

DOVER, KOHL & PARTNERS
town planning

SAILBOAT BEND



VISION PLAN

*PRESERVING THE PAST, LIVING THE
PRESENT, SHAPING TOMORROW*

2025



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FORT LAUDERDALE

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INTRODUCTION

Dover, Kohl & Partners, in collaboration with the City of Fort Lauderdale and local stakeholders, has launched a project to revitalize Sailboat Bend, one of Fort Lauderdale's most historic neighborhoods. This initiative aims to identify key neighborhood improvements, opportunities to activate the streetscape, and set goals to enhance access to important historic sites and structures within the area. A key focus is on creating stronger connections between Sailboat Bend, and nearby neighborhoods and attractions to build a more integrated community experience. This study also looks at how local parks can be activated while carefully preserving the area's unique historic character, balancing modernization with respect for the neighborhood's cultural heritage.

In preparation for the development of this report, the consultant team compiled background research and held key stakeholder meetings including a neighborhood tour. An open house event was also held to further engage with the community and a follow-up survey was distributed to assist in prioritizing the goals identified within this exercise. Throughout the report, yellow boxes summarize feedback received on each of the topics covered including an illustrative plan (see page 38) that visually highlights locations of interest.

This effort is a precursor to a more detailed and specific master plan that is anticipated to be created in the future and this document should be considered as a tool that helps the community analyze, debate, and achieve consensus upon broad themes affecting the neighborhood.



Current entry signage around Sailboat Bend.

BACKGROUND INFORMATION & BASE DATA



Fort Lauderdale Fire and Safety Museum



West Side Market



Sailboat Bend Preserve



Aerial View of Cooley's Landing

DESCRIPTION OF THE STUDY AREA

Sailboat Bend is a neighborhood adjacent to downtown Fort Lauderdale. It is bounded on the north by Broward Boulevard, on the East by SW 7th and SW 4th Avenues, on the south by the New River, and on the west by the North Fork of the New River.

Sailboat Bend, one of Fort Lauderdale's oldest neighborhoods, is a historic and culturally rich area with a unique blend of charm, architectural preservation, and strong community values. Located along the New River, it is adjacent to downtown Fort Lauderdale but maintains a quieter, more residential ambiance. This neighborhood is locally designated as a Historic District and includes significant landmarks, such as the West Side Firehouse, the West Side School, William Lauderdale Park, Rivermont Archaeological Site, and Cooley's Landing Marina. These landmarks together reflect Sailboat Bend's history as a community hub and a vital point in the city's maritime past. These sites, along with the area's preserved historic homes, give Sailboat Bend a distinct character that appeals to residents and visitors alike.

The current site assessment reveals both strengths and challenges in the area's infrastructure. Active storefronts, wider sidewalks in some areas, and parks, all contribute to a lively and accessible environment for both residents and visitors. However, alongside these strengths, there are notable challenges, particularly concerning drainage. There are drainage issues concentrated specifically around SW 2nd Street and SW 11th Avenue, that lead to frequent flooding. Traffic intensity, particularly on 2nd Street and 14th Avenue, and limited parking also pose challenges, with heavy traffic along Middle Street and West Broward Boulevard. Additionally, at Avenue of the Arts and West Las Olas Boulevard is a former CrossFit facility, now used for parking by the Chimney House.

Despite these issues, Sailboat Bend has strong potential for growth through targeted improvements. Enhancing storm drainage, managing traffic, and repurposing vacant buildings could increase both safety and functionality. Emphasizing historic preservation and adaptive reuse would allow the neighborhood to retain its unique character while benefiting from economic development. By addressing infrastructure challenges and promoting its heritage, Sailboat Bend can continue to thrive as a vibrant, historically significant community within Fort Lauderdale.

HISTORY

Sailboat Bend, the only residential neighborhood designated as a historic district in Fort Lauderdale, has been settled since pre-historic times. The Tequesta Tribe was present along the New River during the Glades Period, from circa 750 BC until 1750 AD. The Spanish had known about this part of Florida and had contact with the Indigenous peoples. Typical structures of the Tequestas were open-air chickees, with posts and beams that supported a thatched roof.

Spanish rule ended in 1821, when the United States took control of Florida. Amongst the earliest European American settlers were William Cooley and David Williams. William Cooley farmed arrowroot, also known as 'coontie,' and ran a starch mill. Coontie was one of the primary starches used by early settlers in Florida, but the practice of eating coontie had been part of Indigenous culture long before the settlement of the area by Europeans. In the earliest part of the pioneer settlement at the later half of the 1800s and early 1900s, the architectural style that predominated was Frame Vernacular, which employed porches, deep overhangs, exposed rafter tails, metallic or shingle roofs, operable shutters, cross ventilation, wood siding, and high ceilings to create a more comfortable interior space.

Not until 1891 did the area receive more settlers. In 1896, the arrival of the Florida East Coast Railway spurred even more interest in both the New River in Fort Lauderdale and the Miami River in Miami. Several notable residents settled in the period from 1900 until 1930, including Commodore Brook, Lady Clare Alice Fursman, J.W. Tidball, William Kolhausen, Carl Weilding, and Mathew Marshall. In the 1920s two additional styles began to appear in Sailboat Bend: Mediterranean Revival and Mission Revival. These styles are characterized by masonry walls, smaller windows in proportion to expanses of wall, clay tile roofs, and parapets. Overlapping both the end of the Frame Vernacular era and the Mediterranean revival era is the Craftsman Style, which began to appear in Sailboat Bend as early as the 1920s. This style is different from the Frame Vernacular because it features broad, horizontally proportioned porches, often with the gables facing the street. The porches tend to be supported by squat wood posts upon piers, often of masonry construction, rather than the slender posts seen in Frame Vernacular architecture. In both the Frame Vernacular as well as the Craftsman styles, the finished floor was often raised above the ground, leaving a crawl space and ventilated area under

the house. This not only made the interiors less hot and humid, but also helped elevate the houses from the water level of the New River and storm surges.

Three main plats constituted the Sailboat Bend Historic District: Waverly Place, Bryan Subdivision, and Bryan Place, which were all created in 1911, the same year that the City of Fort Lauderdale was incorporated. Broward County was formed in 1915 from the northern portions of Dade County. The Boom years, a time of fast growth and development in Florida during the early 1920s, lasted through the first half of the decade. This time period of great development ended in 1926 when a powerful hurricane hit Fort Lauderdale and Miami. Growth did continue in Fort Lauderdale after the hurricane, albeit at a slower pace than during the boom years. The pace of growth would soar after WWII, however, in which small houses were built that were consistent with FHA's 1936 document, 'Planning Small Houses.' These tended to be of a minimalist traditional style. Some exhibit elements from both the Art Deco and Streamlined Moderne styles of the 1930s and 40s, such as corner windows and eyebrows, which are masonry cantilevers that provide shade and shelter over a window or door. In the period following World War II (WWII), the details that had been used in the 1930s were less common, with very restrained or non-existent ornamentation.



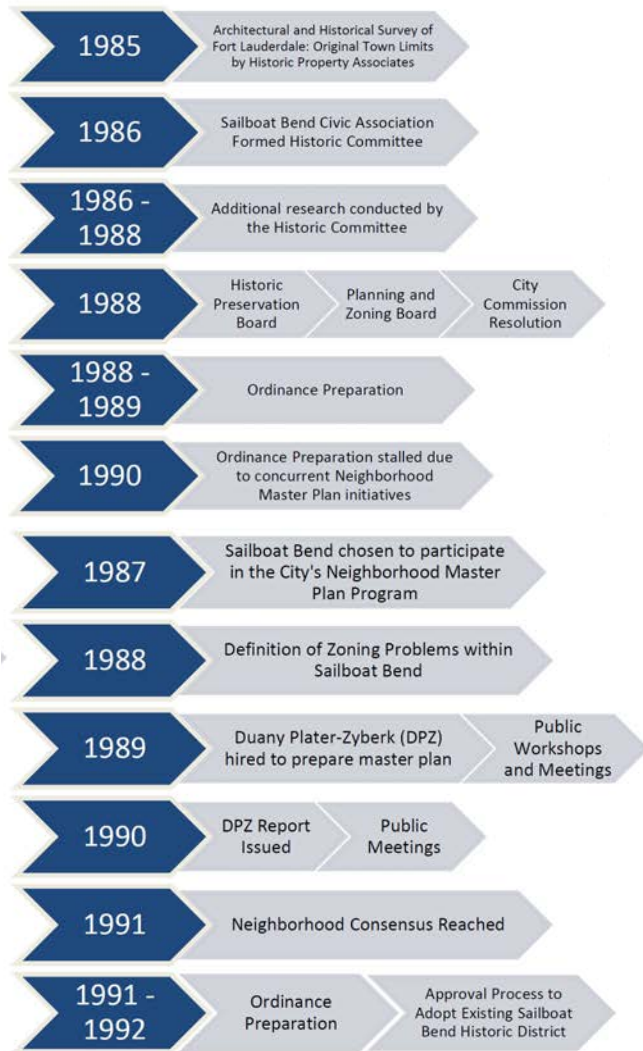
Historic Image of Commodore Brooks House on SW 9th Avenue

Source: Courtesy of History Fort Lauderdale

PREVIOUS STUDIES

Updated Sailboat Bend Architectural Resource Survey

From the Updated Sailboat Bend Architectural Resource Survey the following summary of the previous studies and years that various documents were created is provided.

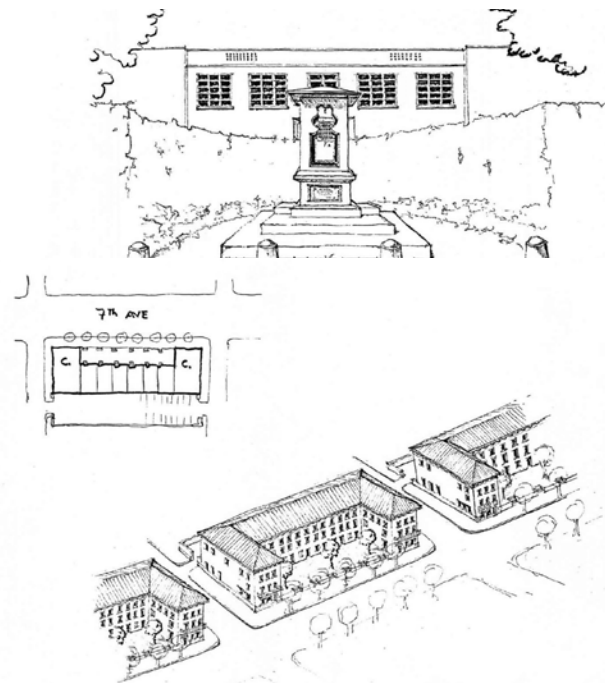


Timeline from Sailboat Bend Architectural Resource Survey

The DPZ-authored Plan

In 1989, the planning and architecture firm of Duany Plater Zyberk (DPZ), produced a master plan and recommendations to implement regulations and review criteria into the City's code for the Sailboat Bend Historic District. They included a section on building types which showed, for example a typical courtyard apartment building that could fit on the blocks fronting SW 7th Avenue. There was also a regulating plan that showed where to deploy other building types. Three building types were identified on the map, in addition to Civic Buildings and Parks. In the code recommendations, the three building types contained regulations for yard (i.e. setbacks), porch location, outbuilding regulations, parking location, and height regulations. There is also a section on Architecture, which codifies various design details in the neighborhood and offers guidance and regulations.

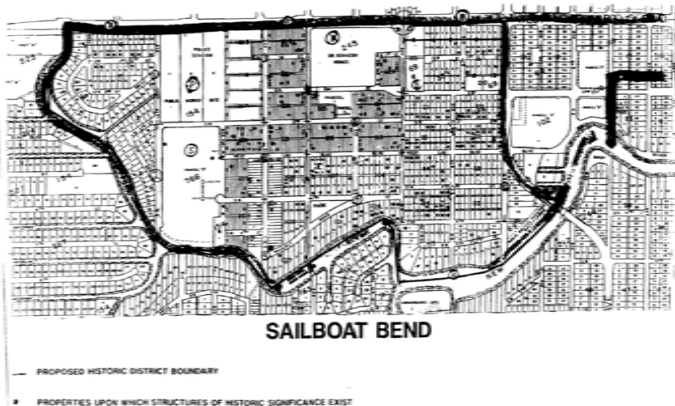
A landscaping plan identified key spaces that should be planted with regularly spaced street trees. Broward Boulevard and SW 7th Avenue were depicted with canopy trees. West Las Olas Boulevard and SW 13th Avenue were depicted with flowering trees, and Palm Avenue was depicted with palms. These ideas should still be implemented as part of a streetscape plan.



Images of building types and civic art from the plan by DPZ

Implementation of the Sailboat Bend Historic District Ordinance, Section 47-17

In 1992 a number of changes to the Sailboat Bend Historic District Section 47-17 of the Unified Land Development Regulations (ULDR), were adopted. There were procedural changes as well as the creation of Design Standards, which apply to contributing and non-contributing properties and Site Design Standards, which apply to all properties within the boundaries of the historic district.



Map showing proposed Historic District Boundary, still relevant today

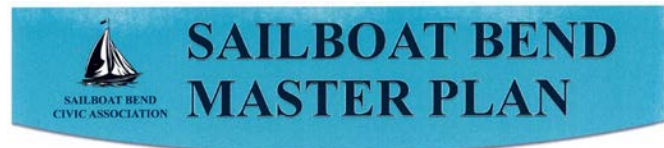
Information provided by Sailboat Bend Civic Association:

The Sailboat Bend Civic Association produced a request for initiation of a 'Sailboat Bend Master Plan' in January 2024. This document presents five broad objectives:

1. Streetscape Plan for Improved Pedestrian Accessibility & Connectivity
2. Cultural Heritage & Architecture Education Plan
3. Economic Strategies Focuses on Quality of Life & Sustainability
4. Preparing Neighborhood Infrastructure to Thrive in the Future
5. Enhancement Plan to Improve Access & Connectivity to Parks

These influenced the creation of the vision plan. For instance, objective #4 'Preparing Neighborhood Infrastructure to Thrive in the Future' led the consultant team to test various strategies to plan for resilience in the face of sea level rise, storm surge, and flooding.

