



# PLANNING & ZONING

October 22, 2025

David Ricks, P.E.  
County Engineer  
Palm Beach County  
2300 N. Jog Road  
West Palm Beach, FL 33411-2745

via email: [DRicks@pbc.gov](mailto:DRicks@pbc.gov)

Subject: **Center Street improvement plan** – Town of Jupiter and the Treasure Coast Regional Planning Council (TCRPC) review of 35% plans for Center Street from Loxahatchee River Road to Alt-A1A project

Dear Mr. Ricks:

Thank you for providing the County's 35% plans for Center Street to the Town and the Treasure Coast Regional Planning Council (TCRPC) for review. Below are comments from Town staff and attached are the comments from the TCRPC (**Attachment A**), which were developed in coordination with the Town.

The Center Street corridor is an important roadway in the Town of Jupiter. The area of Center Street near the intersection with Alternate A1A is the Historic Center of the Town, which maintains its historic scale and character. It is part of the Center Street/North Alternate A1A Redevelopment Overlay Area (ROA) zoning designation, the intent of which is to promote revitalization and preservation. This area was also a Strategic Priority of the Town Council as the first area to be considered as an Area of Local Importance. Along with the historic commercial main street area, the corridor is predominately residential in nature serving as a local road to a number of nearby neighborhoods.

The Town has undertaken a series of focus group meetings (residents and businesses/owners) and a public workshop to gather public input on the roadway improvements, and heard strong public opinion from residents and stakeholders regarding speed and traffic safety along this section of Center Street. Those invited who engaged in these meeting included both town and unincorporated constituents and their feedback was incorporated into the comments provided. The Town looks forward to continuing to work with the County to ensure a context sensitive design related to the historic commercial and residential areas along the Center Street corridor that best meets the expectations of the residents and businesses along the corridor. The Town understands that there may be additional costs for these improvements and is looking at other funding sources to enhance the overall project to meet the expectations we have heard.

The following comments, in addition to the comments in the attached TCRPC letter, are requested to be addressed as the design plans are further developed:

**Planning and Zoning:**

1. Landscaping along the corridor, including medians recommended, are requested to be planted with materials which replicate the gateway entry feature theme of native and xeric plant material (e.g.,

sabal palms, royal poinciana, saw palmetto, crinum lily, bromeliads, etc.) used throughout the town, including the western terminus of Center Street.

2. Road grades and elevations should be designed to divert stormwater into proposed landscaped areas, which will enhance stormwater quality and eliminate the need to install irrigation systems.
3. At the two existing bridges, it is suggested that the travel lanes narrow on the bridge to provide additional separation/buffering to protect fishermen/pedestrians who frequently fish and use the bridges.
4. Traffic calming should be provided, wherever possible, to deter speeding and reinforce the posted speed limit, especially in areas with long straightaways. Effective interventions to slow traffic, such as raised intersections and textured crosswalks; chicanes in areas with wider right of ways; on-street parking; and additional landscaping along the street edge or in small medians.
5. The proposed plans (sheet 12) show a narrow typical section for Seminole Ave., Town Hall Ave. and Old Dixie Highway and include 6' wide travel lanes, for a total of 12 feet. If the purpose is to mitigate for the proposed elimination of all the on-street parking in the historic area, please evaluate the feasibility of yield streets in this area and provide the number of parking spaces possible along the northside commercial area between Old Dixie Highway and 100 feet west of Town Hall Avenue. Please verify whether the clear lane widths meet fire rescue minimum standards, which are typically a minimum of 18 feet.
6. Evaluate if there is any opportunity to provide some parallel on-street spaces on Center Street west of Alternate A1A to Marlin Drive, since angled and 90-degree parking spaces are proposed to be removed in front of commercial establishments on the north side of Center Street.
7. Investigate opportunities to add on-street parking in the area between Philadelphia Drive and Willet Avenue, where there are a number of nonresidential uses (e.g., Circle K, Crop Care, Robinson Citrus, Giverny Gardens, Generation Church).

