

City of North Port

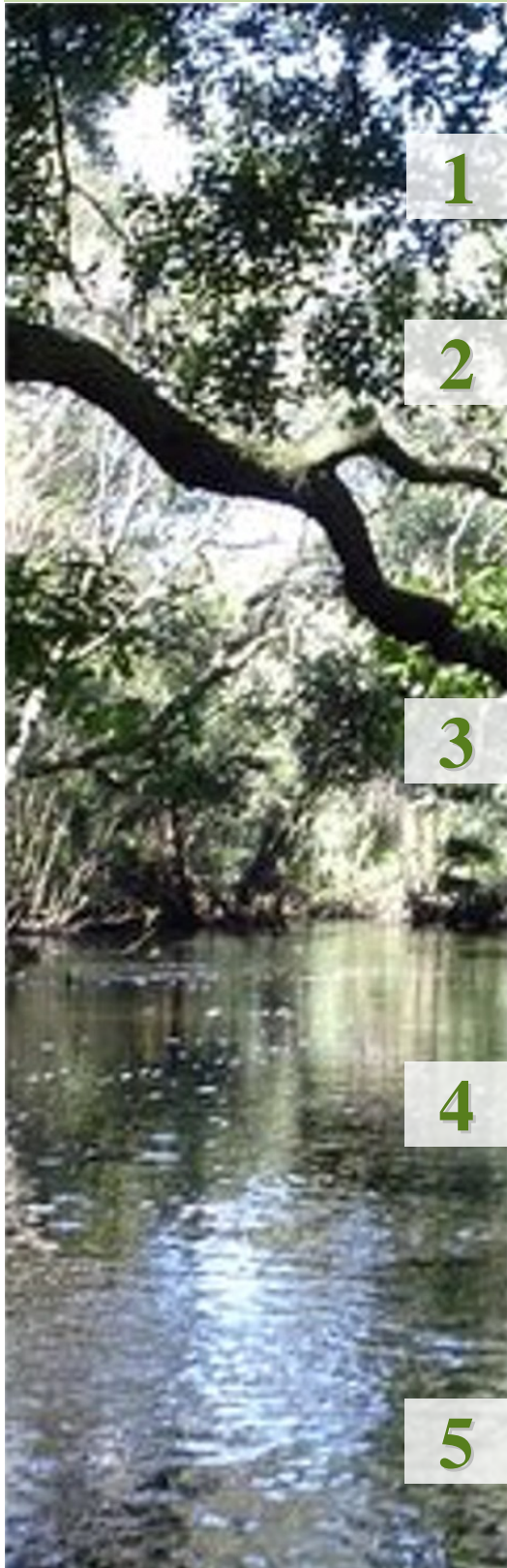
Myakkahatchee Creek Greenway Master Plan



November 2007

TGW
Engineering

Table of Contents



	Title	page
1	Introduction to Greenway	1-1
2	Existing Greenway Features	2-1 to 2-9
	Figure 2-1: Floodplains & Wetlands	<i>follows 2-3</i>
	Figure 2-2: Scrub Jay Habitat	<i>follows 2-6</i>
	Figure 2-3: Public Ownership	<i>follows 2-8</i>
	Figure 2-4: Existing Parks	<i>follows 2-8</i>
3	Greenway Planning Components	3-1 to 3-5
	Figure 3-1: Future Land Use	<i>follows 3-1</i>
	Figure 3-2: Photo Site Inventory	<i>follows 3-3</i>
	Figure 3-3: Surrounding Area Analysis	<i>follows 3-3</i>
	Figure 3-4: Trail Access & Connectivity	<i>follows 3-3</i>
4	Greenway Concept Options	4-1 to 4-6
	Figure 4-1: Option A	<i>follows 4-4</i>
	Figure 4-2: Option B	<i>follows 4-5</i>
	Figure 4-3: Option C	<i>follows 4-6</i>
5	Selected Greenway Option	5-1 to 5-3

Table of Contents



6

Title

page

Phase I Greenway Plan

6-1 to 6-12

Figure 6-1: Phase I (Tier I) Plan	<i>follows 6-1</i>
Figure 6-2: Tier I & Tier II Properties	<i>follows 6-1</i>
Figure 6-3: Existing Environmental Park	<i>follows 6-2</i>
Figure 6-4: West EP Improvements	<i>follows 6-3</i>
Figure 6-5: East EP Improvements	<i>follows 6-4</i>
Figure 6-6: Improved Environmental Park	<i>follows 6-4</i>
Figure 6-7: Existing Oaks Park	<i>follows 6-4</i>
Figure 6-8: Improved Oaks Park	<i>follows 6-5</i>
Figure 6-9: Existing Butler Park	<i>follows 6-5</i>
Figure 6-10: Improved Butler Park	<i>follows 6-6</i>
Figure 6-11: Proposed Greenwood Park	<i>follows 6-7</i>
Figure 6-12: Proposed Pan Am Park	<i>follows 6-7</i>
Figure 6-13: Existing & Proposed Trails	<i>follows 6-8</i>
Figure 6-14: Looping Plan	<i>follows 6-9</i>
Figure 6-15: North Connectivity	<i>follows 6-12</i>
Figure 6-16: Central Connectivity	<i>follows 6-12</i>
Figure 6-17: South Connectivity	<i>follows 6-12</i>

7

Phase II Greenway

7-1 to 7-2

Figure 7-1: Tier I & Tier II Properties	<i>follows 7-1</i>
Figure 7-2: Phase II (Tier II) Plan	<i>follows 7-1</i>

8

Greenway Management

8-1 to 8-10

Table 8-1: Various Groups & Interests	8-2
---------------------------------------	-----

Table of Contents



	Title	page
9	Greenway Costs & Funding	9-1 to 9-6
	Table 9-1: Phase I & Phase II Capital Costs	9-2
	Table 9-2: Annual Phase I Operating Cost	9-5
10	Summary & Implementation	10-1 to 10-6
	Figure-10-1: Overall Greenway Plan	<i>follows 10-2</i>
A	Appendix A	
	Acknowledgments	
	Public Workshop One: Survey Results, Sign-In, & Notes	
	Public Workshop One: Questionnaire	
	Janus Research Archaeological Memorandum	
B	Appendix B	
	Public Workshop Two: Survey Results and Sign-In	
	Public Workshop Two: Questionnaire	
	North Port Commission Meeting Minutes (4.23.07)	
C	Appendix C	
	Table C-1: Existing Trail Condition Details	
	Figure C-1: Existing Trails Waypoints	
D	Appendix D	
	Table D-1: Greenway Detail Cost Estimate (Sept. 2007)	

I Introduction to Greenway

Greenway Basics and Purpose

Greenways are planned and established corridors providing connectivity to a community, parks, and recreational uses in conjunction with linear open space, nature and the environment. Florida has a defined 'Vision' through the Florida Greenways and Trails Act (Chapter 260 - Florida Statutes) of establishing a statewide system of Greenways and Trails. There is distinct recognition of the attributes, multiple benefits, and value these greenways provide to a community, the state, and nation.

Greenway Definition (Florida Statute 260)

"Greenway" means a linear open space established along either a natural corridor, such as a riverfront, stream valley, or ridgeline, or over land along a railroad right-of-way converted to recreational use, a canal, a scenic road, or other route; any natural or landscaped course for pedestrian or bicycle passage; an open space connector linking parks, nature reserves, cultural features, or historic sites with each other and populated areas; or a local strip or linear park designated as a parkway or greenbelt.

The City of North Port intends to plan, implement and establish a dedicated greenway corridor along the Myakkahatchee Creek located within the City limits.

This Master Plan is a step in the direction of developing the roadmap for the City's goals for implementing a successful, natural Greenway through the middle of its urban development. Such a parkway will provide a multitude of benefits to the citizens of North Port including:

- 🌳 Preserve critical environmental lands and habitats,
- 🌳 Provide a linear parkway with numerous possible activities,
- 🌳 Protect the waterway's water quality,
- 🌳 Minimize encroachment into the creek's floodplain,
- 🌳 Create wildlife corridors, and
- 🌳 Provide education to the community.

The Myakkahatchee Greenway Concept Plan was developed, presented to the public in January 2007, and finalized and accepted by North Port Commission in April 2007.

From this series of planning steps, the Master Plan for the Myakkahatchee Creek Greenway has been developed and presented herein.



2 Existing Greenway Features

Waterway Environment

The Myakkahatchee Creek (also known as Big Slough) drainage basin forms in Southeast Manatee County at the convergence of Bud Slough and Wild Cat Slough traversing Southwest through Sarasota County roughly 22 miles where it eventually flows into the Myakka River. Approximately 7 miles traverse through the City of North Port's incorporated limits (*SWFWMD Myakka River Comprehensive Watershed Plan 2004*). For purposes of planning the Greenway corridor, the Myakka River watershed and Big Slough drainage basin and associated waterway environment and ecosystem have been reviewed for functional influences.

Climate⁽¹⁾

The climate in the Myakkahatchee Creek planning area is subtropical with a mean temperature of about 78°F. The weather is influenced by latitude, low elevation, wind patterns, and proximity to the Gulf of Mexico and Charlotte Harbor. Average annual rainfall for North Port is 54 inches with approximately 60 percent falling during the summer months of June through September.

The summer rainfall patterns consist of short duration, intense convective thunderstorms occurring in the late afternoon. Rainfall in the winter months is generally associated with cold fronts moving across the region, and is characterized by low intensity, higher duration events.

The west coast of Florida has a high potential for tropical cyclonic storms, such as hurricanes. There is a return period of once every 5 years for hurricane force winds to occur within a 75 mile radius of any given location along the west coast. Hurricanes characteristically produce large amounts of coastal flooding due to storm surge and heavy rains.

Storm surges of up to 8-15 feet have been observed at west central Florida coastal communities (Tampa to Marco Island). However, the amount of rain associated with them varies. Generally, for purposes of

estimation, 10 to 12 inches is representative of a typical hurricane. A relatively dry, fast-moving storm may only bring 3 to 5 inches of rain, while a wet, slow-moving storm can bring up to 35 inches of rainfall.

Rainfall across a large basin, such as the Myakkahatchee, can vary greatly, especially during the season when the majority of rain events occur.

Watershed⁽¹⁾

The City of North Port is situated near the mouth of the Myakkahatchee Creek, which is tributary to the Myakka River and lies in the Myakka River Watershed. The incorporated land area of the city encompasses 55 square miles.



The predominant land use within the city limits is platted and partially cleared, but undeveloped, residential lots. 69,000 residential lots were originally platted by the General Development Corporation (GDC).

(1) Information obtained in part from *Big Slough Study – City of North Port (1994)*

A relatively small percentage of these lots are currently developed with growth in North Port expected to continue. There are over 800 miles of roads and 80 miles of canals originally constructed by GDC in support of their land development efforts.

Before development, the natural drainage pattern in the watershed consisted of intermittent flow between large wetland areas.

The amount of storm runoff from the watershed has increased by the filling of depressions, clearing of vegetation, construction of the existing road system, and construction of residences.

The increase in runoff, combined with the network of drainage canals, has significantly increased the volume of flow and peak flow rates in the Myakkahatchee Creek during storm events.

Areas of the City have historically experienced severe flooding including evacuation routes during large storm events. Storms in 1988, 1992, 2001, and 2003 again produced substantial flooding in North Port.



Source: USGS Report FS-113-03
Flooding at Tropicaire Blvd. Area

Planning for Flood Control

It will be important through the Greenway master planning process to provide for integration of the Greenway and stormwater control where possible. The comprehensive stormwater modeling conducted in the mid-1990's and recently updated (2006) by the City are important planning tools to help incorporate necessary flood control features within the Greenway.

Results of the City's current stormwater modeling efforts will need incorporation into the Greenway master plan to depict critical drainage features and improvements.

The following possible solutions may be considered for handling stormwater along the Myakkahatchee Creek:

➤ Purchase of private, flooded lands

This solution would preclude flooding damage by preventing the development of the property allowing public ownership of critical flow-ways. Many have been acquired, yet key properties remain private.

➤ Storage of stormwater runoff

Construction of detention basins to detain flow from the agricultural areas north of the city to attenuate peak flow rates.

➤ Diversion of stormwater runoff

Flows could be diverted into the adjacent watershed to the west (Deer Prairie Slough), or a parallel channel along the waterway (*Big Slough Study – CDM 1994*).

➤ Increased conveyance capacity

Increase the conveyance capacity of the City's hydraulic system and reduce erosion and sedimentation in the creek.

Until the current stormwater modeling effort are completed by the City and specific recommendations are presented and accepted, the Greenway Plan will need to be flexible in order to incorporate future stormwater provisions.

Flood Plains

Flood plains basically refer to any land area susceptible to inundation by water from any source. Activities in floodplains are regulated at several different levels. Local governments control allowable land uses through comprehensive plans and land development regulations.

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program which works with communities through the Florida Department of Community Affairs to provide incentives for stricter development standards in flood-prone areas and provides hazard mitigation grants for post-disaster efforts. ⁽²⁾ The City participates in this program known as the Community Rating System (CRS). The City is considered a Class 7 community.

The emphasis for federal flood-related funds is shifting from structural flood controls to repetitive loss structures and redirecting development out of flood-prone areas. ⁽²⁾

Floodplain delineation for the purposes of the graphic depicted in *Figure 2-1* was derived from Federal Emergency Management Agency (FEMA) flood insurance rate maps (1981). As illustrated by the map, much of the area on both sides of Myakkahatchee Creek north of Price Boulevard is within the 100-year floodplain. Although a 100-year flood is a relatively rare event, this represents a one percent (1%) chance of flooding any given year.

Area within the 100-year floodplain and wetlands limits is generally poorly suited for commercial or residential development from both an environmental and health, safety, welfare standpoint.

As opposed to residential development, a more appropriate use is preservation or passive recreational uses, such as a Greenway. Development of a Greenway would lessen the overall impact to the Myakkahatchee Creek.

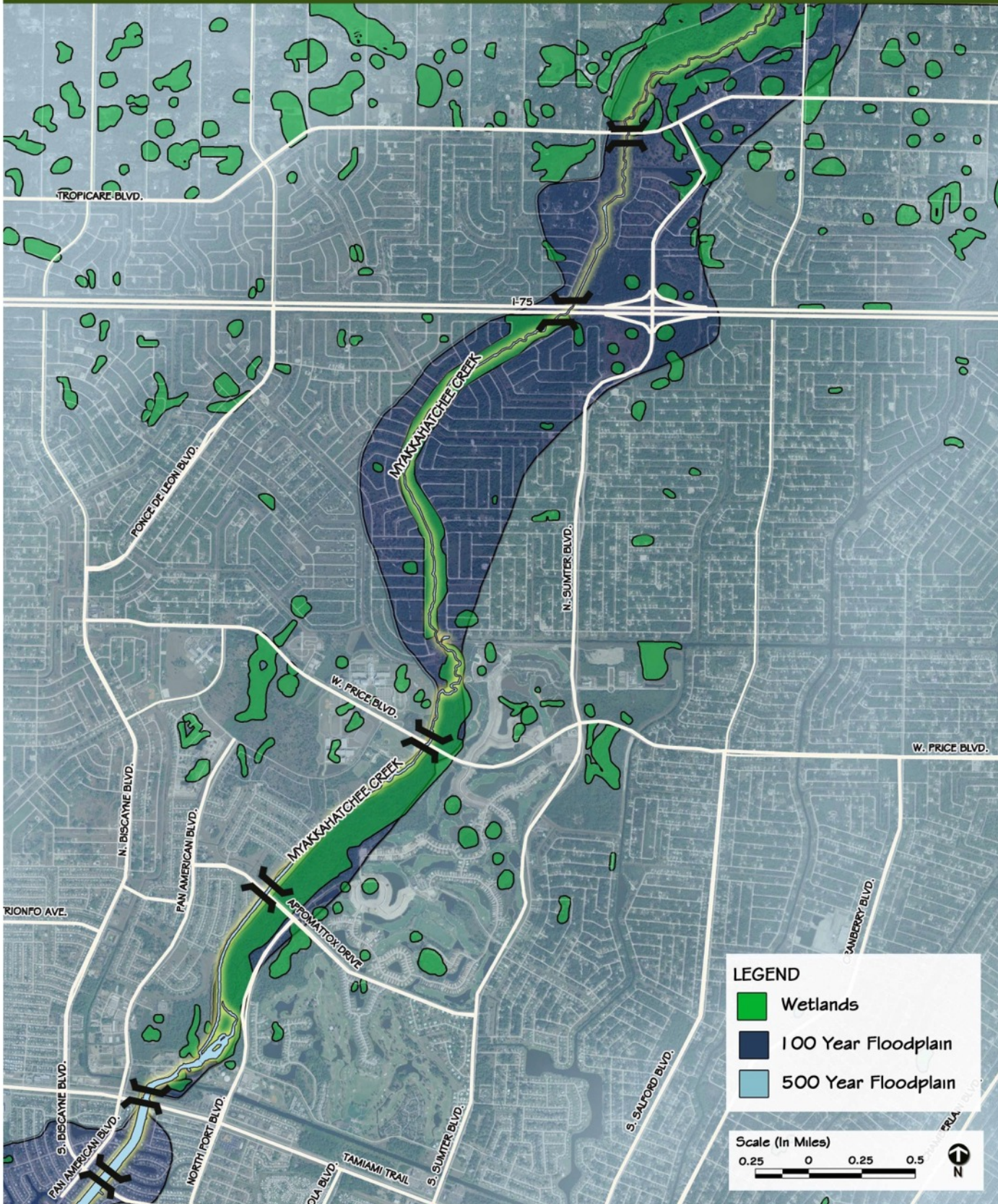
Wetlands

Wetlands, as defined by the *Federal Clean Water Act*, are “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.”

Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, sloughs, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas.”

Wetlands facilitate a number of invaluable functions including water quality improvement, floodwater storage, fish and wildlife habitat, and storage of floodwaters during wet periods. They are considered to be one of the most productive ecosystems in the world and can be used to educate residents and visitors when preserved in a recreational setting.

To determine specific locations of wetlands within the North Port project area, Florida Land Use, Cover and Forms Classification



Wetlands and Floodplains *Figure 2-1*

System (FLUCCS) data was used. As depicted in *Figure 2-1*, a ribbon of wetlands generally follows the creek with the exception of the area between I-75 and Tropicaire Boulevard.

A significant amount of wetlands exists between Price Boulevard and US-41 on the east side of the water and within the Myakkahatchee Creek Environmental Park.

Minimal to no impacts to wetlands will result from the development of passive uses within the greenway corridor.

To a large extent, wetlands within the Myakkahatchee Creek corridor contains forested subtropical hardwoods. A survey delineating existing jurisdictional wetlands will be required for the final design phase of the project.

Water Quality

It is important to maintain good water quality or improve a system's quality through best management practices and treatment systems. The concept plans for the Myakkahatchee Greenway include the goal of maintaining and enhancing the Creek's water quality. This is especially important since the City uses the Creek as a source of its drinking water supply.

At the southern City Limits, the Myakkahatchee Creek has been dammed and a small reservoir is maintained and protected by North Port for water supply.

Potable water is currently provided to the City of North Port by its water treatment plant (WTP) located adjacent to the

reservoir, just north of the U.S. Highway 41 crossing. The City operates the WTP on a continuous basis, except when creek flows are very low, during certain dry seasons. This facility utilizes a common softening process to treat the relatively clean water flowing through the waterway.



Source: City of North Port Website

During the low flow conditions, the City utilizes water from the Peace River through a pipeline interconnection with the Peace River/Manatee Water Supply Authority. The City delivers potable water to residential and business customers within the City on a 24/7 basis, and while meeting state and federal drinking water standards.

Through the 30 linear miles of stream and 140 square miles of watershed, the Myakkahatchee traverses agricultural, suburban and natural land uses. For future Greenway protection and success, the various land uses need to be compatible

for both resource conservation and for the public's enjoyment.

Based on prior and current water quality monitoring within the Myakkahatchee Creek,



Source: Engineering Visions, Inc. ©

the overall quality is considered to be “good” to “fair” when compared to other surface waters within the state. However, the results of a historic analysis indicate that pollution loadings in the watershed will increase considerably as future development occurs (*Big Slough Study – CDM 1994*).

As the loadings increase in the watershed, the water in the city’s canals could lower quality. Planning efforts and controls will be critical to keep the waterway from further adverse impacts with increased development.

Septic tanks, which will result in a substantial increase in Total Nitrogen (TN) loadings from future development, must be installed and maintained properly. The City is planning septic tank replacement with centralized wastewater conveyance and treatment systems in the more urbanized areas.

According to water quality monitoring results (*Charlotte Harbor National Estuary Program, 2001*), the Myakkahatchee Creek’s water is rated “fair” in comparison to other waterbodies throughout the state of Florida. It has a Water Quality Index (WQI) rating of 49 (where a score of 50 is the median of Florida Waters).

Greenway Planning needs to understand the importance of the stream flows and water quality relationships to water supply and greenway activities. Since the City depends upon this waterbody as a primary drinking water source, it is imperative to protect the watershed to minimize pollutants entering the stream.

The development of a Greenway Plan should have consistent goals

for watershed protection. Such protection includes:

- ✿ Maintaining natural systems within close proximity to the creek
- ✿ Limiting activities along and within the creek to those with little or no negative impact, in terms of pollutant loading
- ✿ Reducing the potential for untreated stormwater runoff from entering the stream
- ✿ Obtaining and conserving lands adjacent to or near the creek
- ✿ Planning land uses within the watershed to provide a natural balance with the developing urban area

Scrub Jay Habitat

The Florida Scrub Jay (*Aphelocoma coerulescens*) is a State and Federal threatened species that is found only in Florida. Florida Scrub Jays are protected by the United States Fish and Wildlife Service (FWS) and the Florida Fish and Wildlife Conservation Commission (FWC) under the Endangered Species Act and Chapter 39, Florida Administrative Code, respectively.

The Florida Scrub Jay has been listed as threatened by the state of Florida since 1975 and since 1987 by FWS. This protection makes it illegal to possess, harm, or harass the species.

The Florida Scrub Jay is gray and blue in color and relatively large in size (10-12 inches in



Source: Photo from Florida Fish & Wildlife (North Florida Field Office)

length). The Scrub Jay makes its home in, and is dependent upon the existence of, Florida scrub habitat.

Scrub is a unique habitat, which is composed of plants that are adapted to well-drained, sandy, nutrient poor soils. vegetation community composed of plants that are adapted to well-drained, sandy, nutrient poor soil.

Development pressures over the course of the past century have lead to a significant loss of scrub habitat for the birds. This type of habitat is particularly coveted by both citrus growers and developers alike. In fact, scrub habitat is now considered to be one of the rarest habitats in Florida.

Recently, the City of North Port and the U.S. Fish and Wildlife Service conducted a survey in order to identify occupied Scrub Jay habitat within the City limits. Survey information provided by the City of North Port (January 2007) was used as a basis for *Figure 2-2*. On the graphic, areas identified in red are parcels where the survey has identified occurrences of Scrub Jays.