During the site visit, members of Sailboat Bend Civic Association provided the consultant team with lists of observations and ideas regarding the improvement of the neighborhood. Some of these are projects that had been previously proposed in master plans throughout the years, but not yet implemented, while others are wholly new.



OBJECTIVES AND DELIVERABLES



Image from document provided by the Sailboat Bend Civic Association

ULI Advisory Services Report, Building a Resilient Fort Lauderdale

The ULI Advisory Services Panel Report, submitted March 2024, has as its title ‘Building a Resilient Fort Lauderdale: Developing Criteria for Road Elevation’. The Key Recommendations may help to screen ideas generated during the production of this Vision Plan and the Detailed Master Plan that is anticipated to follow this effort. One of the significant takeaways is that all other options for resilience should be exhausted before considering road elevations, due to expense and the pushing of floodwaters elsewhere. The strategy of raising roads was even called ‘The Adaptation Tool of Last Resort’ by the ULI.

In this Vision Plan, see pages 30-37, where the argument that raising streets pushes floodwaters elsewhere was overcome by presenting examples from peer communities that avoided pushing floodwaters to other locations by coordinating the raising of the private lots with the improvements to the right-of-way.

Of the three Roadway Types outlined within the ULI

report which include: Critical, Collector, and Local, Sailboat Bend’s streets that are susceptible to flooding mostly fall within the ‘Local’ category, and are therefore considered low priority for road elevation if the road is at risk.

An example screening matrix shows how to test a road against several criteria and its roadway type in order to prioritize the urgency of the intervention. A notable feature of the matrix is that there are several ways that local streets found in Sailboat Bend can be ranked as high of a priority as the other street types if they meet certain criteria.

Additionally, a Sample Funding Programs Chart is provided that lists Local, State, and Federal Resources that can be contemplated in order to fund for road raising projects. Furthermore, the Implementation Guide, included in the report, can help guide districts, residents, or the city leaders in the various complex steps needed to create flood resilience.

Illustrative Application of the Municipal-Owned Road Elevation Project Criteria

	High alignment	Partial alignment	Limited alignment				
EXAMPLE PROJECTS BY ROAD TYPE							
CRITERIA	CRITICAL	CRITICAL	COLLECTOR	COLLECTOR	LOCAL	LOCAL	LOCAL
Is the roadway an evacuation route or critical connector, or does it serve public safety facilities?							
Is the road within the 100-year floodplain?							
Have adjacent buildings been damaged by flooding?							
Does the road experience frequent flooding from king tides?							
Are bridge elevations along the roadway below the 100-year floodplain?							
Have other flood solutions (tidal valves, stormwater improvements) been installed?							
Are a high number of people (living, working, commercial uses) served by the roadway?							
Does the roadway serve a disadvantaged community? (See https://www.energy.gov/justice/justice40-initiative)							
Do a majority of adjacent property owners want road elevation?							
Can the road elevation project be a catalyst for other benefits (alternative transportation, beautification)?							

Image from ULI Advisory Report

Sample Funding Programs		
Local	State	Federal
<ul style="list-style-type: none"> • Special assessments • Real estate transfer taxes • Incentive programs and rebates • Development impact fees • Stormwater fees • Sales tax (example: tourism-based tax) • Stormwater bonds 	<ul style="list-style-type: none"> • Florida Department of Transportation—Target Zero program, locally administered grants • Florida Department of Environmental Protection—Resilience Florida grant program • South Florida Water Management District—grant programs and technical support 	<ul style="list-style-type: none"> • U.S. Department of Transportation—Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program • U.S. Federal Emergency Management Agency (FEMA) — Building Resilient Infrastructure and Communities (BRIC), Flood Mitigation Assistance (FMA) program • U.S. Environmental Protection Agency—Community Lifelines (with FEMA) • National Oceanic and Atmospheric Administration (NOAA)—sea grants • U.S. Department of Energy—Property Assessed Clean Energy + Resilience (PACE+R)

Chart from ULI Advisory Report

Neighborhood Plan from 1988

Several important ideas were presented in the Master Plan dated May 1988, but one overarching goal was stated:

‘When implemented, the plans and concepts proposed by the Neighborhood Master Planning Committee should position Sailboat Bend to respond to the pressures generated by a developing downtown business core with a budding cultural life. These pressures mean that a close-in neighborhood like Sailboat Bend will need to house a larger number of people. The community wants quality housing for quality people in a safe and esthetically pleasing environment. The Neighborhood Master Plan will accomplish this.’

Additional goals stated in the 1988 Master Plan include:

- Improvements in lighting for Major William Lauderdale Park and erecting the Historic Plaque (accomplished). Other recommendations by the consultant team producing the 2024 Sailboat Bend Vision Plan that would augment the recommendations in the 1988 Master Plan include making sure that any lighting improvements follow dark-sky principles, at a minimum, ensuring that lanterns are downward pointing, hooded, and no brighter than necessary.
- Extensions of the sidewalk along the east side of Palm Avenue (accomplished).
- Signage for Neighborhood Entrances. (accomplished, but may need to be updated.)

- The establishment of a color palette for painting both historic houses and new buildings.
- Planting of Palms on Palm Avenue and elsewhere in the neighborhood. The consultant team agrees with the idea of planting palms along Palm Avenue and along other streets but disagrees with two of the palm species listed. The palm species that are listed include Royal Palm and Sabal Palm, both of which are native. The ones that should not be considered are Queen Palm and Washingtonia Palm, which are considered invasive. For recommended trees, Pink Tabebuia Tree (Ipe) ought to be replaced by a similar pink native flowering tree such as Jamaica Dogwood.

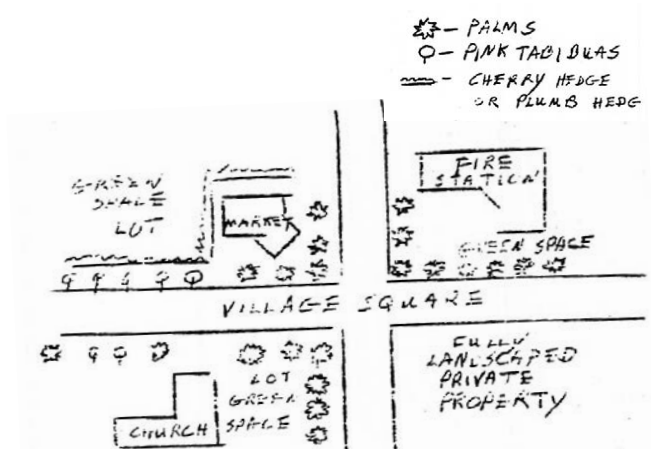


Image from Neighborhood Plan from 1988

BASE MAPS

Prior to participating in site visits and generating ideas with the neighbors, the Dover, Kohl & Partners team gathered information to conduct a preliminary analysis of the existing conditions and to familiarize the team with the study area. These maps were also utilized as tools during the site visit and the creation of exhibits for the Open House.

Figure Ground

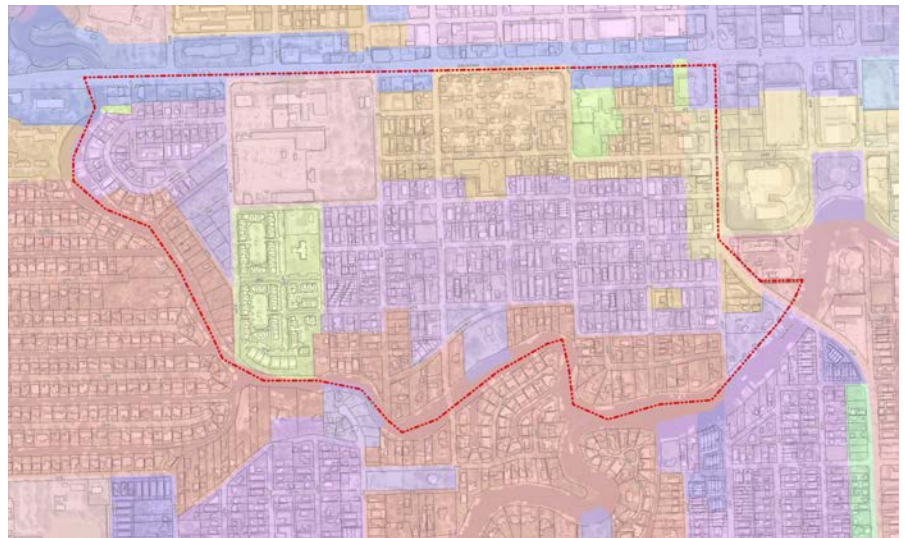
This map shows a representation of the built environment versus the open space. All black shapes represent buildings, while all the white space represents open areas, including unbuilt portions of lots, streets, alleys, and parks. Figure grounds help one to better understand the density, increment of development, and where there are gaps in the urban fabric.



Figure Ground Map

Zoning

A zoning map indicates the different regulations that apply to the specific parcels. In Sailboat Bend, the zoning specifications vary from businesses, community facilities, Residential districts, arts and sciences districts, and Planned Unit Developments.



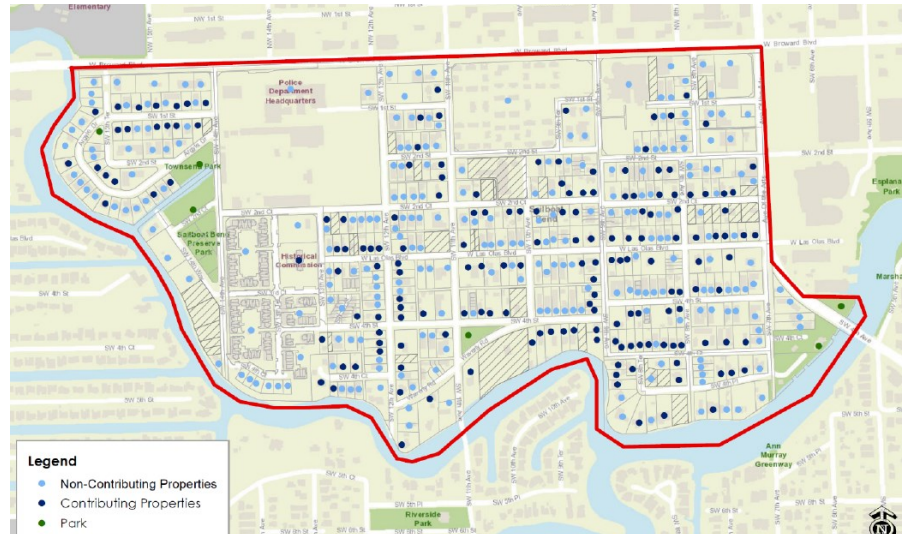
Zoning Map

LEGEND

-  Site Boundary
-  B-1 Boulevard Business
-  CB Community Business
-  CF Community Facility
-  P Parks Recreation and Open Spaces
-  PUD- Planned Unit Development
-  RAC-AS Arts and Sciences Districts
-  RAC-SMU Regional Activity Center- Southwest Mixed Use District
-  RAC-WMU Regional Activity Center- West Mixed Use District
-  RML-25 Residential Multifamily Low Rise/Medium High Density
-  RMM-25 Residential Multifamily Low Rise/ Medium Density
-  RS-8 Residential Single Family/ Low Medium Density

Historic Structures

In this map, the different historic structures are identified as either contributing, or non-contributing houses. Although both of these are important, contributing structures add to the historical significance of the neighborhood, while the non-contributing, although still located within the historic district, might have been built at a later date or had modifications or additions that do not contribute to the integrity of the history within the site or are newer construction.



Contributing vs. Non-Contributing Structures Map from the City of Fort Lauderdale

Aerial Image

Aerial photographs are helpful to understand completeness of the tree canopy, where there are expanses of asphalt and parking, positive and negative space, and specific features of the neighborhood.

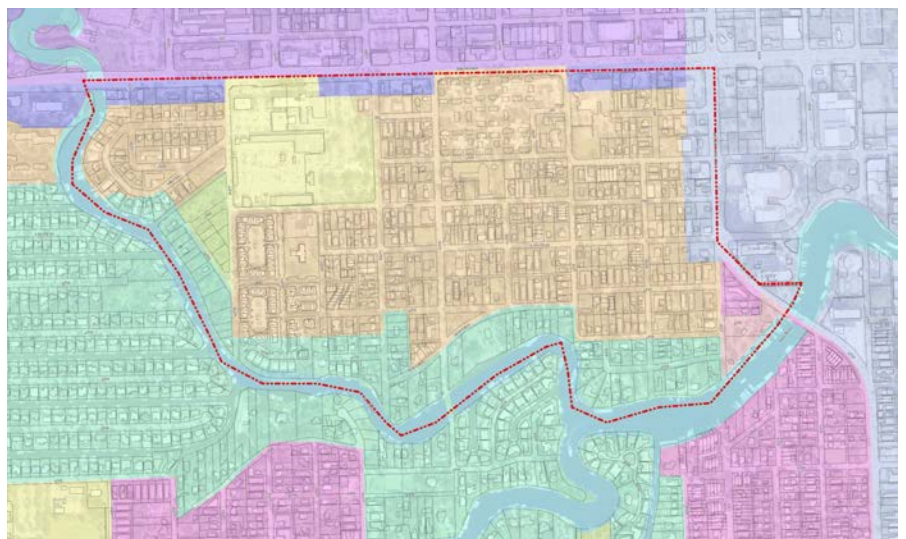


Aerial Map

Land Use

A Land Use Map identifies the different uses and intensities associated with each parcel. The land use classifications key to implementing zoning districts that are described in the Land Development Regulations (LDRs, colloquially known as the 'zoning code'). Some of these include conservation, community facilities, commercial, parks, low and medium density

LEGEND



Land Use Map

PROCESS

The plan is the result of public engagement events, interviews with elected officials, and on-line interactions and resources. These activities are summarized below.

