

TOWN OF JUPITER

# Center Street Projects Focus Group Discussion

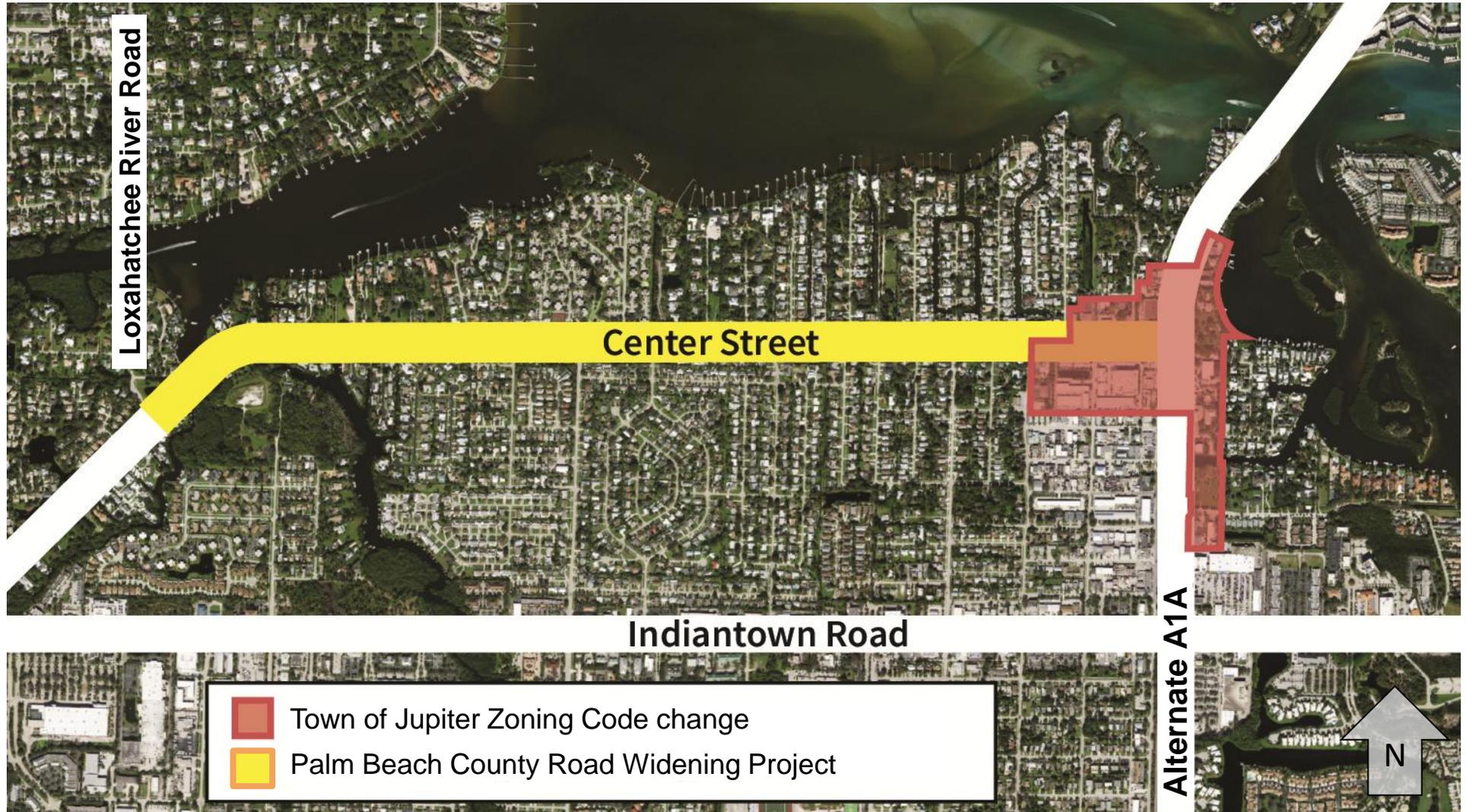
(1) Roadway Improvements &  
(2) Zoning Code Changes  
(Center Street & Alternate A1A)

July 31, 2025

CENTENNIAL  
CELEBRATION  
1925 - 2025

# Purpose of Discussion

To obtain public input on two ongoing Center Street efforts:

