



THE JUPITER LOOP

The transformation of a typical sidewalk into a destination



A Senior Capstone Project
by

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ACKNOWLEDGMENTS

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Also, I would like to give a big thank you to David Barth for all of the knowledge and guidance given throughout the course of this project. You're the best coach!

Most of all, I would like to give a very special thank you to my fantastic family and Blake Parker. Thank you for always being my backbone when I became a mushy jellyfish and for pushing me to strive for the best. I love you all more than you could *ever* imagine.



PROJECT IMPETUS

Having grown up in tropical South Florida, I developed a strong love for the outdoors at a very young age. Between running around barefoot, climbing trees, jumping off rocks into the ocean, to free diving on coral reefs, I was destined to be an advocate for the environment. I still remember jumping off the rock formations at Blowing Rocks Preserve (shown to the left) at the age of 6 and immediately seeing a green turtle directly below me. It was these continual experiences that allowed me to begin my understanding of how we as humans *need* a connection with nature. As Walt Whitman said, “After you have exhausted what there is in business, politics, conviviality, and so on- and have found that none of these finally satisfy, or permanently wear- what remains? Nature remains.” Nature allows for us to access and experience a real value that is incomparable and unrestricted. It is as it exists, and when we allow for ourselves to jump in, we are brought to a new light and become revitalized.

This thought of having roots with nature has followed me throughout my life. It began playing a role in exercise, and how much of a different experience everything is when you are outside. This became completely apparent to me when I went to college. I grew to love running outside because of the things I could look at, noises I heard, and smells I experienced. There were a few times I ran on the treadmill in the school gym, and I could only stand to be on it for 20 minutes, whereas outdoors I could go for as long as an hour and half. I began figuring out that this same idea of a human being exposed to nature applied to basically everything. It allows for a new sense of composure, existence and excitement. We are immersed in something and our senses are heightened. It’s the tangibility factor.

When you combine outdoor living with this overarching idea of being nature, I believe it is the perfect form of relaxation and excitement at the same time. Being outdoors allows for so many new experiences to happen. This whole idea is summed up perfectly from a quote from Jon Krakauer’s *Into the Wild*, “The very basic core of a man’s living spirit is his passion for adventure.”

As humans, we need adventure and we need new experiences, so get outside and find the roots.



PROJECT NARRATIVE

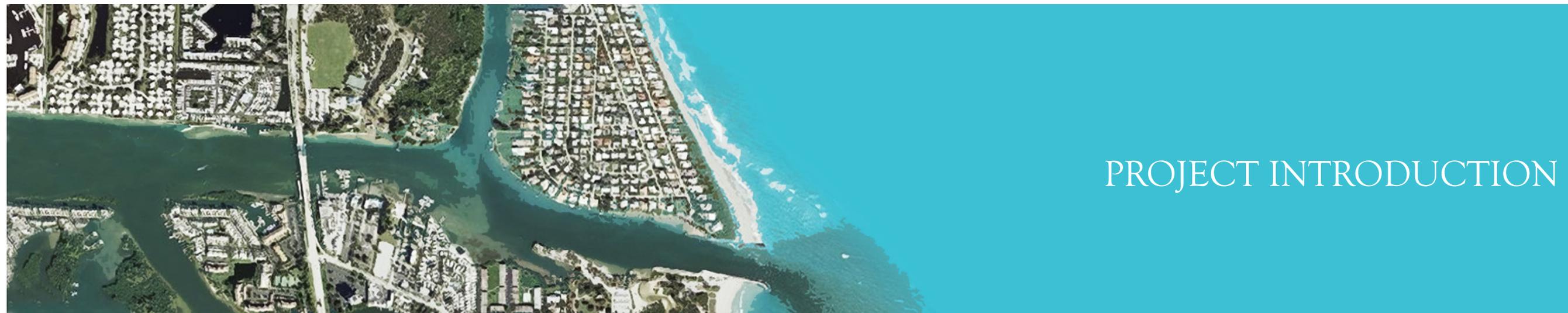
Noted as one of “America’s Happiest Seaside Towns” according to Coastal Living Magazine, Jupiter Florida is a low-key, yet animated fishing village nestled within the South Florida coastline. Jupiter is noted for its continual Loggerhead Turtle sightings, lush mangrove habitats, and lively waterfront bars which echo with live music daily. Along the main corridors of A1A and US1, the streets and sidewalks are packed with varieties of passive and active recreations. But, this highly used trail system is a simple sidewalk, which lacks the energy and unique flare which Jupiter is known for. Also, currently the path is too small for the multitude of activities which take place. Everything is there, but currently isn’t living up to its maximum abilities. Through the application of the overarching concept of placemaking (which is culturally drive and community based) a transformation and enhancement can be made to the existing route. This application will convert a traditional sidewalk into a major destination point, which serves the Jupiter Community and surrounding areas through a multi-use trail system known as The Jupiter Loop.

As stated before, the route exists within the site already, but it isn’t functioning as a system. The Jupiter Loop encompasses a 10 mile route which sweeps down US1 and back up along the beach on A1A. By applying the framework of placemaking, The Loop will be functional, have a unique sense of place, and emanate a new clarity and vibrancy to Jupiter. This new sense of clarity will be shown visually and aesthetically through wayfinding tactics (banners, podiums, light posts, ground markers, destination signs, etc.) This branding will allow for uniformity through the trail: widths of sidewalks, planting design, consistent signage, etc.

With the application of placemaking, and allowing for a new overall system to be established, the full transformation of the space will take place. An existing route will now become a destination: functional, unique, clear and energetic.

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PROJECT INTRODUCTION

CONTEXT



Jupiter, Florida

Noted as one of “America’s Happiest Seaside Towns” according to Coastal Living Magazine, this low-key fishing village is nestled within the South Florida coastline. Jupiter is noted for its continual Loggerhead Turtle sightings, lush mangrove habitats, & waterfront bars which echo with live music daily.

SITE BOUNDARY



10 Mile Loop

The boundary of the site runs along an existing circulation route on US1 and A1A in Jupiter, Florida. The site meanders through residential, natural areas and small shopping centers currently located and highly used within the area by locals and tourists. Also, from the northern end of the site, continual views of the historic Jupiter Lighthouse are present across the inlet. Nestled along the lush beach and Loxahatchee River, this route allows for you to experience the epicenter of Jupiter.



DESTINATIONS

The "Go-To" Areas

What brings people to this space so consistently? Between the scenic route that runs along the Atlantic Ocean, the immense amount of natural areas and parks, historic culture, shopping centers, and educational facilities, this route is practically the epicenter of Jupiter. The only thing hindering it from being this actual central focus is the lack of culture and feel of being a "place."

- 1** Loggerhead Marinelife Center
- 2** The Jupiter Riverwalk
- 3** The Shoppes of Jupiter & Jupiter Square
- 4** Guanabana's Restaurant & Bar
- 5** The Square Grouper Tiki Bar





A1A Southbound near Love St.



A1A Southbound near Ocean Way



Northbound on DuBois Rd.



THE PROBLEM

Size and Sense of Place

As you move along the main corridors of A1A and US1, you notice the streets and sidewalks full of all different varieties of passive and active recreations. But this high usage course is a simple sidewalk, which lacks the liveliness and unique flare which Jupiter is known for. Also, currently the path is too small for the multitude of activities which take place. The image to the left illustrates the existing size and overflow of the sidewalk within the route. Everything is there, but currently isn't living up to its maximum abilities.

PRINCIPLES OF PLACEMAKING

“It’s Placemaking, not Placemade. It’s a *process*. You are never finished.”
- Place Governance Working Group



PLACEMAKING

The Stamping of an Identity into a Place

Placemaking is a multi-faceted, hands-on approach for the course of designing, planning and management of public spaces. It is both a philosophy and a process, which aims to focus a great deal on the community. This emphasis plays out in the design of spaces to make them geared more towards something the community will use because it applies to their wants and needs. There is a great deal of capitalization on a community's assets, inspiration, and potential. In turn, more people come to these spaces and take greater care of them because it becomes theirs and allows for the community to be healthier and happier.

The process of Placemaking involves a great deal listening to, looking at, and interviewing the people who live, work and play in a space in order to understand their wants needs and hopes for the space. Once this information has been collected, it is used to develop a vision for the space. This vision can either take a long time, or develop quickly into an overreaching strategy of application to the space. The process of implementation begins at a small-scale, which involves small and easy improvements which bring in the benefits quickly, so the people who use the space can enjoy them more.



