



**Inlet Village Update • November 20, 2013**

# Agenda

- Agenda
  - Inlet Village redevelopment history
  - Traffic management
  - Dubois Park management
  - Parking strategy & garage proposal
- Discussion Goals
  - Report on findings to-date (based on community input)
  - Identify additional questions from CRA Commission for follow-up
  - Gather initial response from CRA Commission to findings
  - Specific policy direction not required; seeking general direction



# Inlet Village Redevelopment History

In the 1980's and 1990's, several large development proposals for various properties in the Inlet Village came before the Jupiter Town Council. Some would have placed large, multi-story buildings directly on the waterfront, preventing public access and obstructing views of the waterways. At the time, developer regulations may not have prevented these types of developments from occurring, and the Town realized that it needed better long-term planning not only for the Inlet Village, but its waterfront corridor.

In 2002, as a way to manage redevelopment and maintain public access to the waterfront, the Town created its Community Redevelopment Agency (CRA). Established in 2001, the CRA includes two basic sections: the US 1 corridor, from the Inlet to the north to Ocean Way to the south, and the Inlet Village...In addition, the Town amended its Comprehensive Plan and established Land Development Regulations (LDR's) for these areas that help to encourage public access to the waterways and set regulations for density and building height. The CRA also seeks to encourage developer-driven activities, including working with private developers to further the construction of sections of the Riverwalk.



THE INLET VILLAGER - JULY 2013

WWW.JUPITER.FL.US/CRA



# Inlet Village Redevelopment History

Before current land development regulations (LDR's), it was difficult to prevent high-rise, high-intensity developments and "seas of asphalt".



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# Inlet Village Redevelopment History

LDR's in place now encourage public access to the waterways, set regulations for density and building height, and encourage a village character.



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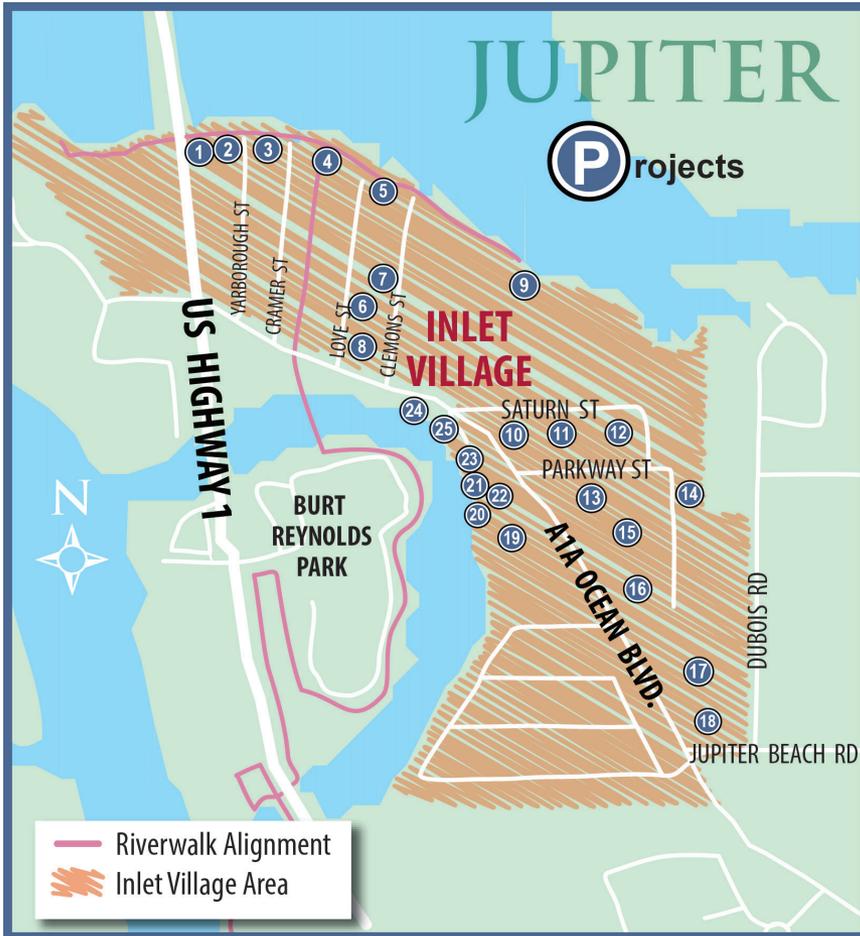
# Traffic Management