These areas may require a Federal incidental take permit to clear lands or build. While the majority of these areas occur west of the project area that is generally proposed for inclusion in the Myakkahatchee Creek Greenway, a pocket of appropriate habitat for the birds does fall adjacent to the corridor. Given the rarity of the habitat and sensitivity of the bird species, development is not encouraged in areas occupied by Scrub Jays.

Therefore, passive uses are recommended for the portion of the greenway near the Scrub Jay habitat area.

Area Wildlife, Flora and Fauna

The Myakkahatchee Creek corridor is teeming with a wide variety of wildlife, flora and fauna. Specific species studies and identification were not conducted during this planning effort. Although detailed assessment was not conducted, there is an active and functioning ecosystem.

Highlights of the surrounding ecosystem are presented for reference:

*Golpher Tortoise (*Gopherus polyphemus*)*

Golpher Tortoise activity is known to occur in the elevated surrounding regions of Myakkahatchee Creek.



Source: City of North Port



Scrub Jay Habitat

Figure 2-2

Osprey (Pandion haliaetus)

Osprey activity is abundant in North Port.



Source: City of North Port

Red Shouldered Hawk (Buteo lineatus)

Hawks are seen hunting for food.



Source: City of North Port

Alligator (Alligator mississippiensis)

Alligators are known to inhabit the Myakkahatchee Creek corridor.



Source: City of North Port

Anhinga (Anhinga)

Anhingas are active along the Myakkahatchee.



Source: City of North Port

Wild Coffee (Psychotria nervosa)

Grows along the banks of the Creek.



Source: City of North Port

Roseate Spoonbill (Ajaia ajaja)

Immature spoonbill feeding in a swale.



Source: City of North Port

Waterway Lands and Surrounding Uses

Property Ownership

“Land – they ain’t making it any more.”

- *Will Rogers*

Securing the lands necessary for Greenways is typically the most difficult task in the entire process. The City’s Comprehensive Plan placed emphasis on the acquisition of the first two tiers of platted lots on each side of the Creek to aid in the facilitation of the Greenway concept. In addition, a number of Tier Two lots and several adjacent parks are within the public domain.

This provides a tremendous head start for the implementation of the Myakkahatchee Greenway. The City is actively engaged in additional property acquisitions along the creek corridor to help effectuate the connectivity of lands for the public’s use and environmental protection.

Other property protection options include environmental easements and land use/development conditions. To the north of the City, a significant conservation and preservation easement has been granted to the state (Southwest Florida Water Management District) along several miles of the Myakkahatchee Creek.

This easement provides added opportunity for protecting the waterway and potentially lengthening the greenway to the north for the public’s passive recreational use.

As depicted in *Figure 2-3*, significant tracts of land adjacent to the creek are currently in public ownership. Largely, these are owned by the City of North Port and North Port Road and Drainage District. The City has identified a tiered acquisition process for

floodplain protection adjacent to the Myakkahatchee Creek.

Other landowners include the following: Sarasota County, the School Board, Sarasota Preservation Society, and North Port Fire and Rescue District. Existing parkland such as the Myakkahatchee Creek Environmental Park is included within this land classification type.

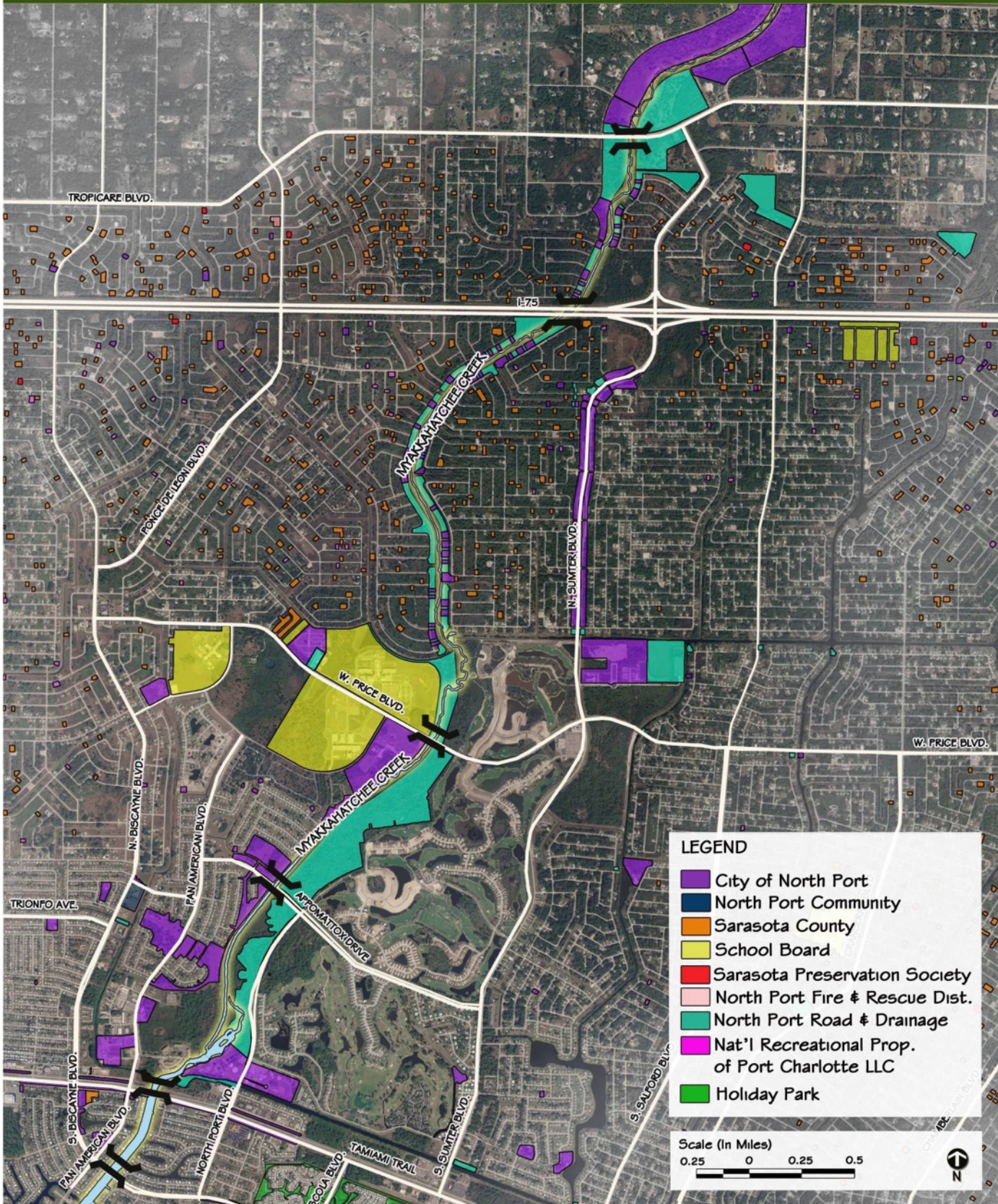
As part of the master planning process, strategic parcels for acquisition should be identified or ranked for the purchase of properties necessary for the development of the greenway.

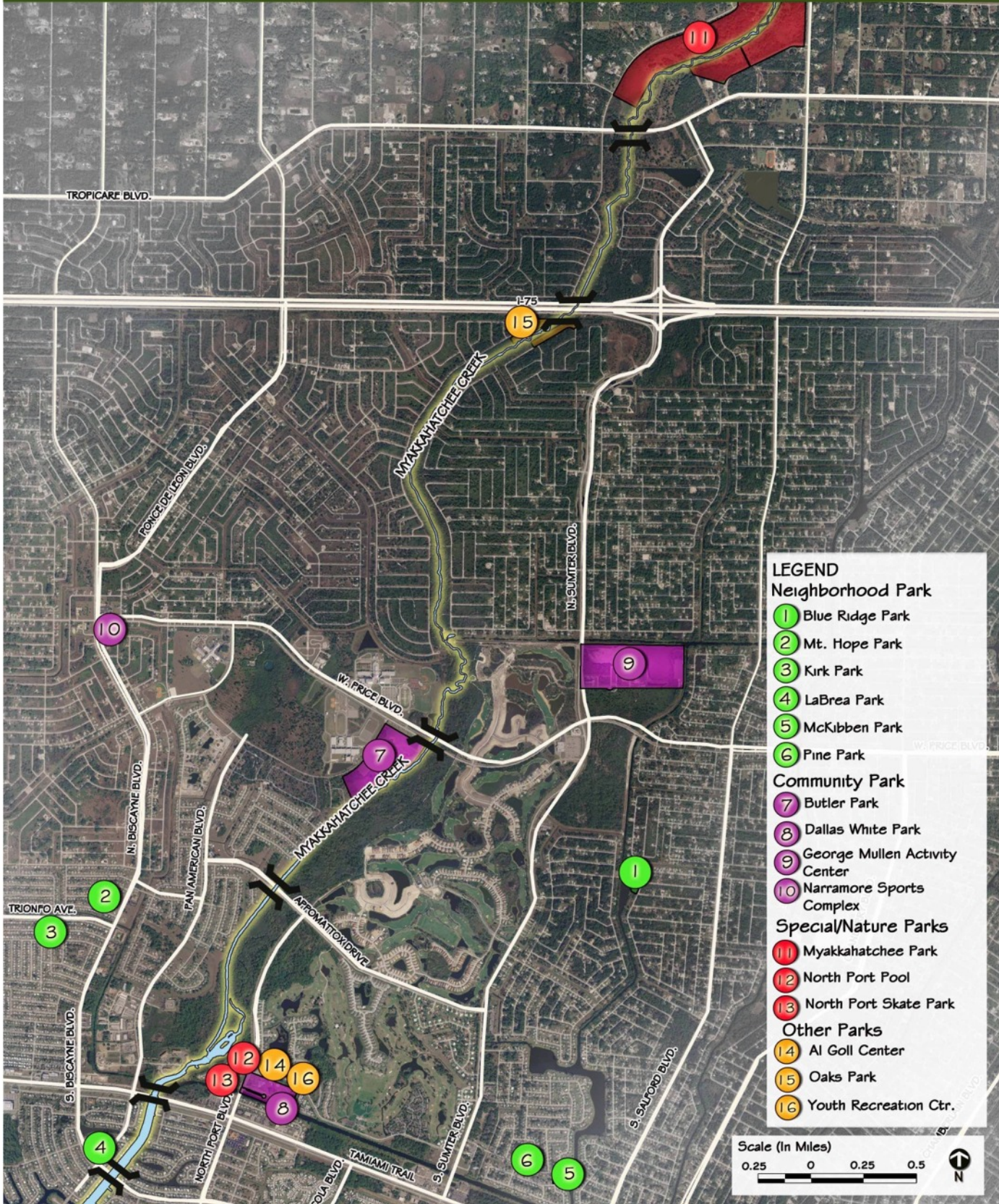
Existing Parks

The Myakkahatchee Creek Greenway is envisioned as a linear park that will serve to connect existing and future recreational, natural and/or cultural resources of the area.

With a variety of recreational facilities and adjacent parks as depicted in *Figure 2-4*, including six neighborhood parks, four community parks, three special/nature parks, and three other parks, there is ample opportunity for the establishment of this type of connectivity. Parks vary in terms of programming and scale; however in general, park facilities are smaller with an active recreation focus towards the southern end of the proposed greenway.

On the north end of the proposed greenway is the Myakkahatchee Creek Environmental Park, which includes approximately 160 acres, making it the largest park in the immediate vicinity. Owned by the City of North Port, the park has been operated by Sarasota County through an interlocal agreement adopted in 1993.





Existing Parks

Figure 2-4

Amenities such as canoeing, hiking, and picnicking are available. In the future, group camping, nature trails, picnic shelters and restrooms are planned for the park. Given its location and associated facilities, this park is proposed to serve as the primary greenway trailhead.

South of where I -75 crosses the Myakkahatchee Creek is Oaks Park, another one of the City parks operated by Sarasota County. Parking and a canoe launch are provided at this park location. Despite its proximity to the highway, this park is challenging to locate by vehicle.

Additional wayfinding from the Sumter Boulevard and local streets should be considered. Expansion of associated park facilities could also be planned to enhance this potentially important hub of the proposed greenway. South of West Price Boulevard is Butler Park, which encompasses more than 40 acres of land, and included in those parks owned by the City and operated by Sarasota County.

Amenities include the following: a canoe launch, concession area, a large pavilion and picnicking area, two little league fields, a major-little league field, a playground, and two soccer fields available for public use. It abuts a large amount of school property and single-family residential land use. Because of its ties to complimentary land uses, this park and its facilities are an important tie-in the proposed greenway.

Moving further south, north of US-41 and west of North Port Boulevard is Dallas White Park and the Al Goll Recreation Center. Dallas White Park is a City owned and county operated facility with more than 17 acres of parkland and an aquatic complex.

It also includes a softball field, picnic shelter, playgrounds, volleyball courts, and tennis

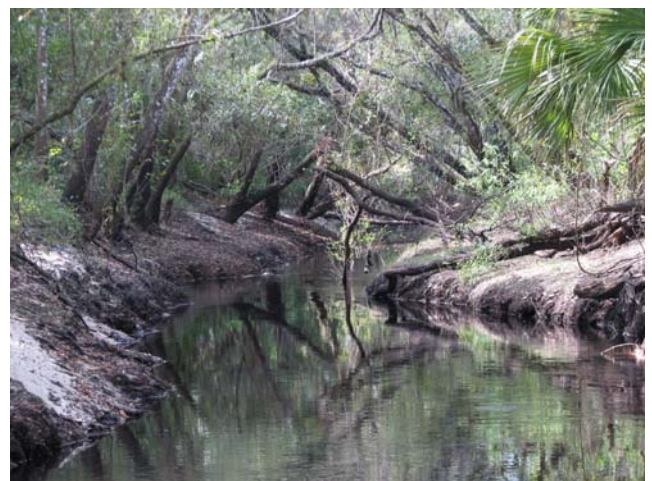
court. Also in the area (east of US-41 on North Port Boulevard) is the North Port Skate Park, which features a street course and skate bowl.

Maximizing connectivity over time to these existing parks from the Creek corridor will enhance the Greenway functions.

Archaeological Review

Janus Research conducted a reconnaissance survey of the planning Creek corridor in October 2005. They also conducted an archaeological literature search through the Florida Master Site Files. Information collected from the literature search revealed six existing and recorded archaeological sites in close proximity to the corridor. Based on the site visit and the existing environment of surrounding soils and wetlands, the opinion of *Janus Research* is the potential existence of unrecorded archaeological resources within planning corridor portion. Their memorandum is included in the *Appendix*.

It will be necessary to conduct further information development in regards to archaeological features and significance during the master planning process.



Source: City of North Port

3 Greenway Planning Components

Planning Features

Planning the Myakkahatchee Creek Greenway involves the incorporation and balancing of a variety of important factors. Components such as land ownership, public interest and community support, ecological and biological factors, and economics all play critical roles in successful planning.

Greenways Based on Careful Planning (Florida Office of Greenways and Trails)

"Connections should be based on detailed assessments of potential sites and surrounding features as well as current resource conservation and/or recreational principles. The design and location of future landscape linkages and conservation greenways must be justified based on valid ecological assessments and the principles of conservation biology and landscape ecology. Greenways must be planned and designed to maximize land use compatibility in order to conserve biodiversity and maintain ecosystem integrity while minimizing negative impacts to private lands."

For purposes of planning the Greenway corridor, the listed major components were reviewed and compiled for the development of three concept options for the City and the public to consider for future master planning of the Myakkahatchee Creek Greenway.

Planning Components

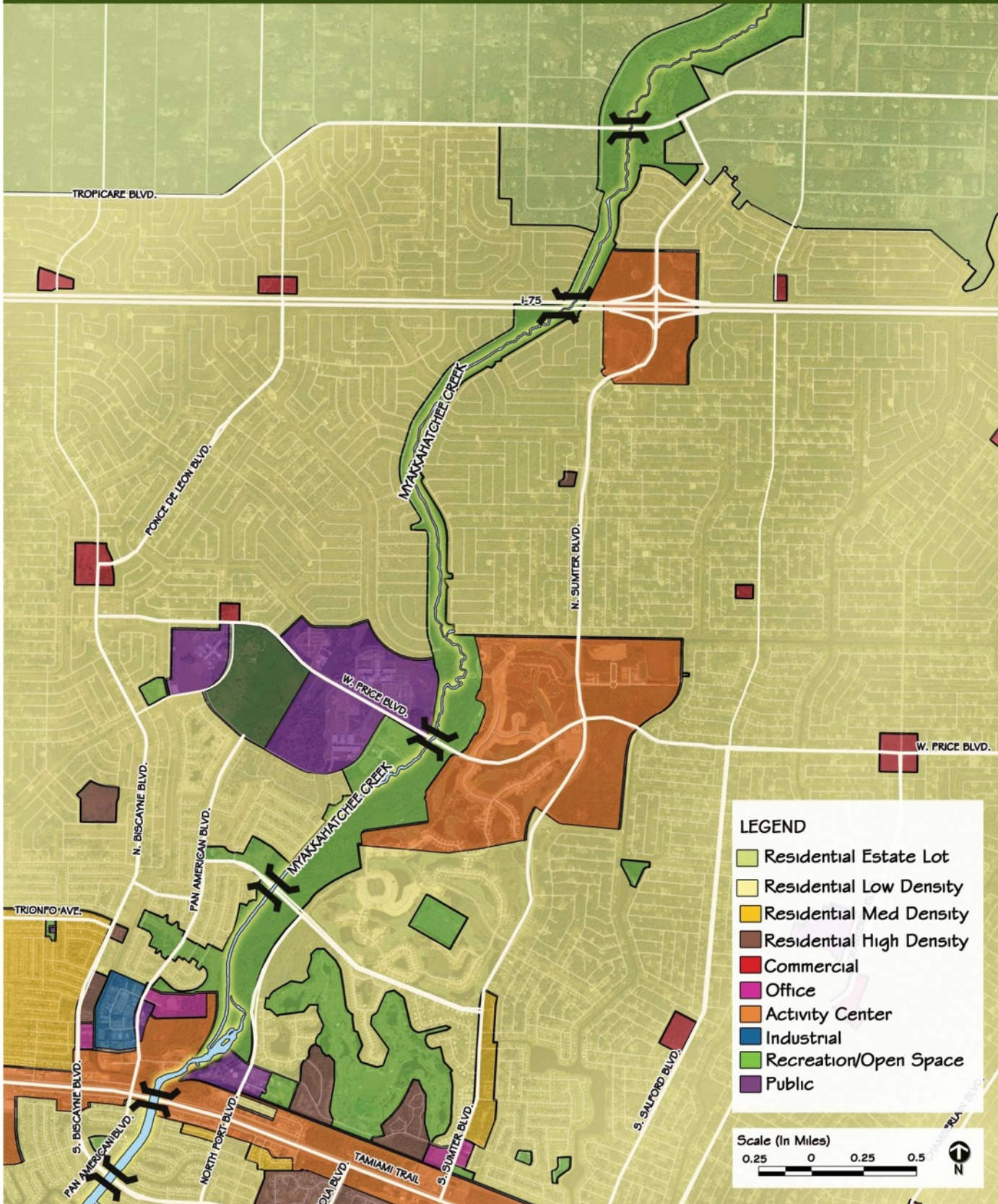
- ✿ Existing Features (Section 2)
 - Wetlands & Flood Plains
 - Water Quality
 - Scrub Jay Habitat
 - Public Land Ownership
 - Existing Parks
- ✿ Future Land Use
- ✿ Site Inventory & Analysis
- ✿ Surrounding Area Analysis
- ✿ Trail Access & Connectivity
- ✿ Public Input
- ✿ Existing Reference Information
 - Needs Assessment
 - Park & Recreation Master Plan
- ✿ Concept Options (Section 4)

Future Land Use

Planned future land use provides a framework for the City continuing managed development of the community. *Figure 3-1* was derived from data provided by the City of North Port. The categories and location of land type are contained within the City's GIS (Geographic Information Systems) dataset library. Future land use is an important element of both the City and County's Comprehensive Plan.

The future land use plan is meant to provide direction for managing anticipated growth and ensuring the distribution of land uses that will meet the future economic, social, physical and environmental needs of the municipality.

As the *Figure 3-1* illustrates, many of the lands classified under public ownership are



Future Land Use

Figure 3-1

identified as recreation/open space. This gives additional weight to the proposition of creating a greenway in this location. The limits of the recreation/open space also help to define potential greenway extents.

A continuous recreation corridor is shown following the length of the Myakkahatchee Creek linking existing recreational uses like the Myakkahatchee Creek Environmental Park, Oaks Park, and Butler Park.

Areas adjacent to the greenway are shown as remaining low density residential in the future. The northern end of the proposed greenway, near Myakkahatchee Creek Environmental Park, is proposed to remain the lowest density of use with residential estate lots.

At the southern end of the proposed greenway near US-41 are the most intense uses, including commercial and high density residential land use designations.

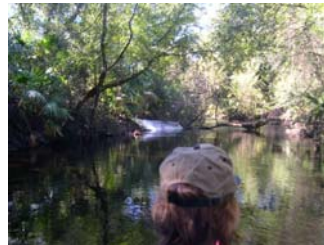
The proposed greenway is compatible with the planned future land uses as identified in the City Comprehensive Plan, and can serve to provide connectivity from the residential areas to the greenway and pedestrian access to parks located adjacent to the corridor.

Site Inventory & Analysis

Throughout the conceptual planning process, multiple trips were made to the Myakkahatchee Creek and adjacent properties. The first trip was conducted

during high water season utilizing kayaks down the creek.

This was primarily undertaken to determine whether the creek was navigable in its current state and the potential for canoe and kayak travel and designation as a *blueway*. Overall, the creek had a pleasant existing canopy over the water, making travel physically comfortable.



Views were scenic, however, low-hanging branches from overhead trees, a lack of signage, as well as vegetation debris within the waterway made navigation by kayak challenging - but not impossible. A designated, well-marked canoe/kayak *blueway* would be a positive amenity to the North Port area.

A *blueway* would present an opportunity to introduce the greenway to a larger audience, to view the area from a unique vantage point, and to make the greenway more attractive to users in the hot summer months.

This type of travel can be aided by an aggressive creek maintenance plan. Way-finding signs and designated pull-out areas would be incorporated as part of canoe & kayak trail *blueway* design.

An existing pedestrian trail was discovered and followed on foot. The trail, although rough and unimproved in most areas, was continuous along the creek and easy to

follow. Means for getting around multiple road crossings were examined. In addition, linkages to compatible uses were studied.



Evidence of current area use in various forms, such as fully constructed bike platforms for BMX type activities, were noted. Debris and trash were significant past the Snover Canal.

Representative photos of the corridor were compiled and placed on an aerial depicted in *Figure 3-2* in order to create a graphic that illustrates overall existing conditions along the corridor. Locations of the representative photos were taken is noted by numbers on the aerial photo corresponding to their place along the greenway.

