issue, a more detailed site-specific analysis will be required.

The linear foot cost estimates contained herein are "order of magnitude" figures and appropriate contingency percentages should be applied when preparing preliminary cost estimates. Including the eighteen curb and gutter within the eleven foot travel lane as proposed in Alternate A is uncommon and further discussion with FDOT may be required.

Alternative C is recommended for the "Downtown," the area north of 11th Street and south of 17th Street. (The drawing of the view down US 1 shows this street section.) There are four travel lanes total, two eleven foot travel lanes in each direction. In addition, there is an eight foot parking lane on both sides. The parking lane can also be used for bus stops and valet or drop off areas. The sidewalks are ten feet wide, the absolute minimum for a retail street. This insures existing buildings already located at the front property line will align with new buildings. Designated left will stop traffic in the left lanes. The benefits gained from traffic calming and making room for on-street parking far exceeds the inconvenience to motorists trying to speed through town without stopping.

Seven Cities: Northern Palm Beach County US 1 Corridor Study
Comments from the Charrette Workgroups

Regarding sidewalks:
- Bury the utility wires underground to reduce visual clutter.
- Obtain assessments for landscaping (along front properties where the buildings are not built up to the street).
- Add more landscaping to produce shade.
- Widen the sidewalks and narrow travel lanes.

Regarding the fronting buildings:
- As buildings are redeveloped, position the new buildings at the street's edge.
- Parking and delivery should use rear access to the property.
- Buildings should have awnings or overhangs over the sidewalk for shade.

Regarding the street:
- Remove the "suicide lane" and turn it into a landscaped median.
- Add bike paths.
- Add additional lighting with decorative light posts, not the cobra head lights.
- Add raised crosswalks at intersections important for pedestrian crossing, particularly around Kelsey Park.
- Increase the foci points along US 1.

Regarding the Kelsey Park Area:
- Calm traffic and make it easy to walk across US 1.
- Synchronize traffic lights at Park Ave, Forestiera Drive and Greenbriar Drive to ease traffic flow around the park.
- Make it possible to temporarily close Lakeshore Drive between the two parks during public festivals, by using removable bollards.
- Make a transit greenway down Lakeshore drive and around the park.
- Enhance the historic sites on US 1 and around the park.
- Restore the front yards to the historic houses fronting the park on US 1; put parking in the rear.

Lake Park

Restoring an Olmsted Legacy

The office of Fredrick Law Olmsted designed a Master Plan for Lake Park in 1923. A special feature of this design, Kelsey Park, occurs at the intersection of US 1 and Park Avenue. The axis of Park Avenue, the community's original main street, terminates on the gates to the park. Currently as one travels down US 11 it is easy to miss this special event.

Kelsey Park extends from US 1 to the Intracoastal Waterway on the east & the west, and from Foresteria Drive & Greenbriar Drive to the north & the south. In order to celebrate and complete this design, Lake Park should frame both ends of the park on US 1 with civic monuments in the median. The street section through the length of the park should neck down by eliminating the median, which will have a traffic calming effect.

The existing buildings fronting the park lack the necessary design features to complement the park or provide safety within the park. Facades with blank walls should be replaced with ones that have terraces, doors & windows that front the park. A variety of uses should occur in these buildings, such as storefronts below & apartments or offices above.

Across US 1 from the park, the Olmsted layout causes the buildings to form a subtle crescent. As new buildings are filled in, they should follow this crescent and complete the form. Parking lots in the front of the buildings that exist today should be moved to the back, and an alley should be built. The Town should devise a program to make these changes economically attractive to the property owners.

The street cross-sections for Foresteria Drive and Greenbriar Drive are wide enough to incorporate the "transit greenway" proposal that may soon be implemented. The narrow-gauge light-rail trolley would travel down Greenbriar Drive, up Foresteria Drive and across US 1 continuing down Foresteria Drive. Kelsey Park will become a major feature on the transit greenway route. This plan might reduce dependency on the car and that in turn might help the traffic on US 1; the more the transit greenway proposal can be integrated with the surrounding urban design and the more complete the network, the better it will work.

To the north & south of the park, a decision has to be made about how the US 1 street section should continue to evolve. The two options can be compared to those proposed for several of the other communities:

One option is to follow North Palm Beach's 'frontage road' concept, which reduces the pressure to replace existing buildings.

Another option is for future buildings to be brought to the street edge, as shown for Palm Beach Gardens, but
Existing Photo of Kelsey Park and US 1

- Historic Evergreen House
- Forestría Street cross section is currently wider than is necessary
- Building facade has almost no doors or windows
- There are no trees along sidewalk to protect pedestrian from the harsh sun

Lake Park
Future View of Kelsey Park and US 1

Existing Historic Evergreen House

People living and working above shops increase pedestrian activity on the sidewalk, making the street safer

Shade trees can be planted where there are no colonnades, improving pedestrian comfort and reducing glare

Incorporate the Transit Greenway Plan to reduce reliance on automobiles

Civic monument in the US 1 median, perhaps honoring Harry Kelsey, the founder of Lake Park
this option will require some acquisition of right-of-way from private landowners.

Lastly there is the option that Riviera Beach chose, which is to have a four-lane road with onstreet parking and a left turn yield turn lane. This option does not have medians, however. Leaders in the Town of Lake Park expressed that they would like to have a center median, and so they will have to weigh whether it is worth acquiring land to accommodate all the necessary pieces: travel lanes, onstreet parking, medians, & sufficiently wide sidewalks.

While all three proposals have merit, the planning team recommends further study of the second option, despite its right-of-way acquisition costs. This option sets the stage for the best long-term solution; over time the land will simply grow more costly, and this option provides for expected growth in a form that will improve the community.

This park in Jacksonville, Florida is a good example of how buildings and their doors and windows should front the park.

Close-up Plan of Kelsey Park and its Surroundings

Future buildings brought up to street with parking behind.

Proposed infill following crescent shape from original Olmsted plan of Lake Park.

Monuments at entries to park indicate to motorist that they are entering somewhere special.

New development fronts the park.
US 1 in Lake Park

Redevelopment opportunities surrounding Kelsey Park. Buildings facing the park add value to the area.

Lake Park must choose which cross section it prefers for future development of its segment of US 1.
Existing Conditions: Typical Urban Area

There are four travel lanes and a dual left turn lane. Sidewalks are seven and a half feet wide. Parking is in front with the building setback. Utility wires are above ground and clutter the landscape. Buildings are predominantly only one story.

Proposed Cross Section A: Urban Area

(Increasing to 100' wide right-of-way)

Alternative A suggests adding ten feet to each side of US 1. This section is recommended for the areas north and south of Kelsey Park in order to obtain a median and have on-street parking. The additional right-of-way can be acquired through conventional means or granted by an easement. This alternative has a ten foot wide median flanked on each side by two travel lanes. There is an eight foot parking lane on both sides. The parking lane can also be used for bus stops and valet or drop off areas.