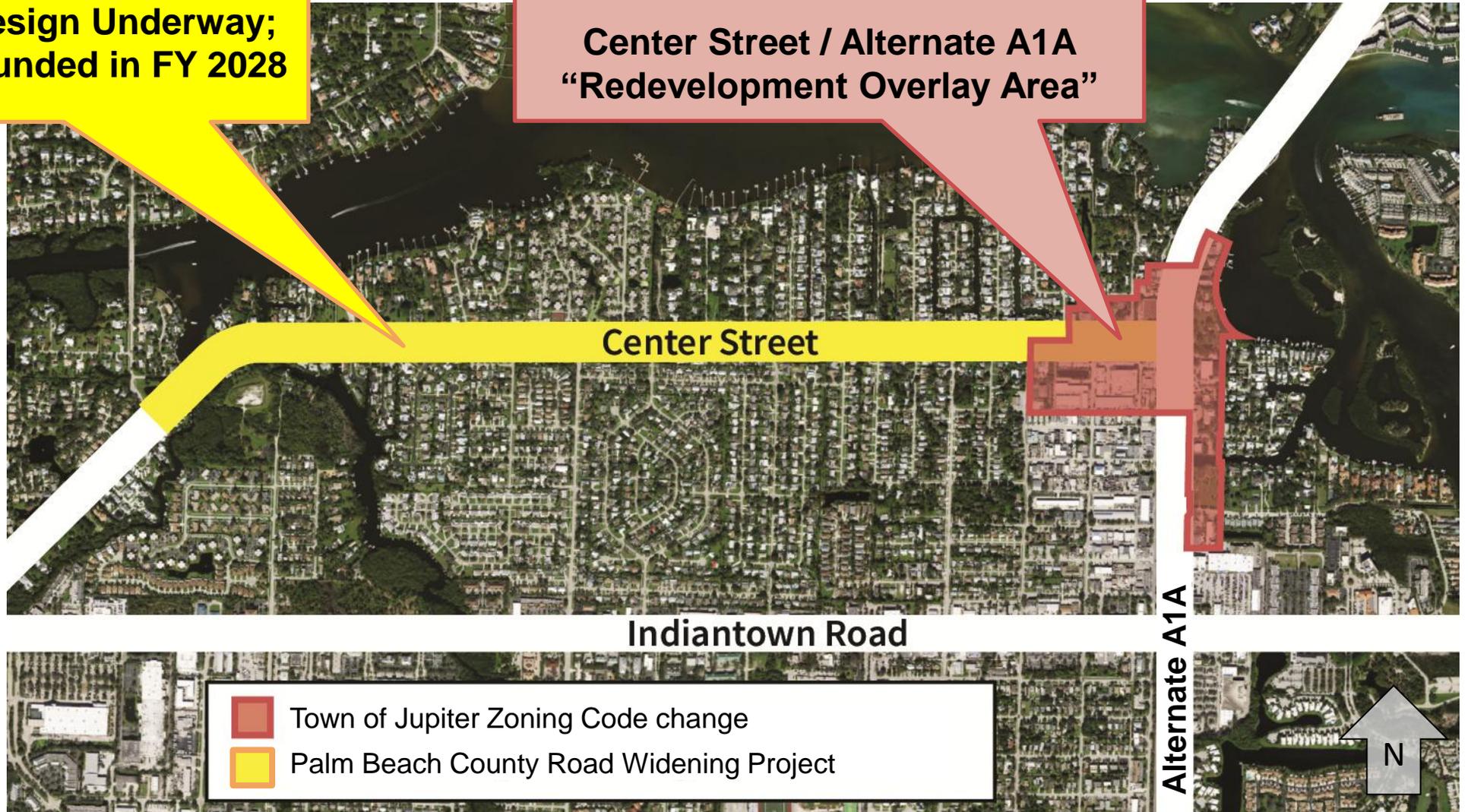


**(1) Planned Palm Beach County  
Roadway Improvement Project**

**Preliminary Design Underway;  
Construction funded in FY 2028**

**(2) Area for Town-Initiated  
Zoning Code Change  
(anticipated Fall 2025)**

**Center Street / Alternate A1A  
“Redevelopment Overlay Area”**



## ROAD WIDENING

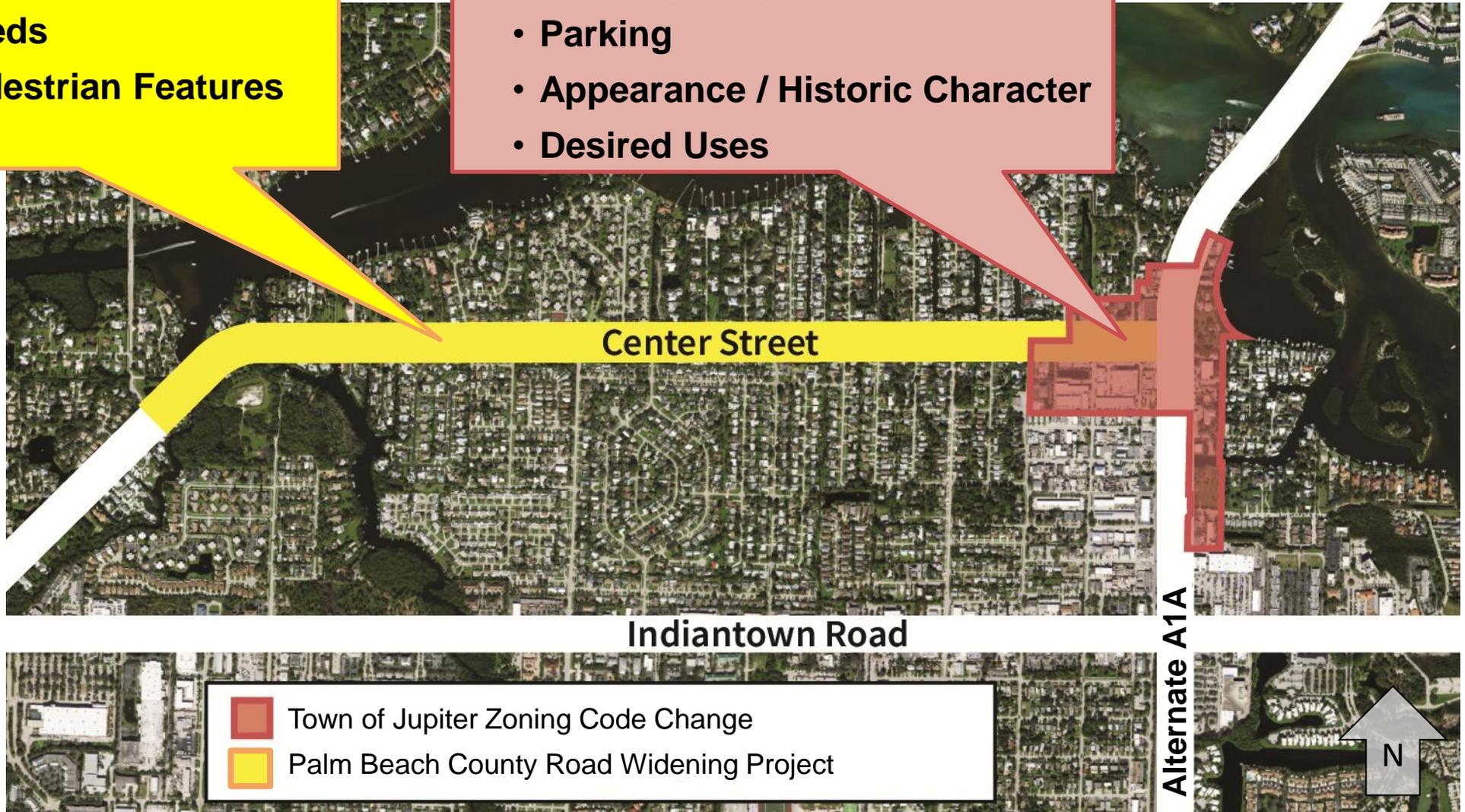
Seeking your input regarding:

- Roadway Design
- Traffic Speeds
- Bicycle/Pedestrian Features
- Amenities

## ZONING CODE CHANGES

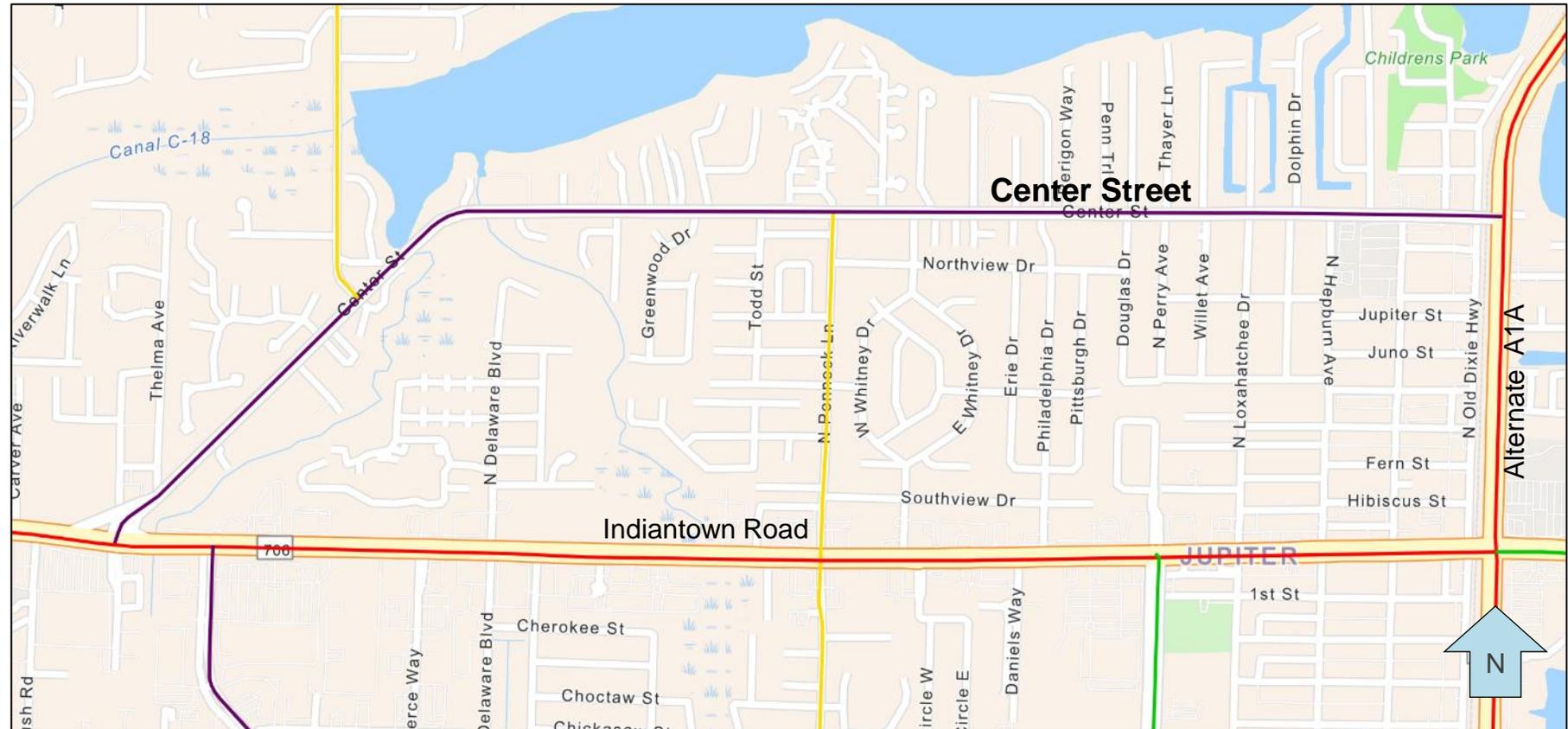
Seeking your input regarding:

- Building Height
- Parking
- Appearance / Historic Character
- Desired Uses



# Center Street is owned by Palm Beach County

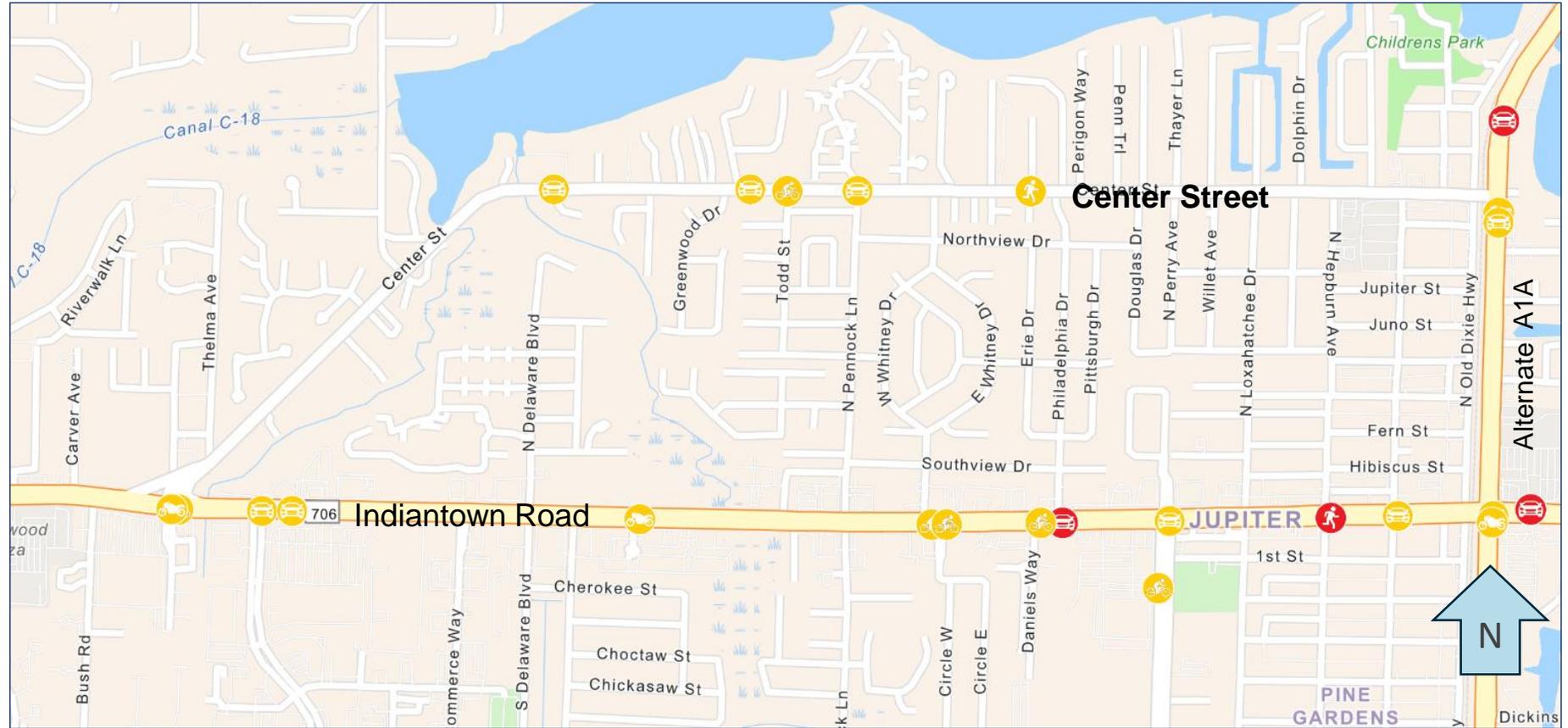
Roadway Functional Classification	
01 - Principal Arterial-Interstate RURAL	
02 - Principal Arterial-Expressway RURAL	
04 - Principal Arterial-Other RURAL	
06 - Minor Arterial RURAL	
07 - Major Collector RURAL	
08 - Minor Collector RURAL	
09 - Local RURAL	
11 - Principal Arterial-Interstate URBAN	
12 - Principal Arterial-Freeway and Expressway URBAN	
14 - Principal Arterial-Other URBAN	
16 - Minor Arterial URBAN	
17 - Major Collector URBAN	
18 - Minor Collector (Fed Aid) URBAN	
19 - Local URBAN	