This concept of Placemaking first began in the 1960's with the combination of ideas of people like Jane Jacobs and William Whyte. They brought about this ground breaking idea about how as planners, we should design cities that are directed towards the people, not just to the cars, shopping centers and urban spaces. It's the people that make up these spaces and allow for them to thrive, so why would we design them according to anything else? In 1975 Jacobs, Whyte developed a comprehensive approach for helping communities make better public spaces, which are livable, breathable and enjoyable. Over the last few years these ideas have become a steadfast way in designing spaces for landscape architects, planners and developers in general. Designers have realized that if we don't listen to the communities that use these spaces, how are they going to succeed as a system? (Information derived from *The Project for Public Spaces*.)

FRAMEWORK

USES & ACTIVITIES

- The ability to do things, and keep a user's interest in staying in the space.
- Are there things for people to do there?

COMFORT & IMAGE

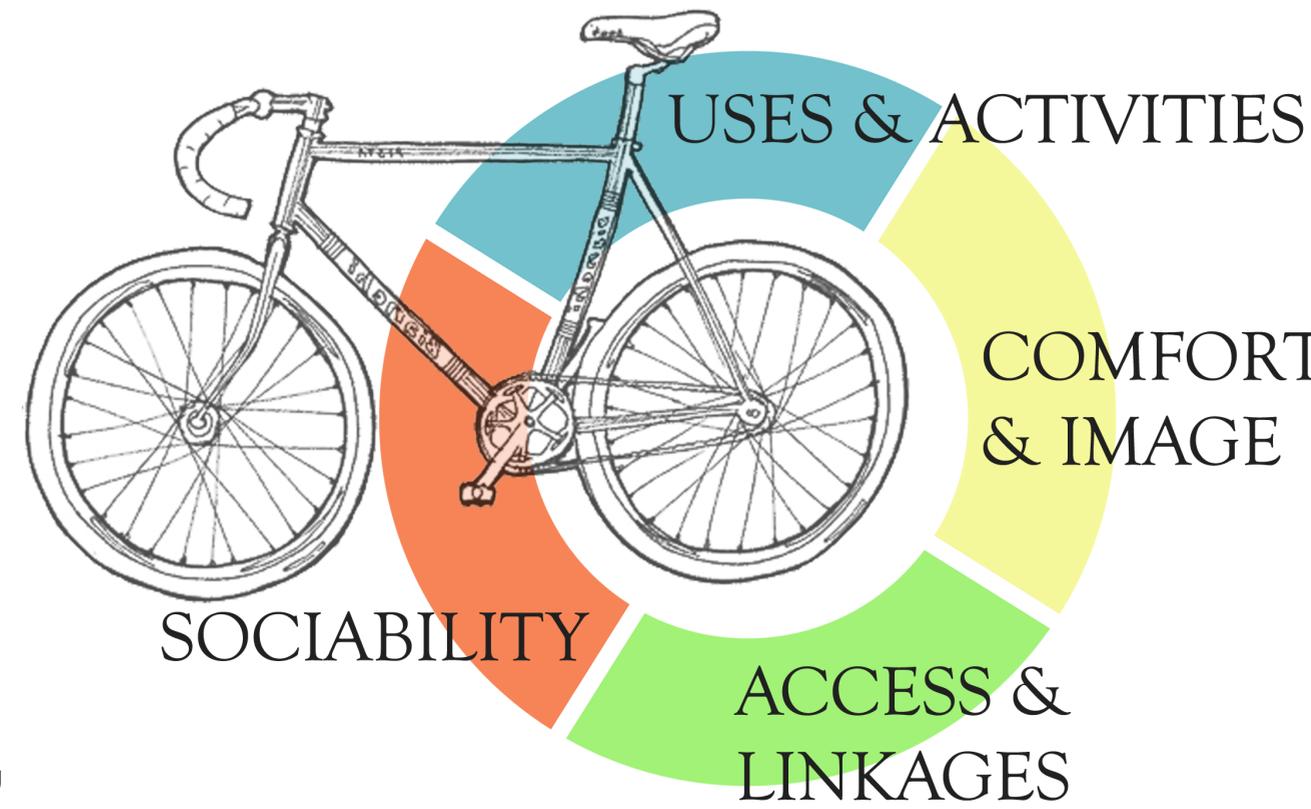
- Perception of safety, cleanliness, and availability of places to sit.
- Does it feel comfortable/

ACCESS & LINKAGES

- Connections to its surrounding areas
- Visual and Physical Connections
- Is the space easy to locate?

SOCIABILITY

- Hard to achieve, but it allows the users to feel a strong sense of place to the space.
- Do people come here to socialize? Do they bring friends to this space? Is it a destination

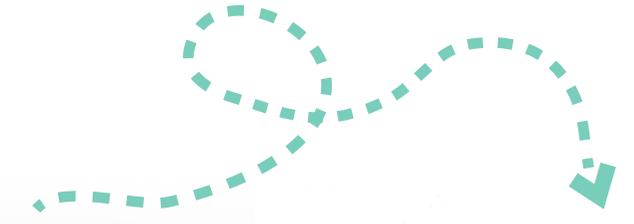
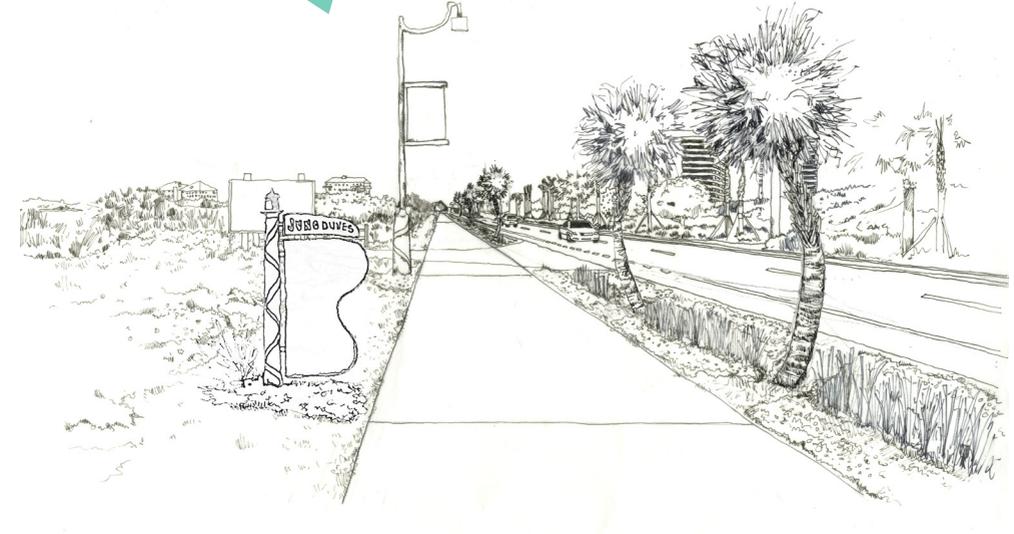




A1A Northbound near Ocean Way



Jupiter Beach Rd. near Juno Dunes Golf Course



THE CHALLENGE: GOAL

Sidewalk➔ Destination

The overarching goal is to transform and enhance the existing route in Jupiter, Florida from a traditional sidewalk into a major destination point which serves the Jupiter Community and surrounding areas through a multi-use trail system.

“We want to transform our sidewalks not only into places where you can walk, but where you can *live*.”
-Jennifer Heeman



SITE & USER ANALYSIS



OVERALL CIRCULATION

Current Movement

An evaluation and overall mapping was done of the current circulation of the site. The routes are a vital component of the project, so close attention was paid to all of the different forms of circulation: pedestrian, vehicular, cycling, boating, etc. Attention was also paid to *potential* scenarios of routes (water taxi.)