Proposed Cross Section B: Urban Area

(Maintaining existing 80' right of way)

Alternative B is an option for Lake Park cutting through Kelsey Park and the houses across from it. There are four travel lanes total, two eleven foot travel lanes in each direction. This section does not have onstreet parking so as to not block views of the park. A low wall would run down the length of the park on both sides of the street with numerous openings. There would be no median through this section to tighten the road. Landscaping should be in abundance.
Engineering Considerations for Lake Park

Existing Conditions

The Existing Typical US 1 Section consists of an eighty-foot (80’-0") wide right-of-way, with two (2) Southbound and (2) Northbound asphalt pavement travel lanes (11’-6” to 12’-0” in width), a fourteen-foot (14’-0") wide median strip, seven and one-half foot (7’-6") wide sidewalks at the eastern and western right-of-way limits, and two foot (2’-0") curb and gutter adjacent to the sidewalk.

Proposed Cross Section A: Urban Area

Increasing to 100’ wide right-of-way

This Proposed Alternate for the Typical US 1 Section consists of increasing the existing eighty-foot (80’-0") wide right-of-way by twenty feet (20’-0") to a one-hundred foot (100’-0") wide right-of-way and incorporating the following modifications:

- Removing the existing seven and one-half foot (7’-6") wide sidewalks and constructing new twelve and one-half foot (12’-6") wide sidewalks outside of the existing right-of-way on either side.
- Introducing eight feet (8’-0") wide parallel parking spaces with eighteen inch (1’-6") curb and gutter to the new sidewalks in each half of the right-of-way.
- Reducing the existing twelve foot (12’-0") wide travel lanes by one foot (1’-0") to eleven feet (11’-0") in width.
- Replacing the fourteen-foot (14’-0") wide shared turn lane with a new twelve foot (12’-0") wide planted median strip, with eighteen inch (1’-6") curb and gutter adjacent to the inside travel lanes.

The Cost to construct the Proposed Section, including pavement resurfacing, drainage improvements and related construction is approximately $270 per linear foot, subject to the Notes and Assumptions contained at the end of this section.

Proposed Cross Section B: Urban Area

Maintaining existing 80’ wide right-of-way

This Proposed Alternate for the Typical US 1 Section consists of maintaining the existing eighty-foot (80’-0") right-of-way and incorporating the following modifications:

- Removing the existing seven and one-half foot (7’-6") wide sidewalks in both halves of the right-of-way. Constructing a new fifteen foot (15’-0") wide sidewalk with eighteen inch (1’-6") wide curb and gutter in the eastern half of the right-of-way. Constructing an eighteen foot (18’-0") wide green strip with eighteen inch (1’-6") wide curb and gutter (adjacent to the easternmost travel lane) in the eastern half of the right-of-way.
- Reducing the existing travel lanes to eleven feet (11’-0") in width.

The Cost to construct the Proposed Section, including pavement resurfacing, drainage improvements and related construction is approximately $270 per linear foot, subject to the Notes and Assumptions contained at the end of this section.

Notes and Assumptions

The preceding estimates do not include costs related to right-of-way acquisition, mitigation, traffic signalization or signage, utility relocation, or landscaping other than sodding.

The linear foot estimates for roadway construction assume that the existing pavement can be milled and resurfaced to achieve the desired cross section.

If the existing drainage system is adequate and can be utilized in the proposed construction, the linear foot cost estimates may decrease by as much as $100/linear foot.

The feasibility and cost associated with replacing existing overhead power lines with underground power lines is dependent on a variety of factors, including whether or not the existing power lines are transmission or distribution mains. In order to make a reasonably accurate evaluation of this issue, a more detailed site-specific analysis will be required.

The linear foot cost estimates contained herein are “order of magnitude” figures and appropriate contingency percentages should be applied when preparing preliminary cost estimates.

Alternative C is an option mentioned at the charrette, but it is not recommended for various reasons. Buildings brought up to the street edge do not function as well without onstreet parking in front. In the future, if onstreet parking is desired, the road would have to go to two lanes or buildings would have to be demolished. As a long term plan, it does not leave open as many options as Alternate A.
North Palm Beach

The Power of Formal Landscape

North Palm Beach is not suffering economically like some other areas along the corridor, and participation in the planning charrette was minimal. One gets the impression that folks are relatively satisfied with things as they are. Opinions expressed in North Palm included statements that they like their strip malls just fine and like to rely on their automobiles; they don’t want much to change. Although this input came from only the limited number of participants, we listened in earnest. If what we heard reflects widespread local opinion, it seems unlikely that ideas for dramatic interventions (like those suggested for the other six communities) will prove inspiring here. North Palm Beach participants did express some enthusiasm, however, for a minimal landscaping approach.

Visually, we can’t help noticing that this part of the corridor could use a boost. The planning team recommends using street trees to give formality and create spatial definition along US 1. To accomplish this, an allée of Royal Palms should be planted throughout North Palm Beach. If carefully aligned and spaced, a spectacular effect similar to boulevards in Beverly Hills could result. At the same time, in order for US 1 to function better for pedestrians, the City and FDOT should also work together to plant an abundance of shade trees. Live oaks would be an appropriate choice.

Today, most trips require venturing out onto the regional road because of the lack of parallel connections, even the short local ones within the neighborhood. If it is desired to make traffic flow more efficiently on US 1, one way to do this would be to interconnect the private parking lots along the route. This way, to travel three or four doors down the corridor will not force every motorist to enter US 1. This is similar in concept to creating a primitive form of frontage road. Such a program would require public and private cooperation, which partnership could also seek to consolidate some of the excessive curb cuts. If continuous sidewalks with shade trees leading from building to building are provided, this may even encourage people to walk.

One intriguing traffic engineering idea merits further analysis: It has been suggested that reducing the number of travel lanes from six to four may ironically help ease the congestion caused by the drawbridge. This is based on the idea that traffic flows better when there are fewer lane mergers creating conflict.

Currently plans for building a tall bridge are being discussed. The planning team does not recommend implementing this idea. Tall bridges have serious negative impacts on neighboring properties; they are typically unattractive, create “dead zone” areas, and disrupt the economies of many properties. The construction is also disruptive. The end result will probably encourage more driving and thus induce more congestion, wiping out any desired benefit to traffic flow.
Existing Photos of US 1 in North Palm Beach

Pedestrians walking along this sidewalk are not protected from speeding cars or the elements.

North Palm Beach Town Hall

North Palm Beach Public Safety Building

Three one-way lanes of traffic with little visual harnessing give free rein for cars to fly down US 1.

North Palm Beach
An allee of Royal Palm trees also provides the spatial definition of the street that buildings would otherwise provide.

North Palm Beach Town Hall

Planting shade trees aids in creating spatial definition, as well as improving pedestrian comfort and reducing glare.

Having a wide center median allows a "refuge" for pedestrians crossing the wide roadway.