KICK-OFF MEETING

On August 21, 2024, the consultant team attended a kick-off meeting with members of the City's Development Services Department in order to discuss the objectives of the vision plan and how the process would unfold over the coming months. On September 24, 2024, the consultant team conducted a detailed interview of Vice Mayor Glassman in order to elicit feedback and guidance as to the wishes of his constituents regarding the vision plan.

SITE VISIT AND NEIGHBORHOOD TOUR

On October 2, 2024, a site visit and neighborhood tour was conducted for the benefit of members of the consultant team and with the participation of the Sailboat Bend Civic Association (SBCA) as well as City staff. During this site visit, residents noted areas of concern as well as positive changes in the neighborhood upon base maps. The consultant team also photographed the various street scenes, new developments, historic fabric, and public spaces in order to understand the challenges faced by Sailboat Bend. Residents provided the consultant team with previous studies and vision materials, as well as written lists of suggestions regarding opportunities to improve the neighborhood.

Following the site tour, members of the consultant team attended the regularly scheduled SBCA Board Meeting.

MEETING WITH THE HISTORIC PRESERVATION BOARD

Meetings were conducted with the Historic Preservation Board (HPB). Members of the consultant team attended the HPB meeting on October 7, 2024, and discussed how the Vision Plan would be produced, including mention of the upcoming Open House as well as the goals and completion time frame of the project.



Some questions discussed with Stakeholders:

- What do you value most about Sailboat Bend?
- What are your goals for protecting, enhancing, and revitalizing Sailboat Bend?
- What do you see as the biggest challenge for this neighborhood?
- What do your constituents say about the prospects and needs of Sailboat Bend?
- What would be the top priority to enhance and revitalize this neighborhood?
- Open discussion and comments

8.21.24

KICK-OFF MEETING

9.24 + 10.2.24

MEETINGS AND SITE VISIT

10.7.24

HPB MEETING

10.22.24

OPEN HOUSE

EARLY 2025

REPORT PREPARATION

SPRING 2025

FOLLOW-UP MEETINGS

SUMMER 2025

COMMISSION PRESENTATION

OPEN HOUSE

On October 22, 2024, an open house session was held at the New River Inn and Fort Lauderdale History Museum. In attendance were Mayor Dean Trantalis, Vice Mayor Steve Glassman, members of the Sailboat Bend Civic Association, Staff from the City’s Development Services Department, and many residents from the neighborhood and surrounding neighborhoods. In total, there were approximately sixty people in attendance.

The room was set up as various thematic stations, with base maps and other illustrations at each station. The themes of the stations were:

- Street Design
- Intersection Design
- Parks Programming
- Resilience and Adaptation to Flooding
- Special Sites
- Additional Feedback

Residents reacted to each base map and to proposals and conceptual ideas at each station. There were a range of reactions recorded on the various boards, from skeptical and hesitant, to ambivalent, and positive and enthused. Additional descriptions of the boards and their content are found in the Section ‘Neighborhood Themes.’ Photographs of the boards from this event can be found in Appendix A.



Images from Open House

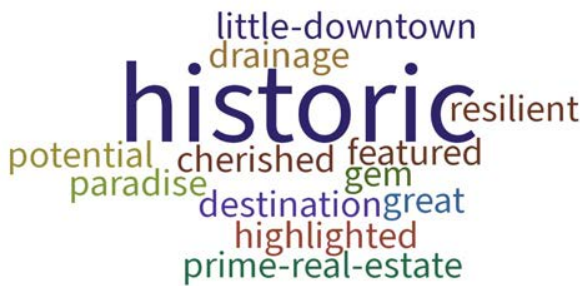
One Word Card

The following word clouds provide guidance for the project. Participants were asked to write down one word that came to mind about Sailboat Bend “Now” and “In the Future.” The more frequently respondents used a particular word, the larger that word appears.

One Word that Describes Sailboat Bend NOW:



One Word that Describes Sailboat Bend IN THE FUTURE:

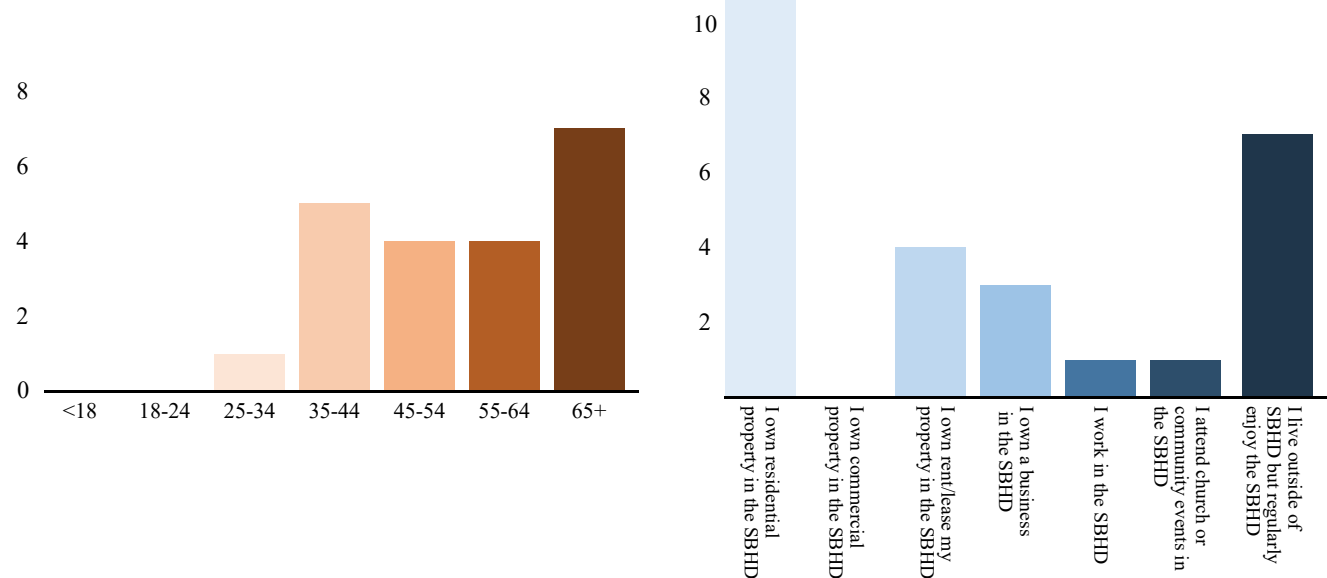


ONLINE SURVEY

After the public open house, interested parties were given access to an online survey, which served as another tool to offer feedback and further input towards the creation of this vision plan for the Sailboat Bend Historic District (SBHD). The following charts are a summary of the input gathered through that tool based on the 20+ responses received.

WE ASKED:

Which category below includes your age group and which of 12 the following best describes you in relation to the SBHD:

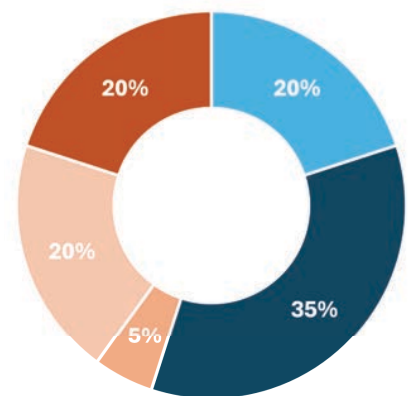


WE ASKED:

Select one of the following statements that reflects your view of the SBHD:

Responses:

- 20%: Historic Preservation is an important part of community life and deserves public support
- 35%: Preserving Sailboat Bend's heritage strengthens the community's quality, character, and vitality
- 5%: Historic Preservation is an important economic development and job creation tool
- 20%: Preserving and using historic resources is essential to creating a more sustainable community.
- 0%: Heritage sites are valuable tourism assets
- 20%: None of the above statements reflect my view of the Sailboat Bend Historic District.



WE ASKED:

Rank in order of importance the following (1 being most important and 5 being least important) opportunities in developing a vision plan for the SBHD:

Average Response:

- 1 Sea Level Rise Adaptation
- 2 Streetscape Design and Intersections
- 3 Community Identity
- 4 Planning for New Development
- 5 Parks and Recreation

WE ASKED:

Rank in order of importance (1 being most important and 4 being least important) the following elements for intersection improvements SBHD:

Average Response:

- 1 Enhance the Intersection of W Las Olas Boulevard
- 2 Middle Street
- 3 Enhance Existing Roundabouts
- 4 Create More Roundabouts

WE ASKED:

Rank in order of importance (1 being most important and 6 being least important), the following elements for enhancing community identity of the SBHD:

Average Response:

- 1 Cohesive Street Lighting
- 2 Continuous Sidewalks
- 3 Updated Entry Signs/Archways
- 4 Decorative Street Signs and Posts
- 5 Street Trees
- 6 Historic Walking Tour with Interpretive Signs

WE ASKED:

Rank in order of importance (1 being most important and 4 being least important) the following elements for intersection improvements SBHD:

Average Response:

- 1 West Las Olas Boulevard
- 2 Palm Avenue (SW 11th Avenue)
- 3 SW 4th Street at Major William Lauderdale Park
- 4 Waverly Road

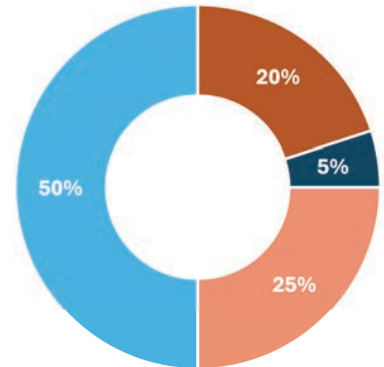
ONLINE SURVEY

WE ASKED:

Select one of the elements below which you most agree with concerning the elevation of height for the structures within the SBHD as a flood adaptation tool:

Responses:

- 20%: I like the idea of elevating the height of structures as a flood adaptation tool
- 5%: I do not like the idea of elevating the height of structures as a flood adaptation tool
- 25%: I like the idea of elevating the height of structures as a flood adaptation tool, but need more information
- 50%: I need more information to make a decision

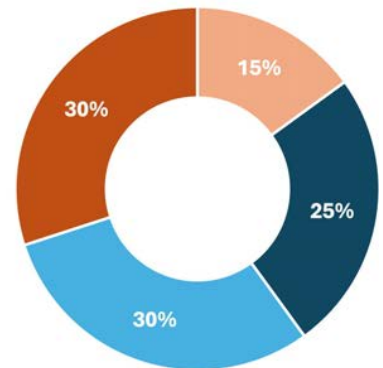


WE ASKED:

Select one of the elements below which you most agree with concerning the elevation of roads within the SBHD as a flood adaptation tool:

Responses:

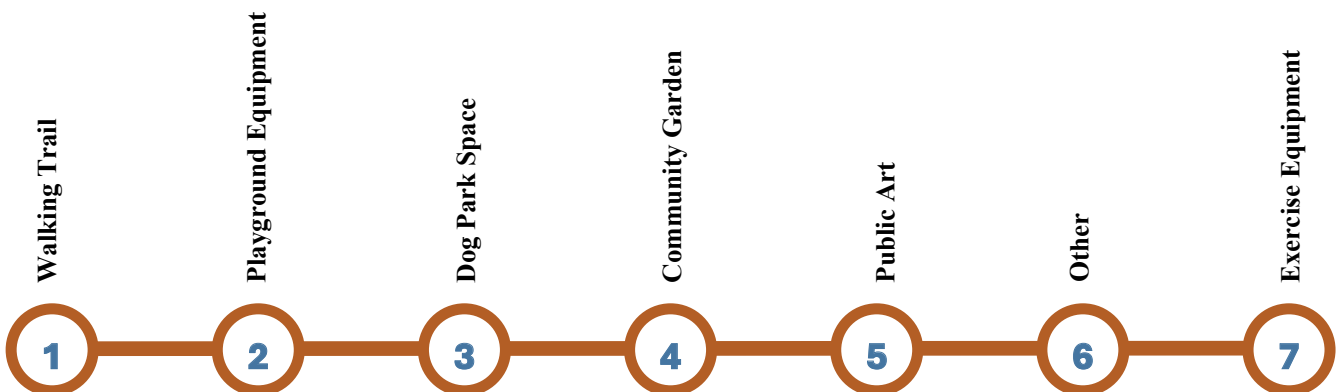
- 15%: I like the idea of elevating roads as a flood adaptation tool
- 25%: I do not like the idea of elevating roads as a flood adaptation tool
- 30%: I like the idea of elevating roads as a flood adaptation tool, but need more information
- 30%: I need more information to make a decision



WE ASKED:

Rank in order of interest (1 being most important and 7 being least important) the following type of amenities to be located within neighborhood parks:

Average Response:



**SHARE ANY FEEDBACK YOU MAY HAVE REGARDING
PLANNING FOR NEW DEVELOPMENT IN THE SBHD:**



**PLEASE PROVIDE US WITH ANY ADDITIONAL THOUGHTS OR
OPINIONS ABOUT THE SBHD:**



CONTENT

STREET DESIGN

Residents expressed a mixture of pride and dissatisfaction of the design and configuration of streets within the neighborhood. Several east-west streets are used as walking routes, including SW 2nd Court, West Las Olas Boulevard, SW 4th Street, SW 4th Court, and streets that are one lot away from the New River such as Waverly Road and Bryan Place; the latter two are named after the original plats that form Sailboat Bend.

The heavily utilized north-south routes are along SW 14th Avenue, SW 12th Avenue, and SW 9th Avenue.

Residents expressed the desire to walk out of the neighborhood to the amenity rich districts that encircle it. Namely, the Broward Center for the Performing Arts, Museums, and Himmarshee Village just to the east. Walking along West Las Olas Boulevard allow residents to walk to the New River and Riverwalk, though one must cross the intimidating intersection at Avenue of the Arts (SW 7th Avenue) and West Las Olas Boulevard. Though they did not mention it as a frequent destination, the Brightline Station on the north side of Broward Boulevard, just north of Himmarshee Village, puts most of the residents within walking distance of an intercity rail station.

Many residents spoke of the narrow sidewalk dimensions, sometimes with poles or other obstacles rendering them unusable or difficult to use. Others cited the lack of street trees, the planting of which may be made more difficult due to the presence of overhead lines. Some residents expressed a desire to see asphalt pavement narrowed in order to provide better sidewalks and street trees. Others were concerned that this would necessitate reducing streets to one way on a single lane, while others embraced the idea of narrower or one-way traffic.