Surrounding Area Analysis

Following the inventory of the potential greenway, the information was synthesized to get a better and more holistic understanding of opportunities and constraints within the area along the Myakkahatchee Creek. Scrub Jay habitat, 100-year floodplain, parks/open space, schools and library locations were superimposed on future land use information maps.

Locations of particularly noteworthy views were noted during field visits. Possible neighborhood connections were suggested within areas of higher residential densities. Area for the potential greenway was then mapped based on inventory of physical site factors.

The greenway extents are to be further refined taking into account site-specific variables, such as condition and location of existing trails and type of activities that are to be proposed along the greenway. As illustrated in *Figure 3-3*, there is excellent neighborhood accessibility and opportunities for linkages to compatible uses.

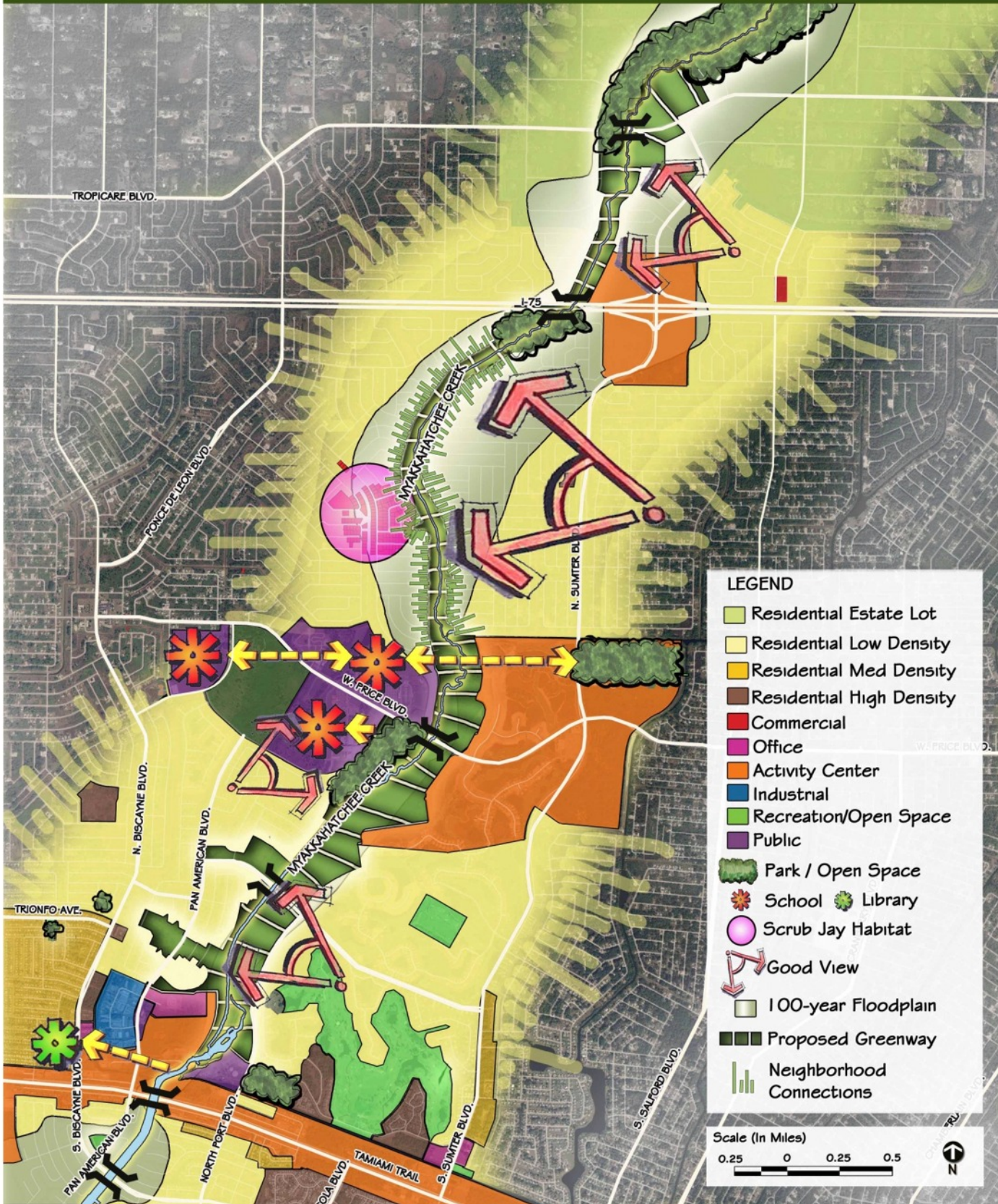
Trail Access & Connectivity

Following examination of potential parcels to include in the corridor, trail access and connectivity were studied. The purpose of this study was to obtain an understanding of where existing access points existed and determine the level of existing connectivity of the greenway corridor. As observed by field visits in October 2005 and February 2006, parks directly adjacent to the creek had vehicular parking associated with access to the corridor. These locations are shown in blue on *Figure 3-4*.

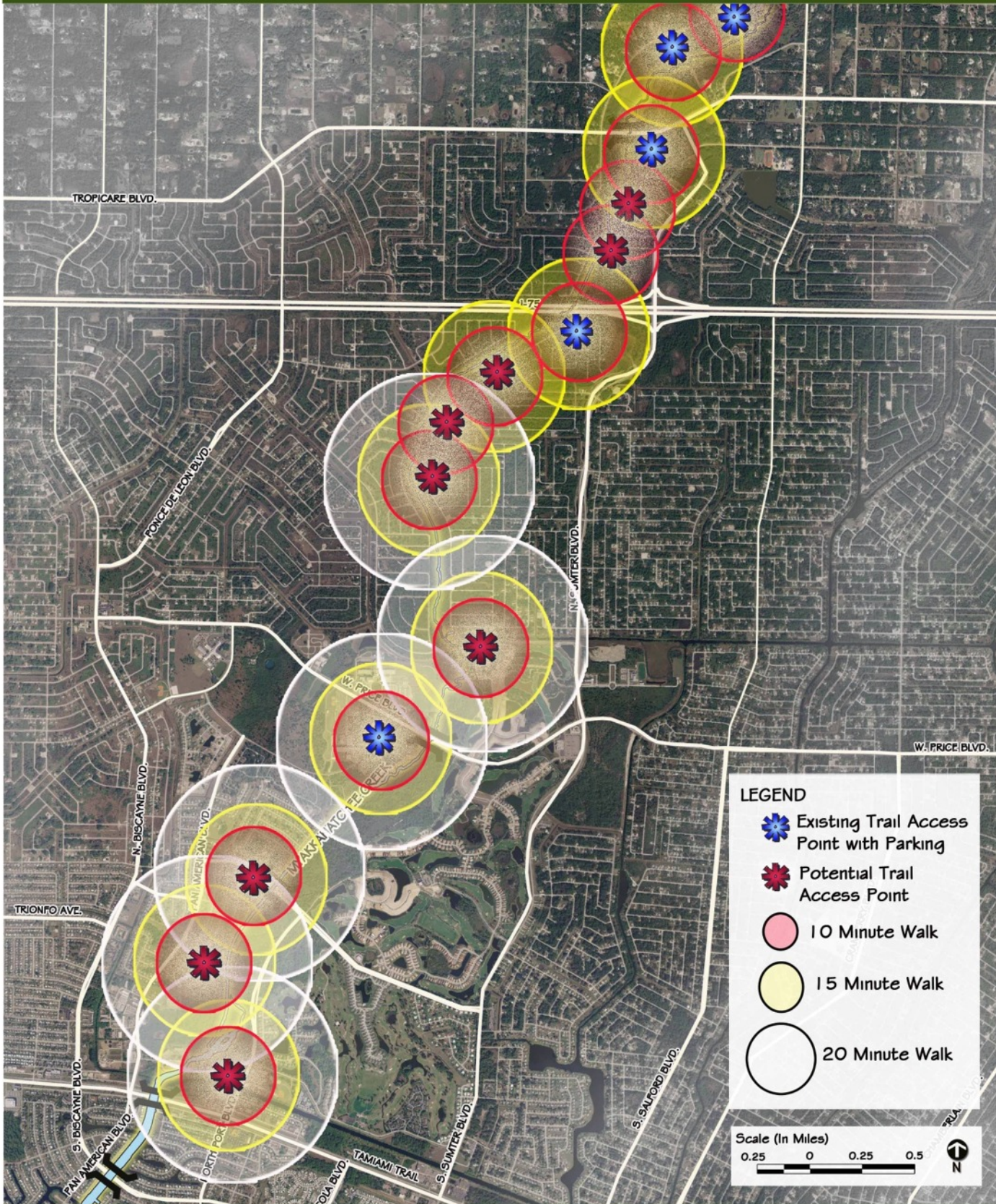
Potential trail access points, indicated in red on *Figure 3-4*, are locations where there was evidence of individuals trying to connect to an existing rough path adjacent to the creek. Most access points were marked by piles of debris and had well-worn paths which served as linkages.

Five and ten minute walks were then added to the graphic to demonstrate existing connectivity. A five minute walk is approximately 1000 feet, given the sandy terrain and condition of existing trail.





Surrounding Area Analysis Figure 3-3



Trail Access and Connectivity Figure 3-4

Although connectivity proved to be satisfactory overall, as demonstrated by *Figure 3-4*, some parts of the trail fell outside of a five or ten minute walk. In the future, additional access points and parking will be necessary to accommodate users.

Public Input & Survey Results

The creation of a Greenway serves a foundational purpose of providing a dedicated environment of nature for the community. It serves as a diverse, natural background for the community, its residents and public to interact.



A Greenway system strives to encompass a broad variety of landscape types and functions where the overall intent of the Greenway is to protect and enhance natural, cultural, scenic, and water resources, while providing recreational benefits to the community. Gathering input from the community provides an important information resource in the development of the Myakkahatchee Creek Greenway Concept Plan.



North Port, to receive input regarding the

planning of the Myakkahatchee Creek Greenway project.



There were approximately 37 people in attendance not including various City and TGW/URS staff. Surveys were distributed to the attendants during the meeting.

Persons could either complete the surveys before they left the meeting or later by transmitting the completed forms by mail or Fax. By the end of the meeting, 17 completed surveys were received.

The North Port Sun Herald newspaper further published the survey on April 21st, 28th, and 29th, 2006. An additional 42 surveys were received after the April 18th meeting through the month of May. This service aided further in gathering public input and interest regarding the Myakkahatchee Creek Greenway project.

A total of 59 surveys were collected from the public input meeting and mailed surveys from interested parties regarding the Myakkahatchee Creek Greenway project.

The survey responses reflect the desires of the individuals as to activities, opinions, and concerns they may have regarding the Greenway project. The detailed survey questionnaire and resulting information data are included in the *Appendix*.

Comments of the first Public Workshop

"Would like to see open space activities."

"Would like to see other Environmental Park access."

"Look to protect the greenway and water resources."

"There needs to be a variety of elements in the Park."

"Attention needs be given to safety and security."

"Connection to the Carlton Preserve would be Great."

The results of the survey indicated strong and consistent desires for the following Greenway attributes:

- ✿ *Walking and Hiking Trails*
- ✿ *Nature Trails*
- ✿ *Natural Scenic Areas*
- ✿ *Picnic Area and Facilities*
- ✿ *Handicapped Activity Area*

There was also expressed interest in the following activities:

- ✿ *Canoe and Kayak Access*
- ✿ *Fitness and Exercise Trail*
- ✿ *Pet Walking Trail and Area*
- ✿ *Bicycle Trail*
- ✿ *Primitive Camping Area*

Also listed of interest, but in a much smaller group of respondents, were the following activities:

- ✿ *Fishing Area*
- ✿ *Swimming Area*
- ✿ *Equestrian (Horse) Trail*
- ✿ *BMX Bike Trail*
- ✿ *Rollerblading and Skating*

Level of interest does not necessarily preclude an activity from being established within the Greenway project. The feedback preferences aid in establishing the priority, timing, and level of dedicated area set aside for particular functions. This input is factored into the overall conceptual planning.

Highlights of individual written feedback also provide insightful information regarding the desires as well as concerns of the community.

Comments for Additional Activities:

"Guided walks, small concession stand, small nature center plus lectures/programs."

"Environmental education - canopy platform."

"Signage in nature trail and at scenic areas describing the 'flora and fauna'."

"Hiking/bicycle trail through Carlton Reserve to Myakka River."

"Showers and toilets in the environmental park."

"ADA accessible trails (wheelchairs & scooters)."

"Restrooms, showers for camping area, pavilion, youth camping fire circle."

"Place for families & kids to go. Keep kids off streets and out of trouble."

"Would like to see a playground."



Other Ideas or Comments:

"A playground would be nice so families could do trails, play at playground then picnic."

"We do need a lot of things for US baby boomers!"

"A children's park, water and wild life - scenic areas."

"Thank you for requesting our feedback! Look forward to a nice place to enjoy with our family and friends."

"How come there seems to be plenty of money for extras like this but not for necessities? It's very disturbing. I wonder WHO benefits the most from these suggestions?"

"Camping and swimming are 'noisier' type activities which could take away from the peaceful atmosphere and disturb the wildlife more."

"Security to protect the greenway. Our major concern at this time is a lack of routine police patrols in Myakkahatchee Park to curtail reckless public intoxication and irresponsible behavior that can start a serious fire."

"We are beyond due to have a pet area for North Port!"

"Security is a main importance."

"Boat tours, boardwalks (land dependent), Florida friendly garden area, playground, benches along trail."

4 Concept Plan Options

Greenway Options A, B, & C

Providing options for consideration gives an opportunity for the City and community to visualize and interact with the development of their greenway. Development of the Myakkahatchee Creek Greenway options were based on the planning features presented in Section 3.

The Myakkahatchee Creek offers tremendous opportunity for the citizens of North Port to select a signature Greenway to match their lifestyle and interests, and to protect important environmental features of this region of Florida.

Developing the initial ideas and concepts for the Greenway is a collaborative effort among interested parties and sometimes divergent interests to plan the future of a great part of the City for generations to come. Choosing a concept plan which is based upon public interaction and interest will lead to a successful master plan to forge this Greenway.

The options are presented as Option A, Option B, and Option C. The compiled options progress from limited passive functions to maximum passive activities with some active functions. The ultimate option selected may match one of these three possible options or a mixture and combination of options.

Concept Options

Trail Alignment

In all possible options, the formation of a corridor connecting north and south project boundaries is recommended. On the north end of the trail, a link should be planned connecting the proposed greenway to the Carlton Reserve, an existing area resource with over 80 miles of primitive trails.

Unimproved trails for pedestrians should, in general, be allowed a smaller setback to the Myakkahatchee Creek than trails intended for higher intensity use and/or pavement improvements.



If a path is intended strictly for pedestrian use, signs should be placed at trailheads and periodically along the trail informing

users that any other use of the trail is prohibited.

Environmental education can be provided the length of the corridor in the form of tree/foliage/wildlife/cultural identifiers approximately 100 feet on center.



General circulation patterns are illustrated in the conceptual options plans. Existing trail alignments should be utilized where feasible. In addition, actual trail alignment should seek to avoid extreme changes in topography, the need for removal of shade trees, and environmentally sensitive areas in general. Where possible, trails should be located utilizing existing tree canopy. Parking facility, rest areas, and activity nodes are recommended where indicated on each of the proposed options.

Trail Segment

Trail segments, with recommended looping of each individual segment, provide a shorter alternative to walking the length of the entire greenway. Although a continuous corridor is planned for, trail looping should also be incorporated to allow for abbreviated walks for time and energy considerations.

Along each segment a variety of experiences should be provided to engage users, for example, one portion of the segment may follow close to the Creek, while another diverts further upland.

For the comfort of users, provide signage at trailheads with maps showing approximate trail alignments, length and time to complete, as well as estimated difficulty level.



Similar Needs and Considerations

Whichever option is chosen by the public, there will be a central theme/focus and many similarities and criteria for the eventual implementation of the full-fledged Greenway. The central theme will be to provide a natural environment for enjoyment, education, meditation and protection.

Some of the more important, similar needs of the future park to consider are:

- ❑ Water quality protection of the City's drinking water supply. The Myakkahatchee Creek serves as a primary source of drinking water and must be protected from possible watershed pollution and degradation.

- ❑ Stormwater conveyance for flood protection. Past events have demonstrated the severe nature of flooding in this watershed.

Future improvements for stormwater management within the future footprint of the Greenway will need to be integrated into a functional system that will still provide for the public's use and interests while minimizing future flooding.

- ❑ Safety for those who use the park. With miles of forested trails and numerous outdoor activities, it is critical for the Greenway to be actively patrolled for the protection of all users.

Strong public input was received in both the public workshop and written surveys regarding current issues and concerns with safety primarily in the Environmental Park area. Similar concerns were expressed for the Greenway corridor.




- ❑ Crossing connections are important in providing optimum access and movement through the Greenway. This will have special focus at Hole 5 of the golf course which sits on the edge of the Myakkahatchee Creek banks.
- ❑ BMX and skate boarding activities have not been planned into the Greenway project. There is interest in these activities and consideration should be given by the City in providing better suited areas somewhere to fulfill these interests. The Greenway project does not lend itself to these activities.












Features

Each option depicts varying elements of the activities of the Greenway. Specific features such as picnic tables, bicycle racks, crossing structures, boardwalks, etc. will be developed during the master planning process.



















Legend graphics depict functions from a concept location and activity basis. Descriptions are summarized for reference.

-  Denotes locations of the existing parks within the City of North Port.
-  Denotes boundaries of school property which offers a primary connectivity area to the Greenway.
-  Denotes Watershed protection area in the immediate area of the City's reservoir and water treatment plant. Area extends from Appomattox Drive to US 41 in all Options.
-  Denotes existing dedicated bicycle paths on roadways.
-  Denotes proposed locations of Handicapped areas with design features for special needs including co-located picnic facilities.

-  Denotes Canoe & Kayak access points.
-  Denotes proposed vicinity location of Nature & Hiking trails. This activity will extend from Environmental Park to Appomattox Drive.
-  Denotes primary neighborhood connection points for access.
-  Denotes a comparable use connection to areas with similar recreational focus.
-  Denotes proposed Paw Park in West Price Blvd. vicinity.
-  Denotes a dedicated fitness trail designed with exercise stations and distance markers.
-  Denotes horse trail location. Equestrian activity is focused to the North.
-  Denotes a dedicated Bicycle trail.
-  Denotes area for primitive camping with expansion of existing facilities.
-  Denotes fishing spot.
-  Denotes swimming area.

Legend

-  Existing Park
-  School Property
-  Watershed Protection Area
-  Existing Bikeway
-  Handicapped Access Point & Areas w/ Picnic Tables
-  Canoe & Kayak Access Points
-  Nature/ Hiking Trail
-  Neighborhood Connectivity
-  Compatible Use Connection
-  Fenced Paw Park
-  Looped Fitness Trail
-  Horse Trail
-  Bicycle Trail
-  Primitive Camping Area
-  Fishing Area
-  Swimming Area



Option A

Boundary: Environmental Park to Appomattox Drive

Objective: Maximum protection the waterway while allowing only passive activities.

Features:

- Pedestrian Path access through neighborhoods.
- No public access signs posted after Appomattox
- Proposed activities will be:
 - Nature Trail
 - Walking and Hiking Trail
 - Handicapped Access Point areas
 - Natural Scenic areas
 - Canoe and Kayak Access Points (near Environmental Park and upper reaches of creek)
 - Picnic Tables (Single Use)

added preservation of natural lands and habitats.

In terms of implementation, Option A will be the lower cost alternative due to the minimal facilities and reduce levels of function.



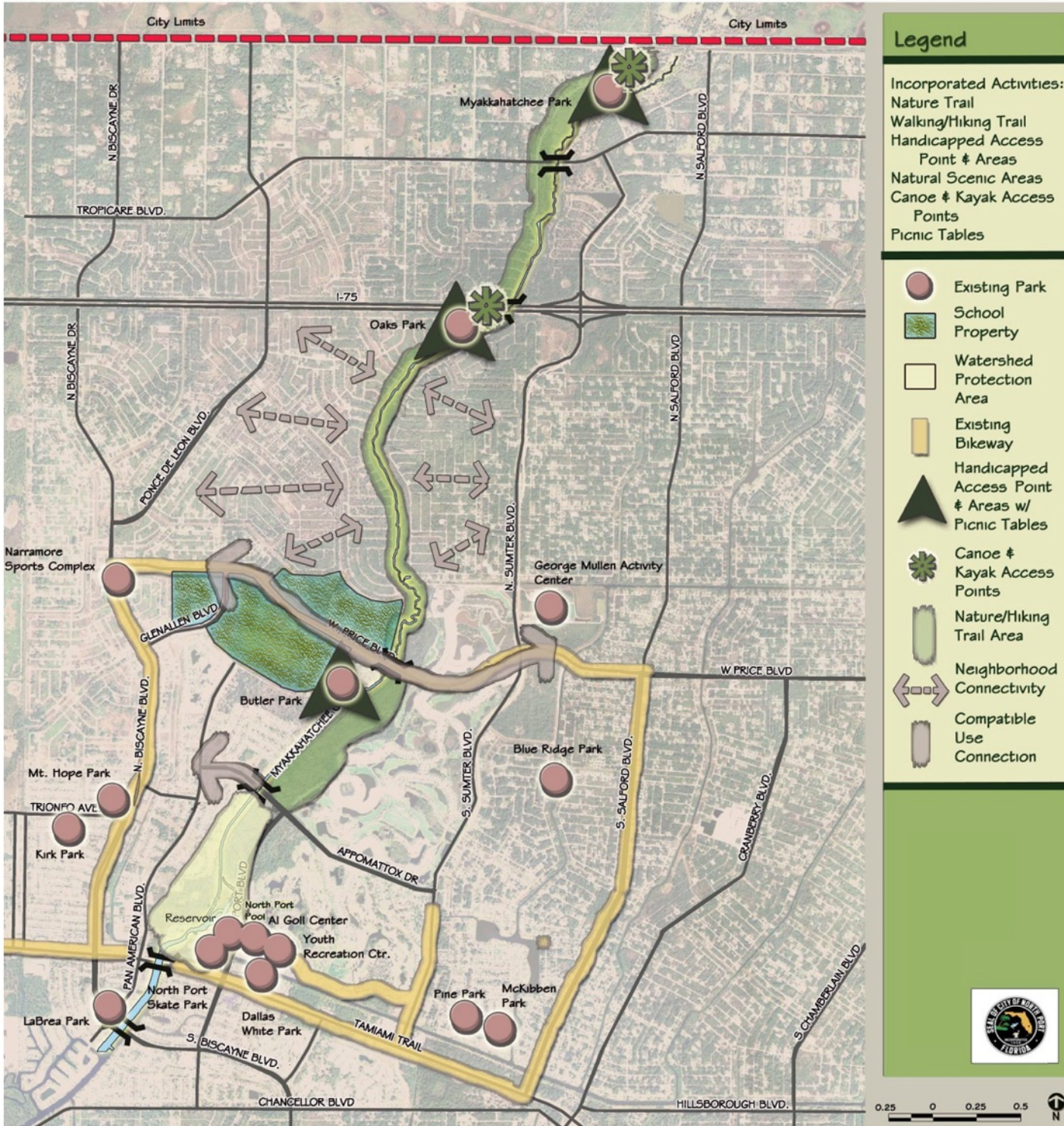
Source: City of North Port

Option A, as portrayed in *Figure 4-1*, will provide a Greenway with the maximum green.