- Revisited assumptions based on community discussions
  - Development patterns
  - Traffic management plans
- Re-evaluated how network will function and identified opportunities
- Change in approach for Modica/Love St. development:
  - Reduction in intensity by eliminating second-story retail
  - Increase in on-site parking in place of eliminated retail
  - Eliminates need for ~185 spaces in off-site garage, and reduces trips by valets
- Adequate level of service on roadways relies on future management of development intensity



# Traffic Management

## Development Intensity Assumptions



Parcel	ACRES	Existing	Proposed Development
1	4.14	marina, 300 +/- dry dock	Recent approval for J.I.M./Ü-Tiki Rest.
2	1.66	10,000 rest (Jetty's)	additional 6,000 retail/office
3	3.28	20,000 rest (Bubba Gump's)	additional 18,100 retail
4	3.48	2 dwelling units & CRA lot	Modica Love St plan less 17,000 retail
5	0.96	bar (Castaway's)	no change
6	1.40	9 residential on Love & Clemons	additional 18,300 retail
7	0.66	16,750 office (Big Dog)	no change
8	0.66	restaurant (Schooner's)	no change
9	10.00 (+/-)	mobile home park	300 room resort plus 8,000 quality restaurant
10	1.53	6175 office (Kempe)	existing plus recent Kempe approval
11	1.03	16344 office (Kempe existing)	no change
12	2.60	office mix (Park Plaza)	no change
13	2.96	vacant (Modica Parkway St.)	4,700 retail/ofC, 2,800 rest. & 6 residential
14	0.81	office (Barton & Assoc.)	no change
15	4.20	office & retail (Alhambra)	no change
16	1.60	office (JJ Taylor)	no change
17	1.85	Lighthouse Cove Mini Golf	Recent Mini Golf approval
18	0.66	office (Tiger Woods Bldg)	no change
19	3.80	vacant (Rathke)	48 residential & 6,000 retail/office
20	0.46	1 dwelling unit	5 residential
21	0.60	1 dwelling unit	7 residential
22	0.73	outdoor storage (Cromwell)	4,700 retail/office, 2,800 rest. & 6 residential
23	1.34	vacant (D.Addario)	30 room hotel
24	0.70	Guanabanas	Recent Guanabana's approval
25	0.70	CRA docks	9,000 retail (.30 FAR)

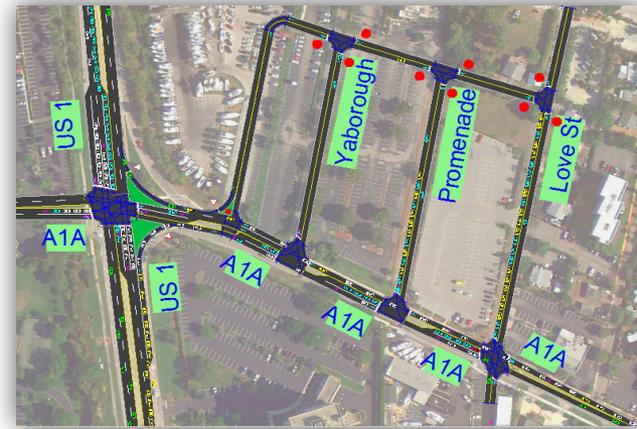
RED indicates an assumption (not an approval)



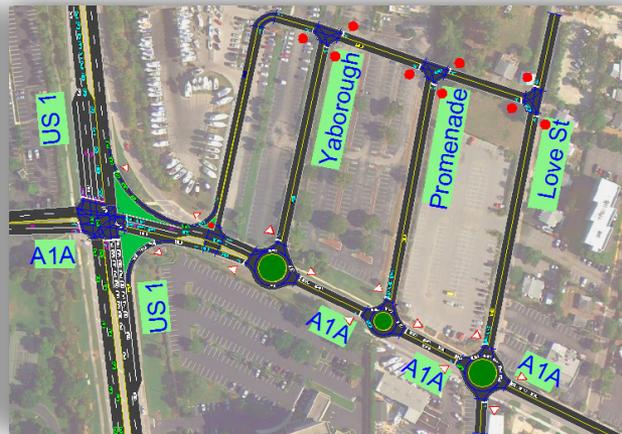
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# Traffic Management