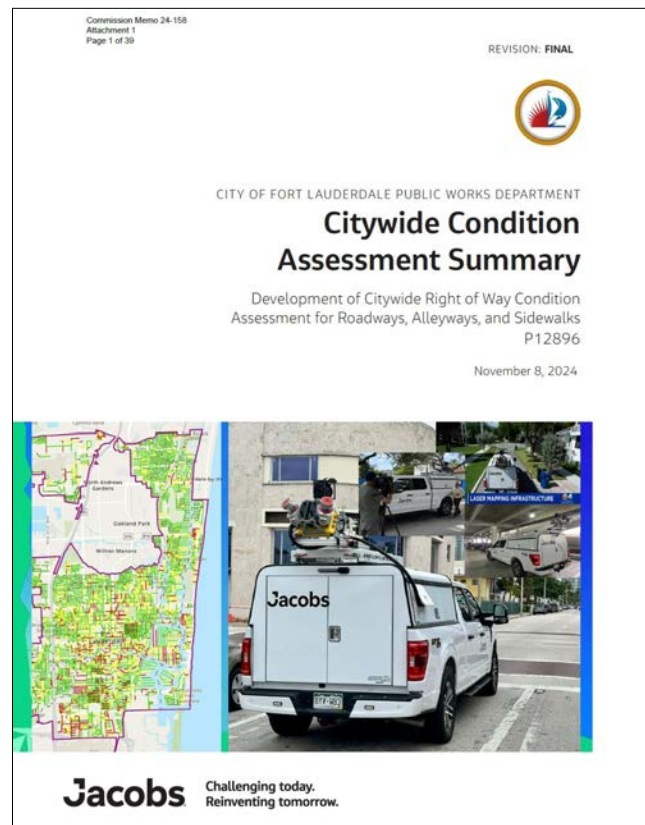
Fear of ‘cut through traffic’ has led to the construction of a barrier that reduces connectivity of the grid for cyclists and drivers. This barrier is located at the intersection of SW 9th Avenue and SW 2nd Street and has the effect of physically isolating the residents of Dr. Kennedy Homes and adjacent properties from their neighbors to the south.

Residents pointed out the many alleys, some of which are used, and others which are ‘unimproved,’ and which may exist on paper, but which do not have a paved lane that can be used by residents. They also expressed the desire

to make the alleyway system more complete and to improve them as well. Several residents pointed out portions of alley and other rights-of-way that had been ‘appropriated’ or treated as private property to the exclusion of the neighbors.

The Citywide Pavement Condition Assessment Summary contains several exhibits related to Sailboat Bend. In Figure 3-7. Zone 5 Roadway and Alleyway PCI Map, streets are rated according to Pavement Condition Index (PCI), and a large number of streets in Sailboat Bend are found to be Fair, Poor, Very Poor, or Serious. This map ought to be used as a guide in order to prioritize milling and resurfacing projects, but when such a milling and resurfacing project is contemplated, it should be considered an opportunity not just to redo the existing street, but rather, the redesign of the streetscape.

After hearing the residents describe the issues and observing the condition of the street network, the consultant team tested out several street and intersection design options in order to elicit feedback.



Citywide Condition Assessment Summary

The consultant team explored the idea of two types of very slow moving streets, one of which is called ‘woonerf’ or ‘shared space street’ and the other, known as a ‘yield street’ and also known as a ‘give way street.’

Woonerf/Shared Space Street

This type of street, a classic Dutch street type, is curbless and often has trees and spaces for parking distributed in a staggered pattern. The high degree of ‘visual friction’ causes drivers to drive very slowly, so slowly that sidewalks are usually unnecessary as residents walk in the center of the street. Woonerfs can be two-way, even though many portions of the street are only wide enough for one car to pass. Often, they are paved with bricks, pavers, cobblestones, or other tactile surface that helps increase the sense of friction and discourage drivers from speeding.



Example of a woonerf street from *Street Design: The Secret to Great Cities and Towns*

Yield Street/Give Way Street

A yield street is a classic American street type that has a narrow curb-to-curb dimension, which provides ‘visual friction’ in order to discourage speeding. It usually has dedicated sidewalks and may have asphalt in the traveled way, two features which distinguish it from a Woonerf. A yield street often allows parking on one or both sides of the street, which causes oncoming vehicles to yield, and which causes one of the drivers to have to pull over to the side to let the other driver proceed. This naturally reduces speeds along the street. Driveways and curb cuts are often the natural opportunity for a driver to pull over, as there are no parked cars in front of driveways, which guarantees more width to pull over to the side. Generally, yield streets that allow parking on both sides have between 22 feet and 28 feet of curb-to-curb width.



Example of a yield street from *Street Design: The Secret to Great Cities and Towns*

WEST LAS OLAS BOULEVARD



Feedback from the Community:

- One way Street. **Mixed Reviews.** Some agree with the idea of a one way street, while others prefer to keep it a two way street.
- Repairing Sidewalks: **Generally positive.**
- Textured Surface: **Generally positive.**

Residents would also like to see the power lines underground, improved signage, and lightning improvements.



STREET IDEA 1

- Add Textured Surface, which creates a tangible pattern and rolling friction for vehicles, thereby calming traffic speeds
- Chicanes on south side
- Occasional chicane on north side
- Shrubs, saw palmettos, coontie
- Yield Street



STREET IDEA 2

- One way street
- Continuous row of trees on south side
- Planting strip
- Continue to allow parking on north side



STREET IDEA 3

- Widen sidewalk on the south
- One way street
- Trees on south
- On-street parking on south side

PALM AVENUE



Feedback from the Community:

- Plantings and trees: **Generally positive.**
- Textured Surface: **Generally positive.**
- Narrowing lanes: **Generally negative.**

Residents expressed how the biggest issue to fix on this street is the drainage. Once that is resolved, other improvements can be made.



STREET IDEA 1

- Plant petite trees or medium sized shrubs (stoppers, thatch palms, keys thatch palms, saw palmetto, coontie, silver palms)
- Add sharrows (a pavement marking that indicates that a lane is shared by both bicycles and vehicles)



STREET IDEA 2

- Reduce lanes by one foot
- Increase planter on the west
- Plant petite and medium size palms (ex. cabbage palms)
- Add sharrows



STREET IDEA 3

- Plant petite palms and shrubs
- Add Textured Surface, which creates a tangible pattern and rolling friction for vehicles, thereby calming traffic speeds

SOUTHWEST 4TH STREET ALONG LAUDERDALE PARK



Feedback from the Community:

- Textured Surface: **Generally positive.**
- Changing direction of traffic: **Mixed reviews.** Some would prefer the change, while others want to keep it as is.
- Add Parking: **Generally positive**

Some residents would like to see the park extended to Rivermont. Others are concerned extending the green would destroy swale and kill the grass.



STREET IDEA 1

- Change direction of one way traffic to go West to East
- Make street a shared bike lane
- Extend green from park
- Add sidewalk
- Add street trees
- Add Textured Surface, which creates a tangible pattern and rolling friction for vehicles, thereby calming traffic speeds



STREET IDEA 2

- Change direction of one way traffic to go West to East
- Make street a shared bike lane
- Add on-street parking
- Add street tree



STREET IDEA 3

- Change direction of one way traffic to go West to East
- Make street a shared bike lane
- Extend green from the park, and allow informal parking on it
- Add street trees

WAVERLY ROAD



Feedback from the Community:

- Bike Lane: **Well received.**
- Extending the park: **Generally positive.**
- Adding parking: **Generally positive.**

Residents expressed interest in vacating Waverly Road completely and combining the parks. Others would like to see the wall removed.



STREET IDEA 1

- Add bike lane
- Extend sidewalk
- Add street trees and native plants



STREET IDEA 2

- Add street parking
- Add planters and street trees
- Extend Sidewalk
- Add sharrow



STREET IDEA 3

- Extend green area
- Allow informal parking
- Add street trees
- Add sharrow

Sidewalks

In the Citywide Pavement Condition Assessment Summary, Section 3.2 is focused on Sidewalks. Figure 3-19. Zone 5 Sidewalk Condition Map and Figure 3-22. District 2 Sidewalk Condition Map, show a catalog of sidewalk conditions in Sailboat Bend.

Several streets are identified as having Poor or Very Poor sidewalk conditions. Some have no rating at all due to the lack of a sidewalk. In some cases, residents did not ask for a sidewalk, because they walk on the asphalt where traffic is sparse and slow moving and a sidewalk is lacking. In other cases, residents complained of discontinuous sidewalks, poles installed in the middle of sidewalks, or sidewalks that they felt were too narrow.

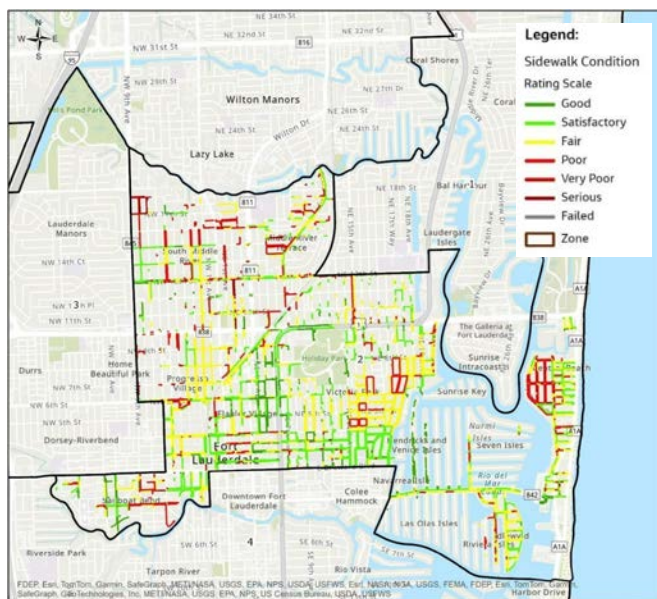


Figure 3-22. District 2 Sidewalk Condition Map

Just like the Pavement Map, the Sidewalk Conditions Map ought to be used to prioritize the repair and installation of sidewalks where they are needed. It is better if these are completed along with a redesign of the streetscape, rather than as a sidewalk improvement project done in isolation, and one that could fail to consider poles, powerlines, trees, and obstacles.

Each of the different ratings comes with a series of best practice recommendations. A sample of these provides clues as to how extensive a streetscape modification could be when repairing pavement or a sidewalk.

Good: Pavement preservation (such as chip seals, micro-surfacing, slurries) with minor spot repairs consisting of limited patching and crack sealing.

Fair: Pavement preservation (such as chip seals, micro-surfacing, slurries) with spot repairs consisting of patching and crack sealing.

Satisfactory: Milling and 1 to 2 inch overlay (where the existing pavement is thick enough) with spot repairs consisting of patching and crack sealing. Surface treatment pavement preservation may be considered if the shoving and swelling areas are low in severity and can be repaired with patching.

Poor: Extensive Patching required to correct shoving and swelling areas, but full pavement reconstruction may be more cost-effective and would include removing existing pavement and select areas of base/subbase for replacement.

Very Poor: Higher percentages of shoving, swelling, and rutting generally require full pavement reconstruction including removing the existing pavement and larger areas of base/subbase for replacement.

Serious: Full pavement reconstruction is generally required, including removing the existing pavement and select areas of base/subbase for replacement. Additional base/subbase repairs required in many of the serious areas and may require an increase in pavement and aggregate base thickness for the structural section.

Failed: Treatment similar to serious condition score. More extensive shoving and overall pavement bumps, rutting, and depressions in this category will likely require additional base/subbase repairs and may require an increase in pavement and aggregate base thickness for the structural section.

For streets in Sailboat Bend, all that are designated as Poor, Very Poor, Serious, or Failed should be contemplated when the streetscape and street design are modified, rather than improving pavement and sidewalk conditions on a flawed, existing street design and cross-section.

Alleys

Sailboat Bend has many alleyways, some of which are unimproved. Residents said that they wanted to see these better tended to, and in some cases, usable. Currently some of the unimproved alleyways are not known to be public spaces, though they are. Some have even privatized such spaces so that the alley conveys a feeling that others are not welcome to walk or drive down certain rights-of-way and have posted “no trespassing” signs. One example of this is the stub of SW 12th Avenue where it ends at the New River.

Also, where they do exist, whether improved or unimproved, they are often a missed opportunity to service and load buildings from the rear. Rear loading means the placement of parking spaces, whether these be open air or in a garage, along a rear alley so that the parking is not visible from the street. Rear loading is one of the best tools for creating more walkable streetscapes. Parking, trash collection, and other ‘messy’ activities can occur along the alleyway, leaving the street as pristine and pedestrian-friendly as possible.

From the May 1988 Sailboat Bend Master Plan, the following comments are still valid:

Alleys serve as an ideal means of providing hidden off-street parking. In addition, alleys and street easements that link our streets to the New River should be retained as well for future use as small parks as safety considerations are met.

Alleys are an opportunity to create public space, and walking paths Sailboat Bend should look into these opportunities to create pedestrian experiences across the neighborhood.



“Krier Walks” in Seaside, Florida provide a vehicle free experience. These pedestrian paths act as a secondary network to navigate the town.



Map showing alleys in Sailboat Bend

INTERSECTION DESIGN

Several intersections in the neighborhood were contemplated for improvements. These include: Middle Street/SW 2nd Court and SW 14th Ave/River Highlands Avenue (already with a plan for a raised intersection), West Las Olas Boulevard and Palm Avenue, the button roundabouts at Palm Avenue and SW 4th Street and Waverly Road, SW 4th Street, and SW 10th Avenue, as well as the potential 'gateway intersection' at SW 7th Avenue and West Las Olas Boulevard. These are described in detail below:

Middle Street and SW 14th Ave/River Highlands Avenue

A raised intersection has been proposed. In engineering parlance, this is an intersection which has 'Vertical Deflection' which means that drivers drive onto a perceptibly higher table that is at the same level as the sidewalks, causing them to slow down and proceed with caution. Such an intersection usually features bollards rather than curbs at the corner. The lack of a curb and presence of the bollards often is another visual clue that reinforces the slow speed. Textured pavement can also communicate to the driver in an auditory and tactile way that one must drive through the intersection cautiously.