**“Functional Roadway Classification”**  
Center Street Classification: Major Collector (Urban)

# Center Street has a history of safety challenges

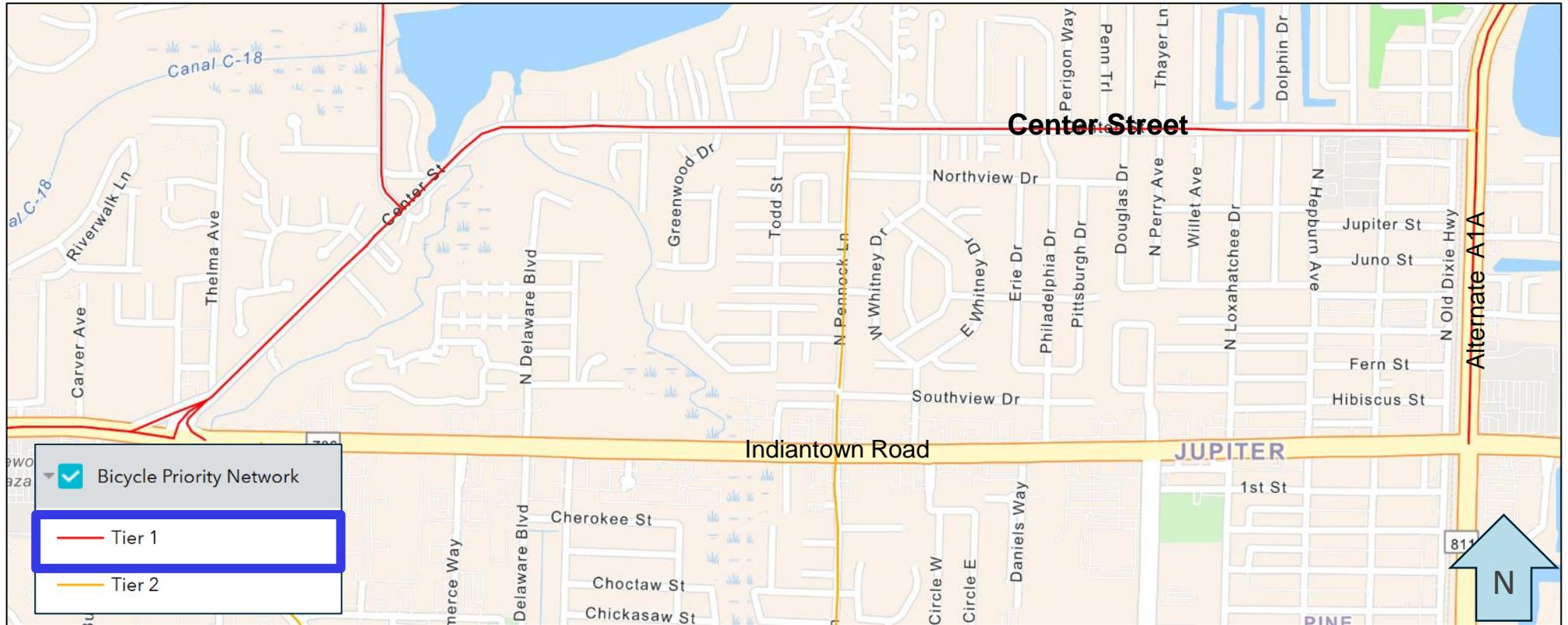
- Fatal and Severe Injury Crashes
-  Pedestrian - Fatality
-  Bicycle - Fatality
-  Motorcycle - Fatality
-  Vehicle - Fatality
-  Pedestrian - Severe Injury
-  Bicycle - Severe Injury
-  Motorcycle - Severe Injury
-  Vehicle - Severe Injury



**Map of Fatal and Severe Crashes (2020-2025)**

SOURCE: Palm Beach Transportation Planning Agency (TPA)

# Center Street has been designated as a high-priority bicycle facility



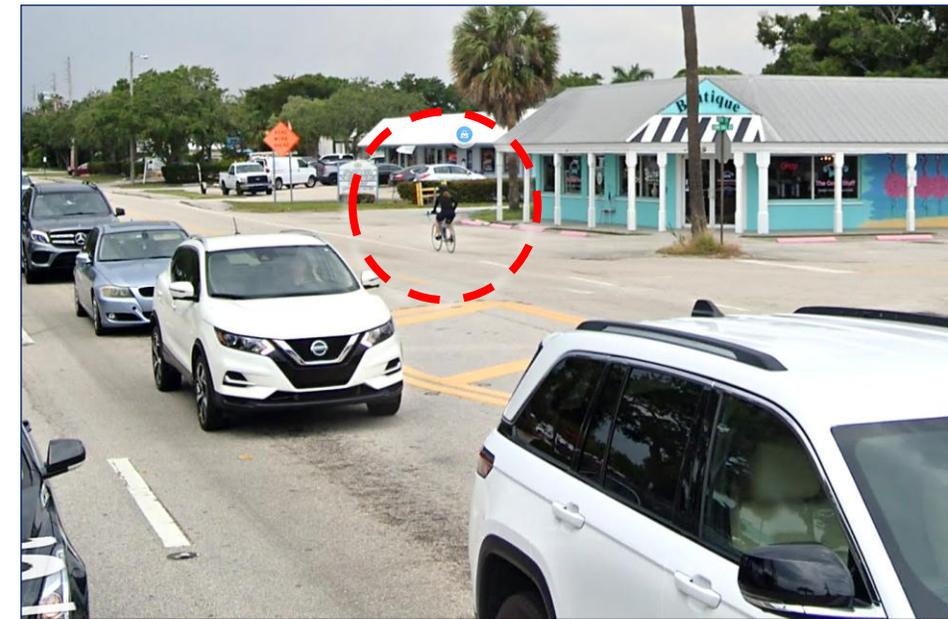
## Bicycle Priority Network Map

Center Street Designation = Tier 1 (Highest Priority)