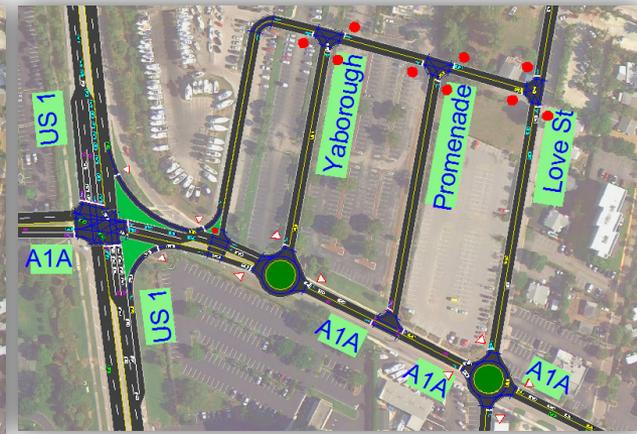
## Inlet Village “Core” (US 1 to Saturn Street): 3 Options



**Option 1: Traffic Signals at Key Intersections; short left-turn lanes**



**Option 2: Roundabouts at Each Intersection**

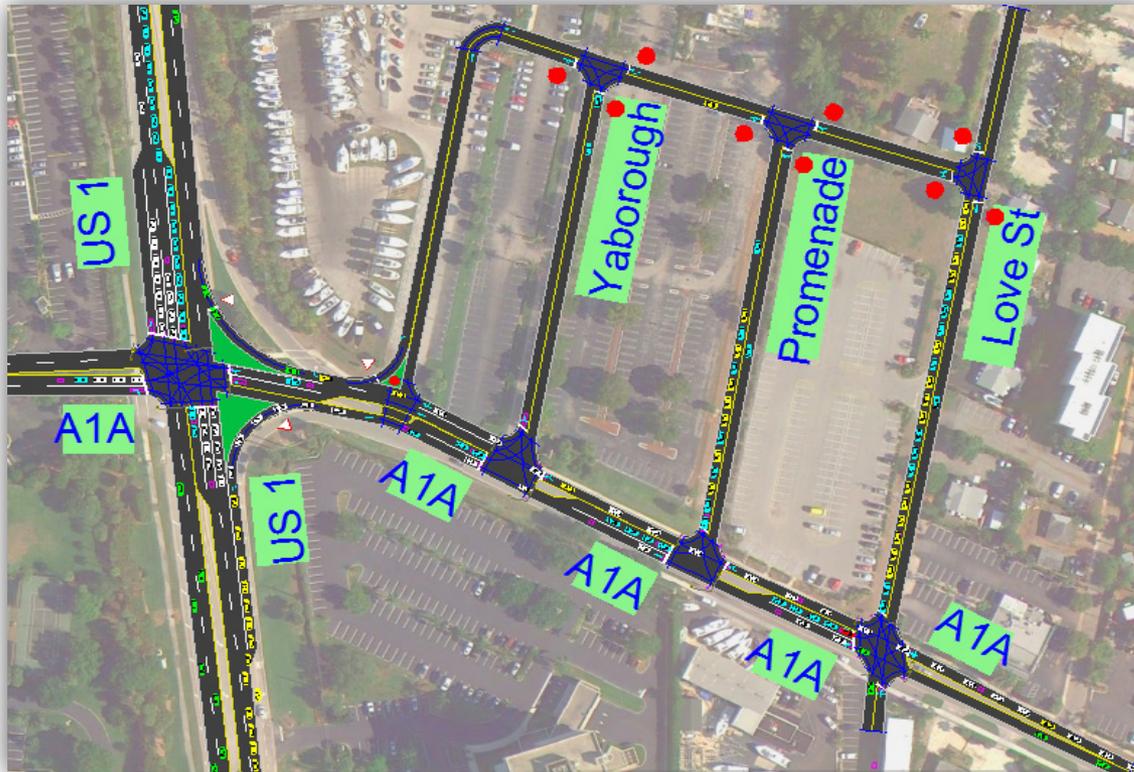


**Option 3: Roundabouts at 2 Intersections; right-in/right-out on Promenade with pedestrian signal**



# Traffic Management

## Inlet Village “Core” (US 1 to Saturn Street): 3 Options



System delay per vehicle: greater than 400 s/v  
LOS D standard = 55 s/v

### Option 1: Traffic Signals at Key Intersections (Yaborough, Promenade and Love Streets); short left-turn lanes

#### PROS:

- No additional rights-of-way (ROW) are required

#### CONS:

- Poor vehicle effectiveness (high delay at 55% level of 2035 projected traffic)
- Requires turn lane at each intersection but must be short due to short intersection block and pedestrian crossing
- Traffic on side streets may back up due to lack of right-turn lane under ROW restriction