**Traffic Engineering:** *Please also see **Attachment B** for the Traffic Engineer's general comments and plan specific markups.*

8. Pursuant to Florida Statute 316.189(2)(a), the maximum lawful speed on any county-maintained roadway within a business or residential district is 30 mph. Accordingly, both the posted speed limit (PSL) and the design speed should be established at 30 mph. Center Street functions as a collector roadway that facilitates the collection and distribution of traffic to and from adjacent residential areas; therefore, a 30 mph designation represents an appropriate balance between mobility and accessibility.
9. In accordance with the FDOT FDM (2025) recommendations for context classification design, reduce the travel lane and auxiliary lane widths to 10 feet, while maintaining the two-way left-turn (TWLT) lane at a minimum 11 feet throughout the entire project limits.
10. Introduce curbed median in several locations identified in the roadway plan markups (Attachment B). Append cross sections in the typical section plan sheets to include the curbed median design feature.
  - a. Sheet 15 – 119+00 thru 121+10 (210'; 8' or 9' wide depending on ROW)
  - b. Sheet 17 – 131+50 thru 132+20 (70'; 9' wide)
  - c. Sheet 21 – 150+60 thru 151+85 (125'; 9' wide)
  - d. Sheet 27 – 182+30 thru 183+30 (100'; 9' wide)

11. Correct scales in profile plan (starting sheet 14), which should have been 1" = 40' horizontal and 1" = 4' vertical.
12. Recommend to eliminate bike lane and provide a minimum 10-foot wide curbed shared-use path throughout the entire project limits. If shared-use paths are not viable, bike lanes should be a minimum of 5' wide (Sheet 8).
13. Change angled parking on Center Street west of Old Dixie Highway to parallel parking (Sheet 32).

**Engineering:** *The comments below are not all inclusive. Please see **Attachment C** for Engineering's complete set of comments and plan specific markups.*

14. Sheet 11:

- a. In the area east of Town Hall Avenue, there is an existing sidewalk that runs parallel to the proposed sidewalk. Consider combining sidewalks into one wider sidewalk.
- b. There is an existing 5' sidewalk along business storefronts. The proposed cross section / plan calls for elimination of on-street angled or 90-degree parking and for the development of a new 6' sidewalk thereby creating effectively two parallel sidewalks only a few feet apart. Recommend consideration of the following alternatives:
  - i. Establishing a few on-street parallel parking spaces with sidewalk behind the parallel parking.
  - ii. Potentially making a single sidewalk in lieu of two parallel sidewalks.
  - iii. If no parallel parking spaces can be added, the wider sidewalk coupled with a landscaped strip might be a possibility in this area.

15. Sheet 12:

- a. PBC Fire Rescue typically requires a minimum 18 feet of pavement for emergency vehicle access. Typical section No. 5 does not provide this minimum width of travel lane.
- b. If a sidewalk is developed, the sidewalk shall be 6" vertically segregated from parking space vehicular areas.
- c. The noted 12' road pavement shown as two-way with 6-foot lanes is unacceptable. Road design shall meet Florida Greenbook / AASHTO minimum standards. Nine-foot lanes with valley curbs would be the minimum acceptable for two-way traffic on a local road with commercial property frontage.
- d. Each road (Old Dixie Highway, Town Hall Avenue, and Seminole Avenue) is somewhat unique and varies. Establish cross sections for each road rather than on cross section for all three roads.

16. Sheet 14:

- a. The Loxahatchee River Road and Center Street intersection should be reviewed for pedestrian and ADA modifications as well as urbanization improvements, including enhanced crosswalks.
- b. Possible opportunity for landscaping improvements around the south and west sides of Woodland Estates drainage pond.
- c. Consider the existing section of roadway west of Loxahatchee River Road to the proposed roadway for consistency and transition, such as areas with and without paved shoulders (see specific note on sheet 14).

17. Sheet 31:

- a. 90-degree parking along Town Hall Avenue should be retained in order for the existing businesses to remain viable with adjacent parking.
- b. See Comment 14.b related to Sheet 11 above.

18. Sheet 32: The curb and sidewalk in this area were recently constructed under the Brightline project. If possible, this plan should endeavor to retain these recent improvements.