# Center Street - Bicycle/Pedestrian Activity



# Center Street - Bicycle/Pedestrian Activity



# Roadway Design Elements to Consider



*Textured Crosswalk*



*Lighted Crosswalk*



*Protected Crosswalk*



*Elevated Crosswalk*



*Bulb-out*



*Splitter Island*

# Roadway Design Elements to Consider



*Buffered Bike Lane*



*Bikeway Intersection*



*Shared-Use Path*



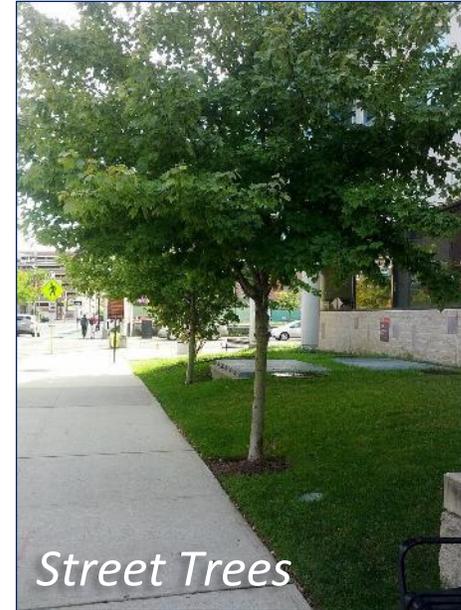
*Protected Bicycle Lane*

NOTE: Center Street has a 35 MPH posted design speed

# Roadway Design Elements to Consider



*Enhanced Median Crosswalk*



*Street Trees*



*Roundabout*



*Speed Table*



*Planters*

# Roadway Design Elements to Consider



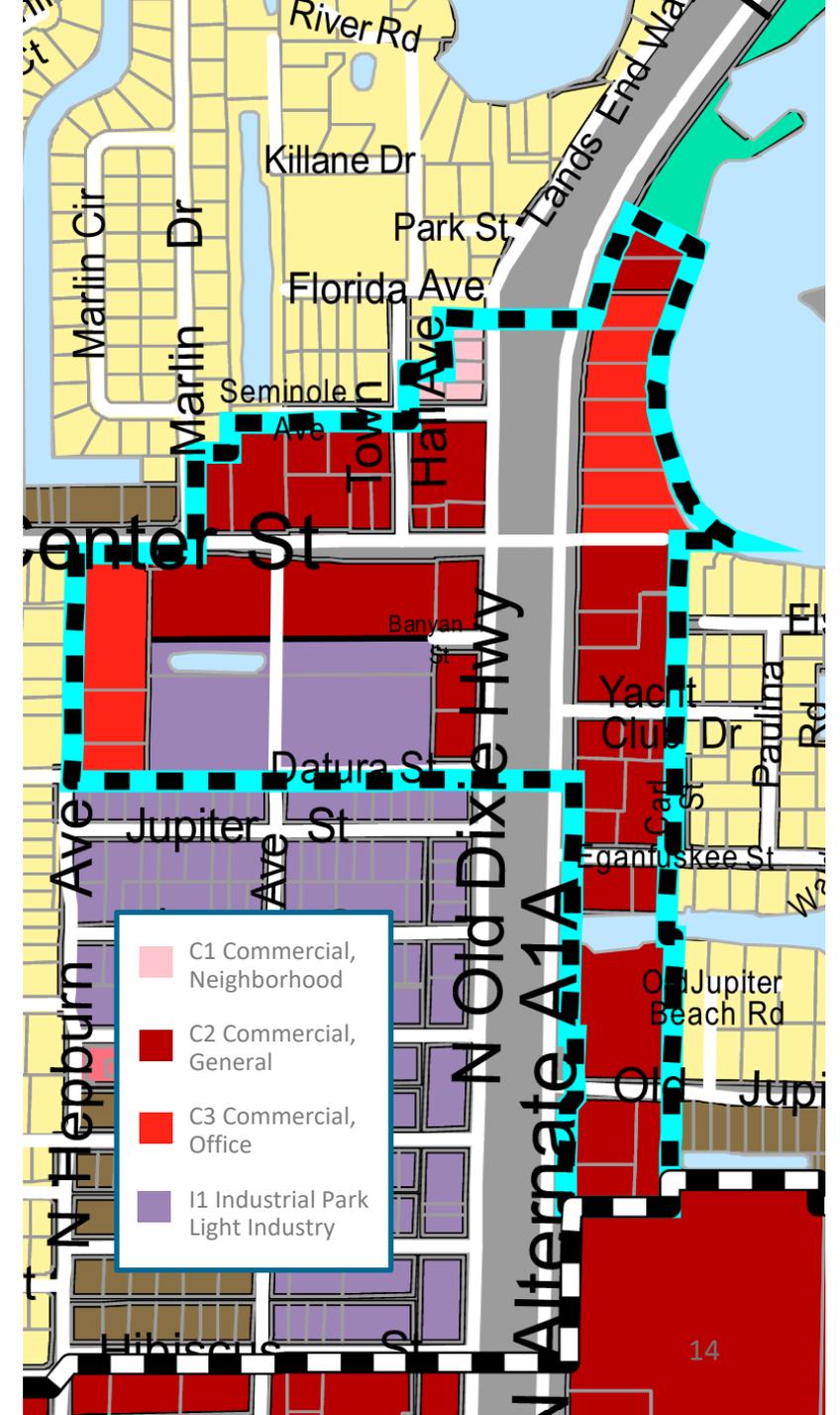
# EXISTING...Zoning Code for Center Street/ Alternate A1A Redevelopment Overlay Area

VOLUNTARY & INCENTIVE BASED- Allows reductions:

- Front setbacks
- Landscape buffers
- Greenspace

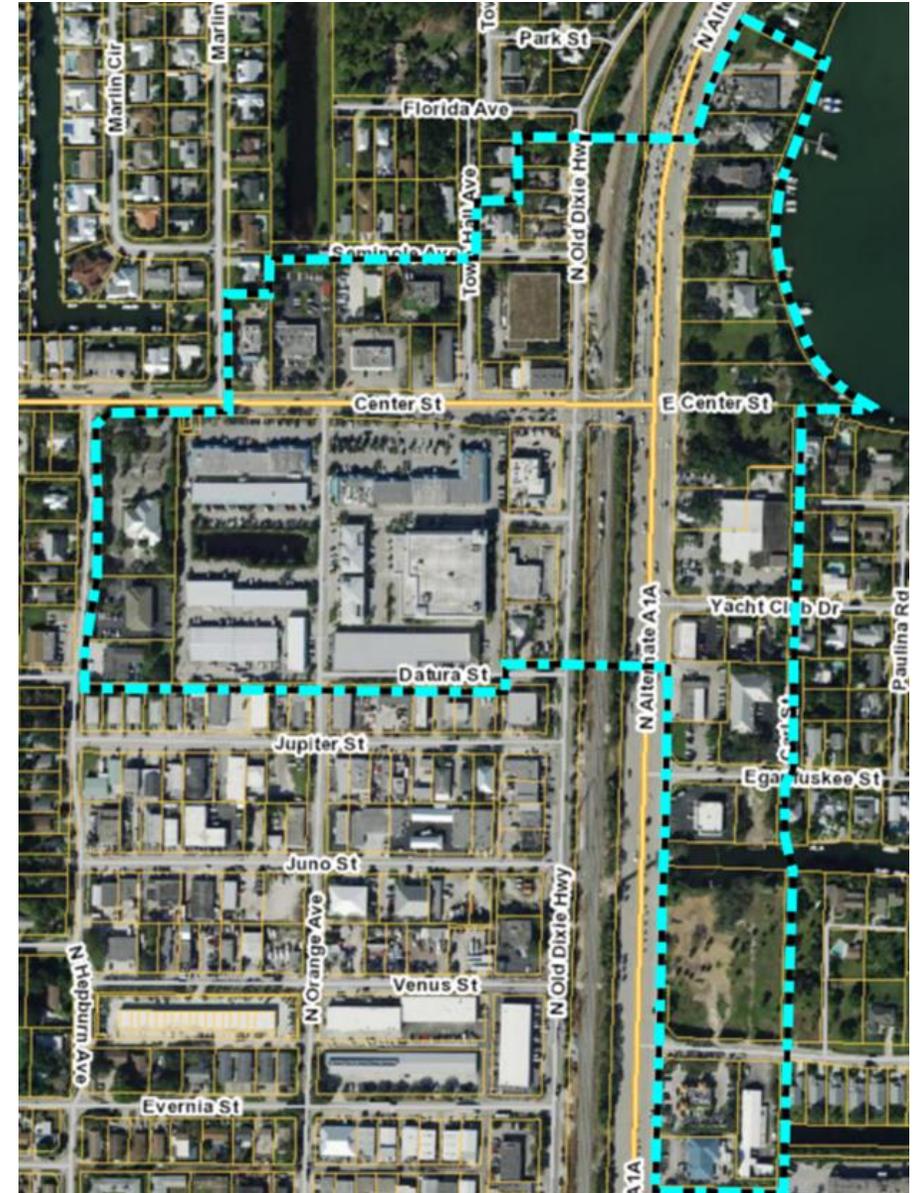
If using, must meet General Planning Principals:

- Address historic commercial character
- Provide services, employment, and accessory residential
- Orient buildings to the street
- Provide on-street parking
- Preserve/enhance natural resources
- Enhance views to the waterway



# Proposed Zoning Code Changes

- Required vs. incentive-based
- Different regulations for Center Street & Alternate A1A
- Emphasize historic character (e.g., building height, design, compatibility, permitted uses)



# We want your input!



7/31/2025

# Business Discussion Notes

(Page 1)

- Redevelopment should be better than what's there today
  - Area has very little order, and looks old, not cared for, unmaintained, and a hodge podge
  - Lacks care; no historic resemblance currently; it can be a gem
  - Walkability needed!
  - Avoid a “Harbourside” situation (not unique or local)
  - Local uses and businesses make for a GOOD “hodge podge”; avoid large commercial businesses and chains
  - Encourage revitalizing local shops
  - Do not tear down for homogeneous development
  - Restaurants wanted
  - New construction increases rent/cost for businesses
  - Transform into main street
  - INVESTMENT desperately needed

# Business Discussion Notes

(Page 2)

- No drainage
- Lack of code enforcement
- Reduce parking/parking standards; if there is a change of use, there should be no change in parking
- Off-site parking requirements are challenging; need more flexibility
- Downtown area like Stuart
- Business/use displacement is a concern
- Focus on sidewalk attractiveness and landscaping
- Visibility and safety on sidewalks is an issue
- E-Bikes on sidewalks are problematic
- Corridor (both Center Street and Alt A1A) has lots of pedestrian usage

# Business Discussion Notes

(Page 3)