- Traffic overflows from left-turn lanes and blocks eastbound traffic on A1A
- Southbound left-turn traffic on US-1 backs up due to the internal queuing on A1A
- Traffic signals may not be warranted right away after development project is built
- For signalization to work, intensity of development needs to be significantly curtailed



# Traffic Management

## Inlet Village “Core” (US 1 to Saturn Street): 3 Options



System delay per vehicle:  $66.8 \pm 7.3$  s/v  
LOS D standard = 55 s/v

### Option 2: Roundabouts at Each Intersection

#### PROS:

- Effective for vehicles (at 55% level of 2035 projected traffic)
- Safer due to lower vehicle speed operation
- Less likely to develop long vehicle queue at intersections
- Provides skewed crosswalk and refuge island for pedestrian crossing

#### CONS:

- No dedicated pedestrian crossing signal
- Additional ROW may be required at intersections for 90-ft roundabout

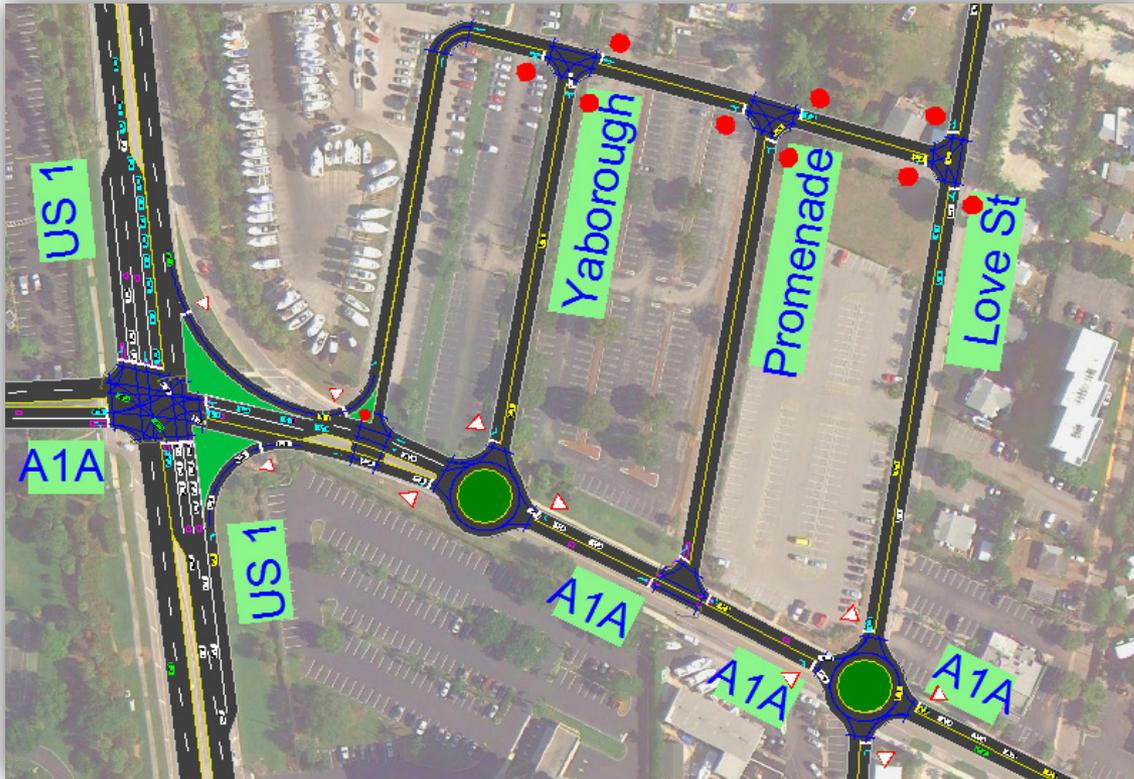
*Note: assumes smaller (70 ft) roundabout at Promenade intersection*