Although it will not limit access or certain conveniences, it will provide a limited number of activities; those activities being passive, low impact to the surrounding natural environment.

Option A will also provide the maximum protection to City's water supply by the passive nature of the activities and the

Myakkahatchee Creek: Greenway Concept Plan A



Option A

Figure 4-1

Option B

Boundary: Environmental Park to Appomattox

Objective: Protection of the waterway while allowing expanded passive activities.

Features:

- Pedestrian Path access through neighborhoods.
- Trail Head Parking
- No public access signs posted after Appomattox
- Proposed activities will be:
 - Nature Trail
 - Walking and Hiking Trail
 - Handicapped Access Points and areas
 - Natural Scenic areas
 - Canoe and Kayak Access Points (near Environmental Park and upper reaches)
 - Picnic Tables (Single and multi-family and group use) and expanded Picnic facilities.
 - Fenced Paw Park area located at the Ball field area at West Price Blvd.
 - Dedicated Fitness and exercise trail with a loop and associated marked Distance.

These additional features will provide more variation for residents to utilize an increased number of activities; those activities still being primarily passive in nature.

This option will be marginally more costly than Option A to accommodate added capital costs for parkway components such as fitness trail, paw park, and such features.



Source: City of North Port

Option B, presented in *Figure 4-2*, will provide a Greenway with added passive features to those presented in Option A.

Myakkahatchee Creek: Greenway Concept Plan B



Option B

Figure 4-2

Option C

Boundary: Environmental Park to Beginning of City Reservoir with loop back.

Objective: Protection of the waterway while allowing expanded passive and active functions.

Features:

- Pedestrian Path access through neighborhoods.
- Trail Head Parking
- No public access signs posted after loop back at start of Reservoir.
- Proposed activities will be:
 - Nature Trail
 - Walking and Hiking Trail
 - Handicapped Access Points and areas
 - Natural Scenic areas
 - Canoe and Kayak Access Points (up near Environmental Park and upper reaches)
 - Picnic Tables (Single and multi-family and group use) and expanded Picnic facilities.
 - Fenced Paw Park area located at the Ball field area at West Price Blvd.
 - Dedicated Fitness and exercise trail with a loop and associated marked Distance.
 - Horse trail located near Environmental Park (north side of Creek and meandering for distance)

- Bicycle trail
- Primitive camping area (no restroom facilities) but expansion of the existing facilities at Environmental Park.
- Fishing Area
- Swimming area

Option C is presented in *Figure 4-3*. This option will provide a Myakkahatchee Greenway with the most activities for residents to use on a day to day basis.

These additional features will provide maximum passive and active variations for residents to utilize.

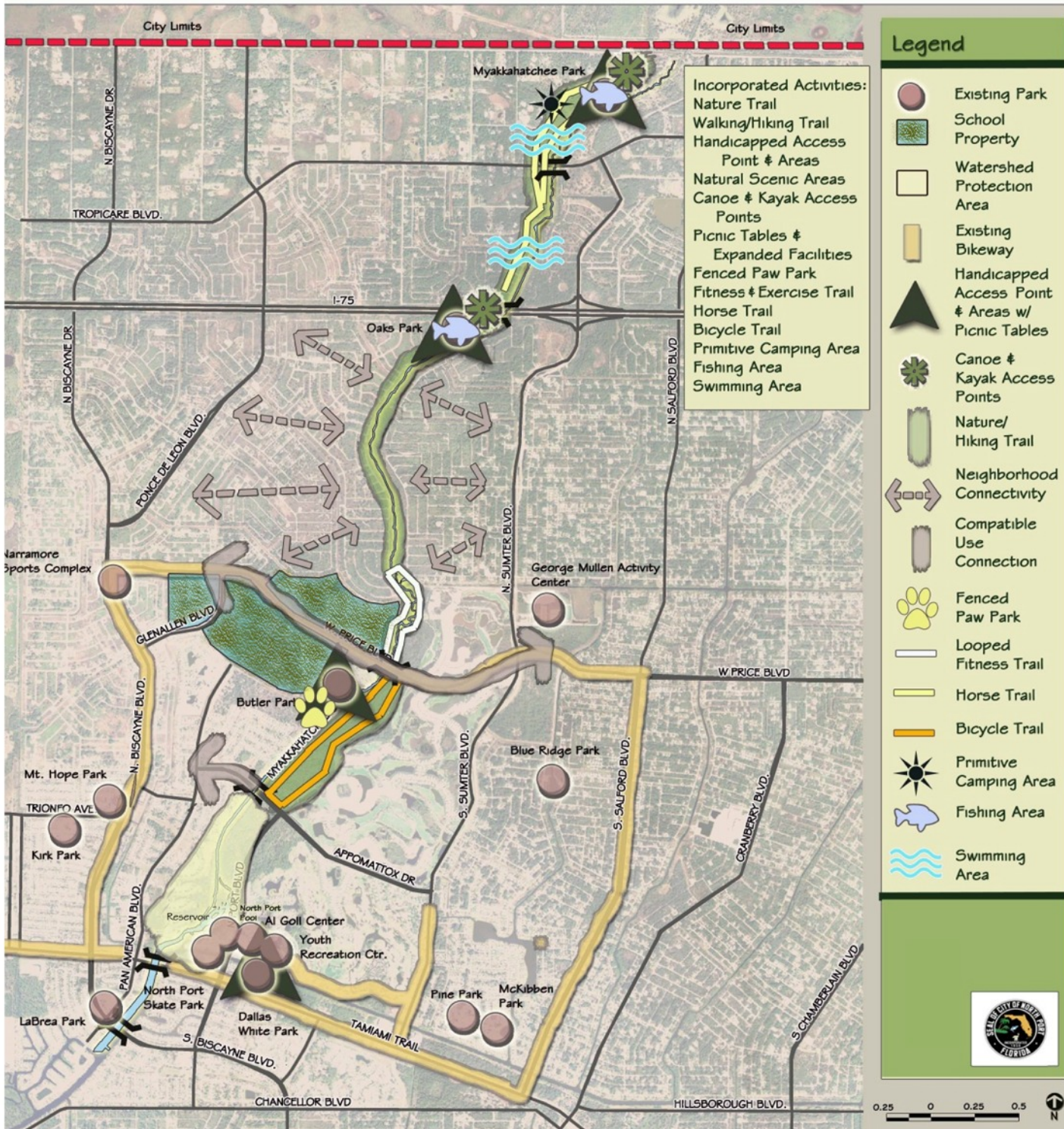
This option will be more costly than either Option A or B to accommodate added capital costs for parkway features such as bike path, paw park, horse trail, and such features.

Fishing and swimming areas were also incorporated. It should be noted that there is alligator habitat and activity within the Myakkahatchee Creek. This particular activity should be carefully considered before developing and supporting associated facilities.



Source: City of North Port

Myakkahatchee Creek: Greenway Concept Plan C



Option C

Figure 4-3

5 Selected Greenway Option

Preferred Concept Plan

The Myakkahatchee Creek Concept Plan represented a fundamental step in movement towards developing a Greenway corridor within the City of North Port. Three Concept options (reference Section 4) were developed and presented to the public and the City. Involvement and input of the community through these public workshops, written input questionnaires and surveys aided in deciding key attributes of the Greenway. The City ultimately decided to phase the Greenway with activity passive as presented in Options A and B in Tier I properties located directly along the creek banks. Option C components will be developed in later phases in the Tier II properties paralleling the Tier I corridor.

Which Way Do We Go For Our Greenway?

The community voiced their preferences and desires which the City leaders of North Port utilized in determining a directive course in the Myakkahatchee Greenway Master Planning process. Diverse desires and interests are being accommodated by applying a multi-phase and varying activity merge of the Concept Options A & B for Tier I and Option C activities for Tier II corridor properties.

Public Input and Survey Results

The Conceptual Plan was presented to the community through a series of avenues. Specifically, the following methods were applied:

- ✿ *Individual Mailer Notice* – A list of interested persons was maintained for future information and mailing on the Myakkahatchee Creek Greenway. The list was developed from the prior workshop and written surveys received over the course of 2 months. Notice of the Concept Plan workshop was mailed January 23, 2007.
- ✿ *Newspaper Announcements* – The City of North Port published an announcement of the City's public workshop for input for the City's Concept Plan.
- ✿ *Website Posting* – The notice of the public workshop was posted on the City's website. In addition, the City posted the entire Concept Plan for review online in the most common software format – Adobe Reader.
- ✿ *Public Workshop* – A public workshop was conducted on January 31, 2007 at City Hall Commission chambers to receive public input and comment. The conceptual options were presented through a Power Point presentation, full size poster boards for pre- and post meeting review, and handouts via a written survey.
- ✿ *Newspaper Publications* – The North Port Sun Herald newspaper published the survey several times over the course of three months for interested parties to complete and submit for the Greenway.

A total of 169 written surveys were received from the public workshop and subsequently completed and mailed or hand delivered. The final outcome of votes for options A, B, or C are listed below:

Option A – 47 persons

Option B – 40 persons

Option C – 82 persons

The overall public involvement and interest was impressive during the public meetings and follow-up submittals, as noted in the number of responses received for survey and evaluation. The summary of material received is included in *Appendix B*.

The majority of the public opinion is for a combination of active and passive activities within the Greenway corridor or Option C. A large number of responses recommended specific elements which were pointed out for consideration (e.g. a Paw Park to be located somewhere next to the corridor). Yet, a number of responses requested a strictly passive environment along the Greenway.

North Port Commission Decision

The Concept Plan Options and summary of public input results were presented to the North Port City Commission on April 23, 2007. Through a series of discussion and review, the Commission approved a hybrid of the Concept Plan Options A/B and Option C with a 5 to 0 vote. The North Port City Commission meeting minutes of April 23, 2007 are included in *Appendix B*.

The approved Concept Plan combined a compromise and struck a balance to the most requested Option C and next most desired by Options A and B elements in Tier I properties. Option C activities will

Excerpts of Option A, B, or C Comments:

“Option C - I really believe the development of this will show North Port to be a very "people" friendly community. I have family and employees in North Port.”

“Option A - passive because it allows the City to preserve a beautiful tranquil area for the enjoyment of our beautiful nature which is becoming endangered by intense development. This option also allows the best protection of our water source.”

“Option C - More services will encourage ownership of the creek and allow for more educational opportunities for the residents. The horse trail and camping area could provide for economic development and attract others to our City.”

“Option A - The natural, undisturbed setting of the corridor is what makes the creek a "jewel". Unfortunately, the more amenities, the more impact upon what's there naturally. The corridor should remain an opportunity to be discovered by people rather than a ready-made, polished but mundane trail.”

“Option C - Include the history of NP with "Turpentine Mill" that existed on the creek with a display of artifacts. Showing what it was like back then. Please include the history of the "creek" with educational displays.”

“Option A - Leave the nature-natural - stop tearing up habitats. Animals need a home.”

“Option B - A nice balance between nature and people interested in hiking, canoeing and kayaking.”

“Option C - I am a disabled resident of North Port (for over 20 years). I have researched this park, along with other "handicapped" citizens only to find, it needs vast improvements to become ADA accessible - for those of us who use scooters, wheel chairs, walkers, crutches, etc.!! Please add paths for us also! This park is so pristine & beautiful - a real treasure & jewel of North Port! LET'S MAKE THE MOST OF IT!”

“Option B - Picnic tables and expanded facilities and paw park.”

be developed in later phases within Tier II properties.

The approved Concept Plan and City direction is to provide:

- ❖ Passive activities (Option A & Option B) within lands adjacent to the Myakkahatchee Creek (within Tier I City acquired properties); except for improvements at main Trailheads (i.e. Environmental Park, Oak Park, and Butler Park).
- ❖ Allow more activities within Tier II lands, in line with those activities presented in Concept Plan C.
- ❖ Concentrate immediate resources and funding to the Tier I properties.

Master Plan Phasing

The North Port Myakkahatchee Greenway Plan will be implemented in 2 phases within the City limits of North Port:

- ❖ *Phase I* – Option A and Option B are combined to form Phase I. Phase I represents the development of a Passive Greenway Corridor along the waterway which will include primary components of natural hiking trails, benches, portions of an exercise loop trail, foot bridges, educational, historic and trail signage.

These features will be located along the banks and immediate proximity of the creek corridor known as the Tier I properties. Improvements will be provided within three existing

parks of Environmental Park, Oak Park, and Butler Park.

- ❖ *Phase II* – Option C along with Options A & B are combined to form Phase II. Phase II represents the development of additional activities landward in the Tier II properties which are adjacent to the Tier I properties along the waterway.

Activities will include primary features of a bicycle trail, exercise stations, picnic tables and gathering areas.

Development of connectivity to Sarasota and Charlotte County areas such as Carlton Preserve. Possible horse trails in the northern portion of the City limits may be considered in later phasing. Other activities may be added as time progresses and the Greenway Park is underway.

Dedicated swimming and fishing areas have been omitted from any of the planned components of the Greenway due to safety concerns. A Paw Park is planned for the Butler Park area outside the Greenway corridor but with connectivity to Butler Park and associated amenities.

Based on cost considerations, the City has decided to divide the implementation of the Myakkahatchee Greenway into 2 specific phases, following along the delineation of Tier I and Tier II properties. Phase I of the Greenway will be developed within the confines of what is now described as Tier I properties, which are those lands immediately adjacent to the Myakkahatchee Creek.

6 Phase I Greenway Plan

Phase I (Tier I)

The Greenway corridor will maintain a natural system with features created to enhance the access of the community. For the Phase I component of the Greenway, the improved or expanded features will be low impact within Tier I properties along the creek and enhancements of the City's parks. The Greenway corridor will be located along the east and west sides of the Myakkahatchee Creek.

Phase I Objective

Phase I of the Myakkahatchee Greenway Park will provide for passive enhancement along the lands and properties (Tier I) directly alongside the waterway and improve and expand features of the existing Environmental, Butler and Oaks Parks.

The features of the Phase I Greenway are divided into major and minor components for the planning description and delineation of future design and implementation efforts. The current state of the existing parks, pedestrian trails and areas along and within the creek are presented along with the suggested improvements. The intent is to maximize many of the City's existing parks and rough trails to form the backbone structure of the Greenway corridor. The Greenway Phase I plan is depicted in *Figure 6-1*.

Existing Tier I Land Acquisition

Tier I properties are the land parcels located within the City limits adjacent to the Myakkahatchee Creek waterway, both on the east and west banks. Acquisition of Tier I properties has been a strategically planned and ongoing effort by the City of North Port since 1970.

As of September 2007, the City has acquired ownership or access to 279 parcels out of 281 parcels on the Creek. *Figure 6-2* depicts the current Tier I properties in public ownership.

The City maintains a dedicated budget and is actively engaged in acquiring these remaining parcels of land to provide a continuous, publicly-owned greenway along the entire waterway, within City limits, as part of Phase I plan of the Greenway.

Major Greenway Components

The major greenway components for Phase I (Tier I) have been categorized and reviewed as follows:

Parks

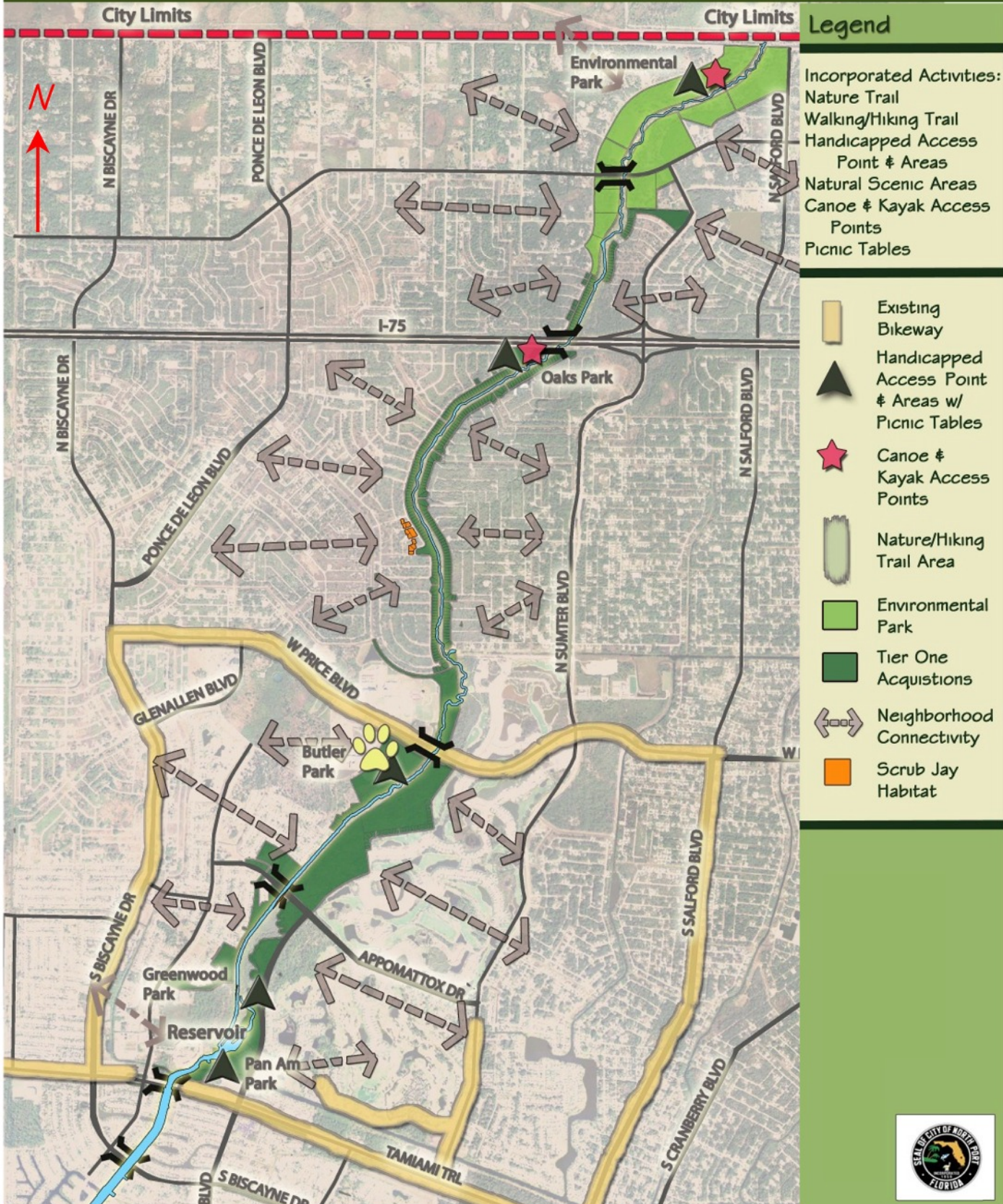
Parks include Environmental Park (also known as Myakkahatchee Creek Park), Oaks Park, Butler Park and two new trailhead parks – Greenwood Park and Pan Am Park.

Trails and Trailheads

Trails and Trailheads include review and condition of existing trails and their improvements and additions to traverse the east and west corridors of the greenway.

Neighborhood Connectivity

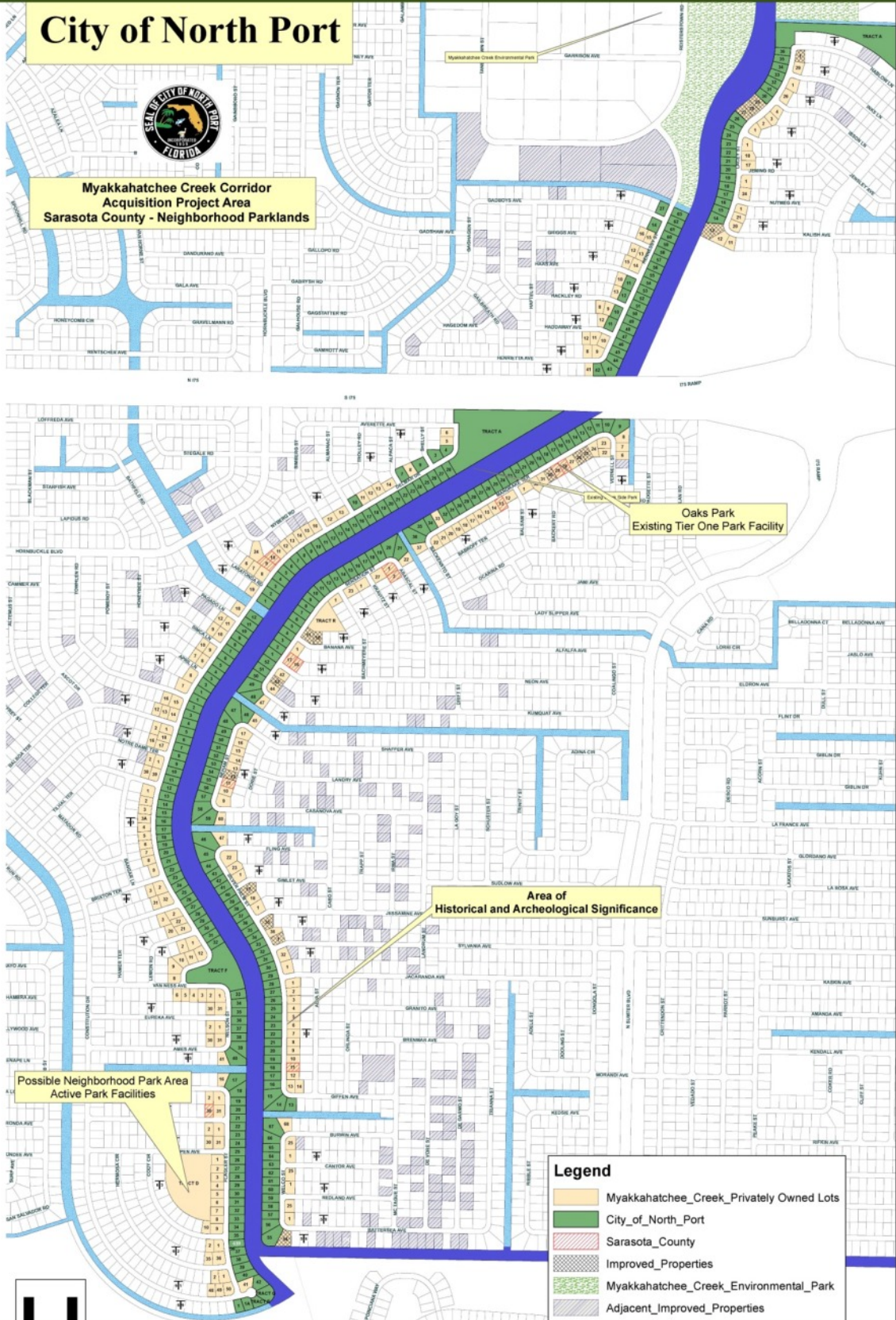
Trailheads located along the east and west banks have been provided to promote neighborhood connectivity for the residents of the City of North Port.