Pedestrian and bike circulation were analyzed first, determining where the community was walking and riding currently. In the case of this site, an existing riverwalk resides on the west side of US1 on top of the standard sidewalk paths. The Jupiter Riverwalk was developed by a series of town planners from the Town of Jupiter and is 90% finished. The route is shown to the right by maroon line work. This is the current pedestrian pathway, which moves through a business sector of Indiantown Rd., past natural areas, and into the redevelopment sector over by the Jupiter Inlet. They have plans for Phase 2 to extend over the US1 bridge into the historical sector and park by the Jupiter Lighthouse. The Department of Transportation is currently in the evaluation and analysis phasing to re-construct the bridge in order to add pedestrian and bike paths. The construction of this won't begin until 2015 (tentatively.) Currently, cyclists have to get off their bikes and walk over the bridge along the median or ride within the span of the vehicular lane. All are incredibly dangerous considering the amount of traffic that moves across this bridge and along US1 in general.

Vehicular traffic was analyzed second and laid over the pedestrian traffic. The roadways were evaluated in a hierarchy system ranging from high to medium congestion of traffic. This also determined which were collector roads and local roads.

The third analyzed aspect of circulation was boating. There is a very large boating community within this sector or Jupiter, FL because of the close vicinity to the inlet, which leads out to the Atlantic Ocean. All move along the Loxahatchee River before they get to their destination points which is usually either one of the bars which can be docked at, or out to the ocean for offshore fishing. There are a number of bars along the inlet and Loxahatchee river which allow for docking and dining. The boaters merely drive up, dock, and then hop out for a meal or a drink. This can be done after a day of fishing or just an afternoon cruise.

All layers of circulation correlate and intertwine to create a system in this route. All make their own individual impact, at different scales.



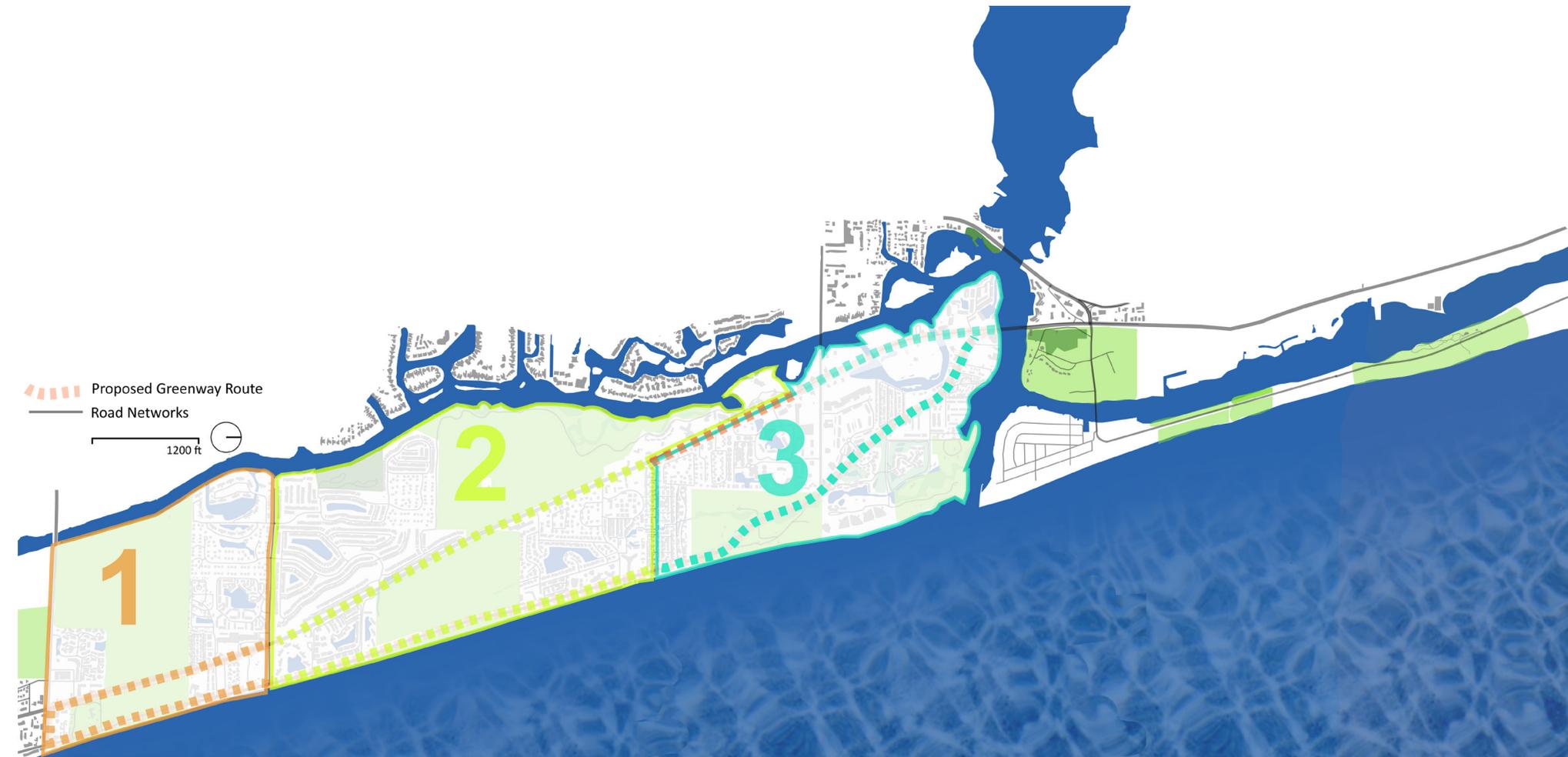
USER ANALYSIS

Sectioned Site

A user analysis was conducted in order to understand each section of the site more in-depth. Placemaking advocates the understanding and knowledge of what the user wants, because in reality they're the ones who are allowing for public spaces to work. So, the site was divided into three sections, and a thorough evaluation was done for what is currently happening in the spaces: who is the user group, what are the attractions bringing people to this area, existing programming, and what the opportunities for the section.

The overall context map is shown to the right. On the following pages, each section goes in-depth into the programming and overall analysis.

Each section is about a 1/3 of the proposed "loop."



LOGGERHEAD & THE DUNES



A1A Northbound



US1 Southbound

Existing Program:
 Environmental Protection Areas, Residential Homes, Condos,
 Public Beach Access, Trails, Restaurants, Fishing Pier, Fitness

User Groups:
 Residents, Shoppers, Tourists, Outdoor Enthusists, Cyclists,
 Walkers, Runners, Professionals, Surfers, Local Families, Students

Existing Attractions:
Loggerhead Marinelifelife Center
Juno Dunes Natural Area
Juno Beach Park
 Juno Beach Fishing Pier
 Hurricane Cafe

OPPORTUNITIES:
 Designated Biking Path
 More developed trails in parks
 Educational Hub for Natural Area
 Connected Pathways/Trails to E and W of Park
 Distinct Signage for Marinelifelife Center & Parks
 Roadside Wayfinding signage for parks (Driving)
 Roadside Pull off with Educational Signs (Walking)



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Proposed Greenway Route
 Road Networks
 1200 ft





A1A Northbound



Ocean Way Eastbound, directly off US1

THE BLUFFS

Existing Program:
 Environmental Protection Areas, Residential Homes
 Public Beach Access, Trails, Restaurants