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# Traffic Management

## Inlet Village “Core” (US 1 to Saturn Street): 3 Options



**Option 3: Roundabouts at 2 Intersections; right-in/right-out on Promenade with pedestrian signal**

PROS:

- Effective for vehicles (at 55% level of 2035 projected traffic)
- Safer due to lower speed operation
- Pedestrians cross A1A with exclusive pedestrian activation signal

CONS:

- Left-turn traffic at Promenade intersection needs to make U/left-turn at up/down-stream roundabouts
- Longer but manageable queue may develop on A1A westbound direction
- Additional ROW at intersections may be required for 90-ft roundabout.

System delay per vehicle:  $69.0 \pm 15.7$  s/v (30 sec pedestrian crossing phase out of 180 cycle time)

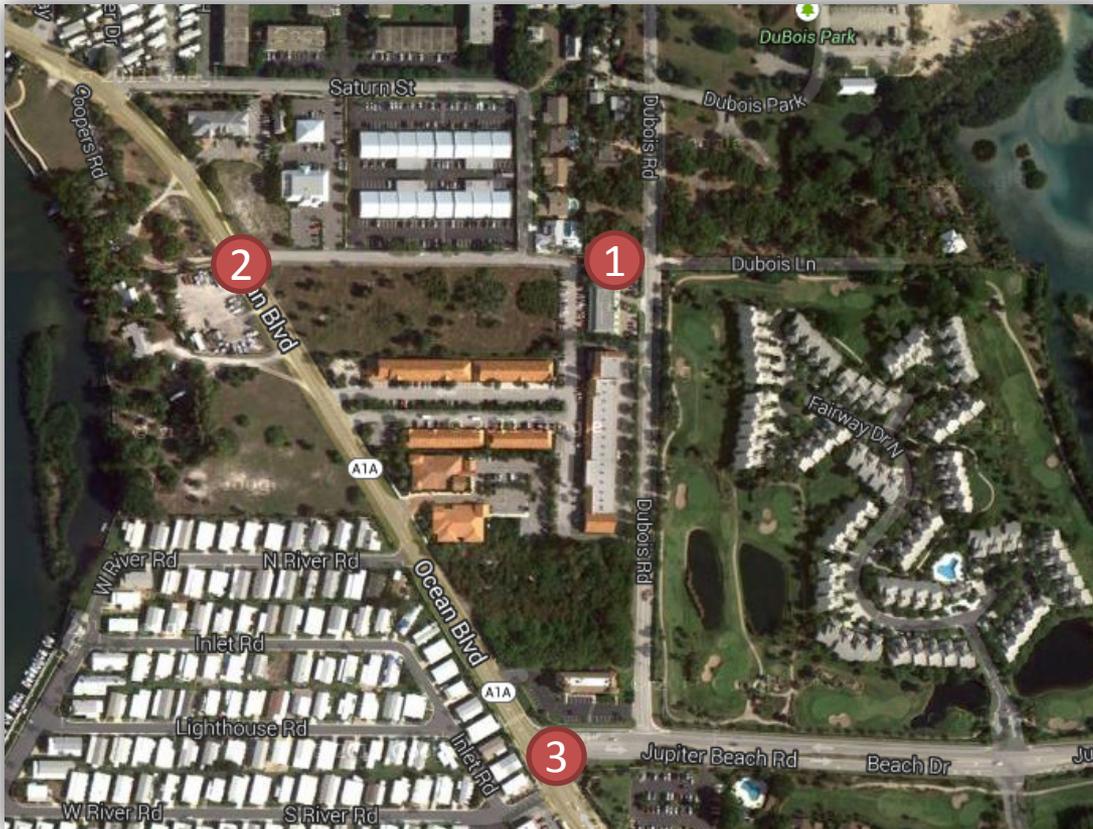
LOS D standard = 55 s/v



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# Traffic Management

## South end of Inlet Village (Saturn Street to Jupiter Beach Rd.): 3 issues



- 1 Issue 1: Connect Parkway Street to DuBois Road?
- 2 Issue 2: Parkway Street & A1A intersection configuration.
- 3 Issue 3: Jupiter Beach Road & A1A intersection safety & configuration.



# Traffic Management

## South end of Inlet Village



- Connection from Parkway St. to DuBois Rd.
  - Benefit of connection is marginal (based on traffic analysis)
  - Inter-connectivity is consistent with Town policy to improve levels of service on roadways:
    - Provide more options and flexibility to distribute and manage traffic
    - Aligns with public safety strategy to manage capacity in DuBois Park



# Traffic Management

## South end of Inlet Village

Measures of effectiveness of controls at Parkway/A1A intersection (55% of 2035 projected traffic)			
Control	Average Delay (s/v)	Southbound average queue (ft)	Westbound average queue (ft)
Signal without southbound left-turn lane on A1A	79.3	537	156
Signal with southbound left-turn lane on A1A	16.3	130	132
Roundabout	6.5	44	49

Note: Assumes two-way connection to Dubois Rd on Parkway St.



# Traffic Management

## South end of Inlet Village

Comparison of controls at Parkway/A1A intersection at 55% of 2035 build-out traffic		
Type of Control	Pros	Cons
Signal without south-bound left-turn lane on A1A	<ul style="list-style-type: none"> <li>-No additional right-of-way (ROW) is required</li> <li>-Less walking distance crossing A1A for pedestrian</li> </ul>	<ul style="list-style-type: none"> <li>-Unacceptably high average delay and queue</li> <li>-May not be warranted immediately</li> </ul>