Connecting private parking lots takes pressure off of US 1 and creates a "frontage road" effect.

Placing sidewalks far away from the road protects pedestrians from speeding automobiles.
Close-up Plan of Shared Parking Concept

The various private parking lots having their own entrances should be joined to take traffic pressure off of US 1 to create a sort of frontage road.

Shade trees provide further comfort for pedestrians and automobiles.

Wide medians provide refuge for pedestrians trying to cross the six lane road.

An allée of trees gives spatial definition to the street.

A tree-lined boulevard in Southern California is a good example of the effectiveness of formal landscaping.

North Palm Beach
Formal Landscaping for Spatial Definition

What is meant by "City Beautiful"?

One hundred years ago, a cultural movement swept across the United States, galvanizing leaders in politics and the arts with the power of an idea. That movement was the City Beautiful movement, and its animating idea was that Americans deserved to live in better towns and cities. This was a time in the history of our young country when we knew the difference between wishing and doing, between dreaming and acting on our dreams.

The most impressive thing about the City Beautiful movement was how much it accomplished, and what a rich legacy it left for future generations. The political and cultural leaders of that time not only dreamed great dreams, but they performed great deeds...

...Returning from their schooling in Paris and Rome, the American architects of 100 years ago boldly declared that the United States should have cities worthy of our new status as a great power in the world. They were taken seriously. The 19th century was a great age for Architecture in America. The profession was respected. A hundred years ago, architects enjoyed the greatest esteem as both artists and technicians. So, when they spoke, people listened. And when they acted, when they undertook heroic deeds of place-making and building, people looked on with wonder and admiration.

And this is what happened in America of the 1890s. Our cultural leaders agreed that we had to create cities and towns worthy of a great nation. This project was carried forward in the spirit of a great patriotic movement. It started with a show: the 1893 World's Columbian Exposition in Chicago, at which the great architects and civic designers of that day — Daniel Burnham, Charles McKim, Stanford White, and many others, demonstrated how wonderful public places could be created by using the vocabulary of neoclassical architecture and the grammar of French formal civic design — how to arrange the beautiful buildings to define space in a way that is humanly rewarding.

Before long, the movement became a competitive craze across the nation. Towns and cities tried to out-do one another in fabulous buildings and public places. Every town had to have its new neoclassical courthouse, and perhaps even a civic square to go with it. Every town built a magnificent new library. The great college campuses were laid out. Every new bank, post office, and firehouse was endowed with a richly expressive, dignified facade. It was an exuberant, confident era. Many of our most beloved public places and public buildings owe their existence to the city beautiful movement: the San Francisco Civic Center, the campus of UC at Berkeley, the great museums of the Washington DC Mall, the Copley Square library in Boston, the Metropolitan Museum of Art in New York. The list is very long and it includes innumerable less famous town halls, courthouses, schools, theaters, and squares.

Excerpted from James Howard Kunstler’s address to the Florida Chapter of the AIA, 1998

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An extensive landscaping effort and the exploration of infill opportunities should take place in North Palm Beach.
The cross section of US 1 has a one hundred and twenty-foot right-of-way. The street edge is curb and gutter. There is a no shoulder. Sidewalks are approximately five feet wide, but are not continuous. There are six travel lanes (three in each direction) that measure approximately eleven feet each. There is a fifteen-foot median. Buildings are set back with parking in front. Utility lines are above ground and line the street. In certain areas, there are green strips.

Plant trees between parking lot and sidewalk to provide shade for both pedestrians and parked automobiles. Proposed twelve-foot wide sidewalk / bicycle lane. Proposed ten-foot planting strip for flowers and trees. Median would remain fifteen feet wide, but with shade trees. Travel lanes remain eleven feet. There is a designated right turn lane. Although against our recommendations, buildings would remain set back with parking in front. Utility lines are to be buried underground. Green strips should become continuous.
Engineering Considerations for North Palm Beach

Existing Conditions: Urban

The existing, typical US 1 section consists of a one-hundred-twenty-foot (120'-0") wide right-of-way with three southbound and three northbound asphalt pavement travel lanes (11'-6" to 12'-0" in width), a fifteen-foot (15'-0") wide grass median with eighteen-inch (1'-6") wide curb and gutter on either side. In addition, green strips (8' wide) and sidewalks (5' wide) with an eighteen-inch (1'-6") wide curb and gutter at the edges of the outside travel lanes are present adjacent to the eastern and western right-of-way limits.

Proposed Cross Section
(Curb and gutters at outside edge)

The proposed US 1 section consists of retaining the existing one hundred twenty-foot (120'-0") wide right-of-way and incorporating the following modifications:

- Eliminating the existing eleven and one-half-foot (11'-6") wide southbound and northbound outside travel lanes and constructing nine and one-half-foot (9'-6") wide planted green strips.

- Reducing the two twelve-foot (12'-0") wide southbound, and two twelve-foot (12'-0") wide northbound inside travel lanes to eleven feet (11'-0") in width.

- Removing the existing five-foot (5'-0") wide sidewalks and constructing new ten-foot (10'-0") wide sidewalks/bicycle lanes in each half of the right-of-way.

The cost to construct the proposed section, including pavement resurfacing, drainage improvements and related construction is approximately $280 per linear foot, subject to the following notes and assumptions.

Notes and Assumptions

The preceding estimate does not include costs related to right-of-way acquisition, mitigation, traffic signalization or signage, utility relocation, or landscaping other than sodding.

The linear foot estimates for roadway construction assume that the existing pavement can be milled and resurfaced to achieve the desired cross section.

If the existing drainage system, where present, is adequate and can be utilized in the proposed construction, the linear foot cost estimate may decrease by as much as $100/linear foot.

If existing utility poles are to be removed and replaced with an underground electric transmission/distribution system, the linear foot cost estimate may increase for each side of the right-of-way where poles are present.

The linear foot cost estimates contained herein are "order of magnitude" figures and appropriate contingency percentages should be applied when preparing preliminary cost estimates.
Palm Beach Gardens

The Intersection of “Main & Main”

Of the seven cities, Palm Beach Gardens has the least amount of real estate fronting US 1. Nonetheless it is an area that has tremendous potential given its geographic position and given the importance of PGA Boulevard to the larger traffic picture.

The key to unlocking this potential will be creating a lasting identity. This can be accomplished by focusing strategic redevelopment at the intersection of PGA Boulevard and US 1, forming a brief “node” of urbane form and of architectural distinction.

Today, as one travels from North Palm Beach on the way to Juno Beach, for example, you might not know that you've even passed through Palm Beach Gardens. This is hard to overcome with mere signs, but can be easily rectified by transforming the image and feel of the corridor itself. Wholesale redevelopment is one way to carry this out. Another is to convert existing strip centers into a Main Street format via a more incremental approach, by filling in the area closer to the road with buildings and rearranging the parking scheme in phases. For example, Oakbrook Mall on the northeast corner of PGA Boulevard & US 1 could be reshaped, with much of the area currently used by parking lots replaced by buildings, greens and paseos. (This obviously suggests a move to structured parking, which may or may not currently be justifiable under current property values and market conditions, but will almost certainly be justifiable eventually.)