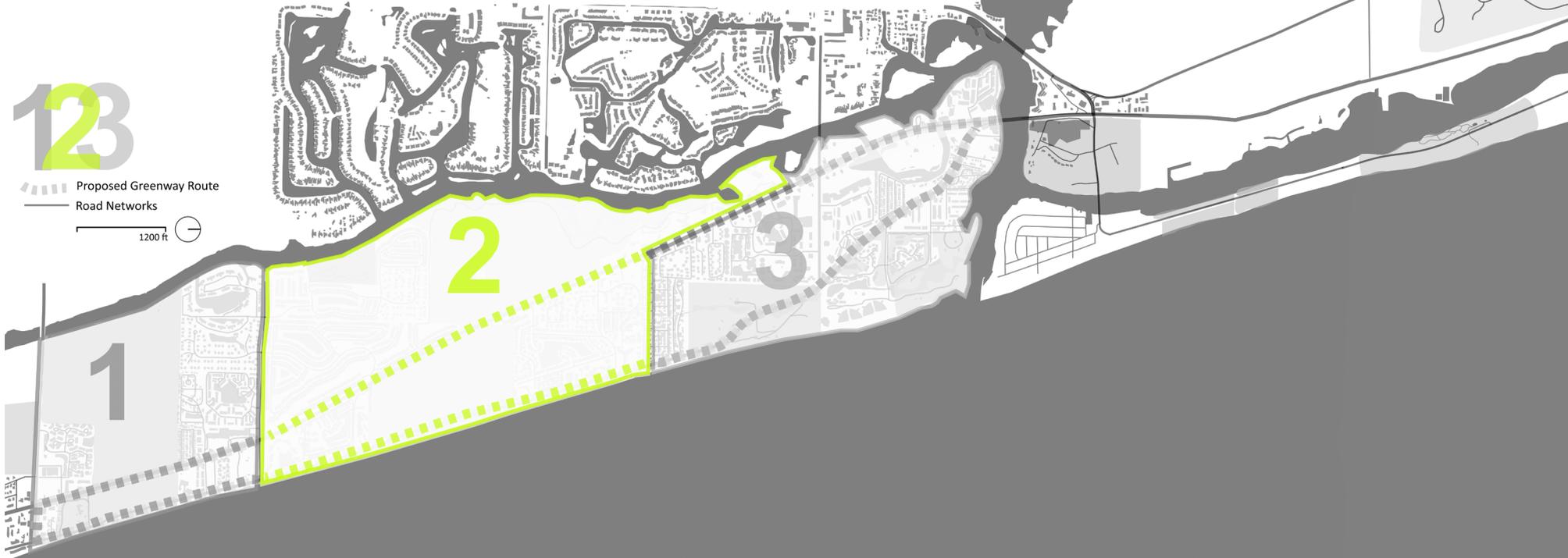
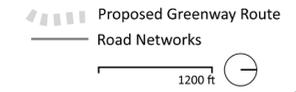
User Groups:
 Residents, Tourists, Outdoor Enthusists, Cyclists,
 Walkers, Runners, Professionals, Surfers, Local Families

Existing Attractions:
 Jupiter Ridge Natural Area (The Bluffs)
 Jupiter Ridge Natural Area (The Bluffs North)
 Jupiter Ocean & Raquet Club

OPPORTUNITIES:
 Designated Biking Path
 More developed trails in parks
 Educational Hub for Natural Area
 Connected Pathways/Trails to E and W of Park
 Developed Map Brochure/App for Wayfinding
 Roadside Wayfinding signage for parks (Driving)
 Roadside Pull off with Educational Signs (Walking)



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CARLIN PARK & DUBOIS



E Indiantown Rd. @ intersection of US1



A1A Southbound

Existing Program:
Environmental Park, Public Beaches, Recreational fields, Dive Bars, Condos, Movie Theatre, Shoppes, Restaurants, Resorts, Boating

User Groups:
Residents, Tourists, Outdoor Enthusists, Cyclists, Walkers, Runners, Local Families, Boaters, Professionals, Religious Groups, Entertainers

Existing Attractions:
DuBois Park
Jupiter Beach Park
Jupiter Island Park
Carlin Park
Square Grouper Tiki Bar
Guanabana's Restaurant

OPPORTUNITIES:
Designated Biking Path
Elevated Bike Safety
Developed Map Brochure/App for Wayfinding
Roadside Wayfinding signage for parks (Driving)
Roadside Pull off with Educational Signs (Walking)
Wayfinding Centers at Major Intersections



123

Proposed Greenway Route
Road Networks
1200 ft



SAFETY & ENHANCEMENT ZONES

Areas Needed for Improvement

An evaluation was done in regards to which specific sections of the site needed attention particularly addressing safety and overall enhancement. These areas could range from intersections to just individual parts of the overall system. This evaluation was done by looking at the future land use map and in collaboration with the other site analysis done. The concluding fact was that a majority of the areas that needed help and overall enhancements were on the Northern end of the route. These areas also tied in with the business sectors and an area called "Inlet Village Flex" which is an extension of the RiverWalk. Also, this Inlet Village area is undergoing a redevelopment process. There is about a 5 block area that is being transformed into an mild urban zone with "a fishing village feel." Cotleur & Hearing in Jupiter, Florida is currently working on plans to re-vamp this area , and hopefully begin the development of a new "downtown" area which incorporates the existing bars and lively restaurants and activities which reside currently .





Jupiter Inlet, view from DuBois Park



SITE SYNTHESIS

SITE SYNTHESIS: THE AH-HA!

Objectives & Opportunities

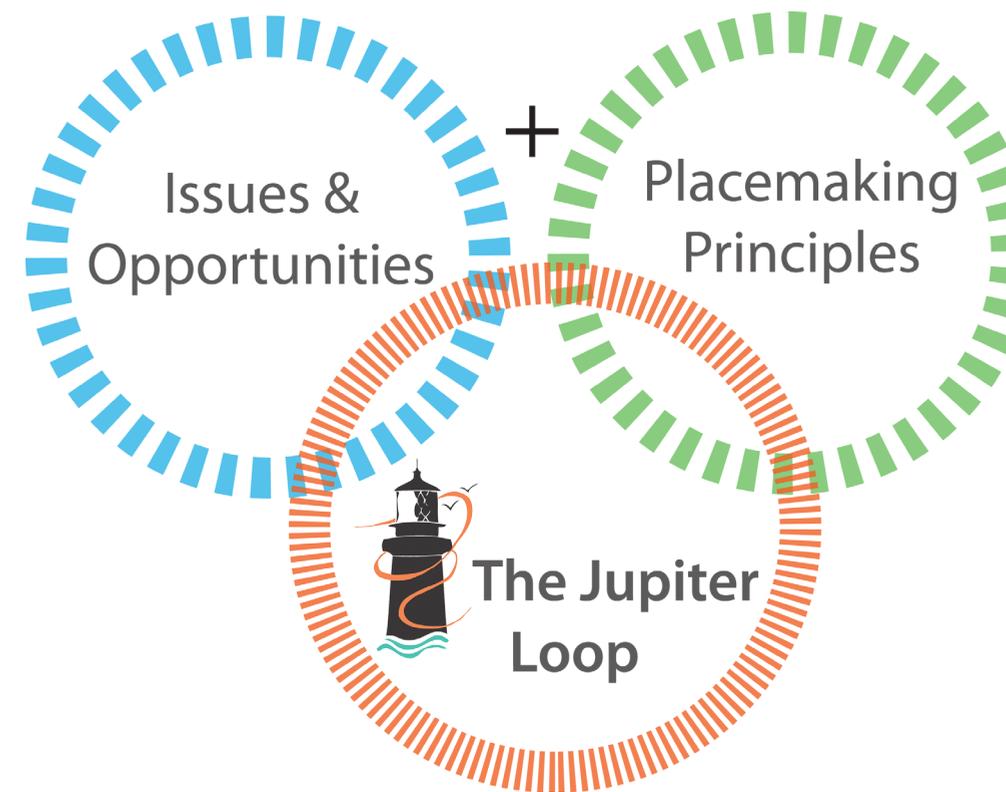
ISSUES:

- 1) Functionality
- 2) No Sense of Place
- 3) High Usage/ Safety/Width

OPPORTUNITIES:

- 1) Establishment of a destination through wayfinding, clarity, vibrancy and adaptation.
- 2) Application of Placemaking Principles to bring culture, safety, community, and a lively attitude to the route.
- 3) Extension and enhancement of the path to allow for multiple uses, planting as a buffer, curbs, etc.