Example of built raised intersection in West Palm Beach

West Las Olas Boulevard and Palm Avenue

A raised intersection should be considered here at the center of the neighborhood. A commercial building, Westside Market, as well as a civic building, Fort Lauderdale Fire and Safety Museum (Westside Fire Station), and the Las Olas Worship Center anchor this cross roads. The landscaping identified in the DPZ plan should be implemented along Palm Avenue.



Example of a raised intersection design

The Master Plan from 1988 has extensive recommendations for this intersection, going as far to call it the 'village square.' (See image on page 11). All of the recommendations from the plan for the Francis Abreu West Side Fire Station were implemented and went even further than the master plan by converting the Fire Station into a museum. On the northeast corner is the green attached to the church. The lists of recommended improvements regarding both the Church and the West Side Market were partially implemented.

SW 7th Avenue and West Las Olas Boulevard

This is the location that the SBCA master plan committee proposed a gateway arch at the intersection of SW 7th Avenue, Avenue of the Arts, and West Las Olas Boulevard, spanning from the Chimney House to the property across West Las Olas Boulevard. The gateway could also be designed as a pair of markers or a single marker designating the entrance to the district.



Gateway Proposal provided by Sailboat Bend Civic Association (SBCA) - Request for Master Plan 2024

Button Roundabouts at SW 4th Street and Palm Avenue; and SW 4th Street and Waverly Road

The button roundabouts at the edges of Major William Lauderdale Park do serve as traffic calming, but they are plagued by sign pollution meant to guide drivers on how to use the intersection properly. These were redesigned by placing the signage and arrows as a textured surface with markings within the circulating lane, thereby reducing the blight caused by the signs. Residents reacted ambivalently to this proposal.



Before

Feedback from the Community:

The following is a summary of the feedback received from the community during the Open House:

- *Raised Intersection on SW 14th Avenue & Middle Street: **Well received.*** People agreed this idea should be incorporated on this intersection, and suggested to incorporate this concept in other intersections.
 - *Textured Surface on West Las Olas & Palm Avenue: **Well received.*** Attendants suggested to add a textured surface to more intersections
 - *Round-a-bout on Waverly Road & SW 10th Avenue: **Mixed reviews.*** Some agreed to keep the roundabout with a textured surface and suggested beautifications, while others suggested to remove it completely.
 - *Gateway Entrance on SW 7th Avenue & West Las Olas Boulevard: **Generally positive.*** Some commented they like the idea of a gateway entrance, but the design should have a more historic appearance.
- Overall, residents agree some intersections need to be redesigned and solutions can include a textured surface, gateway entrance, better signage, and/or raised intersections.



After

PARKS PROGRAMMING

Sailboat Bend has a variety of parks and open spaces that provide for the residents' recreational needs, serve as habitat, activate the New River, and teach us the history of the City and the native people that first settled there. The 1988 Master Plan contains an inventory of the parks in the neighborhood, with suggestions for improving each as well as a palette of desired trees and shrubs to be used in parks, along streets, on lots throughout the neighborhood and on vacant lots.

Sailboat Bend Preserve

Residents expressed pride over the Preserve, a remarkable 1.27 acre triangle of tropical hardwood hammock adjacent to the Argyle Canal which connects to the North Fork of the New River. They have been actively engaged in the removal of invasive exotic plants and installing native plants that are appropriate for that ecosystem. It is an asset at the western end of the neighborhood that balances the more urban attractions beyond the eastern edge of the neighborhood.

Rivermont

Rivermont is the site of a former Tequesta village and has produced artifacts that span more than 2 millennia of occupation on the north bank of the New River. The undulating lawn grows upon one of the largest black earth middens in Broward County. Florida Royal Palms are planted throughout Rivermont and provide a foreground to the New River, visible beyond the midden. A pioneer house was built upon the midden in 1918 but was demolished in 2014.

Cooley's Landing Park and Marina

Cooley's Landing is a 2.96 acre park at the eastern end of the neighborhood. Unlike the passive Sailboat Bend Preserve, Cooley's Landing is an active working marina, with amenities and support services for boating and fishing. Cooley's Landing and Marina, at the eastern edge of the neighborhood, is named after William Cooley, the settler mentioned earlier.

Townsend Park

Townsend Park is less densely vegetated than Sailboat Bend Preserve and is located across the canal from the Preserve. Together, they form the greenspace amenities for the west side of Sailboat Bend. Townsend Park still has several Australian Pines (*Casuarina* species), which need to be removed so that they do



Native Paradise Tree



Native Pigeon Plum



Example of a chickee



Example of a bioswale in a parking lot



Native South Florida Slash Pine

not reseed Sailboat Bend Preserve or any yards in the vicinity. Once they are removed, it would be an opportunity to install an edible forest for neighborhood residents to glean, or initiate a native planting program similar to the one that has occurred in the Preserve.

Historic West Side School

The Historic West Side Grade School, designed by John Morris Peterman, was built in 1923. It is a locally designated Historic Landmark and is listed in the National Register of Historic Places in 2012. For several years starting in 2009, it served as the site of the Broward County Historical Commission, but now suffers from water intrusion and is in need of further rehabilitation. The grounds around the building are currently owned by the Village of Sailboat Bend Home Owners Association and are regarded as an open space for the community, though not a public park. The Sailboat Bend Artists' Lofts are connected to the site, and residents use the green space. Residents identified improvements that they desired for the space, including potentially, a playground and a site for raised planting beds/community food garden.

Major William Lauderdale Park

The .67 acre triangular park is also known as the 'First Fort Lauderdale' and is the site of the fort constructed by 200 volunteers from Tennessee commanded by Major William Lauderdale. They had been sent in response to the killing of the family of settler William Cooley after the outbreak of the Second Seminole War in January 1836. The land upon which this park is located is historically connected to Rivermont and part of the ancient Tequesta settlement and trading post for centuries.

Feedback from the Community:

The following is a summary of the feedback received from the community during the Open House:

- *Sailboat Bend Preserve:* **Generally positive.** The community agrees the Preserve should remain minimally programmed, and efforts should be made to conserve and maintain native plants. A walking trail was suggested.
- *Bioswale on Site Across from Sailboat Bend Preserve:* **Generally positive.** The idea was well received, but different design approaches were suggested.
- *Tequesta Park & Rivermont:* **Well received.** The community liked the gazebo or chickee idea, and they generally agree that they would like to see the wall be removed and open up the park.



1. Playground 2. Community Garden
3. Exercise Equipment 4. Local Art

There were many mixed reviews about which program should go in which park, but the two most requested ideas suggested by the community were community gardens and a dog park.

RESILIENCE AND ADAPTATION TO FLOODING

Inspiration boards from peer communities that are tackling resilience and adaptation planning included examples from Miami Beach, Houston, Galveston, and Fort Myers.

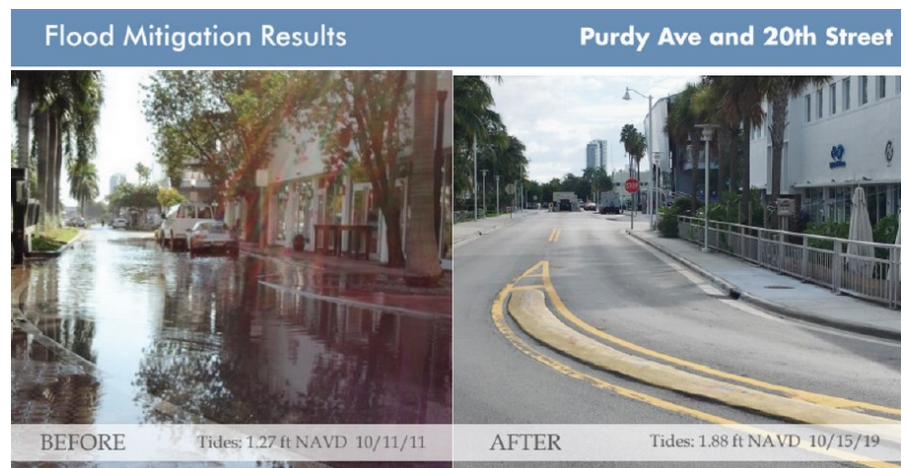
City of Miami Beach

This case study exemplifies another city in Florida that raised certain streets by several feet. This is accompanied by a form-based code that seeks to coordinate the ground floor of buildings with the projected higher street grade. Elevating streets can be an important flood mitigation measure to increase resilience to future storm events, fair weather flooding, and king tides. Street raising is preceding the elevating of structures and will help solve some drainage issues. However, while private parcels remain at the lower level, there is increased runoff from streets onto private property. A new formed base code is part of the remedy for this situation. The code seeks to coordinate new development and preservation with the new grade and design flood elevation. These example images show how the strategy of raising streets, when combined with drainage improvements, reduces vulnerability to flooding.

Feedback from the Community:

*Miami Beach: **Split reviews.** 55% think this idea would work in Sailboat Bend, while 45% think the opposite. Residents would like to see improvements in drainage first*

*Meyerland: **Split reviews.** 50% think this idea would work in Sailboat Bend, while 50% think the opposite. Concerns about funding and length of process were raised.*



Images from City of Miami Beach's website

Meyerland in Houston, Texas

The Houston board showed how FEMA funds were deployed to help raise houses to above base flood elevation. A mix of house styles and sizes was shown. Elevating homes can be an important flood mitigation measure to increase resilience to future storm events. These example images show how this can change the appearance of the building from the street, including potential for new front porches and various methods of screening the ground level with building wall materials and landscaping. An additional benefit of raising the houses is enhanced privacy for the inhabitants because there is no longer a direct sight line between passers-by and the front rooms of the houses.



BEFORE



AFTER



BEFORE



AFTER



BEFORE



AFTER

Images from Arkitektura Development, Inc.

Galveston, Texas

The great Hurricane of 1900 had the highest death toll of any hurricane in American History. It struck Galveston, Texas, on September 8th, 1900. The Category 4 winds and storm surge destroyed or damaged most of the city. Following the storm, an astonishing engineering feat was accomplished: the entire city was raised to a level above where the storm surge had crested. In most places, this involved bring in more than a 'story's worth' of fill dirt so that the city could sit at 17 feet above sea level. The houses and structures that survived were raised on piers to the new level, creating a stilt-condition for a while. Then, fill dirt was inserted under the houses and in the streets to make a new platform or plinth for the entire city. This, along with a sea wall, has helped Galveston get through every hurricane since then with minimal loss of life. The Galveston example is one of the earliest examples of resilience and flood adaptation planning on a large district-wide scale in the United States.

NOTE: In the City of Fort Lauderdale non-structural fill outside of the footprint of the foundation may not exceed the existing grade plus one (1) foot.

Feedback from the Community:

The following is a summary of the feedback received from the community during the Open House:

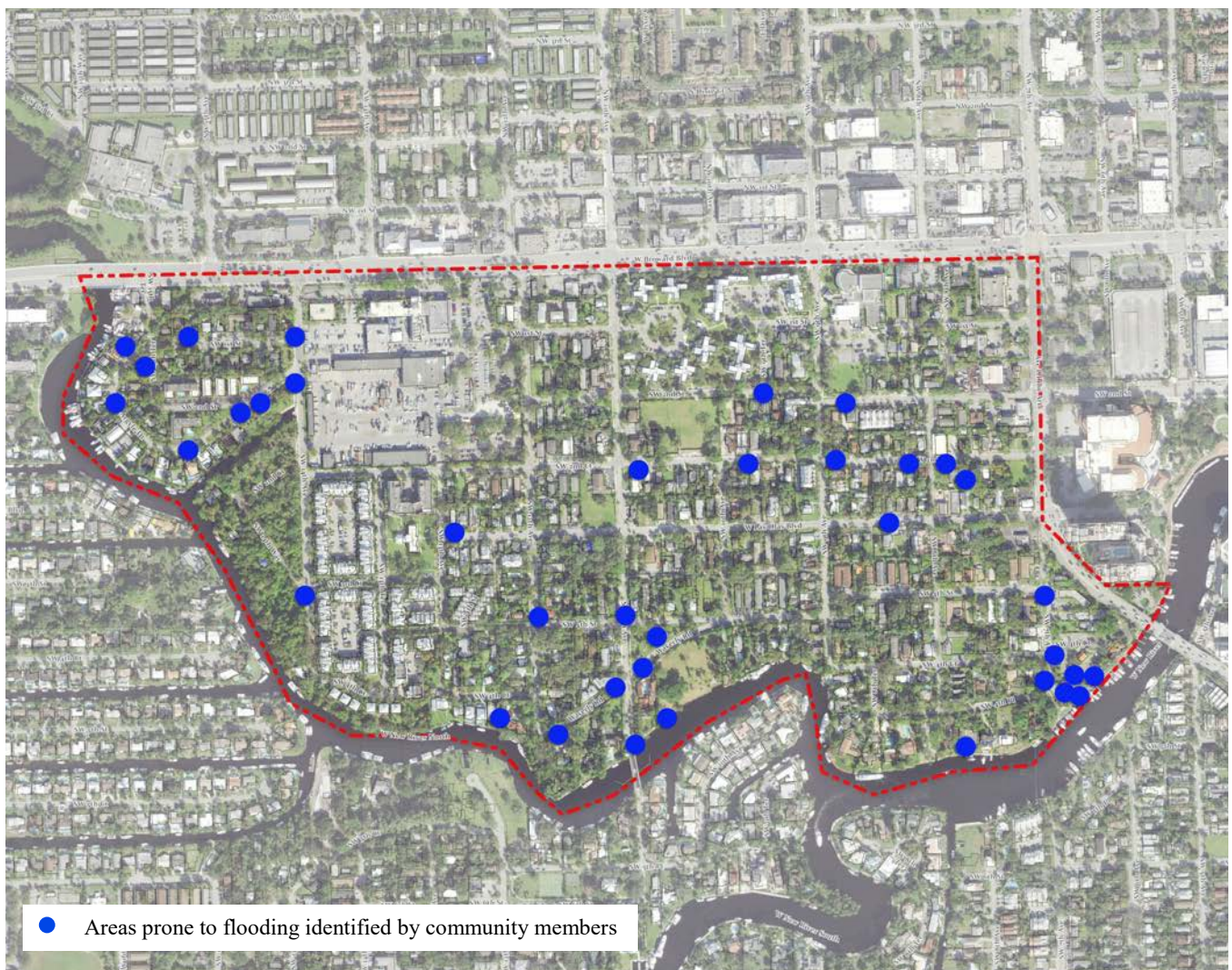
Galveston: Mixed reviews. 45% think this idea would work in Sailboat Bend, while 55% think the opposite. People expressed concerns about funding, and would like to know more about the process.