We understand that Palm Beach Gardens has undertaken a targeted citywide effort to create parkways along major corridors like PGA Boulevard, employing wide setbacks; at its best this could help create a landscaped scene reminiscent of the City Beautiful movement. That general approach is correct and should be applauded. However, note that this “main / main” intersection at PGA and US 1 is the appropriate sort of place to vary from that parkway standard, in order to bring buildings, parking and sidewalks into the right urban design grammar. This is the very kind of place to which great parkways are meant to lead, following the City Beautiful tradition; this can be an exception that makes the rule meaningful.

This crossroad can be the jewel of Palm Beach Gardens, and may even show a good way to fix up parts of the larger city out west. The intersection of Main & Main will showcase how humanizing commercial environments can be good for business.
Existing Photos of the intersection of US 1 & PGA Boulevard

- Overhead utility wires
- Building set back from the corner
- Nothing protects pedestrian on sidewalk from speeding cars
- Intersection is so wide it makes it difficult for pedestrians to cross
- Narrow median does not protect pedestrians caught between lights

Palm Beach Gardens
Future View of US 1 Looking North

Architecture should follow traditional examples

Mixed-use buildings provide "eyes on the street" at all times

On street parking provides a barrier between moving cars & pedestrians as well as "teaser" parking

Shade trees encourage drivers to slow down & help form the space

Awnings provide shade & protection for pedestrians
Mitner Park in Boca Raton, Florida is a success story. What once was a dead-end mall has been transformed into a vital mixed-use retail street. Parking is solved by providing on-street parking for retail as well as parking structures behind the building.
US 1 in Palm Beach Gardens

Key Intersection at PGA and US 1

Proposed Main Street Cross Section

Beautification Priority: Tree-lined Street

Special Infill Development Opportunity

Palm Beach Gardens has a chance to create a presence on US 1 by creating a center at PGA Boulevard and US 1.
Existing Conditions: Typical Urban Area

- The existing cross section of US 1 has a one hundred and twenty foot right of way.
- The street edge is curb and gutter.
- There is a two foot green strip.
- Sidewalks are approximately five feet wide, but are not continuous.
- There are four travel lanes (two in each direction) that measure approximately eleven feet each.
- There is a twenty one foot green strip separating the parking from the sidewalk.
- Buildings are set back with parking in front.
- Utility lines are above ground and clutter the streetscape.
- There is a fourteen foot median that appears neglected.

Proposed Cross Section: Typical Main Street Area

- The one hundred and twenty foot right of way remains.
- There is a curb and gutter street edge.
- The sidewalks expand to seventeen and eighteen feet respectively, allowing for outdoor dining or colonnades.
- There are four travel lanes (two in each direction) that measure approximately eleven feet each.
- Planters replace green strips.
- Buildings are brought up to the property line, with parking located behind the building.
- Utility lines are transferred underground.
- The fourteen foot median gets widened to eighteen with trees planted along it and should be maintained.
Engineering Considerations for Palm Beach Gardens

Existing Conditions: Typical Urban Area

The Existing, Typical US 1 Section consists of a one-hundred twenty foot (120'-0") wide right-of-way with two (2) eleven foot (11'-0") wide southbound and two (2) eleven foot (11'-0") wide northbound asphalt pavement travel lanes, a fourteen foot (14'-0") wide grass median with eighteen inch (1'-6") wide curb and gutter on either side, and eighteen inch (1'-6") wide curb and gutter at the edge of the outside travel lanes. In addition, green strips (2' wide) and sidewalks (5' to 8' wide) are present adjacent to the eastern and western right-of-way limits.

Proposed Cross Section: Typical Main Street Area
(Curb and gutter at outside lanes)

The Proposed US 1 Section consists of retaining the existing one twenty hundred foot (120'-0") wide right-of-way and incorporating the following modifications:

- Removing the existing sidewalks (width varies) and constructing new nineteen foot (19'-0") wide sidewalks with seven foot (7'-0") wide tree planters in each half of the right-of-way.
- Introducing eight and one-half foot (8'-6") wide parallel parking spaces adjacent to the new sidewalks, including eighteen inch (1'-6") wide curb and gutter in both the South and North directions.
- Increasing the fourteen foot (14'-0") wide grass median to eighteen feet (18'-0") in width.

The Cost to construct the Proposed Section, including pavement resurfacing, drainage improvements and related construction is approximately $330 per linear foot, subject to the following Notes and Assumptions.

Notes and Assumptions

The preceding estimate does not include costs related to right-of-way acquisition, mitigation, traffic signalization or signage, utility relocation, or landscaping other than edging.

The linear foot estimates for roadway construction assume that the existing pavement can be milled and resurfaced to achieve the desired cross section. If the existing drainage system, where present, is adequate and can be utilized in the proposed construction, the linear foot cost estimate may decrease by as much as $100/linear foot.

If existing utility poles are to be removed and replaced with an underground electric transmission/distribution system, the linear foot cost estimate may increase for each side of the right-of-way where poles are present.

The linear foot cost estimates contained herein are "order of magnitude" figures and appropriate contingency percentages should be applied when preparing preliminary cost estimates.
Juno Beach

Town and Country

Juno Beach's segment of US 1 is a long expanse with a variety of situations, ranging from the semirural or naturalistic sea scrub landscape to suburban areas of shopping malls & hotels, to strategically located vacant parcels ideal for infill development. The planning team recommends that each of these areas have its own distinct planning approach for improvement over time.

Certain natural areas should be encouraged to remain natural in their appearance, and where possible restoration projects and large scale public acquisitions could be undertaken. Land development regulations should be crafted to discourage highway-oriented commercial sprawl and introverted housing complexes in these areas. Beautification through landscaping is essential. Where adjacent development is unavoidable or already existing, thick layers of vegetative screening, canopy trees and so forth can help mitigate the visual impact. Usually such “parkway” setbacks need to be 150' deep or bigger on each side to be effective. Remember the maxim, however, that “the first five percent of development in rural environments does fifty percent of the damage to the sense of place.” One of the worst possible conditions is where development is visually obvious, turned away from the corridor, with a half-hearted “buffer” of landscaping between the highway and a “sound wall”.

Where the opportunity to preserve a natural countryside environment has already been lost, then, the priority should be to redevelop and fill in these built up areas to form authentic townscapes. One such area is found at the intersection of Donald Ross Road and Highway One. An aging shopping center on the northwest corner, combined with adjacent parcels, makes a prime location for mixed-use redevelopment. A variety of uses can work out well in this town center location, including adding “in-town” residential options: apartments above storefronts, rowhouses along alternate streets, live/work loft combinations and so on would complement Juno Beach's other excellent housing offerings. The market for entertainment as an anchor use should be investigated for this area. Neighbors in the nearby condominium complex should be encouraged to create a direct connection into this area, making it possible for them to walk into the town center without going out onto Donald Ross Road.