VISION & PLAN FOR THE SITE



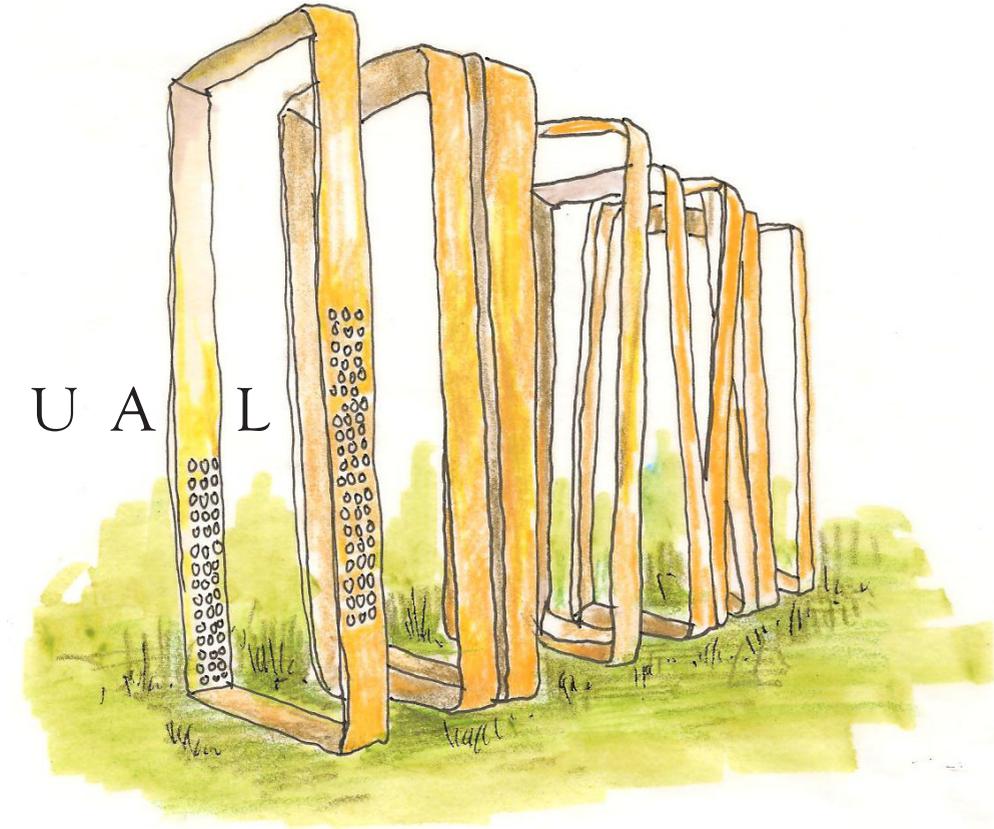
ASSETS



ISSUES



CONCEPTUAL





THE BRANDING OF THE JUPITER LOOP

Placing a “Stamp” on a System BRANDING

Once the route had been established on the site, it was analyzed, and then synthesized, the development of a branding took place. This branding allowed for a system of wayfinding and signage to come about, which would be featured throughout the site. This uniformity allows for the ability of the user, and even those just driving by, to understand that they are within this system called “The Jupiter Loop.”

The site name “The Jupiter Loop” was coined from the 10 mile route that the system encompasses. The route literally loops south down US1 and back North on A1A, so the term “loop” became pretty apparent. Its a never ending route that can be experienced from any direction, and cut into a shorter system. Within the route, there are four secondary roads that allow for a shortening of the route. So in order to experience the Loop, you don’t have to do the full 10 miles; it can be broken down into 2 miles, 4.2 miles, 4.6 miles, and 8 miles (respectively) as looping systems. The route can also be broken down individually into smaller distances by just utilizing one road (US1 or A1A.) The system is closed, but allows for an open end in regards to shortening the distances. It is versatile in that manner.



Placing a “Stamp” on a System BRANDING

A series of standard wayfinding and signage systems were developed and established for a uniformity throughout the space. These forms of signage are found throughout the entire site for a continual awareness that you are within this system called “The Jupiter Loop.” The wayfinding series bring an artful and lively nature to the route, allowing for its own sense of place to establish.

Icon/Logo: Derived from the historic red lighthouse in Jupiter. Considering this lighthouse is the central focus of Jupiter in general, and a great deal of what it’s known for, it was decided that it needed to be established and have a prominent placement in the logo of the route. The line that encompasses the lighthouse resembles this “looping” nature that the system has.

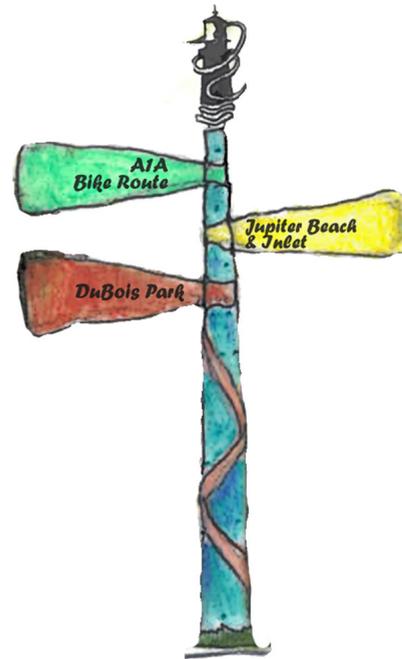
Podium: With the logo as a finial on the podium, this artful post represents the lights that would ray from the lighthouse at night. Considering along the beach there cannot be any form of lighting due to the sea turtle nesting, this allows for that nature to take place. The podium is a bright blue which represents the clear color of the ocean which kisses the coast of the route. And finally, the red line swooping the podium represents the loop itself.

Banner: A series of banners were developed as a signage system so cars could even understand that this route exists next to them as they drive. Banner systems are effective because they allow for a signage system to happen from a height; nothing is illegible; it’s merely a statement of “this is The Jupiter Loop.” The banner’s design is simple and cohesive: the logo of the loop, and then the title. Simple, and to the point.

Ground Markers: Considering the amount of passive and active recreations that happen within this route, and that it is mainly pedestrian driven, ground signage allows for a quick reference. For those running, once they see a ground marker, they immediately are aware of what mile marker they are at on the site. For those walking slowly, they can pay close attention to the detail of the tabby coral and small engravings that follow the circle. These ground markers allow for a simple and easy indication of location within the site.



Loop Logo



Loop Typical
Wayfinding Podium



Loop Typical
Banner Found on
Light Posts



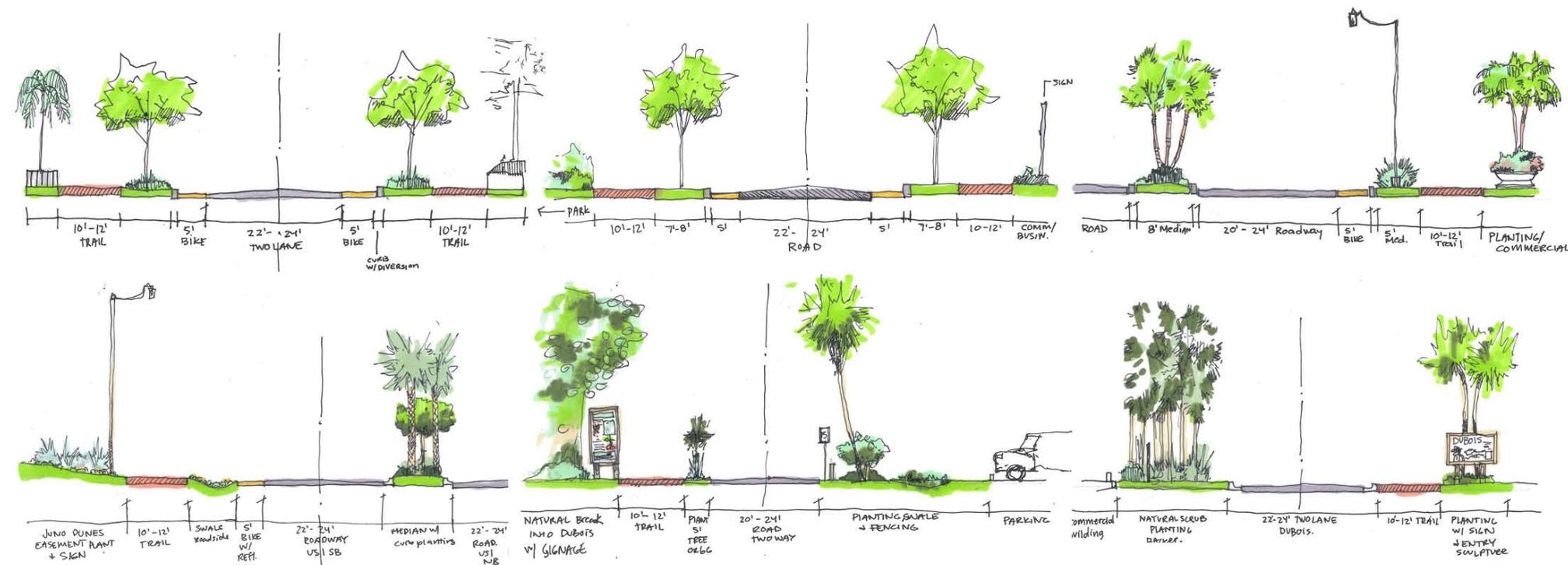
Loop Typical
Ground Marker for
Miles on Route

CONCEPTUAL DRAWINGS

Section Studies

Experimenting to see what “speaks” and makes a bold enough statement for the route.