19. Sheet 33, 34, and 35:

- a. See Comment 17.a related to Sheet 31 above related to 90-degree parking along Town Hall Avenue.
- b. Maintain two-way roadway section with 18' minimum pavement with 2' valley curbs on each side to support commercial frontage and parking on Town Hall Avenue.
- c. With the limited right of way available and removal of existing parking on Center Street, consider parallel parking instead of 6' wide sidewalk.
- d. The oversized walkway to the pedestrian entrance to the building could be removed or reduced.
- e. Retain ADA access and striping.
- f. Possible parallel parking spaces can be provided on the west side of Old Dixie Highway at 112 Seminole Avenue if an easement can be obtained from AT&T.

**Utilities and Stormwater:** *Please also see **Attachment D** for the Utilities and Stormwater's general comments and plan specific markups.*

20. Show and call out existing water mains, valves, hydrants, and road crossing on the plans to avoid conflicts and costs associated with relocation.
21. The Town has an existing 12" water transmission main on the south side of Center Street with road crossings to the north. Show location of existing watermain on plans.
22. The project should be designed to avoid relocation of the existing 12" DIP watermain.
23. Valve boxes in sidewalks are not desirable from a liability perspective for both the County and Town.
24. The Town has planned in the 5-year CIP to replace non-operable and old valves and water services in Center Street. The Town would like to discuss the opportunity to enter into a Joint Project Agreement (JPA) with PBC to include the valve and water service replacements in this contract. Some of the locations are shown in our comments. Additional locations will be identified when watermains are added to plans.
25. The County owns two outfall structures on Center Street, one at Jones Creek and one at Sims Creek. Both structures should be replaced to provide water quality treatment of runoff prior to discharge. Matching grant funding through the Loxahatchee River Preservation Initiative (LRPI) can be pursued for water quality improvement to the river.
26. Construction of drainage improvements in Center Street at N. Whitney Drive and Crown Quay Lane are needed to address nuisance flooding that occurs in Eastview Manor. The Town would like to discuss the opportunity to enter into a JPA with PBC for design and construction of the improvements under this project.

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27. The Town is currently completing a Vulnerability Assessment to identify areas most at-risk to flood inundation. Center Street roadway east of Pennock Lane has been identified as having high risk score for flood inundation under multiple scenarios. Have roadway plans considered raising crown of road or other flood mitigation? Flood mitigation improvements may be eligible for Resilient Florida Implementation grant funding.
28. Consider addition of tidal check valves to new or existing outfalls to tidal water.
29. Additional comments are included on the attached construction drawings.

The Town looks forward to continuing to work with the County on the Center Street project. Please contact me to schedule a meeting to discuss the plan and the comments once your team has had an opportunity to review them. If you have any questions, or require further information, please contact me at (561) 741-2373 or [johns@jupiter.fl.us](mailto:johns@jupiter.fl.us) or Stephanie Thoburn at [stepht@jupiter.fl.us](mailto:stepht@jupiter.fl.us).

Sincerely,



John R. Sickler, AICP, Director  
Department of Planning and Zoning  
Town of Jupiter

Attachments:

- A. TCRPC comment letter and markups
- B. Engineering plan markups
- C. Traffic Engineering plan markups
- D. Utilities plan markups

cc: Palm Beach County: Morton Rose, P.E.; Kathleen Farrell, P.E.; Maroun Azzi, P.E.; Hui Shi, P.E.

Town of Jupiter: Frank Kitzerow, Town Manager; Kate Moretto, Assistant Town Manager; George Dzama, Engineering Director; Doug Koennicke, Town Engineer; CJ Lan, Traffic Engineer; Amanda Barnes, Utilities Director; Rebecca Wilder, Assistant Director, Utilities; Stephanie Thoburn, Assistant Director, Planning and Zoning; Martin Schneider, Principal Planner

TCRPC: Kim Delaney; Jessica Seymour

## ATTACHMENT A



TOWN OF JUPITER CENTER STREET CORRIDOR PROJECT Project Memorandum 2	
PREPARED FOR	Town of Jupiter
PREPARED BY	Treasure Coast Regional Planning Council
SUBJECT	Comments on 35% Plan Submittal as Provided by Palm Beach County
DATE	October 22, 2025