There should be an interconnected system of streets through the town center, with certain blocks sized for midblock parking structures (whether these are needed at initial buildout or not). It will be necessary to screen parking structures from the adjacent streets; live/work lofts are good uses for the thin “liner” buildings that can be attached to garages to accomplish this. The street space quality is the main thing; it will be important to match the use and scale of buildings on either side of a given street to unify the scene.
Existing view of US 1 Looking North Toward Donald Ross Road

Unsightly utility poles

Donald Ross Road Intersection

The grass swale along US 1 is a ragged, unsafe and unshaded journey for pedestrians often resulting in wet shoes

There are many locations in Juno Beach where the grade along US 1 is higher or lower than the highway
Proposed View of US 1 Looking North Toward Donald Ross Road

- Donald Ross Road intersection
- Apartments and offices on upper floors add natural surveillance to the street.
- Dooryards 10 to 20 feet deep work well for apartment and office buildings which front US 1 and are more attractive than front parking lots.
- Wide sidewalks should be continuous.
- Planting strips for improved landscaping.
- Parallel Parking Lane.
- Primary entrances to buildings should face US 1 to generate pedestrian activity. Buildings will then put their "best face" forward making the street more attractive.
- Retaining walls for those areas that have a grade higher than US 1.
Close-up Plan of US 1 and Donald Ross Road

Buildings brought up to street to provide spatial definition

Building functions & scale should match on both sides of a street.

Wide medians provide refuge for pedestrians trying to cross the six lane road.

Alle of trees give spatial definition to street.

Center of blocks can be used for future parking garages.
This perspective shows the potential of the site at the northwest corner of Donald Ross Road. Here, an existing strip mall can be transformed into a mixed-use neighborhood where people can reside with shopping and dining amenities within walking distance.
Juno Beach should take advantage of the special opportunity to create a center at Donald Ross Road and US 1.
Existing Conditions: Typical Natural Areas

The cross section of US 1 has a one hundred and twenty-foot right of way. The street edge is swale. There are shoulders on both sides of the road and in the median. Sidewalks are non-continuous and infrequent. There are four travel lanes (two in each direction) that measure approximately eleven feet each. Utility lines are above ground and clutter the street. In certain areas, there are green strips. A center median exists, but is not maintained. Houses turn their back to US 1 and are set far off the road. On either side there is native scrub & landscape.

Proposed Cross Section A: Natural Area

(Curb and gutter at outside lanes)

The one hundred and twenty-foot right of way is maintained. There is a proposed twelve-foot bike lane on both sides of the road. Swale condition will become curb and gutter. There are four travel lanes (two in each direction) that measure approximately eleven feet each. Under current regulations, trees must be set back three feet nine inches from the curb. Having an eighteen-foot wide median allows for a double row of trees. Utility wires are buried underground. Native scrub and landscape should remain and be preserved.
The one hundred and twenty-foot right of way is maintained. There is a proposed twelve-foot bike lane on both sides of the road. Swale condition remains. There are four travel lanes (two in each direction) that measure approximately eleven feet each. Under current regulations, trees must be set back past the swale clear way zone which is fourteen feet. Having an eighteen-foot wide median allows for double trees. Utility lines are buried underground. Native scrub and landscape should remain and be preserved.

The existing cross section of US 1 has a one hundred and twenty-foot right of way. The street edge is curb and gutter. Sidewalks are approximately five feet wide, but are not continuous. There are four travel lanes (two in each direction) that measure approximately eleven feet each. There is a dedicated right turn lane. Buildings are set back with parking in front. Utility lines are above ground and clutter the street. In certain areas, there are green strips, but they are too thin to plant trees or separate pedestrians from passing automobile. A median exists, but it is not maintained.
Proposed Cross Section C: Transitional Section
(Curb and gutter at outside lanes)

The one hundred and twenty-foot right of way remains. Sidewalks become twelve feet wide and continuous. Street edge is curb and gutter. There are four travel lanes (two in each direction) that measure approximately eleven feet each. Sidewalk provides enough space for shade trees. Median remains, but should be maintained. Utility lines are buried underground. Buildings have a ten-foot setback and front US 1. Onstreet parking is returned to US 1.

Proposed Cross Section D: Urban Section

The proposed cross section of US 1 maintains a one hundred and twenty-foot right of way. The street edge remains curb and gutter. Sidewalks are widened to ten feet and are continuous. There are four travel lanes (two in each direction) that measure approximately eleven feet each. Buildings are brought up to the property line with parking now tucked away behind the building. Utility lines are buried underground. Planters replace green strips. The median widens to eighteen feet with trees and should be maintained.
Engineering Considerations for Juno Beach

Existing Conditions: Typical Natural Area

The Existing Typical US 1 Natural Area Section consists of a one-hundred twenty foot (120'-0") wide right-of-way with two (2) eleven foot (11'-0") wide Southbound and two (2) eleven foot (11'-0") wide Northbound asphalt pavement travel lanes, asphalt pavement shoulders inside and outside, a nine foot (9'-0") wide grass median, and twenty five foot (25'-0") wide green strips adjacent to the east and west right-of-way lines.

Proposed Cross Sections A: Natural Area

(Curb and gutter at outside lanes)

This Proposed Alternate for the US 1 Section consists of retaining the existing one hundred twenty foot (120'-0") wide right-of-way and incorporating the following modifications:

- Increasing the existing nine foot (9'-0") wide grass median to eighteen feet (18'-0") wide with eighteen inch (1'-6") wide curb and gutter on each side.
- Adding twelve foot (12'-0") wide pedestrian/bicycle shared paths near the eastern and western right-of-way limits, respectively.

The Cost to construct the Proposed Section, including pavement resurfacing, drainage improvements and related construction is approximately $280 per linear foot, subject to the Notes and Assumptions contained at the end of this section.

Proposed Cross Section B: Natural Area

(Curb and gutter at outside lanes)

This Proposed Alternate for the US 1 Section consists of retaining the existing one hundred twenty foot (120'-0") wide right-of-way and incorporating the following modifications:

- Increasing the existing nine foot (9'-0") wide grass median to eighteen feet (18'-0") wide with eighteen inch (1'-6") wide curb and gutter on each side.
- Adding twelve foot (12'-0") wide pedestrian/bicycle shared paths near the eastern and western right-of-way limits.

The Cost to construct the Proposed Section, including pavement resurfacing, drainage improvements and related construction is approximately $285 per linear foot, subject to the Notes and Assumptions contained at the end of this section.