Quick studies of sections were done for each portion of the route. This was done in order to see which widths and overall brief design made enough of an ah-ha. Different roadside amenities were studied, along with a large variety of low plantings vs. tall plantings. These quick drawings allowed for the final sections and overall design to develop and become apparent specifically for this space: culturally, naturally and aesthetically



FINAL VISIONING



MASTERPLAN

The Elements of the Site Typical Sections and Perspectives

Three typical sections and perspectives were done, which are called out on the map to the left. These typical sections and perspectives were done with reference to the prototypical American rural-to-urban transect diagram for zoning (urban to suburban) used by planners, landscape architects and engineers when designing urban spaces. This reference allowed for the understanding of the ratio of street planting to sidewalk, etc. The site was divided up and zone types were labeled to the areas (T5-T3.) Once this was determined for each portion of the site, three areas were chosen as the “typicals,” which then in the development phase of the project will have derivatives according to the surrounding context of that specific section of the site. For example, section A may not have a curb in another portion of the site because of a larger swale or rain garden. These allow for a standard aesthetic of the site to take place and be found continuously throughout the site. In regards to exact designs, the codes for sight lines and roadside planting distances from the FDOT were applied, which can be found in the appendix.

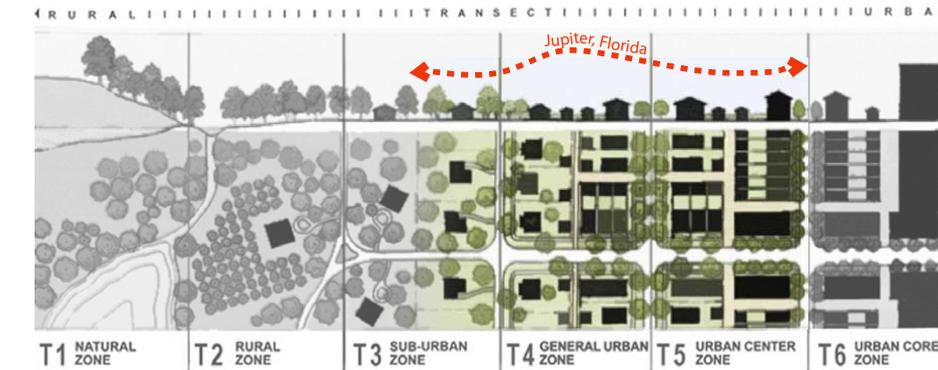


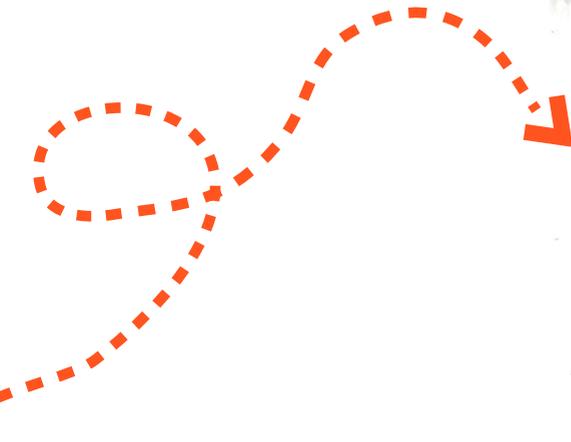
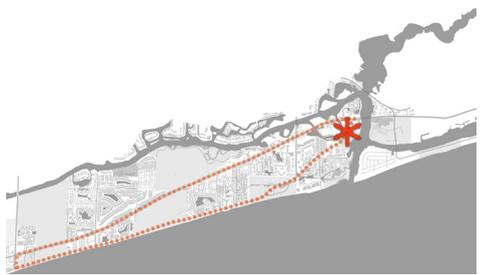
Image from the Center for Applied Transect Studies



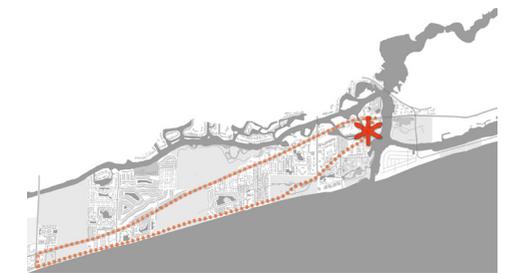
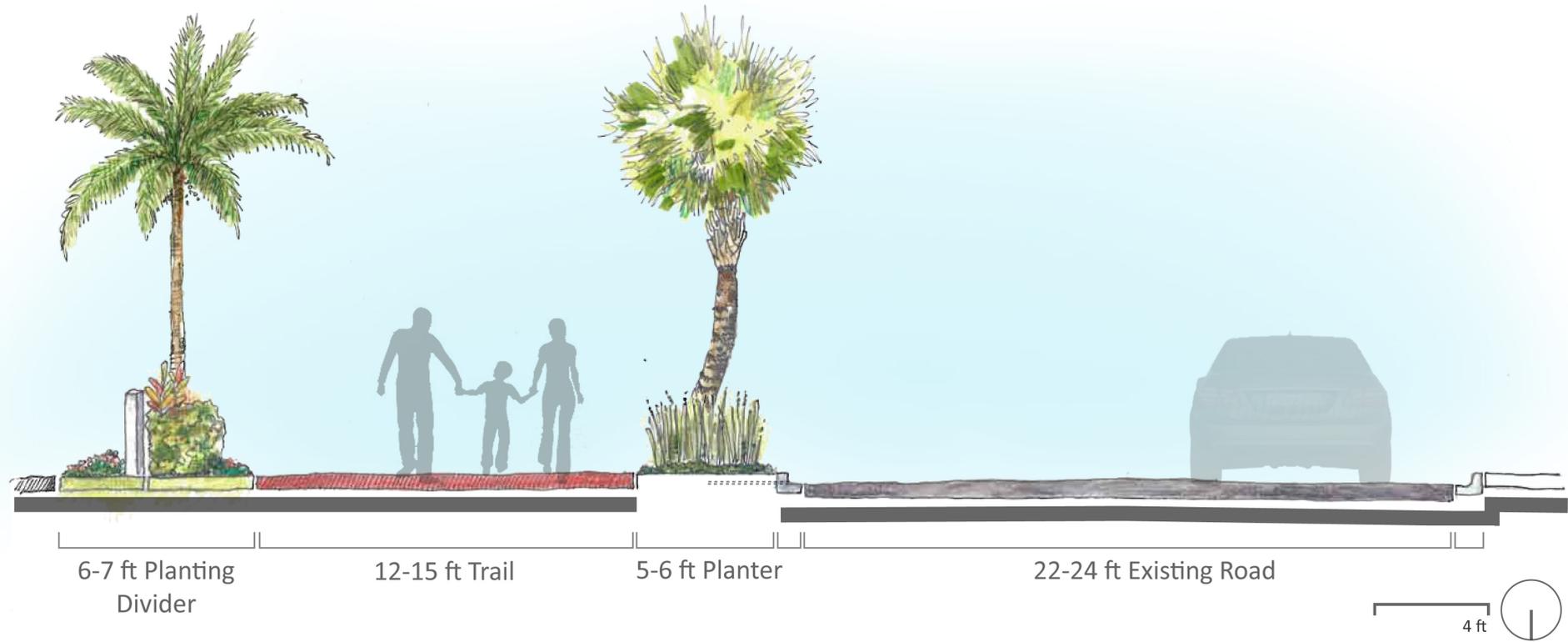
A1A

Urban/Suburban Perspective

This area of the site is currently in the process of undergoing a redevelopment. Coteleur & Hearing is developing a set of plans for the development of an urban zone with a "fishing village feel." So the implementation of a wider sidewalk has incredibly high potential for enhancing and bringing more people to this epicenter/downtown sector of Jupiter. Larger and lively spaces mean more people!



Rendering done as a black and white line drawing, overlaid with illustration done with markers and colored pencils.