Signal with south-bound left-turn lane on A1A	<ul style="list-style-type: none"> <li>-Effective delay mitigation</li> </ul>	<ul style="list-style-type: none"> <li>-Likely develop longer queue than roundabout</li> <li>-More walking distance crossing A1A for pedestrian</li> <li>-Additional ROW is required</li> <li>-May not be warranted immediately</li> </ul>
Roundabout	<ul style="list-style-type: none"> <li>-Most effective delay and queue mitigations</li> <li>-Safer due to low speed operation</li> <li>-Less walking distance crossing A1A for pedestrian</li> <li>-Provide skewed crosswalk and refuge island for pedestrian</li> </ul>	<ul style="list-style-type: none"> <li>-Additional ROW is required</li> </ul>



# Traffic Management

## South end of Inlet Village

Re-orienting Parkway St. intersection will improve pedestrian access and intersection functionality.



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# Traffic Management

## South end of Inlet Village

- Jupiter Beach Road & A1A intersection
  - Explored signalization and installation of a roundabout; marginal difference in level of service between the options:
    - Signalized: left-hand turn lane could exceed capacity during peak times
    - Roundabout: requires additional right-of-way, but does not require a signal warrant



# DuBois Park Management

- Issues:
  - Park is over capacity during peak times and “event days.”
  - Parking in authorized areas becomes contentious; parking taking place in unauthorized areas and extending outside of the park.
  - Alcohol consumption is a contributor.
- Current approach:
  - Implementing controlled access points.
  - Active discussions with County:
    - Coordinating park closure.
    - Alcohol consumption restrictions.
  - Lack of support at County for implementing no parking restrictions on Jupiter Beach Rd.



# DuBois Park Management



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# Parking Strategy & Garage Proposal

- Objectives for Inlet Village parking strategy:
  - Maintain waterfront access for people, and avoid parking cars in those areas.
  - Support businesses (patrons and employees), because in most cases on-site parking is not feasible.
  - Create and maintain a pedestrian-friendly, waterfront feel for the “core” village area.
  - Established policy direction to pursue off-site parking strategy that locates a central parking solution outside of the Inlet Village “core”.
- Challenges:
  - Inlet Village is narrow, space-constrained, and property is premium.
  - Attempts to secure property at the former Seaport Marina and BB&T Building were not successful due to market conditions.
  - There is a desire to balance the needs of the businesses, the community and the residents of Inlet Village.