The Treasure Coast Regional Planning Council (TCRPC) is assisting the Town of Jupiter with a public process to assess and advance concepts related to improvements to the Center Street Corridor. The purpose of this memorandum is to provide comments pursuant to a review of plans provided by Palm Beach County to the Town titled "Center Street – Loxahatchee River Road to Alternate A-1-A, 35% Plan Submittal," dated 9/26/2025. A summary of comments is provided below, and detailed comments on the marked-up plans are included as Attachment 1. This memorandum was prepared by Kim DeLaney, TCRPC, [kdelaney@tcrpc.org](mailto:kdelaney@tcrpc.org).

### Summary of Comments

- (1) Based on input derived through various public engagement activities, including stakeholder interviews, focus groups, Planning and Zoning Commission discussion, and a well-attended public workshop, the two most important concerns consistently identified by the public are traffic speeds and the safety of bicyclists and pedestrians traveling along and across Center Street.
- (2) Through public feedback, participants have indicated a preference for wider, multi-use paths instead of a combination of narrow sidewalks and narrow, unprotected bike lanes. Therefore, throughout the corridor, it is recommended that the corridor be designed with 10' multi-use paths instead of narrow sidewalks and narrow, unprotected bike lanes (see sheets 8-10, 11A, and 11B in Attachment 1). The range of stations used on Typical Section No. 4 on sheet 11 (for stations 195 to 207) is too broad for this complex area, and therefore, at least two typical sections should be provided (see new sheets 11A and 11B in Attachment 1).

- (3) This section of Center Street currently has only two signalized intersections, which are located at Alternate A1A and Pennock Drive. These are approximately one mile apart. To introduce traffic calming and improve pedestrian safety, it is recommended the corridor include pedestrian-activated signals at three key intersections: N. Loxahatchee Drive, Philadelphia Drive, and Greenwood Drive. In addition to pedestrian-activated signals, these intersections should also include lighted crosswalks, enhanced landscaping, and pedestrian-scaled lighting. Public input indicated a strong desire for more pedestrian crosswalks to improve safety, especially lighted crosswalks due to vehicle speeds and lack of pedestrian-scale lighting.
- (4) Given the land use context and extent of turning movements along the corridor, it is recommended that corridor speeds be reduced to 30 MPH.
- (5) Due to concerns regarding vehicle speeds, it is recommended that lane widths on the corridor be narrowed to 10' throughout the corridor (see typical diagrams on sheets 8-10, 11A, and 11B in Attachment 1).
- (6) To reduce speeding on side streets, it is recommended that curbs be extended to reduce turning radii and shorten side-street crosswalks. A typical condition is illustrated on sheet 23 in Attachment 1.
- (7) Where possible, it is recommended that medians be provided where sufficient spacing exists between driveways and side streets (see specific locations as identified on sheets 16, 18, 19, 21, and 30 of Attachment 1). Medians should be curbed and planted with appropriate landscape materials, including canopy trees where possible. In addition, it appears that raised medians could be provided in the section on and adjacent to the two bridges given the lack of driveways and side streets in that section.
- (8) In locations where a median is not provided, the center turn lane should be constructed with colored concrete paver blocks to provide traffic calming by reducing the apparent width of pavement and discouraging the use of the center turning lane as a travel or passing lane.
- (9) The plan submittal appears to indicate the removal of the existing on-street parking located east of Marlin Avenue (see sheets 31-35 in Attachment 1), with a new on-street parking diagram provided (see sheet 12 in Attachment 1). It is recommended that parallel parking be maintained on the north side of the section from Marlin Avenue east to Alternate A1A (see sheets 11A and 11B in Attachment 1), with parking provided on interior streets to replace the net loss of parking spaces. Sheet 12 indicates two 6' travel lanes with parallel parking; instead, this section should maintain 9' travel lanes without parallel parking to safely accommodate two-way traffic.
- (10) To improve resiliency and aesthetics, overhead utilities should be placed underground where possible.