Images from Galveston Historic's Center Website

Flood Map

In addition to the Boards that showed peer communities' efforts, residents were asked to place dots or indicate upon a blank map where they had experienced flooding within Sailboat Bend. These were later digitized in order to visualize where flooding is a recurring problem and can clue the City into candidate streets or lots for resilience and adaptation measures if funds become available.



Map showing areas prone to flooding identified by residents of Sailboat Bend

City of Fort Myers, Florida

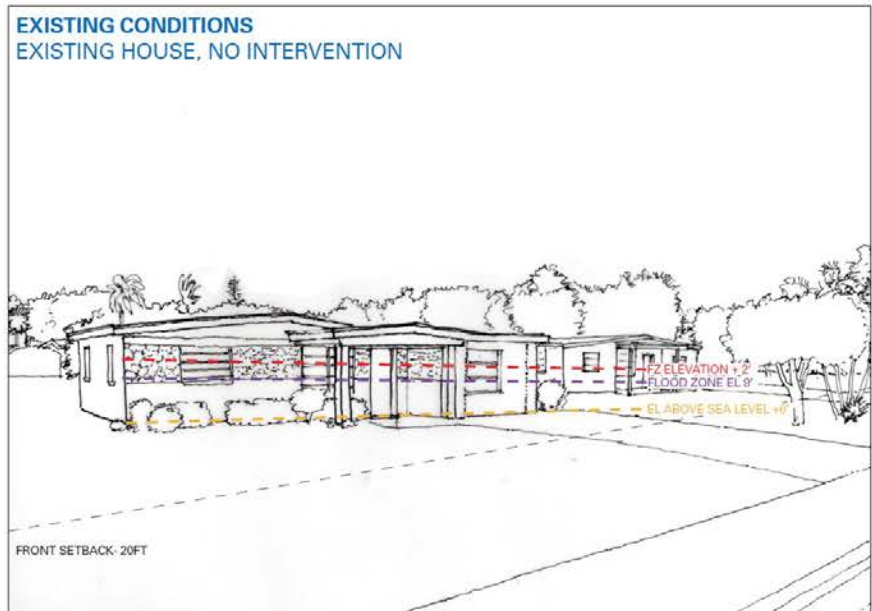
The Fort Myers Boards illustrated a recent project that the consultant team is working on in order to assist the city with resilience planning in the wake of Hurricane Ian. Various strategies were presented for houses in Fort Myers. These included raising historic houses on piers and preserving most of the structures, raising houses upon fill dirt, partial filling of lots, and an option for rebuilding houses in the spirit of the historic houses in the neighborhood. This project highlights many of the tensions faced by Sailboat Bend, where historic preservation may be at odds with the efforts to alter structures so that they are less vulnerable to sea level rise and storm surge.

PROS:

- Runoff will not increase onto neighboring properties or streets.
- No costs are incurred at this time.

CONS:

- House will remain vulnerable to storm surge, sea-level rise, mold, and decay.
- Yard will continue to flood during the worst storms if pumps fail or are overwhelmed.

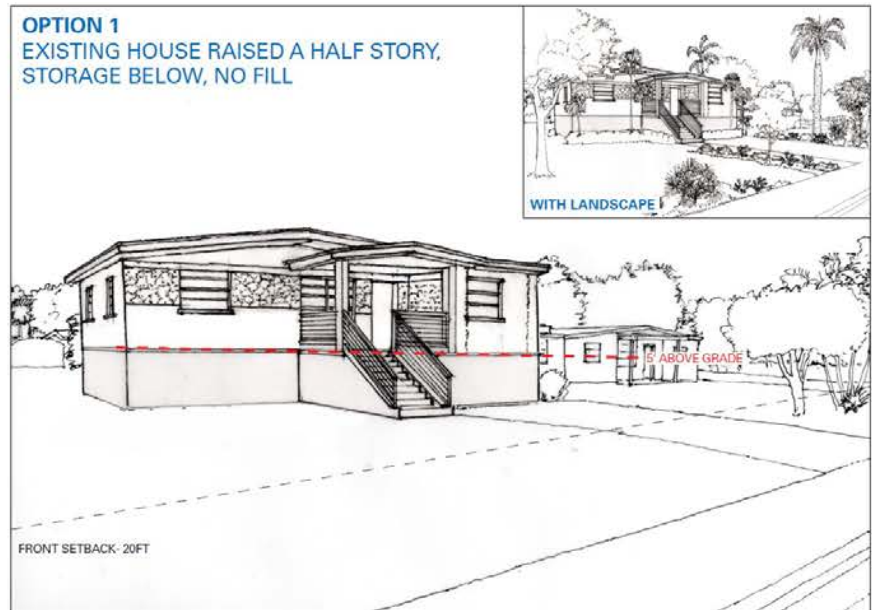


PROS:

- Raised living level reduces flood risk to house, occupants, and belongings.
- Runoff will not increase onto neighboring properties or streets.

CONS:

- Yard will continue to flood during the worst storms if pumps fail or are overwhelmed.
- More expensive than 'no intervention' alternative.



Feedback from the Community:

65% think this idea would work in Sailboat Bend, while 35% said the opposite.

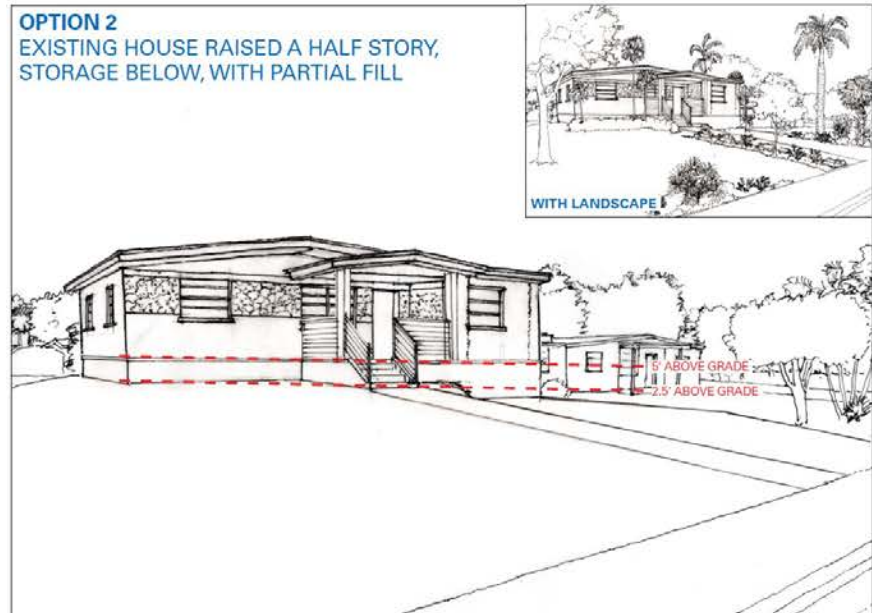
- Questions about funding were raised
- Community requested more information to understand this idea
- Concerns about historic structures and their fragility were also mentioned

PROS:

- Raised living level reduces flood risk to house, occupants, and belongings.
- Yard will not be soggy and will flood much less frequently.

CONS:

- Extra runoff will flood adjoining yards more (unless they are filled simultaneously).
- Yard might continue to flood during the worst storms if pumps fail or are overwhelmed.
- More expensive than 'no intervention' alternative.

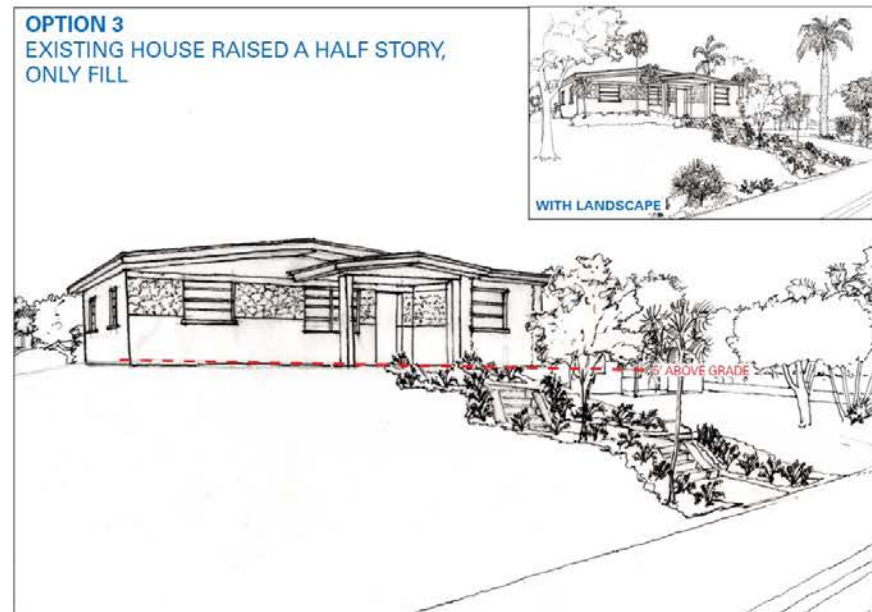


PROS:

- Raised living level reduces flood risk to house, occupants, and belongings.
- Yard will not be soggy and will flood much less frequently.

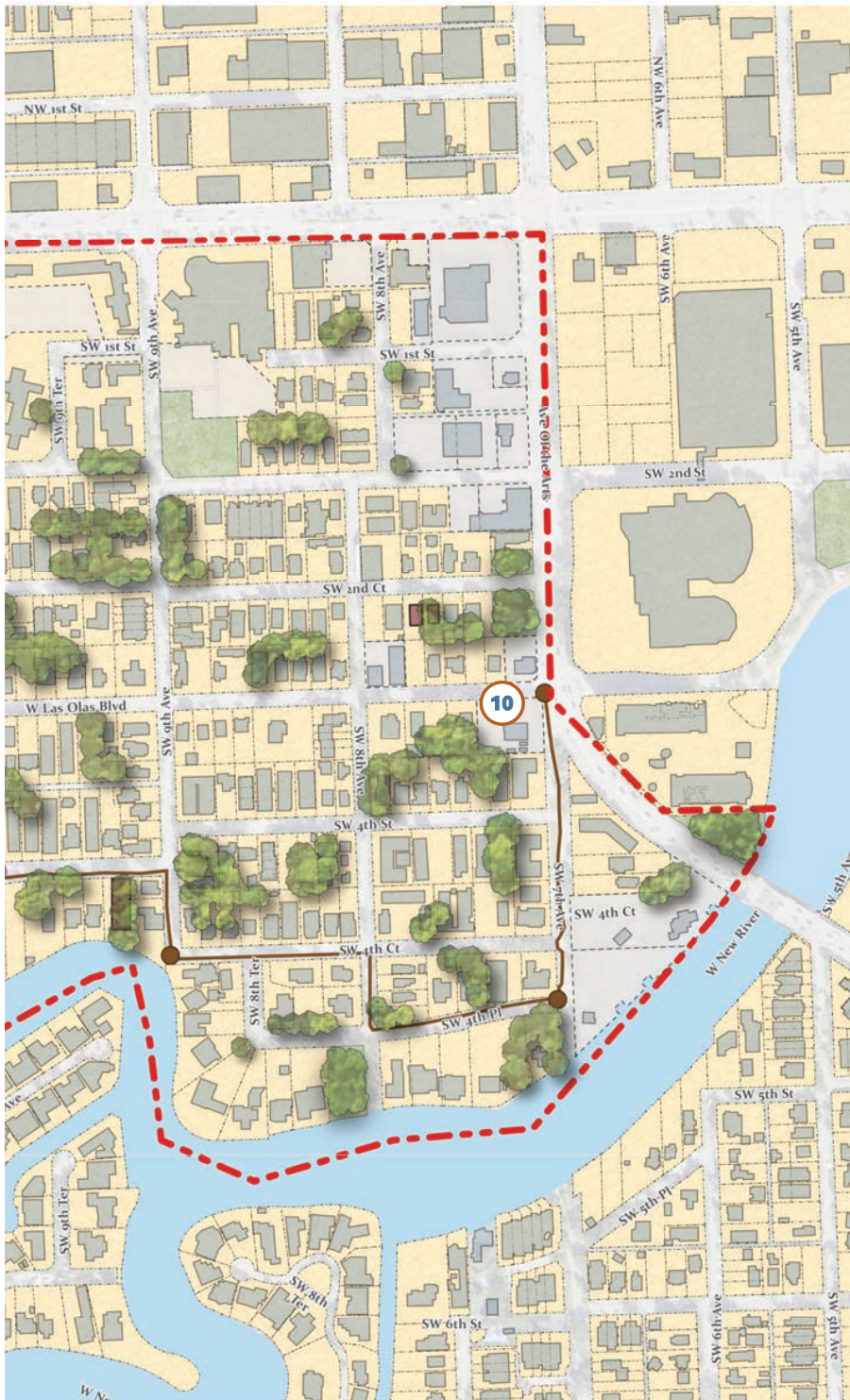
CONS:

- Extra runoff will flood adjoining yards more (unless they are filled simultaneously).
- Most expensive alternative.
- If neighboring houses do not do the same, house will look odd within the neighborhood



ILLUSTRATIVE PLAN





On the Illustrative Plan:

- 1 Raised Intersection on SW 14th Avenue and SW 2nd Court
- 2 Bioswale/polishing marsh across from the Preserve
- 3 Infill opportunities along SW 2nd Court
- 4 Ongoing project for Police Station site
- 5 Infill opportunity and community gardens
- 6 Raised and paved intersections around Lauderdale Park
- 7 Infill opportunities on sites across Sailboat Bend
- 8 Park programming for Tequesta Park/Rivermont
- 9 Improved roundabout on SW 10th Avenue and SW 4th Street
- 10 Gateway opportunity at intersection of Avenue of the Arts and W Las Olas Boulevard, which would be the end of the proposed walking route that links cultural and historic sites

LEGEND

- Site Boundary
- Lots
- Pavement
- Existing Buildings
- Ongoing Projects
- Infill Opportunities
- Greens
- Trees
- Walking Route

SPECIAL SITES

There are several special redevelopment sites in the neighborhood. These include the Fort Lauderdale Police Headquarters and the site bounded by Himmarshee Street, Palm Avenue, Middle Street, and SW 10th Avenue.