# Inlet Village (north) Parking by Site



1. Jupiter Harbour Restaurant	161	14. Parkway St. garage/Modica	600
Fishing bridge	10	15. Rathke	0
2. U Tiki Rest/Marina	208	16. C & C of Florida	15
3. Jetty's	132	17. Jupiter River Inn	0
4. Bubba Gumps	247	18. CRA Property (9 Boat)	
5. Modica	TBD	19. Guanabanas	7
6. CRA Lot	178	20. Barons Motel	10
7. Castaways	75	21. PaJa's Motel (vacant)	0
8. Big Dog Ofc. Bldg	64	22. Henley's Marina	10
9. Schooners Restaurant	55	23. Holtec/BB&T	254
10. Latitude/Blueline/Suni Sands	44	24. Burt Reynolds Park	65
11. Kempe	58	River Center	71
12. Inlet Holding Ltd	65	25. Piatt Place	178
13. Park Plaza	177	underground/unavailable	
		26. Harbourside Place	95

  Pursued by CRA    
   Private/Existing Parking    
   Shared Parking    
   Event Parking



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# Inlet Village (south) Parking by Site



■ Shared Parking    
 ■ Event Parking    
 ■ Private/Existing Parking



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# Parking Strategy & Garage Proposal

Original proposal for Parkway St. garage:  
800-space garage at 35 feet high, 4 levels and 405 feet in length.



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# Parking Strategy & Garage Proposal

Anticipated development warrants the need for structured parking for the general public.

600-space parking garage	
Development	# of Spaces Estimated
Love St./Modica	180
Guanabanas	115
Suni Sands	350
Castaways	20
Kempe	12
<b>Total</b>	<b>677</b>

- Other off-site parking options may be chosen by land owners. For example, private agreements could be reached with other sites that have off peak parking needs, such as BB&T, Big Dog, Alhambra, JJ Taylor, Parkway Plaza and Continental Shelf (Kempe).
- Potential parking needs for properties such as Addario, Rathke, Cromwell, and CRA Marina were not included in the garage at this time.



# Parking Strategy & Garage Proposal

Given the proposal to reduce the Love St./Modica development in intensity, there are now 2 new options for the proposed Parkway St. garage:



**Option 1: 600-space garage at 25 feet high at parapet, 3 levels, and 405 ft. in length.**



**Option 2: 600-space garage at 35 feet high at parapet, 4 levels, and 335 feet in length.**



# Parking Strategy & Garage Proposal

Given the proposal to reduce the Love St./Modica development in intensity, there are now 2 options for the proposed Parkway St. garage:



**Option 1: 600-space garage at 25 feet high at parapet, 3 levels, and 405 ft. in length.**

**PROS:**

- Reduces overall ht. of the structure from 35 ft. to 25 ft.

**CONS:**

- Length remains at 405 ft. (70 ft. more than option 2)
- Limited open space between garage structure and future development along A1A
- Restricted ability to shift structure within site



# Parking Strategy & Garage Proposal

Given the proposal to reduce the Love St./Modica development in intensity, there are now 2 options for the proposed Parkway St. garage:



**Option 2: 600-space garage at 35 feet high at parapet, 4 levels, and 335 feet in length.**

## PROS:

- Shortens the overall length of the structure from 405 ft. to 335 ft., a reduction of 70 ft.
- Allows more open space between garage and future development along A1A
- Offers flexibility to shift structure within site

## CONS:

- Height is 10 feet taller than the 3 level option (option 1)



# Future Decisions

- Approach to traffic management on A1A in the Inlet Village “core”.
- Approach to traffic management on A1A in the south end of the Inlet Village:
  - Turn lanes and intersections.
  - Parkway St. extension to Dubois Road.
- Approach to Dubois Park capacity management.
- Parkway Street garage direction given proposed reductions in intensity of Love St./Modica development.