Phase I (Tier I) Plan

Figure 6-1





Tier 1 and Tier 2 Properties

Figure 6-2

Parks (Tier I)

Environmental Park (EP)

The existing *Environmental Park* will serve as the main park for entrance into the Myakkahatchee Creek Greenway for those located in northern portion of North Port. Being much larger than the other parks, its existing size will serve well in the improvements and expansion of activities to accommodate more users. The overall condition of Environmental Park is in relatively good condition and fits well as an important component of the Myakkahatchee Creek Greenway.

Depicted in *Figure 6-3* is an aerial of Environmental Park with noted existing main features.

Environmental Park Existing Conditions

Area Signage

There is road signage directing the public to its location. There are currently two signs – one located at the intersection of Sumter Blvd and Tropicaine Blvd. and another located on Tropicaine Blvd. where the park is accessed from the street. Additionally, EP has a Sarasota County sign located at the entrance where it is clear one is entering a Sarasota County Park. Basic park rules are listed on the Sarasota County Park sign.

Vehicle Access and Parking

The entrance driveway leading into the park consists of ground shell and dirt and is on the west side of the creek corridor. This area is bumpy and reflects poor drainage via a number of pot holes and standing water. The parking lot is composed of the

same shell and dirt material. There are two designated handicapped spots.

Facilities

To the east of the parking lot, there is a primitive camping area. There is a modest picnic area with park benches under the canopy of trees and some basic metal grills. The grills are rusty but appear to still be occasionally used. There are designated trash containers for trash and recyclables located in this area.

To the north there is a wooden gazebo, it appears to be a sound structure approximately 10' x 10' with a shingled roof.



Also located to the north, there is a canoe/kayak launch ramp composed of a grassy, dirt slope leading to the water.

To the north and across the creek from the shingled gazebo, there is another structure composed of wood with a thatched roof of palm fronds. The thatching has separated allowing the palm fronds to fall away and leaving open holes in the roof structure. This structure is also about 10' x 10'.



Adjacent to thatched structure is a large fire pit with wooden benches surrounding it and a flagpole just outside the circle of benches.



Environmental Park

Existing Features Include:

- Shell Entrances
- Shell Parking
- Information Map
- Canoe/Kayak Launch
- Big Slough Trail
- East Loop Trail
- West loop Trail
- Gazebo
- Thatched Cover
- Fire Circle and Benches
- Foot Bridges
- Observation Deck
- Primitive Camping Area
- Restroom

Existing Environmental Park

Figure 6-3



Just south of the parking lot, there is a wooden walkway leading to a single user restroom which is in fair condition. There is a small, functional water fountain in poor condition adjacent to the restroom.



Connecting the two sides of the creek there are wooden foot bridges. They are in good condition and are wide enough for handicap access. There is also an observation deck extending into the surrounding creek environment. Trees grow through the deck and provide a panoramic view of the creek.



An overview rendered map signage provides a layout of three established trails, foot bridges, associated amenities, and a general description of the flora and fauna.

EP Existing Pedestrian Trails

The three existing trails are labeled Big Slough (Yellow), West Loop (White), and East Loop (Red). These trails are marked in the park by 4" x 4" stakes along the trails with the respective colors painted on them. This type of marking system works well while not disturbing the environment.

The Big Slough (Yellow) trail follows the creek southward, crosses over the southernmost footbridge then traverses back up the other side of the creek. The West Loop (White) trail traverses on the

west side of the creek and eventually connects to the (Yellow) trail. The East Loop (Red) trail follows the east side of the creek and also connects to the Big Slough (Yellow) trail.

The existing park trails are composed primarily of grass. Areas which receive heavier traffic have been worn down to dirt. The trails are primitive and uneven in ground elevation.

The West Loop (White) appears to receive more traffic than the East Loop (Red) based on the condition and level of footprints, bike and horse tracks. The West Loop (White) maintains mowed grass where the other trails are overgrown and not as kept.

Environmental Park Improvements

Many of the existing attributes of Environmental Park will be maintained but upgraded and/or expanded. Improvements will include expanding and improving the both the east and west sides of the park.

The west portion features represented on *Figure 6-4* will include:

- ✿ Repair existing road through drainage improvements and base addition.
- ✿ Expand parking facilities including ADA spaces for handicap visitors.
- ✿ Expanded restroom facilities for facilities for men and women and with ADA handicapped access.
- ✿ Modest shower rinse area with each restroom.
- ✿ Water and electric for minimum service needs.
- ✿ Lighting in the main parking area.



Environmental Park West

Improved Features Include:

Repair/Improve Entrance Road
Expanded Parking
Information Map
Improved Canoe/Kayak Launch
Canoe/Kayak Shelter and Rack
Expanded Restrooms

Gazebo
Expanded and New Picnic Area
Maintain Foot Bridges
Maintain Observation Deck
Expanded Primitive Camping Area
Maintain 3 Existing Trails



West EP Improvements

Figure 6-4

- ❏ Bike racks.
- ❏ Expanded primitive camping site area.
- ❏ Improved canoe and kayak launch area with shelter addition and equipment holding rack.
- ❏ Additional picnic area and related amenities.

The east portion features represented on *Figure 6-5* will include:

- ❏ Improved entrance road from Elkrem Road.
- ❏ New parking area including handicapped (ADA) and bike rack facilities.
- ❏ New restroom facilities.
- ❏ New dedicated primitive camping area.
- ❏ Expanded picnic facilities.
- ❏ Maintain gathering ring.
- ❏ Repair or replace existing thatched roof structure.
- ❏ Water and electric for minimum service needs.
- ❏ Lighting in the main parking area.

Figure 6-6 depicts the overall layout of the enhanced Environmental Park.

Oaks Park (OP)

Oaks Park is located just south of Interstate 75 and contains property on both the east and west sides of the waterway. The existing park is depicted in *Figure 6-7*.

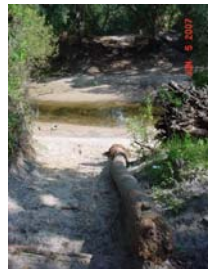
Oaks Park Existing Conditions

Vehicle Access and Parking

The east side of the creek has a sandy, dirt driveway and parking lot with potholes and poor drainage. There is a Sarasota County Park sign on the east side marking the park.



On the east side of the creek there is a canoe/ kayak launch ramp consisting of a large dirt slope leading down to the water. The west side of the park has one dirt driveway leading to the creek which is in poor condition.



There are trails on both sides of the creek; both sides have an apparent walking/biking trail that runs along the bluff of the creek. The east side appears to have a trail which has been made by ATV activity running approximately 15-20 feet away from the bluff trail.

The existing dirt trails are overgrown and in poor condition. There are footprints on the trails closer to the creek, ATV tracks on the apparent ATV trails, and bike tracks on both.



There are a few rickety, hand-made, foot bridges over swales and ditches of wood and roofing shingles for tread. Most wood structures appear to be for mountain biker or BMX type activities, such as jumps and ramps.





Environmental Park East

Improved Features Include:

- New Entrance Road
- New Parking Area
- Expanded Restrooms
- New Picnic Area
- New Primitive Camping Area

- Repair Thatched Structure
- Maintain Foot Bridges
- Maintain Observation Deck
- Maintain 3 Existing Trails
- Information Map



East EP Improvements

Figure 6-5



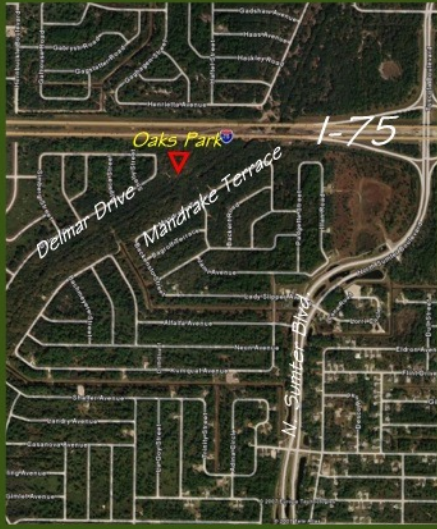
Environmental Park

Improved West & East Include:

- 2 Shell Entrances
- 2 Shell Parking Areas
- Information Maps
- Canoe/Kayak Launch
- Big Slough Trail
- East Loop Trail
- West loop Trail
- Gazebo
- Thatched Repair
- Gathering Ring and Benches
- Foot Bridges
- Observation Deck
- 2 Primitive Camping Areas
- 2 Restrooms
- 3 Picnic Areas

Improved Environmental Park

Figure 6-6



Oaks Park

Existing Features Include:

- Two Entrances
- Parking Area
- Canoe/Kayak Launch Area
- Trails



Existing Oaks Park

Figure 6-7

Oaks Park Improvements

Existing attributes of Oaks Park will be maintained but upgraded and/or expanded. Improvements will include expanding and improving both the east and west sides of the park.

The west portion features represented on *Figure 6-8* will include:

- ✿ Repair existing road through drainage improvements and base addition.
- ✿ Improve and expand parking facilities including ADA spaces for handicap visitors.
- ✿ Bike racks.
- ✿ New restroom facility.
- ✿ Improved canoe and kayak launch area with shelter addition and equipment holding rack.
- ✿ Additional picnic area and related amenities.

The east portion features include:

- ✿ Improved entrance road from Mandrake Terrace.
- ✿ Improved canoe and kayak launch area with shelter addition and equipment holding rack.
- ✿ New parking area including bike rack.
- ✿ Expanded picnic facilities.

Oaks Park will be connected to the trailways along the Myakkahatchee Creek.

Butler Park (BP)

Butler Park is located just south of Price Boulevard, and contains numerous existing activities located within several hundred feet from the waterway. This park is the

most developed of the three parks. It lies behind a school off Price Blvd. and also has a Sarasota County Park sign. The existing park is depicted in *Figure 6-9*.

Butler Park Existing Conditions

Area Signage

Butler Park has a Sarasota County sign located at the entrance where it is clear one is entering a Sarasota County Park. Basic park rules are listed on the Sarasota County Park sign.



Vehicle Access and Parking

There is a shelly, gravel driveway with a parking lot; at the end of the lot there is a paved road that continues past the school's baseball field to another shelly, gravel driveway with another parking lot. A handicap spot is designated closest to a sidewalk that runs to a pavilion building.

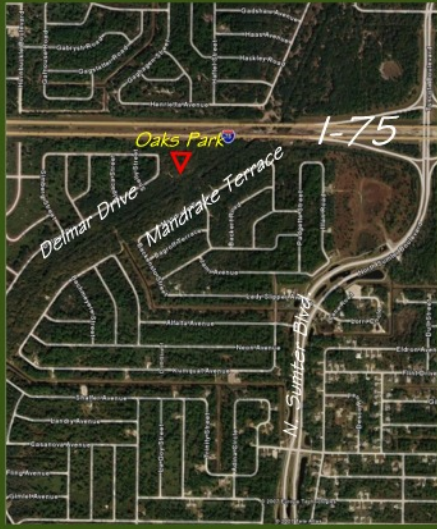
Facilities

The pavilion is a concrete structure which has restrooms on one side and seating on the other with two metal, rusty grills out in front of it.



The pavilion has several concrete columns that hold up the roof so that the seating area is very open.

The seating area has several picnic benches that could seat approximately 30 people. It is all covered by the structure.



Oaks Park

Improved Features Include:

- East & West Improved Road Entrances
- Improved Parking Area (East & West)
- New Restroom (West)
- Foot Bridge (Connector to East & West)
- Improved Picnic Areas (East & West)
- Improved Kayak/Canoe Launch Areas (East & West)
- Connector Looping Trails
- Removal of BMX Biking Structures
- Bike Parking Rack



Improved Oaks Park

Figure 6-8

Butler Park

Existing Features Include:

Parking Area
Ball Field
Soccer Field
Pavilion

Restroom
Tot Lot
Kayak/Canoe Launch Area
Trails



Existing Butler Park

Figure 6-9

The bathrooms are closed in with concrete walls. There is one Men's and one Women's restroom. The Men's room has one urinal and one toilet with an old stall surrounding it that is falling apart. There is a sink with no soap dispenser and no mirror. The Women's room was not in much better condition.

The maintenance upkeep and cleanliness of both restrooms need improvement. Both restrooms are not well ventilated although they do have grates to allow for air movement.

Adjacent to the pavilion, there is a children's playground, or "tot lot".



The playground has a jungle gym made of primarily plastic and it is still in good condition. The playground sits on top of sand surrounded by the grass of the park. This grass covers the area surrounding these amenities and is maintained and mowed.

South of the pavilion and tot lot there is a well-maintained soccer field. The field is fenced in and has nicely mowed grass. There are bleachers to provide seating and a significant lighting system to light the field at night.



Along the paved road, a part of the road runs down to the water where there appears to be another kayak launch ramp. The road runs to about 10' from the water's edge; it is then grassy down to the water.

Encircling the second parking lot, the tot lot, and the pavilion, there is a paved pathway that is approximately a half mile loop for a walking trail. There are additional trails closer to the creek located east of the pavilion area.

These trails are very overgrown and do not appear to be maintained. The trails are difficult to navigate and challenging to walk through.



There are remains of destroyed benches, picnic tables, and trash cans dotting the trails. The area seems to have become a dumping area where there are couches, dishwashers, filing cabinets, etc. and heavily littered.



Butler Park Improvements

Butler Park presents a similar opportunity to that of Environmental Park for improving and expanding existing attributes. There are several plans in place by the City of North Port to place a teen center at the Butler Park location along with a maintenance shed and parking.

Using the plan to place a new teen center at Butler Park, the improvements represented on *Figure 6-10* include the following:

- ❖ Expand existing road throughout new areas of the park.
- ❖ Expand parking facilities including ADA spaces for handicap visitors.
- ❖ Bike racks.



Butler Park
Improvements Include:
Improved Parking Area
Paw Park
New Restroom
Two Picnic Areas
Kayak/Canoe Launch Area
Education Wetland Trail
Connector Looping Trails
Bike Parking Rack

City Plans May Include:
New Teen Center
New Pavillion
New Playground
Maintenance Shed
New Restrooms

Improved Butler Park

Figure 6-10

- ✿ Add new picnic facility areas near new playground location.
- ✿ Enhance trail around protected wetland and create educational signage for exhibit.
- ✿ Add a paw park and associated access and parking.
- ✿ Add new small restroom near Paw Park.
- ✿ Water and electric for minimum service needs.
- ✿ Lighting in the parking and facility areas.
- ✿ Improved canoe and kayak launch area with shelter addition and equipment holding rack.
- ✿ Provide interconnecting paths to park facilities.
- ✿ Clean-up debris and trails connecting to this park.
- ✿ Potentially relocate pavilion structure, playground and restrooms closer to the waterway.
- ✿ Potential new teen center facility and parking replaces existing pavilion structure.
- ✿ Potential new maintenance shed and staff parking.

The new teen center, maintenance shed, relocating the existing pavilion and playground are not costs included in this Greenway plan. These items are under consideration by the City under a different program.

The improvements planned for the Butler Park area will enhance and compliment the already planned City changes.

New Trailhead Parks

Greenwood Park (GP)

Greenwood Park is located along the creek in the vicinity of Greenwood Avenue and North Port Boulevard as depicted in *Figure 6-11*. This area is within the current public ownership of the City. For Phase 1, the Greenwood Park will function as a trailhead park entrance for the southeast portion of North Port. Greenwood Park will have minor amenities including:

- ✿ Information Kiosk
- ✿ Bike racks
- ✿ Benches and several picnic tables

Residents and visitors will be able to park near old City Hall and walk to the Greenwood Park Trailhead.

Pan Am Park (PAP)

Pan Am Park is located along the east portion of the creek in the vicinity of US 41 corridor and Pan American Boulevard as depicted in *Figure 6-12*. The area sited for Pan Am Park is not publicly owned at this point. The City of North Port will need to purchase or acquire easement access to this property to secure the southern reaches of the creek access for the public.

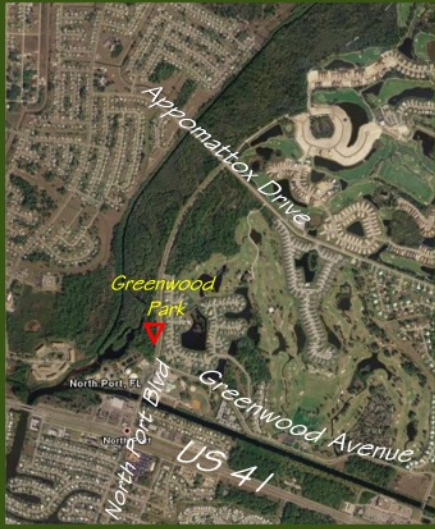
For Phase 1, the Pan Am Park will function as a trailhead park entrance for the south portion of North Port at US 41. Pan Am Park would have minor amenities including:

- ✿ Information Kiosk
- ✿ Bike racks
- ✿ Benches and several picnic tables
- ✿ Connectivity trail across the Myakkahatchee Creek tying to Greenwood Park.

Proposed Greenwood Park

Features Include:

- New Park Area ~ 1 Acre
- Kiosk Entry
- Picnic Area
- Connector Looping Trails
- Bike Parking Rack



Proposed Pan Am Park

Features Include:

- New Park Area ~ 2 Acres
- Kiosk Entry
- Benches
- Connector Looping Trails
- Bike Parking Rack



Proposed Pan Am Park

Figure 6-12

Trails and Trailheads (Tier I)

Trails and Trailheads




Existing Condition of Creek Trails

There are several miles of existing trails along the creek which will serve as the backbone of the Phase I Greenway. The trails are primarily aligned in close proximity to the water's edge, and within the Tier I properties, as desired.

Detailed field assessment and tracking was conducted by identifying and hiking each of these trails with a hand-held GPS device logger. This exercise was completed for both the east and west sides of the creek.

Approximately 11 miles of trails are currently in existence, although much of the mileage is in poor condition. Much of the trails are not formal and maintained trails. Many have been forged by persons visiting the creek which indicates a level of obvious interest in the creek corridor.

A summary of the qualitative breakout of the current trail conditions are as follows:

-  1/2 mile in good condition
-  2.5 miles in fair condition
-  8 miles in poor condition

It is proposed to utilize the existing trails, whether formal or informal, as part of the looped greenway trail system.

Table C-1 in *Appendix C* lists the condition details of each existing trail segment along with a corresponding waypoint *Figure C-1*.

Enhancing the existing trail system and adding an additional 4 miles of new trails are proposed to complete the Phase I

program creating a looped trail network from Environmental Park to the proposed Greenwood Park, for a total greenway corridor trail system of 15 miles. *Figure 6-13* depicts the overall existing and proposed trailways for Phase I.

An additional trail can be added connecting Pan Am Park if the City can acquire easement or ownership access. If this can be accomplished, the total looped trail length will be 16 miles.

Trailheads

The greenway is planned to have five main trailheads for both access and activities.

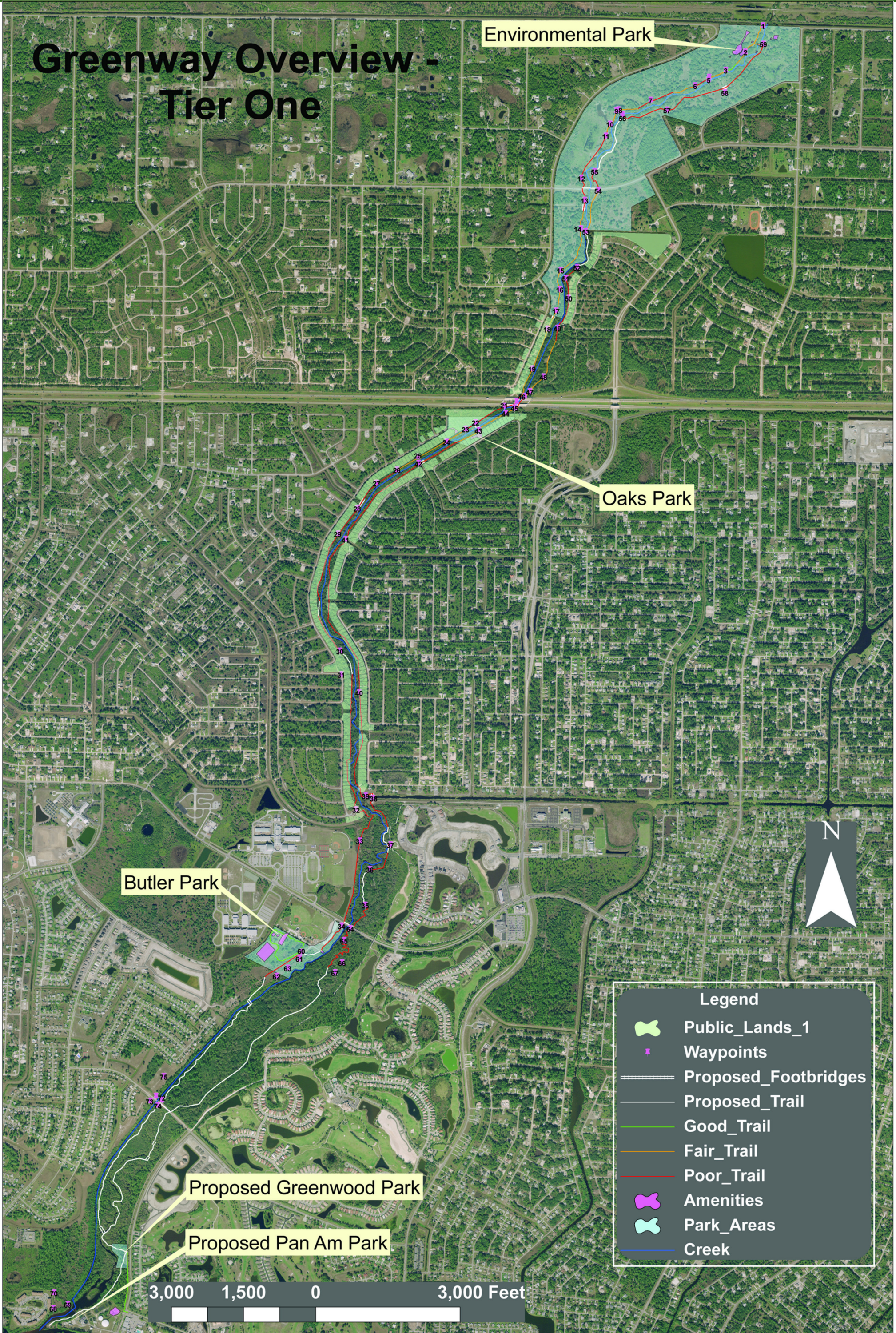
The trailheads will make use of three existing parks located along the Myakkahatchee Creek to serve the public: the Environmental Park, Oaks Park, and Butler Park.