- Maintain unique character of Jupiter
- Do not want to be like other towns (urban sprawl)
- Bring back historic character; upgrades and refurbishing but not everything new
- Easier change of use w/ parking
- Intersection on Center Street and Old Dixie an issue – SPEEDING (10+ mph over) over railroad tracks
- Pedestrian usage a priority
- Expand ROA to the West
- Turn lanes are needed; NO fixed/continuous thru lane – congestion
- Move bikers onto shared use path – different surfaces for different users
- Commuters use the road because there are only 2 lights on Center St
- Add landscaping, traffic calming to slow cut thru traffic
- Greenspace between sidewalk and road = more comfort/safety
- Shade trees to cool area down; change the mood to more residential
- Trade bike lane for more sidewalk/greenspace
- The narrower the road, the better



# Business Discussion Notes

(Page 4)

- Existing uses need connectivity – Old Town Hall & Sawfish Bay Park parks, Dune Dog, etc; people want to be able to cross the railroad safely
- Curb and gutter needed (w/ stormwater management and green) on Center Street – at intersections
- Expand ROA south along Old Dixie; maybe include Concourse Plaza
- Suggests the town conduct an analysis of total parking overall for ROA on-street and on private property
- Suggest a district approach for parking and stormwater
- People currently park on swale; need extra parking for landscape contractors and delivery trucks
- Need for on-street parking
- ROA/Mixed-use should be expanded into existing residential towards Pennock Ln or Alt A1A
- Downside: Don't want to be like A1A and Donald Ross (Juno Beach) higher and taller density
- Suggest a 2-story height limit; no 4-story
- Balance in regulations!
- Buildings with no setbacks and extreme height changes the character – Donald Ross and US-1; do not remove setbacks
- “Beautiful place to live, let's not give it away”
- Marlin Dr and Center St intersection – no drainage, stormwater issue

# Business Discussion Notes

(Page 5)

- What is “historic” vs what is “old” – need to define, need for clarity
- Currently parking in swale – parking standards, parking demands exceeds code
- Explore on-street parking as a condition
- Will the ROA get moved? – policy decision
- Requirement vs incentive-based – need to identify the differences between these approaches
- 50-ft building height and 50-ft setback don’t make sense; greenspace requirements are challenging (trade-off between?)
- Request greenspace reductions/mitigation, and more predictable/more clearly defined regulations; maybe contribute to community greenspace (quality of life), shade tree, stormwater, parking, heat mitigation (district approach)
- Potential to mitigate for flexible greenspace
- Seminole Stormwater improvements w/ potential to mitigate for flexible greenspace

# Resident Discussion Notes

(Page 1)

- Large, multi-use paths – feels safer
- Question as to what the CRALLS designation is and what it means
- Suggest limited turn lanes and to respect the two lanes
- Question as to whether or not the bridges will be replaced – it seems unlikely
- Philadelphia St and Center St should have a light
- Circle K area is a pinch point
- Support for an extra wide multi-use sidewalk (protected)
- Maintain and reevaluate decorative lights and planters; reconsider locations
- Concern raised about a continuous center turn lane (“suicide lanes”) on bridges
- Additional funds will be necessary to do something other than 3-lane road section
- Pulling out of residential driveways onto the street is difficult
- Going to lose gaps in traffic with turn lanes



# Resident Discussion Notes

(Page 2)

- Center turn lane is more dangerous because you cannot get out of neighborhood
- Landscape trucks on swales challenge overall visibility for drivers; need to evaluate sight triangles
- Don't want parking on Center St
- Path on north side of Center Street enjoyed but needs to be maintained
- Traffic calming is needed; residents are currently making U-turns in parking lots
- Mail trucks, garbage trucks, and school buses are making constant stops due to being a residential area
- If "suicide lane" is constructed, it will be used as a passing lane
- Have to wait for breaks in traffic to leave driveway
- Narrow roads mean SWA has to back up; N side of Center Street – tighter streets and more conflict with trash pick-up
- Sidewalks are currently not maintained
- Center Street needs to be slowed down, pedestrian-oriented, and should be a pretty focal point for the Town
- Where is trash going?
- Electrical lines put underground?; Overhead ones are an eyesore
- "We are the forgotten street."

# Resident Discussion Notes

(Page 3)

- Traffic enforcement needed on Center Street; police department needs to be part of the conversation
- Discourage using as a through corridor; roundabouts may help that
- “Don’t make it a ‘through’ road, make it a ‘to’ road.”
- Speed tables like on Pennock Ln could be on Center St – slow traffic
- Adding 3<sup>rd</sup> turn lane causes more traffic
- Weight restrictions?
- Redirect (primarily truck) traffic to Indiantown where possible
- Facilitate historic district and shopping district to discourage fast traffic @ intersection (outdoor dining, sidewalks, people walking, interesting streetscape)
- Do not tear down old buildings
- Walkability w/ shade trees will slow drivers/traffic
- There are differences between Center St and Alt A1A
- Slowing down the intersection by adding desirable activities/areas

# Resident Discussion Notes

(Page 4)

- Question as to the intent of code changes from Town
- Maintain historic character; provide walkable uses
- Have a destination; make it feel like *the* town center
- Encourage community
- Keep buildings low
- Question as to how to define historic characteristics/designation – make clearer
- Question about current building facades
- Expand overlay district?
- No big parking garages, “no more monstrosities”
- Not just offices; make the buildings have more residential/local uses
- Question as to how likely the public input will be implemented



# Project Contact Information

**Town of Jupiter**  
**Center Street Projects Team**  
**Planning & Zoning**

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**Website Address:**

**<https://www.jupiter.fl.us/2528/Help-Shape-the-Future-of-Center-Street>**