A A1A

Urban/Suburban Section

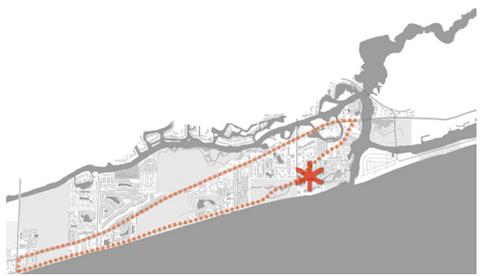
ENHANCEMENTS

- 1) Sidewalk size: going from 4-5' to 12-15'. Allows for more space for users, and establishes it as a multi-use trail.
- 2) Addition of roadside curb: lifts the sidewalk up and allows for a safer zone for pedestrians.
- 3) Addition of rain gardens & wayfinding: planting and signs bring vibrancy and clarity to the area.
- 4) Implementation of "fishing village-esque" buildings. Shopping and dining area that allows for users to feel welcomed and intrigued to see what resides within the new development.

B Jupiter Beach Road

Suburban Beach Perspective

This area currently leads up to Jupiter Beach Park. In general, all suburban sections will be done in a way that has small-scale improvements for large impacts. For example, the extension of the sidewalk and implementation of sculptures. Some road systems along this road type will not have lighting because of sea turtle nesting. Signage will be displayed through destination signs and wayfinding podiums.



Rendering done as a black and white line drawing, overlaid with illustration done with markers and colored pencils.

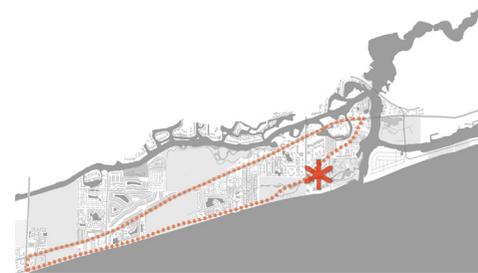
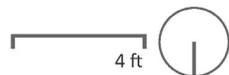


Existing Buffer with Signage
Transition into Mangroves

12-15 ft Trail

4-5 ft Planted
Divider with
Sculptures

22-24 ft Existing Road



Ⓑ Jupiter Beach Rd.

Suburban Beach Section

ENHANCEMENTS

- 1) Sidewalk size: going from 4-5' to 12-15'. Allows for more space for users, and establishes it as a multi-use trail.
- 2) Addition of wayfinding tactics: podiums, destination signage, ground markers, etc. No light posts or banners in this area due to the "no-light" rule because of sea turtle nesting sites.
- 3) Addition of roadside planting and sculptures commissioned by local artists to bring vibrancy, culture and an artful nature to the area.

Suburban/Natural Perspective

This area of the site is currently



Rendering done as a black and white line drawing, overlaid with illustration done with markers and colored pencils.



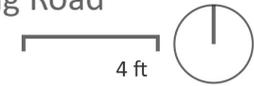
5-6 ft Buffer with Signage
Transition to Juno Dunes

12-15 ft Trail

7-8 ft Planted Swale

5 ft Existing
Bike Lane

22-24 ft Existing Road



© US1

Suburban/Natural Section
ENHANCEMENTS

- 1) Sidewalk size: going from 5-6' to 12-15'. Allows for more space for users, and establishes it as a multi-use trail.
- 2) Addition of roadside planting in swale. Allows for height, vibrancy and liveliness.
- 3) Addition of signage: light posts with banners, destination signage, wayfinding, ground markers, etc. Uniformity of signage throughout the space.
- 4) Implementation of colored lines for bike lane. Causes the users on the road to pay more attention to the bikers using the road networks.



IN CONCLUSION

In conclusion, by implementing the principles of Placemaking developed by the Project of Public Spaces, enhancing and repairing current issues of the pathway, applying a brand or “stamp” on the route, and adding a new sense of culture, vibrancy and life to the route, the existing route can be transformed into a *destination* rather than just a sidewalk. The Jupiter Loop will become a *place* that the community comes to in order to *experience* and live. With the multitude of attractions that range from nature to education, this system will establish a new epicenter of Jupiter, Florida.

The Jupiter Loop allows for a destination route to be established for both passive and active recreation enthusiasts.





What Makes a Successful Place? (article taken from PPS website)

Great public spaces are where celebrations are held, social and economic exchanges take place, friends run into each other, and cultures mix. They are the “front porches” of our public institutions – libraries, field houses, neighborhood schools – where we interact with each other and government. When the spaces work well, they serve as a stage for our public lives.

What makes some places succeed while others fail?

In evaluating thousands of public spaces around the world, PPS has found that successful ones have four key qualities: they are accessible; people are engaged in activities there; the space is comfortable and has a good image; and finally, it is a sociable place: one where people meet each other and take people when they come to visit. PPS developed The Place Diagram as a tool to help people in judging any place, good or bad:

Imagine that the center circle on the diagram is a specific place that you know: a street corner, a playground, a plaza outside a building. You can evaluate that place according to four criteria in the red ring. In the ring outside these main criteria are a number of intuitive or qualitative aspects by which to judge a place; the next outer ring shows the quantitative aspects that can be measured by statistics or research.

Access & Linkages

You can judge the accessibility of a place by its connections to its surroundings, both visual and physical. A successful public space is easy to get to and get through; it is visible both from a distance and up close. The edges of a space are important as well: For instance, a row of shops along a street is more interesting and generally safer to walk by than a blank wall or empty lot. Accessible spaces have a high parking turnover and, ideally, are convenient to public transit.

Questions to consider on Access & Linkages:

Can you see the space from a distance? Is its interior visible from the outside?

Is there a good connection between the space and the adjacent buildings, or is it surrounded by blank walls? Do occupants of adjacent buildings use the space?

Can people easily walk to the place? For example, do they have to dart between moving cars to get to the place?

Do sidewalks lead to and from the adjacent areas?

Does the space function for people with special needs?

Do the roads and paths through the space take people where they actually want to go?

Can people use a variety of transportation options – bus train, car, bicycle, etc. – to reach the place?

Are transit stops conveniently located next to destinations such as libraries, post offices, park entrances, etc.?

Comfort & Image

Whether a space is comfortable and presents itself well – has a good image – is key to its success. Comfort includes perceptions about safety, cleanliness, and the availability of places to sit – the importance of giving people the choice to sit where they want is generally underestimated. Women in particular are good judges on comfort and image, because they tend to be more discriminating about the public spaces they use.

Questions to consider on Comfort & Image:

Does the place make a good first impression?

Are there more women than men?

Are there enough places to sit? Are seats conveniently located? Do people have a choice of places to sit, either in the sun or shade?

Are spaces clean and free of litter? Who is responsible for maintenance? What do they do? When?

Does the area feel safe? Is there a security presence? If so, what do these people do? When are they on duty?

Are people taking pictures? Are there many photo opportunities available?

Do vehicles dominate pedestrian use of the space, or prevent them from easily getting to the space?

Uses & Activities

Activities are the basic building blocks of a place. Having something to do gives people a reason to come to a place – and return. When there is nothing to do, a space will be empty and that generally means that something is wrong.

Principles to keep in mind in evaluating the uses and activities of a place:

- The more activities that are going and that people have an opportunity to participate in, the better.
- There is a good balance between men and women (women are more particular about the spaces that they use).
- People of different ages are using the space (retired people and people with young children can use a space during the day when others are working).
- The space is used throughout the day.
- A space that is used by both singles and people in groups is better than one that is just used by people alone because it means that there are places for people to sit with friends, there is more socializing, and it is more fun.
- The ultimate success of a space is how well it is managed.

Questions to consider on Uses & Activities:

- Are people using the space or is it empty?
- Is it used by people of different ages?
- Are people in groups?
- How many different types of activities are occurring – people walking, eating, playing baseball, chess, relaxing, reading?
- Which parts of the space are used and which are not?
- Are there choices of things to do?
- Is there a management presence, or can you identify anyone is in charge of the space?

Sociability

This is a difficult quality for a place to achieve, but once attained it becomes an unmistakable feature. When people see friends, meet and greet their neighbors, and feel comfortable interacting with strangers, they tend to feel a stronger sense of place or attachment to their community – and to the place that fosters these types of social activities.

Questions to consider on Sociability:

- Is this a place where you would choose to meet your friends? Are others meeting friends here or running into them?
- Are people in groups? Are they talking with one another?
- Do people seem to know each other by face or by name?
- Do people bring their friends and relatives to see the place or do they point to one of its features with pride?
- Are people smiling? Do people make eye contact with each other?
- Do people use the place regularly and by choice?
- Does a mix of ages and ethnic groups that generally reflect the community at large?
- Do people tend to pick up litter when they see it?