The fourth and fifth trailheads will be located at Greenwood Park and Pan Am Park, respectively. The fifth trailhead will be dependent on the City acquiring access to Pan Am Park.

Each of these parks will have similarities to serve users, such as parking, restrooms, and picnic tables. Yet, each park will have unique features and activities associated with its existing conditions and location along the greenway.

The master plan process has envisioned a looped trail system to allow travel along both sides of the Myakkahatchee Creek. The objective is to allow for different entrance locations, amounts of time, exercise and levels of difficulty.

Greenway Overview - Tier One



Existing and Proposed Trails

Figure G-13

Loops will be implemented in two ways, depending upon location:

1. Make use of existing road crossings (located at Price Blvd, Tropicaire Blvd, and Appomattox Drive) by either minor bridge modifications or additions.
2. Adding new wooden foot bridges at designated limits in harmony with the existing environment









The planning goals for the looped greenway system are to maximize the enjoyment for the user and to provide a trail system that will provide interest to the maximum number of users.

Allowing for travel on both sides of the waterway gives the user a unique pathway from start to finish and minimizes potential congestion during busy times. Providing multiple loops along the greenway allows users to travel shorter or longer distances, depending on their time and interest.







Figure 6-14 provides a map of the loop system anticipated for the greenway. The estimated travel times along the greenway are listed below using the various proposed loops along the trails. Using the * Harvard School of Public Health; Fletcher et al., Exercise standards for testing and training, Circulation 2001 basis for pace

levels, the estimates listed below depict travel times of these various loops.







*Slow Travel Speed based on 1 mph **

	Loop 1	2 miles	2 hours
	Loop 2	4 miles	4 hours
	Loop 3	8 miles	8 hours
	Loop 4	9 miles	9 hours
	Loop 5	12 miles	12 hours
	Loop 6	14 miles	14 hours







*Moderate Travel Speed based on 3 mph **

	Loop 1	2 miles	40 minutes
	Loop 2	4 miles	80 minutes
	Loop 3	8 miles	2.7 hours
	Loop 4	9 miles	3.0 hours
	Loop 5	12 miles	4.0 hours
	Loop 6	14 miles	4.7 hours

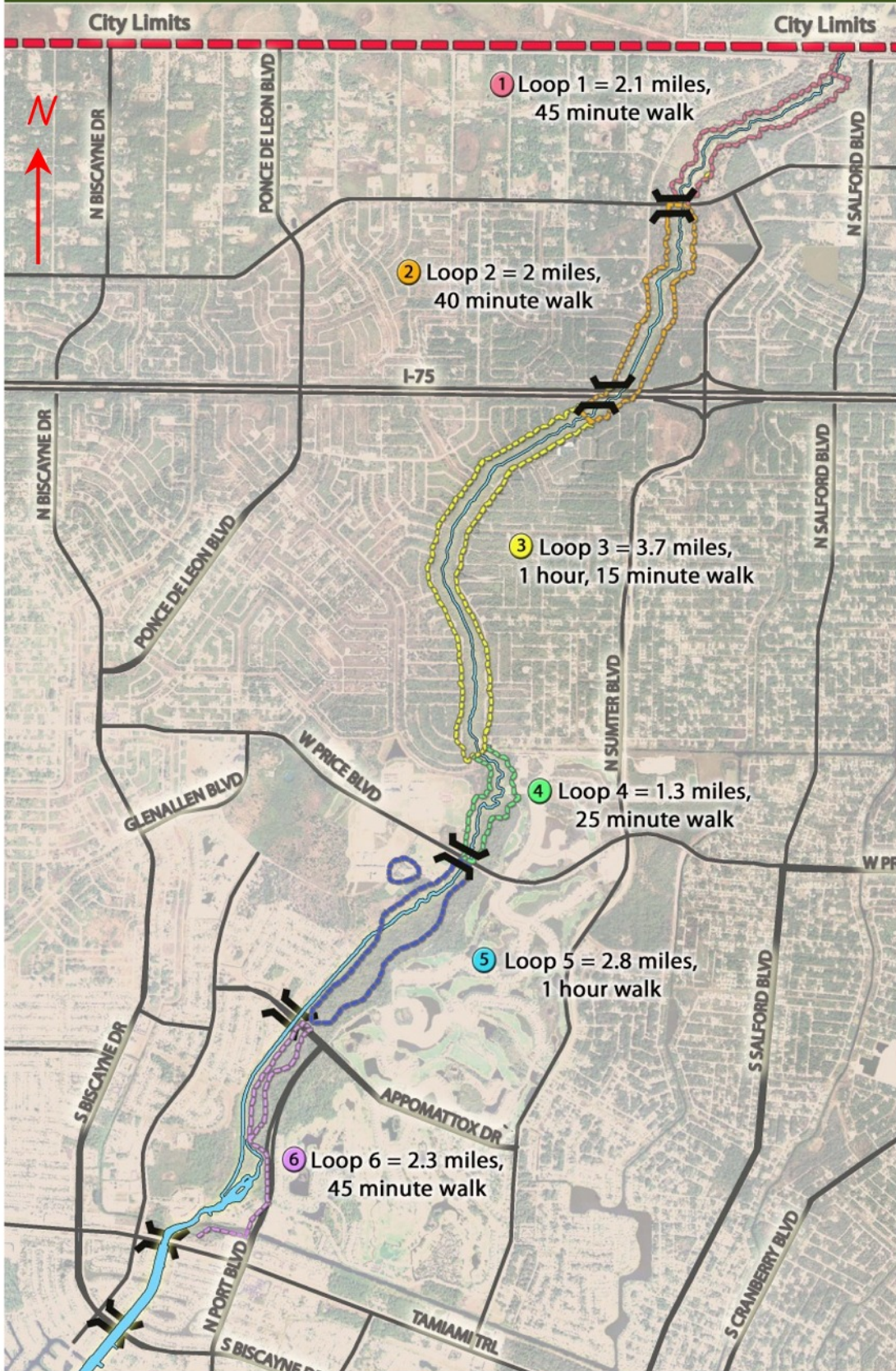
*Fast Walk Travel Speed based on 5 mph **

	Loop 1	2 miles	24 minutes
	Loop 2	4 miles	48 minutes
	Loop 3	8 miles	1.6 hours
	Loop 4	9 miles	1.8 hours
	Loop 5	12 miles	2.4 hours
	Loop 6	14 miles	2.8 hours

*Average Jog Travel Speed based on 7 mph **

	Loop 1	2 miles	17 minutes
	Loop 2	4 miles	34 minutes
	Loop 3	8 miles	69 minutes
	Loop 4	9 miles	1.3 hours
	Loop 5	12 miles	1.7 hours
	Loop 6	14 miles	2.0 hours

The estimates on this table show travel speeds of pedestrians based on average standards. As shown, the looped trail system along the Myakkahatchee Creek



Legend

- Loop 1: 2.1 miles
- Loop 2: 2 miles
- Loop 3: 3.7 miles
- Loop 4: 1.3 miles
- Loop 5: 2.8 miles
- Loop 6: 2.3 miles



Looping Plan

Figure 6-14

provides a wide range of time travel opportunity; from 10 minutes to 14 hours, depending on both speed and designated trail of choice.

Pedestrian trails will serve as the primary means for visitors to travel along and enjoy the Greenway. The trails along the creek are to be planned and designed for walking, hiking, jogging, and observing the environment and its inhabitants.

The trails are to be designed to not only minimize impacts to the native environment, but take advantage of the natural systems' beauty and physical features including:

- ✿ Horizontal alignments to meander along the twists and turns of the creek, to avoid damage to trees & vegetation. Trails will take advantage of natural shading and viewing opportunities.
- ✿ Trails will be natural surfaces, except areas planned for wheelchair access.
- ✿ Vertical alignment to follow the existing elevations, up and down the creek embankments and other rise and fall in the natural environment.
- ✿ Trails to be wide enough to accommodate people walking in both directions, yet relatively narrow trail alignments are to be provided to minimize impacts to the nearby surroundings.
- ✿ Incorporating the existing trailways along the Myakkahatchee Creek to the maximum extent feasible.

These planning criteria for the proposed trails within the Myakkahatchee Greenway will create a pathway for enjoying the nature of this area while protecting the environment to a large degree.

Safety along the trail must be considered for all users, while providing a sense of natural wilderness. The design concept and details need to translate these diverse criteria to ensure a pleasurable and safe experience. Safety is divided into physical design and overall greenway management.

Physical safety design considerations:

- ✿ Trails to be well-graded to avoid slipping potential
- ✿ Minimize loose rocks or roots to avoid tripping hazards
- ✿ Proper drainage to avoid runoff and erosion and slipping
- ✿ Tree and brush trimming to avoid tripping, scratching or poking

Management of the trailways is discussed in *Section 8*. Safety is a key consideration in managing the trails to ensure enjoyment and minimize risk of problems associated with lack of oversight. Trail monitoring is required to ensure proper use of the trail and to provide proper maintenance of these recreational facilities.

ADA Facilities

The greenway will provide access and enjoyment to the maximum number of users in the community. This certainly includes those with disabilities and challenged to gain easy access to such recreational facilities.

The greenway planning and design will follow ADA Accessibility Guidelines for Buildings and Facilities (ADAAG). Compliant ADA elements to be included will be trail access to observation points and decks, restroom facilities, water fountains and parking areas.

Neighborhood Connectivity (Tier I)

Neighborhood Connectivity

Myakkahatchee Creek is located in the true heart of the residential center of the City of North Port. The City was, in part, founded around the natural beauty of the Myakkahatchee, its surrounding environment, and its downstream connections to the Myakka River and Charlotte Harbor. Many of the more populated neighborhoods have developed along the east and west sides of this beautiful waterway.

With this historic and continuing connection between North Port residents and the flowing waters and forests along the creek, it is a natural addition to better connect the residents with this important natural system.

This connectivity is the third key ingredient to the Greenway. The unique setting of many of the City's neighborhoods along the natural creek corridor provides a nearly perfect opportunity to connect many residents directly to the creek and the proposed Greenway.








The vision being created and planned for such connectivity includes numerous entranceways to the Greenway. These entrances will be strategically located within the neighboring areas at points along existing roadways which are located the closest to the creek.

The connection points are considered as green entranceways, and will be designed to be a transition for easy access via bike or by foot. As these connection points are to be located within easy walking or biking

distance from neighboring homes, there will be little to no need for vehicular parking.

Handicapped parking will be considered in future phases, yet, to accommodate ADA at these facilities will require added elements for implementation.

Green entranceways will consist of:

-  Transition point from asphalt pavement to shell walk surface. A small stormwater culvert may be needed to handle stormwater runoff and erosion protection at this transition point.
-  A bike rack
-  Signage for the greenway
-  Posts or timber guard rails to deter vehicles from entering the greenway
-  A single or double bench for waiting or wondering
-  A 2-4 foot shell path which leads along a natural contour from the roadway to the greenway.
-  A connection point with wooden mile marker or entranceway number at the intersection of the connector path and the greenway

Neighborhood residents have already forged connection points into the creek corridor. As with much of the greenway plan, the connectivity points were established utilizing much of the existing accesses.

The proposed local connectivity is presented on the following Figures with associated neighborhood communities:

Figure 6-15 – North Connectivity

The North area will connect North Port Estates, Nutmeg, Lagrange, and Hornbuckle neighborhoods.

Figure 6-16 – Central Connectivity

The Central area will connect Constitution and Lady Slipper neighborhoods.

Figure 6-17 – South Connectivity

The South area will connect Jockey Club, North Port Palms, Marsh Creek, Sabal Palms and Country Club Estates neighborhoods.

Each portion represents minor trail entrances which will allow residents to optimize use of the Greenway near their homes.

Further, it is planned in Phase II (Tier II) to develop connectivity access to the Carlton Preserve via the northern boundary of Environmental Park.



North Neighborhood Connectivity Figure 6-15



Central Neighborhood Connectivity Figure 6-16



South Neighborhood Connectivity Figure 6-17

7 Phase II Greenway

Phase II (Tier II) Plan

The continuation of the second phase of the Greenway plan will incorporate considerable upland acreage on both the east and west sides of the Myakkahatchee Creek. The City ultimately decided to phase the Greenway with activities of Option C components intended for the Tier II properties paralleling the Tier I corridor. The Tier II development and final activity layout will be determined at a later future time.

Phase II Future Possibilities

Phase II represents a developed and implemented Phase I Greenway with the addition and expansion into bordering uplands and northern connectivity. This will allow for future Greenway growth as the community needs and activities merit.

The targeted lands for this next phase of the Greenway are located between Environmental Park to the north and the Snover Waterway to the south, and encompass approximately 35 acres. The Tier II properties are shown on *Figure 7-1* and lie adjacent to the Tier I properties along the Myakkahatchee Creek.

Currently, the City is working with many of the property owners to allow amicable purchase arrangements of these properties from private to public ownership. In addition, the City is working with the Florida Communities Trust (FCT) Program to partner the purchase and future preservation of this valuable habitat.

An overview of the Phase II plan is depicted in *Figure 7-2* and the major program features contemplated for Phase II of the Greenway include:

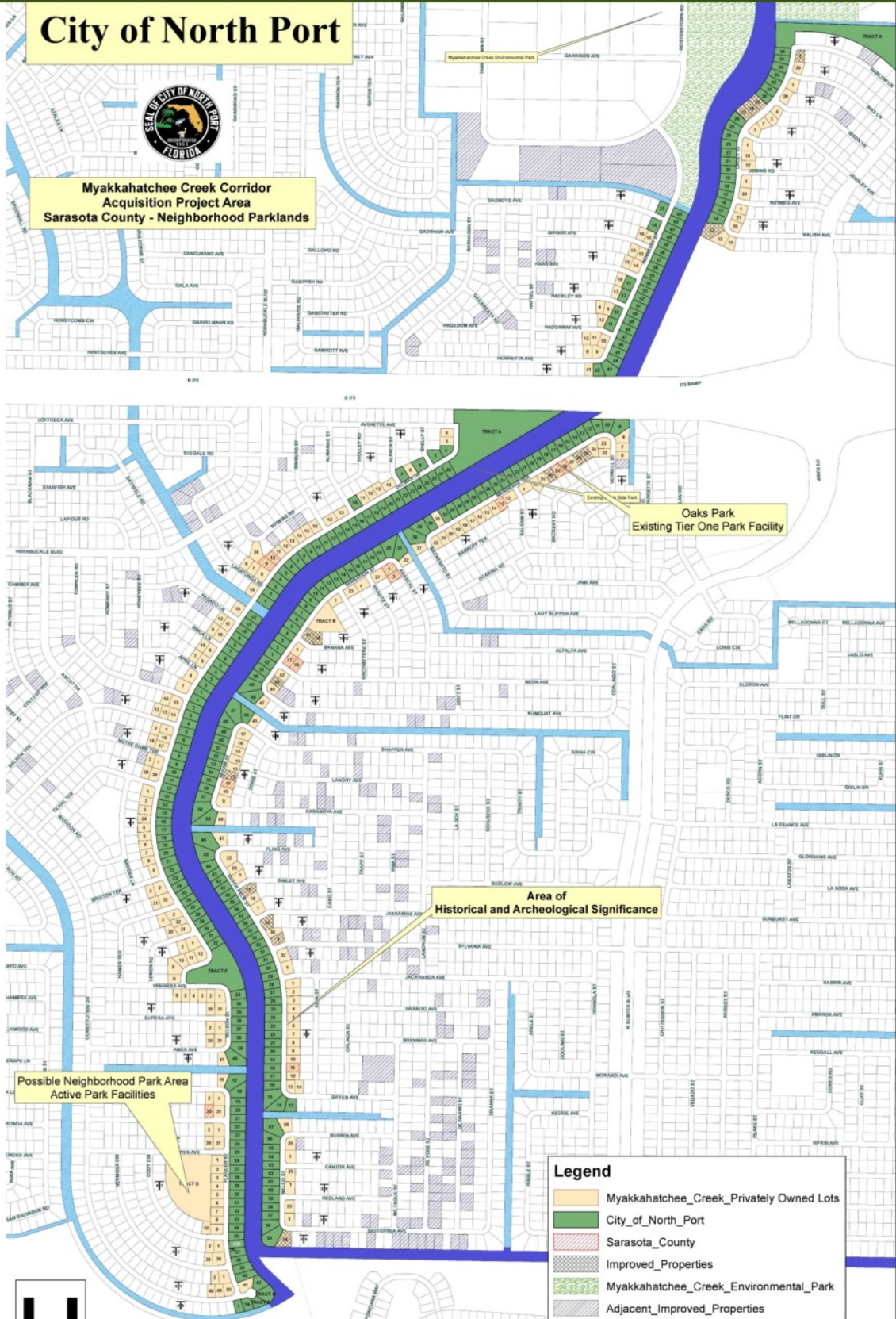
- The added Tier II lands will provide additional, natural habitat and land area between development and the City's water supply. By placing these Tier II properties into the public domain within

the greenway preservation program, it will limit impacts of neighborhood development in close proximity to the Myakkahatchee Creek.

As a result, the rainfall and stormwater runoff which collects along this watershed area will be of a good water quality standard and help protect the future integrity City's water supply. This is most critical with the amount of planned development within the overall watershed.

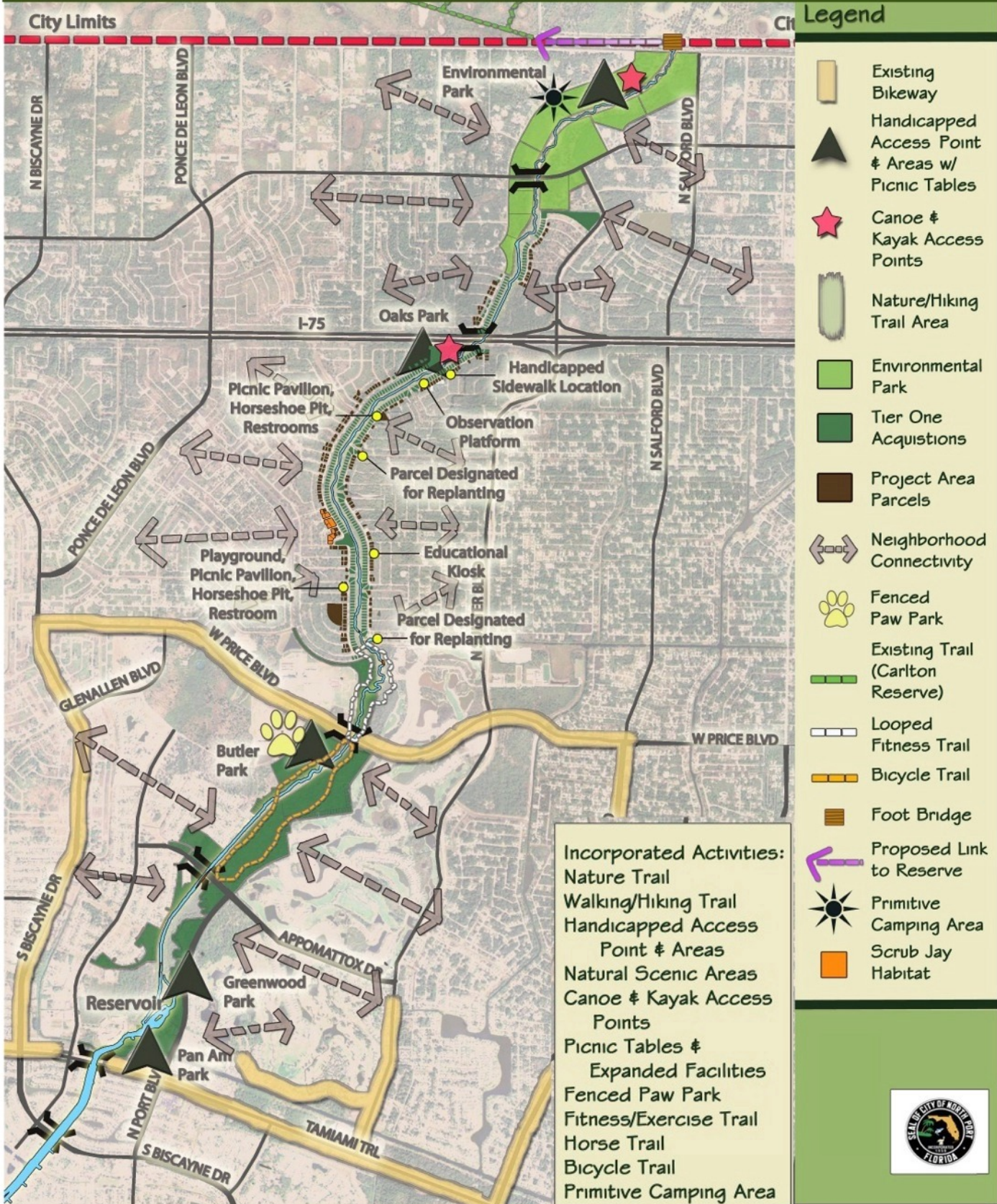
Through keeping a high percentage of the land near the creek in an undeveloped state allows rainfall to percolate into the ground and recharge the groundwater at a higher rate than in developed land. This groundwater will migrate slowly toward the waterway and provide some additional water supply capacity to the City's surface water system.

- The Tier II properties contain valuable upland habitats which will be very important for protecting the



Tier 1 and Tier 2 Properties

Figure 7-1




Phase II (Tier II) Plan


Figure 7-2



biodiversity in the Greenway. The transition between the creek, the adjacent wetlands and the transitional uplands are vital habitat for many local species.

The inclusion of the Tier II lots within this location will encompass areas on the west side of the creek which are habitat to many animals, including the protected gopher tortoise and scrub jay. Wildlife signage and an educational kiosk are envisioned within this area.

 The Tier II lands provide protection from the natural flood waters of the Myakkahatchee Creek. Limiting growth and development in these areas will aid in reducing economic community impact when flooding does occur. These properties represent an important role in stormwater management for the City of North Port.

 Provide connectivity of the Greenway to the Carlton Preserve and the waterway's environmental easement to the north of the City limits.

The Myakkahatchee Creek's headwaters are many miles to the north of the City.


The property owner to the north and the SWFWMD agreed to place an environmental conservation easement along both sides of the creek for several miles to the north.

This important conservation easement can provide an extension of the Greenway corridor along the creek for a significant increase to the parkway program. Discussions with the entities will need to confirm the timing and details of this future option.


 Create an additional Northern extension of a Greenway corridor connection to

trails within Sarasota County's Carlton Preserve. Many miles of existing trailways are available to the public on this land. A connection of the two trailways would be a major benefit to hikers and trailblazers from both directions.


For both the northern connection options, a new foot bridge across the City's R-36 Canal (see *Figure 7-2*) is planned to the north of Environmental Park. This will provide a direct connection to the City's Greenway, Sarasota County and SWFWMD lands to the north and increase the overall environmental corridor significantly.