Existing Conditions: Typical Urban Area

The Existing Typical US 1 Urban Section consists of a one-hundred twenty foot (120'-0") wide right-of-way with two (2) eleven foot (11'-0") wide Southbound and two (2) eleven foot (11'-0") wide Northbound asphalt pavement travel lanes, and eleven foot (11'-0") wide Southbound asphalt pavement turn lane, an eleven foot (11'-0") wide grass median with an eighteen inch (1'-6") wide curb and gutter on either side, green strips (10'-0" to 21'-6") wide and five foot (5'-0") wide sidewalks adjacent to the eastern and western right-of-way limits.

Proposed Cross Section C: Transitional Section

(Curb and gutter at outside lanes)

This Proposed Alternate for the US 1 Section consists of retaining the existing one hundred twenty foot (120'-0") wide right-of-way and incorporating the following modifications:

- Eliminating the existing eleven foot (11'-0") wide Southbound turn lane.
- Removing the existing five foot (5'-0") wide sidewalk and green strips, and constructing new nineteen foot (19'-0") wide sidewalk with seven foot (7'-0") wide planters adjacent to the eastern right-of-way line.
- Introducing eight and one-half foot (8'-6") wide parallel parking spaces with eighteen inch (1'-6") wide curb and gutter adjacent to the new planters in each half of the right-of-way.

The Cost to construct the Proposed Section, including pavement resurfacing, drainage improvements and related construction is approximately $320 per linear foot, subject to the Notes and Assumptions contained at the end of this section.

Proposed Cross Section D: Urban Section

(Curb and gutter at outside lanes)

This Proposed Alternate for the US 1 Section consists of retaining the existing one hundred twenty foot (120'-0") wide right-of-way and incorporating the following modifications:

- Eliminating the existing eleven foot (11'-0") wide Southbound turn lane.
- Removing the existing five foot (5'-0") wide sidewalks and green strips, and constructing new nineteen foot (19'-0") wide sidewalks with seven foot (7'-0") wide planters adjacent to the existing right-of-way lines on either side.
- Introducing eight and one-half foot (8'-6") wide parallel parking spaces with eighteen inch (1'-6") wide curb and gutter adjacent to the new planters in each half of the right-of-way.

Increasing the existing eleven foot (11'-0") wide grass median to eighteen feet (18'-0") wide.

The Cost to construct the Proposed Section, including pavement resurfacing, drainage improvements and related construction is approximately $320 per linear foot, subject to the Notes and Assumptions contained at the end of this section.

Notes and Assumptions

The preceding estimates do not include costs related to right-of-way acquisition, mitigation, traffic signalization or signage, utility relocation, or landscaping other than sodding. The linear foot estimates for roadway construction assume that the existing pavement can be milled and resurfaced to achieve the desired cross section. If the existing drainage system, where present, is adequate and can be utilized in the proposed construction, the linear foot cost estimates may decrease by as much as $100 per linear foot.

If existing utility poles are to be removed and relocated underground, the linear foot cost estimates may increase for each side of the right-of-way where poles are present.

The linear foot cost estimates contained herein are "order of magnitude" figures and appropriate contingency percentages should be applied when preparing preliminary cost estimates.

Seven Cities: Northern Palm Beach County US 1 Corridor Study
Time to Be A Town

Jupiter's main area of opportunity lies in the vacant land between the Intracoastal Waterway and US 1 on either side of Indiantown Road. Currently there is a Riverwalk program being set in motion. This plan, if truly integrated into its urban surroundings, could be the catalyst to form a vital center of activity for Jupiter. Imagine this area with outdoor restaurants and cafes on the waterfront, as well as shops and offices. The riverfront can be transformed into a place where people will naturally congregate. The swaths of parking lots that currently define the corners at the intersection of US 1 and Indiantown Road could be transformed into real blocks, creating at least the beginnings of a town. A pedestrian's journey to the existing theater would then be down a quality street instead of through a sea of cars.

Reasonably high production values are all important: "The devil is in the details." These proposed buildings should be designed to front US 1, as well as the river. Parking structures could be built in the middle of the block to allow parking needs to be met, while at the same time not destroying the urban fabric. Architectural standards should be implemented to give this part of the town a fit with Jupiter's history and to control the quality of construction.

The right-of-way on US 1 in Jupiter is 120 feet, which is a long distance for pedestrians to cross. By placing a wide median halfway across this expanse, pedestrians will be provided with a safe refuge while waiting for the light or for breaks in traffic.

Along most of Jupiter's segment of US 1, it is obvious that an urban curb-and-gutter street edge is called for. In parts of Jupiter where natural areas occur on both sides of US 1, a decision must be made as to whether to employ the curb-and-gutter street edge or to continue with the present swales. The local consensus seemed to favor the curb solution for its tidy appearance and to allow for street trees planted closer to the street. The planning team has also illustrated a curbless alternative if a more natural look was chosen for this area. Either way, there are steps that should be taken to improve the street section.

Shade trees should be planted on both sides of the road and in the median. Native species of vegetation should be used, as outlined in the Town's official policies. A wide, continuous sidewalk or bicycle path should be built with shade trees consistently planted along it. Overhead utility wires should be buried underground.

The intersection at Indiantown Road reveals that Jupiter is no longer a country hamlet. The Town of Jupiter has reached a point in its history where it is time to acknowledge that this is indeed a town. The development pattern and supporting infrastructure should, therefore, be of a type that belongs in towns—designed with people in mind.
The road has no trees planted to provide shade.

Buildings are set too far away from the road.

The bridge has no sidewalk, nothing separates and protects the pedestrian from cars moving at high speeds.

The river, a source of pride for many towns, looks unkempt and neglected.

Jupiter
Future View of US 1 Looking South

- Buildings on US 1 are built close to the sidewalk’s edge.
- Shade trees for pedestrian comfort.
- Bed & breakfasts, inns, and restaurants are designed in a traditional architecture.
- Buildings face the waters edge instead of backing up to it.
- Rowhouses.
- The Riverwalk can cross the wider waterways at street bridges if adequate sidewalk width is given to the pedestrian.
- Outdoor cafes for locals and visitors to enjoy Jupiter’s waterfront.
- Docks and moored boats add to the character of the Riverwalk.
Existing Conditions

Bike lanes with no trees will not be good enough for pedestrians

Proposed swale section with curb & gutter medians

Proposed curb & gutter section with curb & gutter medians
An overall plan of Jupiter showing different urban conditions along US 1 and examples of where the various proposed cross sections could apply.
Existing Conditions: Typical Natural Area

The cross section of US 1 has a one hundred and twenty-foot right of way. The street edge is swale. There are shoulders on both sides of the road and in the median. Sidewalks are non-continuous and infrequent. There are four travel lanes (two in each direction) that measure approximately eleven feet each. Utility lines are above ground and clutter the street. In certain areas, there are green strips. A center median exists, but is not maintained. Houses turn their back to US 1 and are set far off the road. On either side there is native scrub & landscape.