Fort Lauderdale Police Headquarters

The redevelopment of the Police Headquarters Site and the entire block on which it sits is occurring in phases. This block is bounded by West Broward Boulevard on the north, SW 12th Avenue on the east, Middle Street/SW 2nd Court on the south, and SW 14th Avenue on the west. The parking garage has been built at the corner of Middle Street/SW 2nd Court and SW 12th Avenue, though it is setback from the street. The buildings under construction mostly front West Broward Boulevard. One of the requirements of the site plan is to preserve a two-way access lane running east and west across the street, parallel to Middle Street/SW 2nd Court and leading from the garage to SW 14th Avenue. The above describes the redevelopment of the Police Headquarters that is under construction.

On the opposite side of the block from the Police Headquarters is an area that is currently utilized by the City's Fleet Services. This site may be redeveloped in the future allowing opportunities for additional housing in the neighborhood. Portions of the site that are located in a Business Zoning District allow for a height up to 150 feet. Although an increase in height is possible in this area, the mass and height of future development should transition to be compatible with the context of the Historic District.

Residents noted that the maintenance and storage buildings facing Middle Street/SW 2nd Court and SW 14th Avenue present blank walls to the neighborhood. This contrasts with the street-friendly Village of Sailboat Bend Development by Lennar. Therefore, the consultant team drew a scenario in which Middle Street/SW 2nd Court has habitable space liners along Middle Street/SW 2nd Court that would compliment the Village of Sailboat Bend, Artists' Lofts, and existing houses so that they do not have to face either the blank walls of the existing buildings or the new garage. This also is a C.P.T.E.D. (Crime Prevention Through Environmental Design) strategy. The doors and windows associated with habitable space liners provide an important element of natural surveillance.

Additionally, residents noted that the tributary of the North Fork of the New River, the Argyle Canal, which connects the site to the North Fork of the New River, is polluted, due to the runoff from the Police Headquarters and Redevelopment and its vast surface parking lots. The consultant team tested the idea of a polishing marsh along SW 14th Avenue that would intercept and treat stormwater before it enters the canal in a culvert under SW 14th Avenue. The polishing marsh should be planted with native trees that thrive in soggy soil and should be detailed as an extension and compliment to Townsend Park and Sailboat Bend Preserve located across SW 14th Avenue. Residents reacted favorably to this idea.



Image showing potential infill buildings that complement the Lennar Dev



Plan with infill buildings



Existing Conditions

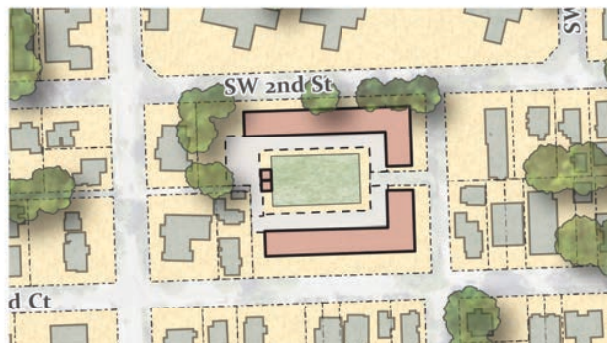


elopment, a raised intersection and enhanced landscaping.

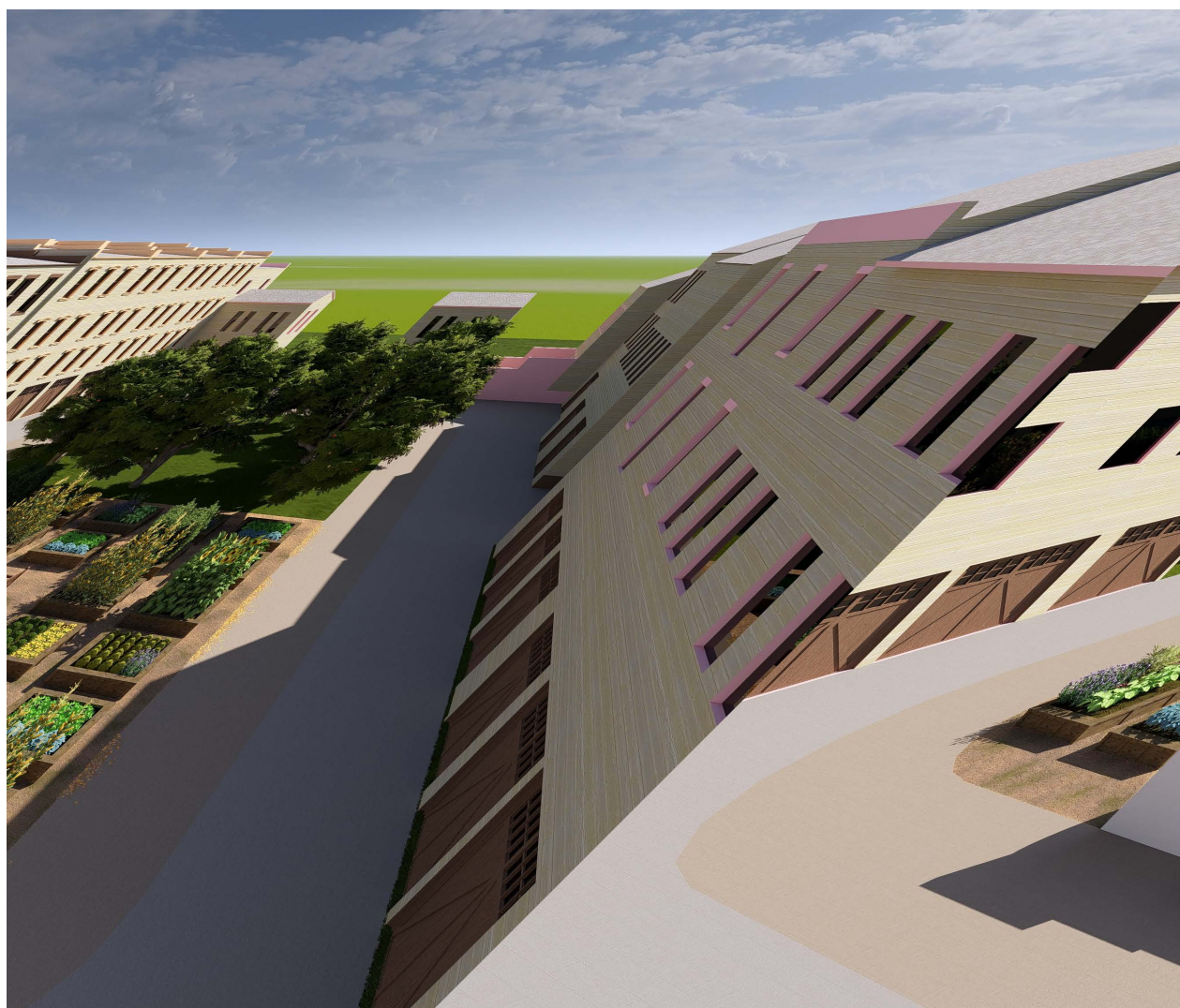
Middle Street Site

The site is bounded by SW 2nd Street on the north, Middle Street/SW 2nd Court on the south, the right-of-way for the extension of SW 10th Avenue and is located across from Dr. Kennedy Homes. The site is ripe for redevelopment

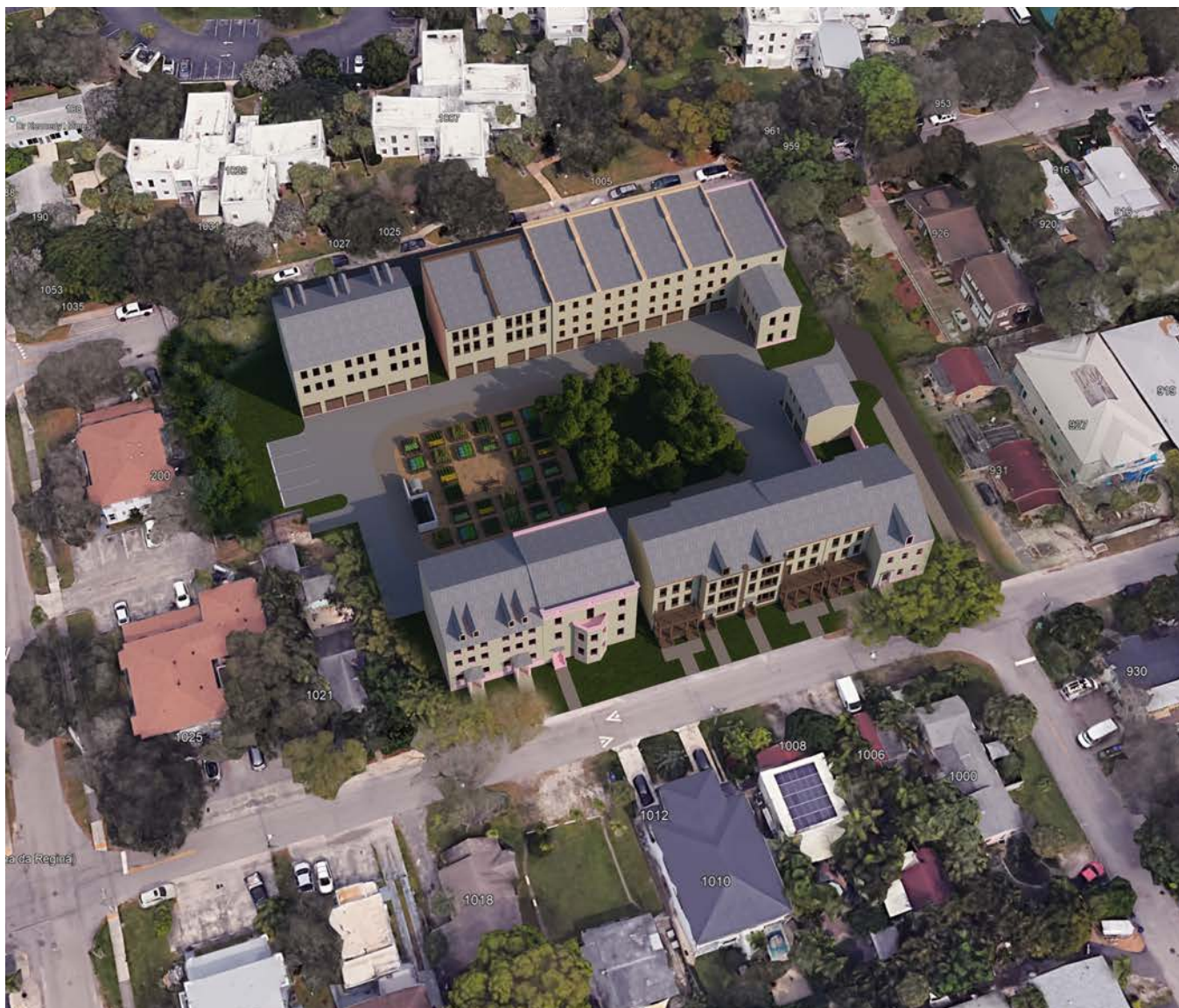
The consultant team tested the idea of lining the north face and south face of the block with rowhouses or garden apartment buildings, similar in scale to the fabric of the neighborhood. By keeping the buildings close to the street, a mid-block food garden with planters or an orchard could be installed, along with parking hidden from the street. An alternative would heal the grid of the neighborhood by extending SW 10th Avenue up to SW 2nd Street (Himmarshee Street).



Plan showing potential infill/redevelopment with community gardens and an orchard



Perspective view of community gardens and orchard, and composting and recycling station



Perspective view of potential redevelopment site

ADDITIONAL FEEDBACK

ADDITIONAL FEEDBACK

During the open house, the community was asked to provide any feedback to an aerial of the area. The following is a summary of the topics identified on that map.

Gateways

- SW 14th Avenue is suggested as a location for a gateway to Historic District.
- SW 12th Avenue was also suggested as a gateway entrance.
- The intersection on West Las Olas and Avenue of the Arts is another opportunity for a gateway entrance.

Sailboat Bend Preserve

- South side of the preserve needs continuing maintenance.

Site Across Sailboat Bend Preserve

- Possible wetland area or polishing marsh to help treat runoff. Many expressed concern about flooding on this street. The community suggests to keep as much green space as possible along the River, or close to it.

West Side School

- The community agrees that this building is dilapidated. Some maintenance and landscaping is suggested. There were also ideas about programming it so that it can be used it for community events or as a venue for rent.

Southside of Village of Sailboat Bend (PUD)

- Suggestions about adding canoe or kayak launch on river across from villages on the proposed deck. There were also mentions about fixing the public access path next to river.

Waverly Road

- Some community members would like to add a pump on Waverly Road by the river.
- Residents suggested vacating Waverly Road or redesigning it to create a seamless experience between both Rivermont and William Lauderdale Park.

West Las Olas Boulevard

- Some community members would like to see it as a one-way street, while others would like to keep it in its two-way configuration.

Rivermont Archaeological Site

- Some suggestions about removing the old structure were made.
- Residents would like to see more seating areas.
- There are also opportunities to continue removing litter and provide maintenance to the park.
- Ideas about educational center about the Tequesta were also proposed.
- Raise or reinforce seawall along the New River.