 A bike path which may loop from I-75 to the Snover Waterway.


 Additional activities and facilities:


 Playground and picnic pavilion on the west side of the creek, north of the Snover Waterway.

 Additional education kiosks.

 Picnic area on the east side, north of the Snover Waterway.

 Land available for butterfly gardens.

 Regrowth areas to cultivate plants on disrupted land.

 Land available for providing the fire department with safe turnaround locations for potential fire fighting.

Future phases of the Myakkahatchee Creek Greenway will build upon the initial program which the City of North Port has developed and implemented. There is a solid foundation with many opportunities for continuing the Greenway program.

8 Greenway Management

The Myakkahatchee Creek Greenway represents not only a capital investment of the community but a long-term investment in its care, upkeep and overall management. Any good plan can crumble and fall without follow-through and foresight. Good planning, design, and construction are important for the Greenway, but equally important will be the commitment and resources for managing this important infrastructure improvement such as the Greenway. Managing a linear parkway through miles of natural habitat will take ongoing and long-term resource commitment from the City of North Port, its residents and community.

7 Key Components to Greenway Management

Per “Greenways: A Guide to Planning” (Flink and Searns – authors, Schwartz – editor, Island Press 1993)

There are 7 key components in greenway management which are important to its success. They are: User Safety and Risk Management; Maintenance; Patrol and Emergency Procedures; Administration; Programming and Events; Stewardship and Enhancement; and Finding the Money for Maintenance.

Greenway Management

This portion of the Greenway Master Plan presents an overview of the necessary steps and costs commitments associated with the managing the Myakkahatchee Creek Greenway. The management system takes a closer look at the roles and functions of the managing organizations and their relationships.

With the greenways vision coming into focus through this master planning process, the groups involved in the implementation effort need a structure or system in which to work—an organizing method or institutional arrangement for implementing the vision and managing the greenway system. There is a wide variety in the ways participants are organized for action.

Implementation and management systems can be relatively simple, as in the case of

this smaller greenway system. This should help system management without having more complex institutional relationships to integrate. Simplicity can allow focus on the critical relationships and guiding principals and program elements.

For many greenways throughout the country, there is often an umbrella managing entity that coordinates the major participant groups. There is diversity in the amount of involvement and power that this umbrella organization holds, as well as, the direction and type of interactions with local jurisdictions.

With the Myakkahatchee Creek Greenway, the City of North Port will hold the leading role of management. Yet, it will be important to engage and keep other entities involved. *Table 8-1* lists organizations with participating and varying interests in managing the Myakkahatchee Greenway.

Table 8-1 – Various Participating Groups, Interests and Authority

Organization	Authority
City of North Port	<ol style="list-style-type: none"> 1. Within city’s jurisdictional boundaries 2. Ownership of adjacent lands 3. Comprehensive planning commitment 4. Public water supply
Sarasota County	<ol style="list-style-type: none"> 1. Taxing authority of greenway lands 2. Joint city/county park program
Florida Department of Environmental Protection (FDEP)	<ol style="list-style-type: none"> 1. Jurisdiction over wetlands 2. Greenways and Trails Programming 3. Funding source
Florida Department of Community Affairs (FDCA)	<ol style="list-style-type: none"> 1. Land Use, Comprehensive Plan Authority 2. Funding Source
US Environmental Protection Agency (EPA)	<ol style="list-style-type: none"> 1. Jurisdiction over water quality, drinking water 2. Review authority over wetland impacts 3. Funding source
US Fish and Wildlife (FWC)	<ol style="list-style-type: none"> 1. Jurisdiction over flora and fauna
US Corps of Engineers (COE)	<ol style="list-style-type: none"> 1. Jurisdiction over wetlands
Southwest Florida Water Management District (SWFWMD)	<ol style="list-style-type: none"> 1. Jurisdiction over water resources 2. Funding Source
Organization	Funding Source
City of North Port	Park and recreation budget
Southwest Florida Water Management District	SWIM and Save our River funding
Sarasota County	Park and water resources budgets
Florida Parks and Trails	State sales tax/FC (Trust)
Trust for Public Lands	Donations at regional level (Private)
Charlotte Harbor National Estuary Program	Federal environmental programming
Various Interest Groups	Resources Available
North Port Parks’ Advisory Committee	Park knowledge and Understanding of Needs
Myakka River Coordinating Council	Environmental knowledge and volunteer program
Local schools	Education programming and student volunteers
Boy Scouts and Girl Scouts of America	Project assistance and volunteer
Chamber of Commerce	Outreach promotion and community involvement

Greenway Management Components

The specifically developed points for management of the Myakkahatchee Creek Greenway include the following:

- 🌳 Public Information & Education Foundation
- 🌳 Program Leadership
- 🌳 Program Budget
- 🌳 Water Quality Protection
- 🌳 Habitat Protection
- 🌳 Parkway Staffing and Resources
- 🌳 Stormwater Management

Public Information & Education Foundation

The long-term viability of a successful Greenway needs the City of North Port to embrace and encourage the parkway to become a part of community, both figuratively and realistically. The Myakkahatchee Creek Greenway needs to be a focus of the community in people's conversation, classroom projects, community involvement and milestone events.

As the Greenway becomes a reality through the design and construction process, an active public information program needs to be implemented to keep the residents abreast of new activities and the schedule of completion of major elements on the Greenway.

Teachers in the local schools can begin discussing the Greenway's environmental benefits to classrooms for students at all levels. Depending on the level of classroom education, the details and

benefits can be more or less comprehensive in nature.

Public information and services department for the City can provide both a simplistic overview of the project and a more detailed and comprehensive report of the Myakkahatchee Creek Greenway.

As the implementation of major components of the Greenway are in full swing, public information leaflets can be distributed for the residents to have an early opportunity to begin enjoying the benefits. Community celebrations of the Greenway features as they evolve are encouraged for enjoyment and to bring the community together for dedication for new and exciting parts of the City.

Specific elements for inclusion in public information for consideration are as follows:

- 🌳 Public information announcements through the local newspapers, radio, television broadcasts and construction announcement signs (at key locations along greenway corridor). The announcements should be brief and highlight the most recent milestones or accomplishments.
- 🌳 Brochures and dedicated mailers sent to residents describing the parkway. A map of the Greenway should be included with major roadways and landmarks designated.
- 🌳 Brochure placement in local area business and organization offices.
- 🌳 A dedicated webpage on the City's website for residents and interested parties to track and keep informed of upcoming Greenway progress and activities.

Ownership, pride and embracement of the Greenway from the North Port community

will be a very important factor for its success.

The City should consider implementing a community-wide program which promotes this concept.

Such a program could be readily embraced by the residents, civics and volunteer groups and local businesses for perpetuating forward the Myakkahatchee Creek Greenway program.

An example for consideration is to establish a “My Creek” program dedicated to adopting segments of the trails, trailheads, and reaches of the Creek.



Similar to adopt-a-shore and adopt-a-road programs, this can aid in stimulating interest and use of the creek while evoking aid in its upkeep, preservation and education.

The “green” movement is sweeping through the United States, and North Port can demonstrate its great interest in participation in the movement as the Greenway becomes a reality.

This reality needs to be presented, demonstrated, advertised and celebrated

to the maximum extent possible for encouragement of full participation and additional funding to add new elements to the Greenway.

Program Leadership

Within the Park and Recreation Department, there should be a designated parkway manager. Job duties will include facilitation and directing the activities for the Greenway. As the Greenway will be an extension of several existing parks and several entities along the parkway, it will be imperative for the manager to have positive and interpersonal skills to coordinate with multi-faceted program elements.

As the Greenway continues to develop, dedicated staff functioning with a team interest and a depth of knowledge regarding the environment, city programs and infrastructure should enter into the organization.

The future of the Myakkahatchee Creek Greenway may include additions to the north and more interface in connections to the parklands within the city limits. Such additions to the Greenway will require knowledge of land use, county and water management district policies, federal and state grant programs as well as other departments.

This dedicated Greenway manager will function in a key role to the success of a continuing Greenway. As such, the City will need to find a unique individual with a special skill set and be placed in a salaried position. This person will need to carry forward the vision of the Greenway.

Further, maintaining dialogue with the City leaders and stakeholders to keep the community focused, decision makers

knowledgeable about progress and costs for maintaining and increasing the elements of the greenway will be key.

Program Budget

The Greenway manager will be responsible for maintaining the program within the allotted budget authorized by City Commission. Tracking costs, monitoring system performance, identifying needs, and distributing resources will be vital for providing a long-term, healthy operation.

Also, the greenway manager must be actively involved with identifying, coordinating, and obtaining funds from the multiple agencies that participate in the greenway operation and its future growth.

Specifically, the budget programming for the greenway should include the following activities:

- ❁ Develop annual budget. Provide backup, rational for costs, discuss budget with management, concerned public, and funding partners.
- ❁ Maintain current cost tracking; actual incurred versus expenditures to date for the current fiscal year. Make necessary changes and corrections during the current timeframe to manage costs within budget.
- ❁ Identify and develop grant applications. Coordinate with agencies and ensure that the grant conditions are being satisfied.
- ❁ Resources for staff to conduct the daily activities along the Greenway. Budget resource allocations should include proper vehicles, tools and supplies.

Critical to managing within budget is to identify cost saving measures, as well as grant funding programs. Within the community, the Greenway manager should seek those interested in being a part of the greenway program. Development and advertising program activities to help maintain the greenway will help budgetary constraints.

With little encouragement, parkway activities are commonly embraced by interest groups and individuals. Possible groups to consider include:

- ❁ Adopt-a-trail (part of the “**My Creek**” program) which will help with trash pick-up and limited maintenance. In return, the interest group will enjoy a clean trail and can receive appreciation through trail signage of the adopt-a-trail section under the group’s responsibility.



- ❁ Volunteers groups such as highschool and elementary schools, Boy and Girl Scouts, and Neighborhood Associations.

- ❖ Business groups with resource availability: such as mulch, tree trimming services.
- ❖ Service groups such as detention facility labor for weeding, fire breaks, installation of minor amenities.

All of these groups, in whole or in part, can contribute greatly to perpetuating a successful Greenway program.

Water Quality Protection

As the Myakkahatchee Creek is designated a Class I water and serves as a primary drinking water supply for North Port residents, the protection of the creek's water quality is critical to the proper management of the greenway.

Since the lands adjacent to the creek are designated the Tier I lands and establish Phase I of the greenway, it will be management's responsibility to ensure the use of the greenway does not endanger the quality of the surface water.

Protection program elements should include:

- ❖ Monitoring and clean-up of debris and waste in the trailheads, along the trails and in the waterway.
- ❖ Proper operation and maintenance of restrooms and associated wastewater facilities located at the trailheads.
- ❖ Disposal of byproducts from composting or chemical toilets. Use of natural and non-hazardous products for construction of the greenway facilities.
- ❖ Close coordination with the Utilities Department for efforts to monitor, observe, sample, and assist with surface water quality protection program.

The greenway trail is planned to extend within close proximity to the City's drinking water reservoir.

The southernmost extent of the Greenway - Phase I is to end at a small, new pocket park, just to the north of the old City Hall.

To both highlight the importance of the City's water supply and to ensure water quality protection within this part of the greenway, the following provisions are to be considered:

- ❖ Only walking and bike parking at the Greenwood Park trailhead, to limit potential for any oil and gasoline seepage. Vehicular parking is available at the old city hall.
- ❖ No restrooms will be provided at this pocket park to avoid potential for any spillage. Restroom facilities are located at the nearby Dallas White Park.
- ❖ An educational kiosk is recommended at this Greenwood Park location, which in part, will provide water quality information with an overview of the City's water supply.
- ❖ Maintain a vigilant trash and debris removal program with particular emphasis south of Snover Waterway. Illegal dumping has been a problem in this area and needs to be addressed.

The planning of this natural greenway to prohibit industrial, commercial and residential development will certainly provide a very protective first line of defense for protection of the City's water supply.

It will aid in maintaining healthy water quality for residents; both human and wildlife.

Habitat Protection

The lands along the Myakkahatchee Creek contain valuable upland and wetland habitats for wildlife. Several notable species, such as the American Alligator, the Scrub Jay, and the Gopher Tortoise are inhabitants of these lands, and their continued protection is a critical success factor for the Greenway.

As such, the goal of protecting the natural habitat along the creek needs to be primary. Lands which have been negatively impacted need to be recovered or enhanced for improved wildlife sustainability.

Proper management of the native habitats along the Greenway should include:

■ Trail design interface to ensure trailways do not destroy any critical areas of nesting or breeding of species of critical concern. Disruption of habitat functionality should be minimized through careful design considerations:

- ✿ Trail paths via following natural slopes to the maximum extent possible.
- ✿ Avoid removal of trees and natural vegetation.
- ✿ Utilization of natural, washed materials for trails to avoid chemical impacts to wildlife and their habitat.

■ Construction techniques should be limited to small equipment working within a very restrictive work zone. Work activities need supervision and inspection to minimize habitat disruption including:

- ✿ Noise and dust control

- ✿ Slope protection and erosion control
- ✿ Prohibition of work during early or late hours of the day when wildlife are more active
- ✿ Restoration of all work areas within a tight timeframe following construction activity



■ Wildlife corridors should be maintained with best management practices including:

- ✿ Limit footprint of trails and trailheads
- ✿ Proper signage to educate and instruct visitors to stay on trails, to limit noise, to resist feeding animals, to avoid disturbances.
- ✿ Limit use of trailways to normal daytime hours, other than in designated trailhead areas.

Also, an enhancement program to improve impact areas within the Greenway should be budgeted and continued through the life of the park.

Current impacts on land and in the creek require attention for improved wildlife habitat. Below Snover Waterway, for example, the creek's flow and dimensions are significantly impacted by a large amount of sedimentation, debris and exotic aquatic vegetation.

The restriction to the flow path and the proliferation of exotics is negatively

impacting the wetland habitat in this area. The management of the Greenway will need to address this existing condition to improve the aquatic habitat for fish, reptiles, amphibians, birds and other wildlife that live in or utilize this area of the Myakkahatchee Creek.

The management of the Greenway can program such enhancements and improvements to the existing habitats via:

- Identification of the areas of habitat impact and prioritization of work efforts necessary to improve conditions.
- Determine which areas can be enhanced or improved with in-house staff and equipment. Develop an annual work plan for these activities.
- Develop a budget and procure the services of outside assistance to provide resources to help improve habitat areas which cannot be handled with City resources.
- Work with other City departments and government agencies to develop a coordinated plan for habitat improvement and protection.

Greenway management must also plan to avoid and minimize future impacts to the natural habitat. Development in the adjacent urban areas can have both direct and indirect impacts to the wildlife and the natural environment.

Monitoring and proper planning to lessen these impacts will be an important element in managing the Greenway. Such tools of management may include:

- Immediate response plan and funds to address flood, fire, spill or other action which can cause quick impacts to the Greenway's habitats.

- Work with other City departments, major property owners, and local government agencies to develop a guide to help manage future growth and activities which can work in harmony with the natural environment.
- Adjust future land use planning, as necessary, to protect natural lands.
- Consider restrictions in critical habitat areas.

Staffing Plan

As previously discussed, the staffing needs for the greenway begins with a strong management position who has good leadership skills. This position should be slated as a fulltime job.

In the initial phases, the position will require added time in implementing the construction, start-up, staffing and coordination with internal and external departments.

In later years, the manager will be responsible for maintaining the first phase of the greenway while be responsible for implementing Phase 2 of the parkway.

During the entire time frame, the greenway manager will be responsible for budgeting and financial matters in addition to personnel and technical resources.

The Myakkahatchee Greenway is planned to be an integral addition to the City's parks program. With this in mind, the greenway will be managed as a part of the City's Park and Recreation Department.

This department will be able to utilize resources from this Park and Recreation Department, however, additional resources will certainly be needed to accommodate

such a large addition to the park system of the City of North Port.

It is anticipated with the initial Phase I of the greenway that a manager and three additional park employees will be needed. As this park has a large ecological component, a City environmentalist or ecologists should be given the responsibility to monitor the greenway's habits along with its flora and fauna.

The City may wish to consider adding resources to this environmental position in order to conduct more detailed evaluations of certain species or water quality studies of the Myakkahatchee Creek as they relate to the implementation of the greenway.

The greenway will include land which incorporates or is tangential to the scrub jay and gopher turtle habitat, monitoring of these endangered species along the greenway should be considered.

To provide safety along the expanse of this linear parkway, a certain amount of law enforcement needs to be considered.

Possibly a greenway ranger could be employed, who has responsibilities for wildlife protection, public safety, and to provide assistance and information to greenway participants.



The ranger's assignment would be either to the greenway manager or through the police department.

Consideration for added service may need to be determined based on usage patterns, such as at the Environmental Park in the evenings. It has been noted that disturbances at this park have caused problems for campers; thus an added level of security may be necessary during weekend camping activity.

Safety was the number one voiced concern of the City's residents and needs to be seriously addressed in the long-term operations and management of the Greenway and park system.

Stormwater Management

As evidenced in several recent rainfall events within North Port, the Myakkahatchee Creek rises and floods out of bank well below an acknowledged, 25-year storm event. These events have caused flooding of roads and homes within the vicinity of the creek, and well beyond.

One of the primary reasons for public purchases of the Tier I and II properties along the Myakkahatchee Creek is to keep development from occurring in a very flood prone area and avoid damage and threats to health and safety.

By keeping the land in public ownership, such development, damage and safety issues can be avoided.

With the set aside of the natural lands along the Myakkahatchee Creek corridor, the flood waters of most storm events can be maintained within the wetlands and hammock areas alongside the waterway, in a naturally occurring manner.

For the most part, these habitats are able to accommodate these events, if upstream conditions haven't been drastically altered to cause extreme conditions.

In addition, with the flood plain along the creek being kept in a natural state, the floodwaters will stage up and recede in a more balanced manner, which will aid in avoiding downstream flooding.

Stormwater management alternatives for the City are currently being analyzed under a major study by the SWFWMD and its consultants.

Alternatives derived from the study should be coordinated with the goals and implementation of this Greenway Plan to ensure that the objectives of both can be best managed for the mutual benefit of the City and its residents.

9 Greenway Costs & Funding

Phase I and Phase II

Initial implementation costs are significant for the development and operation of a major greenway project within an urban environment. Previous efforts made by the City to set aside and purchase the Tier I land along the Myakkahatchee Creek were very helpful in the initial planning of this extensive project. As a result of this prior planning and investment, the remaining portions of the Greenway project are within a range of costs which are affordable for a community committed to its development.

Economic Benefits of Greenways

Per "Greenways: A Guide to Planning" (Flink and Searns – authors, Schwartz – editor, Island Press 1993)

There are a variety of Economic benefits which can be associated with Greenways. These include Real Property Values, Resident Expenditures, Tourism, Agency Expenditures, Public Cost Reduction, Intrinsic values, and Commercial Activities. (Adapted from National Park Services 1990 – Economic Impacts of Protecting Rivers, Trails and Greenway Corridors.)

The costs to complete the Phase I and Phase II of the Greenway are evaluated and presented in three separate categories: remaining land requirements, project capital costs (trails and facilities), and operating costs.

Project Costs

Greenway project costs include both the planning costs for the capital to develop and improve the infrastructure and the operating costs to maintain a healthy and successful program for years to come.

These values have been developed based on planning level detail to provide estimates of possible costs to be expected for a project of this size and nature; they should not be used to set rates or to use for borrowing capital.

Planning estimates were based on detailed cost data from RS Means, North Port staff input, and actual contractor bid costs from a similar project located at Oyster Creek (Charlotte County).

Costs are presented in present day dollars. Future year estimates and cost developments will need to be based on detailed design plans and future worth values.

Summaries of the planning capital costs are given in *Table 9-1*. The detailed cost delineation to the cost summary is provided in *Appendix D*.



Table 9-1 – Phase I and Phase II Planning Level Capital Cost Estimates

COST ITEM	ESTIMATED COST
Phase I - Greenway Implementation	
	\$
1. Remaining Tier 1 Properties (a)	\$ 75,000
2. Improvements to Trailheads	
a) Environmental Park	\$ 289,000
b) Oaks Park	\$ 105,000
c) Butler Park	\$ 76,000
d) Greenwood Park	\$ 30,000
e) Pan Am Park	\$ 20,000
3. New trails and improvements to trails	\$ 1,955,500
4. Equipment Requirements	\$ 135,250
5. Survey, engineering, permitting, contingency	\$ 1,074,300
<i>Estimated Capital Costs for Phase I - Greenway</i>	\$ 3,760,050
Phase II - Greenway Implementation	
	\$
1. Remaining Tier 2 Properties (b)	\$ 5,670,600
2. Improvements to Trailheads	\$ 200,000
3. New trails and improvements to trails	\$ 500,000
4. Survey, engineering, permitting, contingency	\$ 280,000
<i>Estimated Capital Costs for Phase II- Greenway</i>	\$ 6,650,600
Total Estimated Capital Cost For Phase I and Phase II	\$ 10,410,650
Footnotes:	
a) Does not include land or access for Pan Am Park or City Planned amenities at Butler Park (Teen Center, Pavilion, Shed)	
b) Land costs as presented for FCT Grant Application May 2007	

Capital Costs

Capital costs include the development costs for land purchase, for improving existing trails and parkway connections, and for new infrastructure as described in Section 6 and Section 7.

Land Costs

Tier 1 properties are now primarily in public ownership. There are only two private lots

remaining in private ownership in the Tier 1 properties which are adjacent to the Myakkahatchee Creek. Under prevailing current appraised values, the estimated combined cost for these lots is \$ 70,000. Adding a cost for a survey, legal and administrative handling is \$ 5,000 additional dollars. Therefore, the total estimated cost for obtaining all remaining Tier 1 properties is \$ 75,000.

For Phase II of the Greenway, additional Tier II properties will be required to increase the size and activities within the project area. The phased approach is required due to the estimated cost of the land purchase requirements and for the length of time to complete purchase and Phase II implementation.





Currently, there are 129 Tier II lots from the Snover Waterway to Environmental Park which are privately owned. These added Tier II properties will enlarge the greenway by approximately 35 acres.







The City is actively proceeding with purchase of these remaining properties. The current cost estimate to acquire the remaining 129 Tier II properties is \$5,670,616.

Infrastructure Costs (Trails & Parks)

The first phase of the Greenway is slated for more passive activities with four trailheads to serve as entrance points (Environmental, Oaks, Butler, and Greenwood Parks) and activity centers. A fifth trailhead entrance may be established at Pan Am Park if the City can acquire access; however, the Pan Am Park is not included in cost estimates.

Costs for the Phase I infrastructure improvements and additions include the following components:

-  Infrastructure improvements at trailheads
-  Entrance roadways
-  Parking areas
-  Walkways

-  Restroom facilities
-  Picnic shelters with tables and cooking grills
-  Trash receptacles
-  Drainage structures
-  Signage
-  Educational kiosk

The detailed cost information is presented in *Appendix D* and previously summarized in *Table 9-1*. Based upon the selected plan, the total estimated cost for these trailhead park improvements is \$ 728,000.