Proposed Cross Section A: Typical Natural Area

(Curb and gutter at outside lanes)

The one hundred and twenty-foot right of way is maintained. There is a proposed twelve-foot bike lane on both sides of the road. Swale condition will become curb and gutter. There are four travel lanes (two in each direction) that measure approximately eleven feet each. Under current regulations, trees must be set back three feet nine inches from the curb. Having an eighteen-foot wide median allows for a double row of trees. Utility wires are buried underground. Native scrub and landscape should remain and be preserved.
The one hundred and twenty-foot right of way is maintained. There is a proposed twelve-foot bike lane on both sides of the road. Swale condition remains. There are four travel lanes (two in each direction) that measure approximately eleven feet each. Under current regulations, trees must be set back past the swale clear way zone which is fourteen feet. Having an eighteen-foot wide median allows for double trees. Utility lines are buried underground. Native scrub and landscape should remain and be preserved.

The one hundred and twenty-foot right of way remains. Sidewalks become twelve feet wide and continuous. Street edge is curb and gutter. There are four travel lanes (two in each direction) that measure approximately eleven feet each. Sidewalk provides enough space for shade trees. Median remains, but should be maintained. Utility lines are buried underground. Buildings have a ten-foot setback and front US 1. Onstreet parking is returned to US 1.
The existing cross section of US 1 has a one hundred and twenty-foot right of way. The street edge is curb and gutter. Sidewalks are approximately five feet wide, but are not continuous. There are four travel lanes (two in each direction) that measure approximately eleven feet each. There is a dedicated right turn lane. Buildings are set back with parking in front. Utility lines are above ground and clutter the street. In certain areas, there are green strips, but they are too thin to plant trees or separate pedestrians from passing automobile. A median exists, but it is not maintained.

The proposed cross section of US 1 maintains a one hundred and twenty-foot right of way. The street edge remains curb and gutter. Sidewalks are widened to ten feet and are continuous. There are four travel lanes (two in each direction) that measure approximately eleven feet each. Buildings are brought up to the property line with parking now tucked away behind the building. Utility lines are buried underground. Planters replace green strips. The median widens to eighteen feet with trees and should be maintained.
Engineering Considerations for Jupiter

Existing Conditions: Typical Natural Area

The existing, typical US 1 natural area section consists of a one-hundred twenty-foot (120'-0") wide right-of-way with two southbound asphalt pavement travel lanes (11'-7" wide outside, 12'-0" wide inside), two northbound asphalt pavement travel lanes (11'-7" wide outside, 12'-0" wide inside), asphalt pavement shoulders inside and outside, a thirteen-foot (13'-0") wide grass median, and twenty-three-foot (23'-0") wide green strips adjacent to the east and west right-of-way lines.

Proposed Cross Section A: Natural Area
(Curb and gutter at outside lanes)

This proposed alternate for the US 1 section consists of retaining the existing one hundred twenty-foot (120'-0") wide right-of-way and incorporating the following modifications:

- Reducing the two existing twelve-foot (12'-0") wide inside travel lanes by one foot (1'-0") each to eleven feet (11'-0") in width.
- Increasing the existing thirteen-foot (13'-0") wide grass median to eighteen feet (18'-0") wide with an eighteen-inch (18") curb and gutter on each side.
- Adding twelve-foot (12'-0") wide pedestrian/bicycle shared paths near the eastern and western right-of-way limits.

The cost to construct the proposed section, including pavement resurfacing, drainage improvements and related construction is approximately $220 per linear foot, subject to the notes and assumptions contained at the end of this section.

Existing Conditions: Typical Urban Area

The existing, typical US 1 urban section consists of a one-hundred twenty-foot (120'-0") wide right-of-way with three eleven-foot (11'-0") wide southbound and three eleven-foot (11'-0") wide northbound asphalt pavement travel lanes; a twelve-foot (12'-0") wide grass median with an eighteen-inch (18") curb and gutter on either side, green strips (10 to 15'-0") wide) adjacent to the eastern and western right-of-way limits, and a five-foot (5'-0") wide sidewalk in the eastern half of the right-of-way.

Proposed Cross Section C: Transitional Section
(Curb and gutter at outside lanes)

This proposed alternate for the US 1 section consists of retaining the existing one hundred twenty-foot (120'-0") wide right-of-way and incorporating the following modifications:

- Eliminating the existing eleven-foot (11'-0") wide outside travel in both directions.
- Removing the existing five-foot (5'-0") wide sidewalks and green strips, and constructing new nineteen-foot (19'-0") wide sidewalks with seven-foot (7'-0") wide planters adjacent to the existing right-of-way lines on either side.
- Introducing eight and one-half-foot (8'-6") wide parallel parking spaces with an eighteen-inch (18") curb and gutter adjacent to the new planters in each half of the right-of-way.
- Increasing the existing grass median (width varies) to eighteen feet (18'-0") wide.

The cost to construct the proposed section, including pavement resurfacing, drainage improvements and related construction is approximately $305 per linear foot, subject to the notes and assumptions contained at the end of this section.

Proposed Cross Sections B: Natural Area
(Paved shoulders at outside lanes)

This proposed alternate for the US 1 section consists of retaining the existing one hundred twenty-foot (120'-0") wide right-of-way and incorporating the following modifications:

- Reducing the two existing twelve-foot (12'-0") wide inside travel lanes by one foot (1'-0") each to eleven feet (11'-0") in width.
- Increasing the existing thirteen-foot (13'-0") wide grass median to eighteen feet (18'-0") wide with eighteen-inch (18") curb and gutter on each side.
- Adding twelve-foot (12'-0") wide pedestrian/bicycle shared paths near the eastern and western right-of-way limits, respectively.

The cost to construct the proposed section, including pavement resurfacing, drainage improvements and related construction is approximately $220 per linear foot, subject to the notes and assumptions contained at the end of this section.

Proposed Cross Section D: Urban Section
(Curb and gutter at outside lanes)

This proposed alternate for the US 1 section consists of retaining the existing one hundred twenty-foot (120'-0") wide right-of-way and incorporating the following modifications:

- Eliminating the existing eleven-foot (11'-0") wide outside travel in both directions.
- Removing the existing five-foot (5'-0") wide sidewalks and green strips, and constructing new nineteen-foot (19'-0") wide sidewalks with seven-foot (7'-0") wide planters adjacent to the existing right-of-way lines on either side.
- Introducing eight and one-half-foot (8'-6") wide parallel parking spaces with eighteen-inch (18") curb and gutter adjacent to the new planters in each half of the right-of-way.
- Increasing the existing twelve-foot (12'-0") wide grass median to eighteen feet (18'-0") wide.

Notes and Assumptions

The preceding estimates do not include costs related to right-of-way acquisition, mitigation, traffic signalization or signage, utility relocation, or landscaping other than sodding.

The linear foot estimates for roadway construction assume that the existing pavement can be milled and resurfaced to achieve the desired cross section.

If the existing drainage system, where present, is adequate and can be utilized in the proposed construction, the linear foot cost estimates may decrease by as much as $100 per linear foot.