Author: Project for Public Spaces



**TABLE A
MINIMUM RECOVERABLE TERRAIN (ft)**

Design Speed (mph)	Travel Lanes & Multilane Ramps	Auxiliary Lanes & Single Lane Ramps
<45	18	10
45	24	14
50	24	14
55	30	18
>55	36	24

**TABLE B
RESTRICTING CONDITIONS**

- The facility is an urban facility.
- The facility's design speed is 45 mph or lower.
- The facility is predominantly a curbed facility.
- The distance from the face of curb to the R/W line is less than the value obtained in STEP 2.

STEP 1
Obtain the design speed.

STEP 2
Select the minimum recoverable terrain from Table A based on the lane type and design speed.

STEP 3
Does the facility meet ALL the restricting conditions in Table B?

STEP 4A
As shown in Figure 1, determine the clear zone.

STEP 4B
Select the horizontal clearance requirement from the restricted column of Table C based on the object, obstruction, or condition.

STEP 5
Select the horizontal clearance requirement from nonrestricted column of Table C based on the object, obstruction, or condition.

START → STEP 1 → STEP 2 → STEP 3 → (Yes) → STEP 4B → STEP 5 → END
 (No) → STEP 4A → STEP 5 → END

**ROADSIDE TERRAIN
FIGURE 1**

Clear Zone is the relatively flat unobstructed area that is to be provided for safe use by errant vehicles, and must be wide enough so that the sum of all the recoverable terrain within is equal to or greater than the value obtained in STEP 2. Recoverable terrain provided beyond nonrecoverable terrain must be a minimum of 10 feet. Areas beyond nontraversable and hazardous terrain cannot be used as recoverable or nonrecoverable terrain.

Roadside Terrain includes all surfaces along the roadway other than travel lanes, auxiliary lanes, and ramps. For the purpose of establishing clear zones and horizontal clearance requirements, roadside terrain is defined as recoverable, nonrecoverable, non-traversable, and hazardous as follows:

Recoverable when it is safely traversable and on a slope that is 1v:4h or flatter.
Nonrecoverable when it is safely traversable and on a slope that is steeper than 1v:4h but not steeper than 1v:3h.
Nontraversable when it is not safely traversable or on a slope that is steeper than 1v:3h.
Hazardous when a slope is steeper than 1v:3h and deeper than 6 feet as shown in Figure 2.

Horizontal Clearance Requirements are shown in Table C and are the required offsets to an object from a specified point on the roadway.

PROCESS FOR DETERMINING HORIZONTAL CLEARANCE REQUIREMENTS AND CLEAR ZONES

		TABLE C	
Item No.	OBJECTS, OBSTRUCTIONS OR CONDITIONS	HORIZONTAL CLEARANCE REQUIREMENTS	
		Restricted	Nonrestricted
GENERAL	1 Above ground fixed hazards: All roadside objects, obstructions or conditions other than those listed below that exceed 4 inches in height and pose a hazard to errant vehicles and vehicle occupants.	Locate as close to the Right Of Way as practical and not less than 4 feet from face of curb.	Locate outside the clear zone as close to the Right Of Way as practical.
	2 All FDOT approved guardrails, crash cushions, permanent or temporary concrete barriers, and guardrail end terminals.	Locate as shown in the Design Standards.	Locate as shown in the Design Standards.
	3 Drop-off hazards: Any point along a roadside slope steeper than 1v:3h that is deeper than 6 feet below the hinge point. See Figure 2.	Locate the point that is 6 feet below the hinge point no less than 22 feet from the traveled way.	Treat as roadside slopes in accordance with Design Standard 400.
	4 Mailboxes not shown in Design Standard 532.	Not to be used.	Not to be used.
	5 Mailboxes shown in Design Standard 532.	Locate in accordance with Design Standard 532.	Locate in accordance with Design Standard 532.
ROADWAY	6 Trees expected to become greater than 4 inches in diameter measured 6 inches above the ground.	Outside roadways: Locate no less than 4 feet from face of curb in accordance with Design Standard 546. Inside medians: Locate no less than 6 feet from the edge of traffic lane and in accordance with Design Standard 546.	Locate outside the clear zone as close to the Right Of Way as practical and in accordance with Design Standard 546.
	7 Trees not expected to become greater than 4 inches in diameter measured 6 inches above the ground.	Locate in accordance with Design Standard 546.	Locate in accordance with Design Standard 546.
	8 Canals behind guardrail.	Locate no less than 5 feet from the back of the guardrail post.	Locate no less than 5 feet from the back of the guardrail post.
	9 Canals without guardrail.	Locate as close to the Right Of Way as practical and not less than 40 feet from the traveled way.	Design speeds of 50 mph and greater: Locate as close to the Right Of Way as practical and not less than 60 feet from the traveled way. Design speeds less than 50 mph: Locate as close to the Right Of Way as practical and not less than 50 feet from the traveled way.
DRAINAGE	10 Culvert wing wall, endwall, retaining walls and flared end sections less than 6 feet deep.	Locate no less than 4 feet from face of curb.	Locate outside the clear zone.
	11 Culvert wing wall, endwall, retaining walls and flared end sections 6 feet and greater in depth.	Treat as drop-off hazard; See Item No. 3.	Treat as drop-off hazard; See Item No. 3.
	12 Mitered end sections.	Locate as shown in Design Standards 272 and 273.	Locate as shown in Design Standards.
TRAFFIC CONTROL DEVICES	13 Frangible sign supports.	Locate no less than 4 feet from face of curb and in accordance with Design Standard 17302.	Locate in accordance with Design Standard 17302.
	14 Overhead sign supports and other nonfrangible signs.	Locate no less than 4 feet from face of curb.	Locate outside the clear zone.
	15 Signal controller cabinets, signal poles, strain poles and mast arms.	Locate no less than 4 feet from face of curb and not in medians.	Locate outside the clear zone and not in medians.
LIGHTING	16 Conventional lighting (frangible and nonfrangible).	Locate no less than 4 feet from face of curb and not in medians.	Locate 20 feet from travel lanes or 14 feet from auxiliary lanes. Not in medians. May be clear zone width when the clear zone is less than 20 feet.
	17 Highmast lighting.	Not applicable.	Locate outside the clear zone.
STRUCT.	18 Bridge piers and abutments: Above ground vertical structures.	Locate not less than 16 feet from edge of travel lane.	Locate outside the clear zone.
UTILITIES	19 Fire hydrants with bases no higher than 4 inches above the ground.	Locate not less than 2 feet from face of curb.	Locate as close to the Right Of Way as practical.
	20 Utility installations: All above ground fixed objects.	Locate as close to the Right Of Way as practical and not less than 4 feet from face of curb and not in medians.	Locate outside the clear zone as close to the Right Of Way as practical and not in medians and not within limited access facilities. May be placed 4 feet behind the back of shields that have been justified for other reasons.
RAILROADS	21 Railroad crossing traffic control devices.	Locate in accordance with Design Standard 17882.	Locate in accordance with Design Standard 17882.

GENERAL NOTES

- When shielding an object and sidewalks are present, an unobstructed sidewalk width of at least 4 feet must be provided.
- When site specific conditions prohibit meeting the horizontal clearance requirements in TABLE C, the object, obstruction or condition must be mitigated, possibly by shielding. Otherwise, the Plans Preparation Manual, Volume 1, Chapters 2, 4, 21 and 25, or the Utility Accommodation Manual must be researched to determine viable alternatives. The minimum requirements in these manuals can only be reduced when a Design Variation or Design Exception has been approved in accordance with Chapter 23 of the Plans Preparation Manual, Volume 1 or a Utility Exception has been approved in accordance with the Utility Accommodation Manual.

**DROP-OFF HAZARDS
FIGURE 2**

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2. Schneekloth, Lynda H. *Placemaking: The Art and Practice of Building Communities*. New York: Wiley. 1995.
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IMAGES:

1. All site photos (roadways) were taken by Jayne Branstrom
2. Jupiter Lighthouse photo: Tumblr.com

VIDEO:

Hamdi, Nabeel, dir. *The Placemaker’s Guide to Building Community*. TheRSA.org, 2010. Web. 18 Feb 2013. <<http://www.youtube.com/watch?v=yjrIVjSK6oA>>.

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