Cooley's Landing

- Cleaning is needed at Cooley's Landing.
- Residents complained about water coming out from Marina Launch.
- Conversations occurred regarding raising road or fixing drainage on SW 4th Place.

Other Feedback

- Several discussion about one-way or two-way streets were discussed, eliciting a range of reactions, favorable, ambivalent, and negative.
- Several members of the community would like to see the powerlines buried underground, and would like to see poles removed from sidewalks.
- Residents desired to activate and improve alleyways.
- Comments were made about historic tape street signs and posts, as well as the need for better street lighting.
- The possibility of public art and increasing support for local artists were discussed.
- A few residents echoed the idea regarding raising the streets.
- Residents would like to see a dog park.
- Residents felt that sidewalk improvements and additions are needed throughout the neighborhood.



Comments from community members during the Open House

NEXT STEPS

The Sailboat Bend Vision Plan is organized into five themes that have each been addressed in detail in the previous sections of this report, along with feedback received as part of the public outreach process. These five themes include: Sea Level Rise Adaptation; Streetscape Design and Intersections; Community Identity; Planning for New Development; Parks and Recreation.



IMPLEMENTATION FRAMEWORK

Ideas presented in this report have been categorized under each of the five themes that are listed in order of priority based on feedback received from the community. Each initiative is listed as either initiated and ongoing, short term, mid-term, or long-term and identifies the City department or community entity that is leading or is anticipated to lead each effort is also included. Each initiative identified can be used as a tool for the community to request funding for implementation.



	LEAD PARTNERS	TIMELINE
THEME 1: SEA LEVEL RISE ADAPTATION		
Fortify Fort Lauderdale Stormwater Improvement Projects	Public Works	INITIATED AND ONGOING
Adopt existing criteria and/or develop new design guidelines for the elevation of historic properties	DSD and HPB	MID TERM
A green infrastructure diagram , which can include locations and configurations of bioswales, polishing marshes, pervious areas, and living shorelines.	DSD and Public Works	MID TERM
Explore elevation of historic properties in order to identify funding sources and provide technical assistance	DSD, Public Works, & Other Gov't Agencies	LONG TERM
Utilize the street raising feasibility matrix to identify any streets that might be eligible if this mechanism is adopted	Public Works	LONG TERM

LEADING PARTNER ORGANIZATIONS (ABBREVIATIONS) KEY

DSD — Development Services Department

TAM — Transportation and Mobility

SBCA — Sailboat Bend Civic Association

LEAD PARTNERS		TIMELINE		
THEME 2: STREETSCAPE DESIGN AND INTERSECTIONS				
Citywide Condition Assessment for Roadways, Alleyways, and Sidewalks	Public Works	INITIATED AND ONGOING		
Improvements to SW 14th Avenue including implementation of a raised intersection at Middle Streets, extension of side-walks, and introduction of street parking	TAM, Broward County Surtax Grant	INITIATED AND ONGOING		
Create a standard streetscape and intersection masterplan for key streets that traverse the neighborhood including street sections , a connectivity diagram that identifies potential connections and removal of barriers , traffic mitigation , an alley improvement diagram , and exploration of opportunities to create pedestrian-friendly complete streets	DSD and TAM		MID TERM	
Explore feasibility to install a plaza or raised intersection at the intersection of West Las Olas Boulevard and Palm Avenue (SW 11th Avenue)	DSD, TAM, and Public Works		MID TERM	
THEME 3: COMMUNITY IDENTITY				
Design and installation of interpretive signs and walking tour in the Sailboat Bend Historic District	DSD	INITIATED AND ONGOING		
Explore opportunities to implement key entrance signage for the Sailboat Bend Historic District such as a decorative gateway arch and a pedestrian crossing at the intersection of West Las Olas Boulevard and SW 7th Avenue	DSD and Public Works		MID TERM	
Highlight historic preservation and cultural elements to incorporate into community engagement strategies.	DSD		SHORT TERM	
THEME 4: PLANNING FOR NEW DEVELOPMENT				
Update Historic Preservation Design Guidelines to provide a typology of missing middle housing	DSD		MID TERM	
Evaluate land use and zoning regulations to explore feasibility of implementing text amendments to introduce neighborhood serving commercial uses such as cafes, art galleries, or small retail shops on certain primary streets such as West Las Olas	DSD		MID TERM	
THEME 5: PARKS AND RECREATION				
Community led removal of invasive and exotic plants with the Sailboat Bend Preserve	SBCA, Urban Forestry Program	INITIATED AND ONGOING		
Promote planting of native and fruit and nut bearing trees and shrubs on private lots	Urban Forestry Program		SHORT TERM	
Identify alleyways that are publicly accessible and clear some vegetation, where possible, to create a walking network and educate property owners	DSD, Public Works		SHORT TERM	
Continue neighborhoods discussions to explore options to install appropriate elements such as a playground or vegetable/herb gardens in parks located within the Sailboat Bend Historic District	DSD, Parks and Recreation		MID TERM	
Explore the fusion of William Lauderdale Park and Tequesta Park with the possibility of redesigning Waverly Road with the incorporation of public realm design elements to promote interconnectivity between the two parks (i.e parking spaces, raised crosswalk, vacating the road)	DSD, Parks and Recreation			LONG TERM

SUGGESTIONS FOR SPECIAL SITES

Two special sites were further examined within the report which include the western half of the Fort Lauderdale Police Headquarters site at 1300 W. Broward Boulevard (owned by the City of Fort Lauderdale) and the former Broward Addiction and Recovery Center (BARC) site at 1000 SW 2nd Street (owned by Broward County). See pages 40-43 for more information and specific details on the suggested improvements and guidance for future development. The following summary is suggested for each site:

1300 W. Broward Boulevard

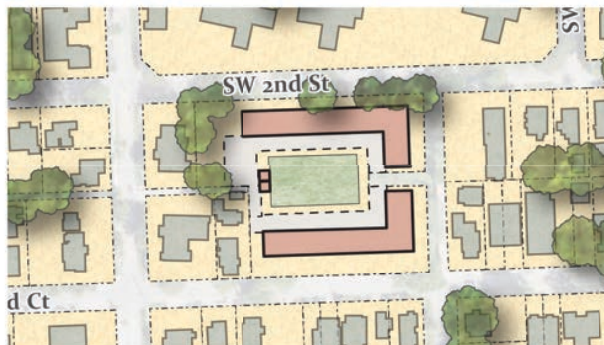
Explore the concept of a polishing marsh along SW 14th Avenue to intercept runoff from parking lots. Provide liner buildings along the southern edge of the block along SW 2nd Court.



Plan with infill buildings

1000 SW 2nd Street

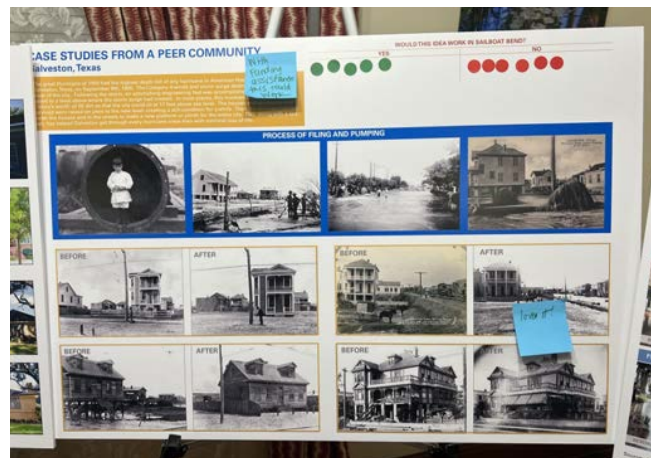
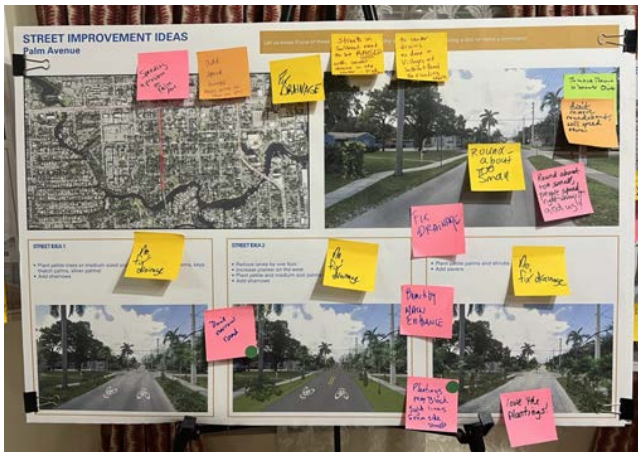
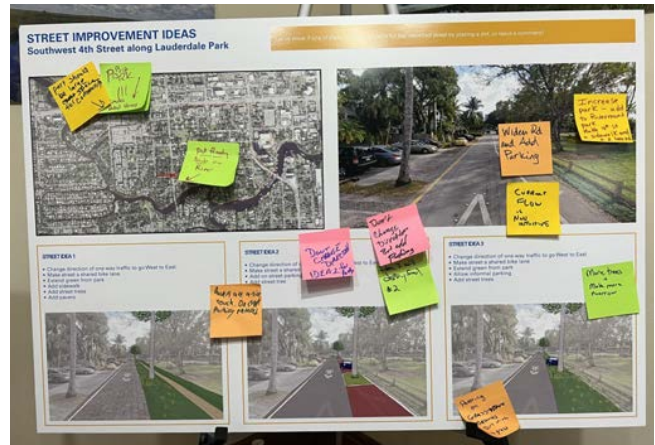
Redevelopment of the property should include housing types that match the scale of the neighborhood while providing appropriate density. Consider using the middle of the site for a victory garden. Pursue an extension of SW 10th Avenue as a narrow, traffic calmed lane in order to complete the grid.



Plan showing potential infill/redevelopment with community gardens and an orchard

APPENDIX A: BOARDS FROM OPEN HOUSE EVENT

The following images are pictures of the boards set up during the Open House. All post its and mark ups were comments made my community members, which were then summarized on this report.



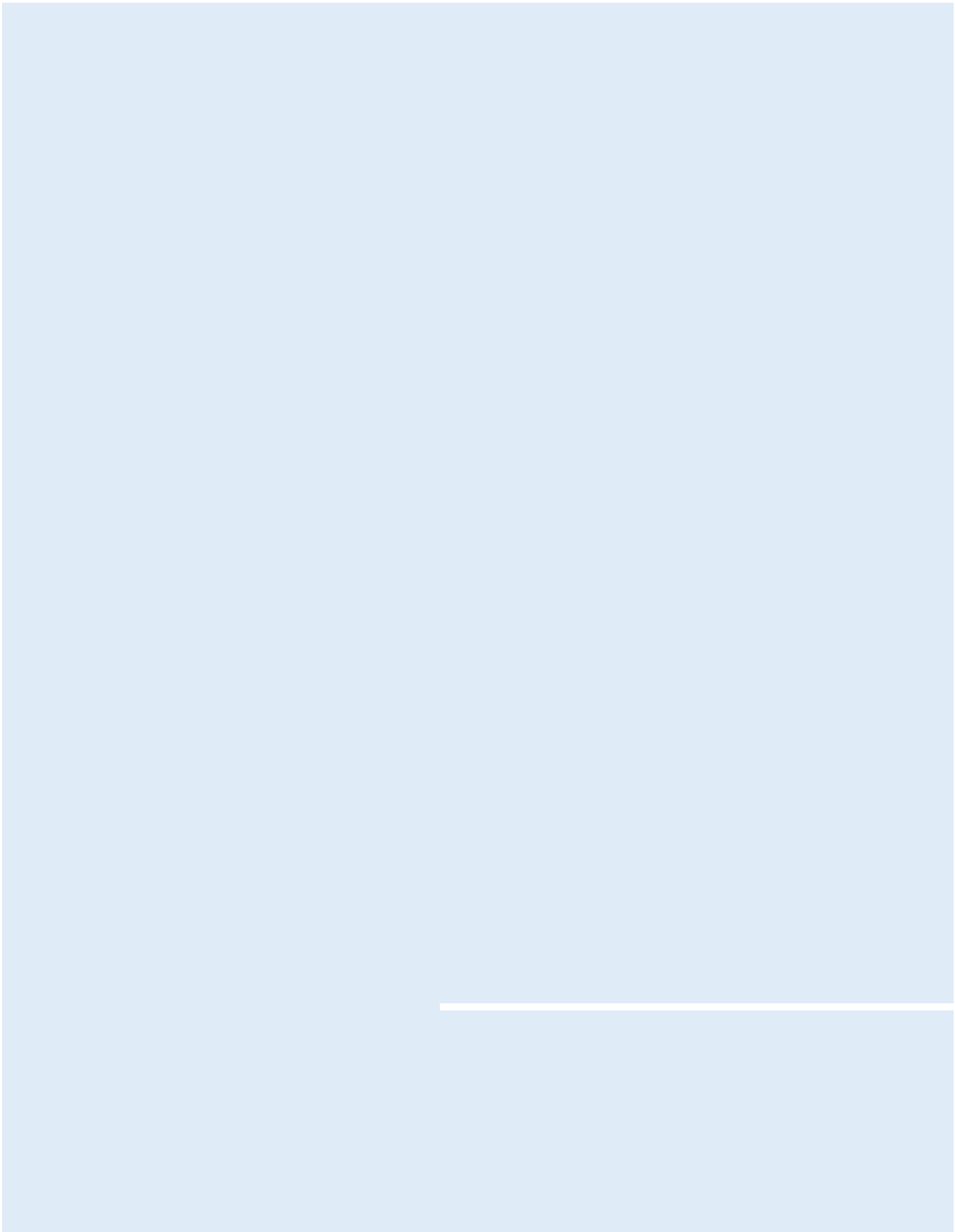
IDENTIFY ANY AREAS PRONETO FLOODING

With a marker or post-it note, please identify any areas prone to flooding. Feel free to write any suggestions and leave any notes!

Re-do
Drainage on
middle Street &
SW 8th Ave.

Middle St
Leander Lake Trail
Floods Badly
for 1/2 mile





SAILBOAT BEND VISION PLAN

2025