If existing utility poles are to be removed and relocated underground, the linear foot cost estimates may increase, for each side of the right-of-way where poles are present.

The linear foot cost estimates contained herein are "order of magnitude" figures and appropriate contingency percentages should be applied when preparing preliminary cost estimates.
Transforming the Auto Strip

Tequesta has a reputation for its thriving cultural scene. Many residents are artists, patrons of the arts or participants, as well, in some way connected with the various cultural organizations. The US 1 corridor experience could be upgraded along this segment to reflect Tequesta's cultural values. By transforming at least part of the anonymous "strip" into a more memorable and meaningful place, there is an opportunity to communicate to the visitor that something culturally special is going on here.

The key intersection can be found where Tequesta Drive meets US 1. Currently, there is a proposal being discussed by the Village of Tequesta and a private developer to create a "civic / cultural center" just off this intersection. This is an opportunity not to be missed. However, we recommend that this concept be extended (in phases if necessary) to reach the critical intersection, so that a lasting impression of the Village's center can be created at US 1. In this way the intersection will visually mark the gateway into the heart of Tequesta.

The "village" has been assembled over the years from tidy suburban developments and shopping centers, but without a downtown. By creating this center, Tequesta will be taking a first step in maturing itself into a genuine town. When designing this center, urban elements should be used in a way that creates spatial definition. Buildings should be brought up to the sidewalk and have a proper height-to-width ratio to create an identifiable street space.

Buildings on the corner of US 1 and Tequesta Drive should frame a civic monument in the median that indicates that just down Tequesta Drive one will find the village center. This monument could, for example, relate to the history of the Tequesta Indians. The uses in these buildings should be a mix of retail below and office or residential above. Sidewalks should be wide enough for tree wells and pedestrian comfort. There should be on street parking for shopper convenience, which also creates a feeling of protection for pedestrians. Buildings should have proper fronts and backs, and should all face US 1. Lighting and signage should be attractive. Strict guidelines should be adopted governing the architectural quality of what is built, such as floor heights, cornice lines, building materials, and fenestration requirements, among other elements.

Like in the other six cities, priority should be given in Tequesta to pedestrians and their comfort. Colonnades, awnings, and trees are three proven methods for providing to the pedestrian shade and protection from the elements. At the same time, the Tequesta drawings on these pages show variations on how to deal with suburban expectations for needs such as gas stations, parking lots, fast food drive-throughs, and branch banks. By placing pumps or teller machines behind the buildings, for example, one can still form corners and other crucial spatially defined areas yet satisfy the need.
Existing Photo of US 1 & Tequesta Drive

- Light signals hang from wires
- Utility wires are exposed overhead
- Gas station does not define corner
- The sidewalk and greenstrip are too narrow
Future View of US 1 and Tequesta Drive Looking Northwest

- The marquee as a shading device is common on older Florida buildings.
- Existing gas station could be replaced in the future with a mixed-use building.
- Upper story windows provide natural surveillance on the street.
- Good location for a civic monument—perhaps representing something from Tequesta history.
- The right-most travel lane is removed, then used for parallel parking and wider sidewalks.
- Doors and storefronts facing the sidewalk will generate more pedestrian activity, which in turn improves economic viability for businesses.
- Awnings, colonnades, and shade trees offer shade and shelter for the pedestrians.
- Median provides a safe waiting spot when crossing US 1 on foot.
for the convenience of motorists. Signs can be used to alert drivers about how to access these areas and need not be oversized if they are well-placed.

As developers retrofit existing situations, they should place buildings close to the street and parking lots should be screened behind them. If necessary, structured parking can be incorporated.

With this approach, Tequesta can lead the way in improving the look and feel of US 1 and mirror the sophistication of its residents.
US 1 in Tequesta

- Beautification Priority: Tree-line the Street
- Proposed cross section of typical urban area
- Special Infill Development Opportunity at the intersection of Tequesta Drive and US 1

An overall plan of Tequesta that shows special opportunities and areas where the proposed cross section could occur.
Existing Conditions: Typical Urban Area

There is a twelve-foot wide median that appears neglected.
US 1 has six travel lanes.
Sidewalks are five feet wide.
Parking is in front with the buildings set back off the road.
The green strips are too thin to protect pedestrians from speeding automobiles or to plant trees in.
Utility wires are above ground and clutter the landscape.
Buildings are predominantly only one story.

Proposed Cross Section: Typical Urban Area

(Curb and gutter at outside lanes)

Center median remains, but will be landscaped and should be maintained.
US 1 is designed as a street with four travel lanes.
Sidewalks are widened to twelve feet, which allows for landscaping and pedestrian comfort.
US 1 now will have onstreet parking.
Buildings are brought up to the property line.
Utility wires should be transferred underground.
Building heights should be a minimum of two stories, but preferably three stories.
Engineering Considerations for Tequesta

Existing Conditions: Typical Urban Area

The Existing Typical US 1 section consists of a one-hundred-foot (100'-0") wide right-of-way with three eleven-foot (11'-0") wide southbound and three eleven-foot (11'-0") wide northbound asphalt pavement travel lanes, a twelve-foot (12'-0") wide grass median with eighteen-inch (18'-0") wide curb and gutter on either side, and eighteen-inch (18'-0") wide curb and gutter at the edges of the outside travel lanes. In addition, green strips (2' to 3' wide) and sidewalks (5' to 8' wide) are present adjacent to the eastern and western right-of-way limits.

Proposed Cross Section: Typical Urban Area
(Curb and Gutter at outside lanes)

The proposed US 1 section consists of retaining the existing one hundred-foot (100'-0") wide right-of-way and incorporating the following modifications:

Eliminating the existing eleven-foot (11'-0") wide outside southbound and northbound travel lanes.
Removing the existing sidewalks and green strips and constructing new twelve-foot (12'-0") wide sidewalks with tree planters adjacent to the eastern and western right-of-way lines.
Introducing eight and one-half-foot (8'-6") wide parallel parking spaces adjacent to the new sidewalk including eighteen-inch (18'-0") wide curb and gutter in both the south and north directions.

The cost to construct the proposed section, including pavement resurfacing, drainage improvements, and related construction is approximately $275 per linear foot, subject to the following notes and assumptions:

Notes and Assumptions

The preceding estimate does not include costs related to right-of-way acquisition, mitigation, traffic signalization, signage, utility relocation, or landscaping other than sodding.

The lineal foot estimates for roadway construction assume that the existing pavement can be milled and resurfaced to achieve the desired cross-section. If the existing drainage system, where present, is adequate and can be utilized in the proposed construction, the lineal foot cost estimate may decrease by as much as $100 per lineal foot.

If existing utility poles are to be removed and relocated underground, the lineal foot cost estimate may increase for each side of the right-of-way where poles are present.

The lineal foot cost estimates contained herein are "order of magnitude" figures, so appropriate contingency percentages should be applied when preparing preliminary cost estimates.