The trail system, as presented in Section 6 is comprised of 15 miles of new and improved existing trails.

The trail system will include foot bridges for looping the system and two improved walkways across existing vehicular bridges to allow crossovers for pedestrians.

The estimated total costs of the proposed trail improvements, inclusive of foot bridges, connections to neighborhoods, and amenities, is \$ 1,955,500. Basic equipment needs to maintain the trails and parks will add another \$ 135,250 to the initial costs of the Greenway.

Phase II costs are primarily associated with acquisition of private lots in Tier II. The estimated cost for the 129 lots is \$5,670,600.

In addition, more trails, bike paths, and a few more minor parks and activities are being planned for this next phase at an estimated cost of \$980,000.

Operating Costs

Even a passive parkway system requires ongoing management. Such management to maintain a considerable sized Greenway will require ongoing funding.

The trailheads will require funds for maintaining the facilities, providing water and sanitary services, trash pick-up, and ground keeping.

The operating costs will require the need for providing safety patrol, long-term care of the facilities including painting, pavement restoration, maintaining drainage structures and related facilities.



Trail maintenance will require ongoing commitment of resources to keep clear and clean pathways for the public. Maintenance personnel and equipment will be required for trash and debris removal, tree and brush trimming and

minor erosion control. Utility vehicles, backpack blowers, riding mowers, chainsaws and equipment storage will be the primary elements for the maintenance crew.

The maintenance crew should be comprised of two to three employees to handle the day-to-day maintenance of the Greenway. In addition, upkeep and maintenance of the Greenway facilities along the Greenway will be necessary. This will include:

- ❖ Painting and repair of benches and shelters

- ❖ Custodial services for restrooms
- ❖ Operational testing and sampling for water wells
- ❖ Cleaning and maintenance of wastewater facilities
- ❖ Grading of access roads and parking areas
- ❖ Landscaping and debris management
- ❖ Building and foot bridge maintenance and repair
- ❖ Drinking water provisions
- ❖ Signage repair and replacement

Low maintenance materials with high durability should be specified to minimize maintenance requirements. Electric will be either very minimal (possibly solar operated) or unnecessary.

For the other two more remote parks, power will potentially be needed for well pumps and possibly either a wastewater grinder pumping system or advanced treatment unit (ATU), unless waterless units are preferred by the City.

Utility services at Butler Park may be available through a small pipeline connection to existing water and sewer lines operated by the City of North Port in these service areas.

Specific locations for pipeline connections and sizing of these services will be conducted during the design phase of the Greenway. Estimated costs are based on standards for the given size facilities.

Water and wastewater service for the two more remote parks is more challenging. Both the Environmental Park and Oaks Park have adequate land to install both a water

supply well and an on-site wastewater treatment and disposal system (OSTDS). Due to the proximity and sensitivity of the Myakkahatchee Creek, the wastewater treatment and disposal system will need further review during the design phase.

Possibly waterless, composting toilets could be reviewed as a viable option, thus avoiding any potential waste stream into the shallow groundwater aquifer.

Depending on the timing of these park upgrades, there may be an opportunity for connecting the wastewater flow to the City's collection system.

Overall management of the Greenway will require administrative support and public information.

The estimated costs for these resources are listed in *Table 9-2*.

Table 9-2 – Annual Phase I Operation and Maintenance Costs

OPERATIONAL & MAINTENANCE ITEMS	ESTIMATED ANNUAL COST
1) Trash and vegetative debris pick-up	\$ 18,000
2) Grounds keeping supplies, fuel and materials	\$ 4,800
3) Provide water/sanitary services	\$ 3,600
4) Safety patrol	\$ 60,000
5) Long-term care	\$ 41,200
6) Personnel	\$ 196,500
7) Public Information	\$ 36,000
Estimated Annual O&M Costs	\$ 360,100

Project Funding

Funding steps and measures currently in place by the City of North Port include:

- Budgeted funds for Tier I and II Greenway properties.
- Applied for grant funds from Florida Communities Trust (part of Florida Forever Program) to help purchase Tier II properties.
- Continued partnerships with SWFWMD and Sarasota County for cost sharing.

In addition, the Trust for Public Land (TPL) is a major non-profit organization with resources potentially available to develop a portion of this regional Greenway effort. There is no dedicated funding for the Greenway system and TPL can be an important partner for the City in trying to create that financial base.

Tax revenues from the City Parks Department are used for planning Greenway segments. There are a number of strategies for funding greenway management organizations.

Many of the grant funds available for Greenway implementation are not available for operational and administrative costs. Therefore, other arrangements using a diversity of funding sources may be required.

In financing Greenway management, all available financial partnerships need to be looked at, and the more diverse the sources of funding, the better.

Also, many citizens can help through their organizations to participate in Greenway management and clean up. This can both bring a sense of pride and ownership while reducing the cost of maintenance.

Remember, “My Creek” type programs can be helpful.



10 Summary and Implementation

Greenway Master Plan Summary

The Greenway Master Plan represents a road map for the City of North Port to develop and implement a Greenway corridor for its residents and surrounding communities to protect and optimize one of its greatest attributes – the Myakkahatchee Creek. The Greenway being planned will become a major piece of the landscape of North Port.

The Investment of Today Builds the Future of Tomorrow.

The City has planned, purchased, evaluated, partnered, dedicated and continued to advance the concept of a truly remarkable Greenway corridor through the heart of North Port.



It will represent a signature of the City's progressive planning efforts to protect a unique natural system and provide the residents with a major recreational and educational element of the community; a touchstone and natural landmark to help establish the City's positive and progressive place in Florida's future.

This Master Plan is a step in the direction to providing a multitude of benefits to the citizens of North Port including:

- 🌳 Preserve critical environmental lands and habitats,
- 🌳 Provide a linear parkway with numerous possible activities,
- 🌳 Protect the waterway's water quality and the City's water supply,
- 🌳 Minimize encroachment into the creek's floodplain,
- 🌳 Provide a recreational and nature center for the community
- 🌳 Create wildlife corridors, and
- 🌳 Provide education to the community.

Public Interface

Having progressed through the stages of Concept Planning, the Myakkahatchee Creek Greenway received a multitude of public input and opinion. The overall public

involvement and interest was impressive during the public meetings in 2006 and 2007.

The majority of the public opinion desired a combination of active and passive activities within the Greenway corridor. A large number of responses recommended specific elements which were pointed out for consideration (e.g. a Paw Park to be located somewhere next to the corridor).

Yet, a number of responses requested a strictly passive environment along the Greenway.

North Port Commission

In April 2007, the North Port Commission finalized and provided direction as to Master Planning level of the Greenway.

The Commission approved a hybrid of the Concept Plan Options A/B and Option C.

The approved Greenway Plan strikes a balance for activities and use of the proposed Greenway.

The direction of the City was to provide the following:

- ❖ Passive activities (Option A & Option B) within lands adjacent to the Myakkahatchee Creek (within Tier I City acquired properties); except for improvements at main Trailheads (i.e. Environmental Park, Oak Park, and Butler Park).
- ❖ Allow more activities within Tier II lands, in line with those activities presented in Concept Plan C.
- ❖ Concentrate immediate resources and funding to the Tier I properties.

Greenway Phasing

To effectuate the direction of the City, the Myakkahatchee Creek Greenway plan is split into the following two phases:

- ❖ *Phase I (Tier I)* – Development of Passive Greenway Corridor in the Tier I properties along the waterway which will include primary components of natural hiking trails, benches, portions of an exercise loop trail, foot bridges, educational, historic and trail signage. These features will be located along the banks and immediate proximity of the creek corridor.

There is planned improvement to 11 miles of existing trails and the addition of 4 miles of new trails. Trailhead entrances will be established throughout the corridor to provide connectivity to local neighborhoods and residential areas.

Improvements will be provided within three existing parks of Environmental Park, Oak Park, and Butler Park. Two additional areas to function as Trailhead Parks are proposed – specifically Greenwood Park and Pan Am Park.

Major improvements within the park system include expansion of primitive camping, picnic facilities, playground, restrooms, canoe and kayak access, entrances roads and parking.

- ❖ *Phase II (Tier II)* – Development of additional activities landward in the Tier II properties which are adjacent to the Tier I properties along the waterway. Activities will include primary features of a bicycle trail, exercise stations, picnic tables and gathering areas.

Development of connectivity to Sarasota and Charlotte County areas such as Carlton Preserve. Possible horse trails in the northern portion of the City limits may be considered in later phasing.

Other activities may be added as time progresses and the Greenway plan is underway. The overall Greenway Plan of both Phase I and Phase II is depicted in *Figure 10-1*.

Greenway Management

The commitment and resources for managing the Myakkahatchee Creek Greenway will be very important to its ultimate success. The specifically developed points for management of the Myakkahatchee Creek Greenway include the following:

- ❖ *Public Information & Education Foundation* – Brochures, advertising, webpage, sponsorship and education programs.
- ❖ *Program Leadership* – Dedicated Greenway Manager.
- ❖ *Program Budget* – Operating costs, future improvements, and funding opportunities.
- ❖ *Water Quality Protection* – Drinking water supply and waterway protection.



Overall Greenway Plan

Figure 10-1

- ❖ *Habitat Protection* – Protection of the environmental life elements.
- ❖ *Parkway Staffing and Resources* – Three Greenway staff employees and related operating equipment. Safety steps such as a Greenway Ranger.
- ❖ *Stormwater Management* – To avoid development from occurring in flood prone areas.

Greenway Costs

The planning level costs for the proposed Greenway are highly dependent upon whether the City has land available.

For Phase I (Tier I), the City currently has ownership for nearly all the properties to complete this phase of the Greenway. The resulting estimated costs for the Greenway implementation, therefore, are primarily for building and improving parks and trails. For Phase II (Tier II), however, the primary cost requirement is for the privately held lands.

The total capital estimate for both phases is \$10,410,650. The phased capital costs are estimated as follows:

❖ <i>Phase I (Tier I)</i>	\$ 3,760,050
❖ <i>Phase II (Tier II)</i>	\$ 6,650,600

Annual operating and maintenance costs are estimated at \$360,100.

The capital and operating cost estimates are presented in today's dollars. Escalation of materials and labor values through time and inflation will add costs to these estimates. Altering planned program elements will also change and the future

phasing time element will influence both capital and operating expenditures.

There are a number of strategies for funding greenway management organizations. Many of the funds available for greenway implementation are not available for operational and administrative costs. In financing greenway management, available financial partnerships need to be reviewed.

Many citizens and volunteer groups can help through their organizations to participate in Greenway management and upkeep. This can both bring a sense of pride and ownership while reducing the cost of maintenance.

The Myakkahatchee Creek Greenway needs to become a proud part of the community in people's conversation, classroom projects, community involvement and milestone events.



Greenway Implementation

Many ingredients will be needed to ensure the implementation of a successful Greenway project. These will include the following key future steps:

Obtaining remaining land rights

Most of the Tier I properties have been secured for utilization in the public domain for park and recreational purposes. Land use provisions need to be confirmed for public use and conducting activities presented in the proposed Greenway plan.

Tier II property purchases should be completed as quickly as possible to ensure pricing and continuity.

Prepare and implement ordinances clearly defining the City of North Port as the authorizing agent and legal entity for the lands. Often, these ordinances are useful in preparing and obtaining future funding through grants.

Funding



Solidify project financing and project funding for the capital costs through establishing dedicated line items within the City's budget. Obtaining grant and funding assistance from other sources often require demonstrated financial commitment to Greenway plan implementation. Not only does this include the dedicated budget, but approved planning documents such as this Greenway Master Plan.

FCT Grant funding has been applied for to aid in the purchase of the Tier II properties. If this grant is received, it will assist the City in reducing the level of funds necessary to obtain the Tier II lots

and speed up the implementation of the overall Greenway plan.

Funding options will have a significant impact on the time element of completion for the Myakkahatchee Creek Greenway.

Types of funding mechanisms include:

-  Pay-as-you-go funding with annual program allocations – This approach will likely yield a multi-year, multi-phase schedule.
-  Borrow funds or obtain other agency assistance – This approach will allow for immediate allocation of funds thus produce a more accelerated schedule for completion.

In addition to capital funding, establish an annual operating budget through line item program procedures to ensure costs are available for managing the new Greenway through the in-house Parks Department.


Schedule

Establish a definite timeline to take the next steps of the Greenway project. This includes grant submittals, establishing funding partners and related programs, engineering and construction.

Design Elements

The Greenway plan is a large project which will require further detailed planning and design along with related supporting design elements.

These elements include:

-  Aerial mapping and GIS services with ground survey for horizontal and vertical control of system layout.

- ✿ Civil and structural engineering design.
- ✿ Geotechnical evaluation for trail and building foundations.
- ✿ Utility assessment for building needs of electric, water, and sewer services.
- ✿ Permitting of various elements such as foot bridges, waterway cleanup, etc.
- ✿ Development of construction level plans and specifications for Phase I improvements.
- ✿ Bidding and inspection of the construction phases of the Greenway projects.

The permitting effort will encompass numerous environmental and interagency jurisdictions and will require a concerted, coordinated effort to complete. These efforts should begin with pre-application meetings with the agencies during the early phase of implementation to avoid delays.

Management and Staffing

Finding the right person for serving as the Greenway manager will take time. Develop a detailed job description and advertise for hire a Greenway Manager who will be responsible for the implementation and management of the greenway. The manager should be brought on board early to aid certain elements of design input, implementation, and budgeting.

Before completion of elements of the Greenway plan, the City should prepare to advertise and hire the required employees for maintaining the Greenway. Secure the level necessary for the stage of the Greenway plan at the time. They should be brought aboard and trained prior to the opening of the Greenway.

Public Involvement

Plan and implement a public information program regarding the continued planning, design and implementation of the Myakkahatchee Greenway project.

Ultimately, the long-term viability of a successful Greenway needs the City of North Port to embrace the plan and make the Greenway a part of community, both figuratively and realistically.

Key Agencies & Interest Group Coordination

Implementation of the Myakkahatchee Greenway will take a concerted effort on the parts of several City Departments, along with assistance from Sarasota County, the Southwest Florida Water Management District, and other key agencies. In addition, there are community interest groups that will want to be involved with the greenway. Key elements for coordination include:

✿ *Debris Management* along the trails and within the Myakkahatchee Creek. The upland areas may be cared and maintained through efforts of the Parks & Recreation Department; however, the waterway will require a more concerted effort. A significant amount of debris and sedimentation is currently contained within the creek, especially in the area south of the point where the Snover canal discharges into the creek.

This area is very difficult to travel through via canoe or kayak, and contains an assortment of debris and exotic, nuisance vegetation. This existing situation is also an impact to stream flow, stormwater management, and water quality.

The City 's park, stormwater, utility and public works' divisions will need to work together with SWFWMD and the FDEP to help with the proper removal and management of this debris.

- ❖ The existing trails show considerable evidence of BMX usage. Also, during the public input phase of the master planning process, a vocal contingent of BMX enthusiasts wrote numerous responses for future use of the trailways.

Since the selected Greenway Plan does not include an active BMX trailway, the City must be prepared to police the area to ensure BMX components are not being constructed or that trails are not being used by indiscriminant users. Also, the City may consider meeting with this biking group to discuss future options within City limits.

- ❖ Coordination with Sarasota County Parks Department for a joint agreement on the management and integration of the trail head parks and the Carlton Reserve with the Greenway.

The upkeep and maintenance of the current North Port facilities does not appear to be the priority of Sarasota County, either through budget or resources. It is important for the City to make a commitment through budget and resources of contract maintenance for their existing facilities and any future additions such as the Greenway. If current arrangements with Sarasota County can not meet the needs of the City, then adjustments need to be considered.

- ❖ Continued efforts to secure funding such as SWFWMD funding for habitat and water quality protection should be

an ongoing effort. Funding and the commitment of financial resources for the Greenway will serve as a crucial element for its success.

- ❖ The City needs to have several dedicated full-time employees to the Greenway Park to aid in its development and future operations. As noted and voiced by the community of North Port, Safety is a large concern and needs focus by the City.

Challenges will continue to surface as the Greenway becomes a reality. Working together with the various work and interest groups will help solve these challenges in a more expeditious and meaningful way – the *Greenway!*



Enjoy the Myakkahatchee Creek Greenway!

Appendix

Acknowledgements

Acknowledgements

TGW Engineering, Inc. would like to provide acknowledgement to the following supporting participants and resources:

- 🏠 Public and Community Participants,
- 🏠 City of North Port Public Works Department - Division of Parks & Recreation,
- 🏠 City of North Port Planning & Zoning Department,
- 🏠 Engineering Visions, Inc. for permission to use Copyrighted photos and custom graphics for the cover and report, and
- 🏠 URS Corporation for their mapping and related figure development.

Appendix A

Public Workshop One

Survey Results

Sign-In Form

Meeting Notes



City of North Port Myakkahatchee Creek Greenway Public Workshop 1 Survey Results

On April 18th, 2006, a public workshop was held by TGW Engineering and URS, on behalf of the City of North Port, to receive input regarding the planning of the Myakkahatchee Creek Greenway project. There were approximately 37 people in attendance not including various City and TGW/URS staff. Surveys were distributed to the attendants during the meeting. Persons could either complete the surveys before they left the meeting or later by transmitting the completed forms by mail or Fax. By the end of the meeting, 17 completed surveys were received. The North Port Sun Herald further published the survey on April 21st, 28th, and 29th, 2006. An additional 42 surveys were received after the April 18th meeting through the month of May. A total of 59 surveys have been received from interested parties regarding the Myakkahatchee Creek Greenway project.

The remaining information details the results of the surveys received and recorded. Summary tables and graphs have been included to aid in reviewing the public input and interests.

Question 1 Results:

There were a total of 59 response surveys received. Of the 59 response surveys, 38 respondents completed Question 1 correctly by choosing their preferred *five* activities and *ranking* them from 1 (*most preferred*) to 5 (*preferred*). The remaining 21 respondents selected all 15 activities and ranked them in various manners. To accommodate all the respondents, the results for Question 1 were separated into Group 1 and Group 2. The data was tabulated and graphed in the following manner:

- Group 1: Weighted Points based on 38 responses.
Group 2: Average Values based on 21 responses.

Question 1: From the following list of recreational activities and uses, please choose *five* activities which are important in satisfying your household's recreational needs. Of the *five non-motorized activities* you select, rank your preference where 1 is most preferred and 5 is the least.

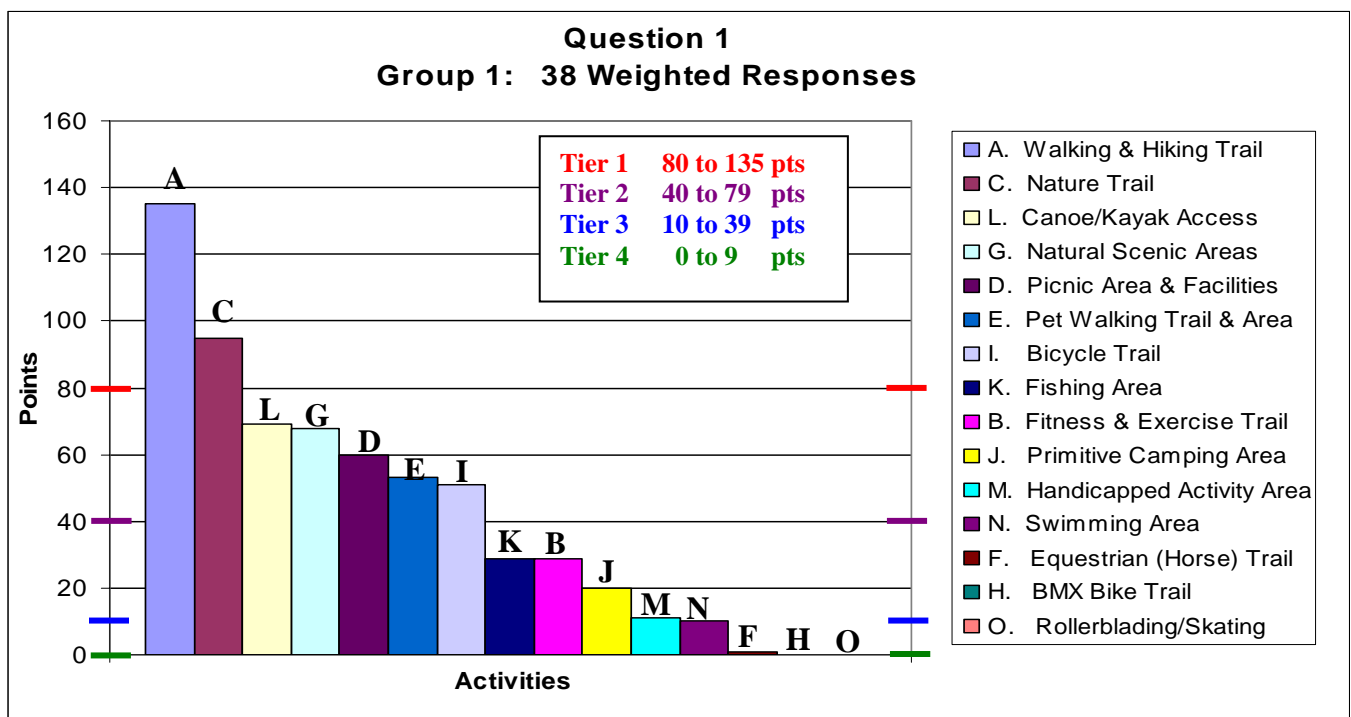
- | | |
|--|-------------------------------------|
| <u>A. Walking & Hiking Trail</u> | <u>I. Bicycle Trail</u> |
| <u>B. Fitness & Exercise Trail</u> | <u>J. Primitive Camping Area</u> |
| <u>C. Nature Trail</u> | <u>K. Fishing Area</u> |
| <u>D. Picnic Area & Facilities</u> | <u>L. Canoe/Kayak Access</u> |
| <u>E. Pet Walking Trail & Area</u> | <u>M. Handicapped Activity Area</u> |
| <u>F. Equestrian (Horse) Trail</u> | <u>N. Swimming Area</u> |
| <u>G. Natural Scenic Areas</u> | <u>O. Rollerblading/Skating</u> |
| <u>H. BMX Bike Trail</u> | |



Group 1 Responses: Point assignment was made to the 1 through 5 rankings, giving higher values to the more favored activities. The assigned points and results are listed below:

Question 1 - Activity Interest Group 1		Respondent's Interest Ranking: #										SUM
Rank		1	2	3	4	5						
Weighted Value		5	4	3	2	1						
A. Walking & Hiking Trail	17	85	5	20	7	21	3	6	3	3	135	
C. Nature Trail	8	40	5	20	9	27	2	4	4	4	95	
L. Canoe/Kayak Access	9	45	3	12	1	3	4	8	1	1	69	
G. Natural Scenic Areas	9	45	1	4	3	9	3	6	4	4	68	
D. Picnic Area & Facilities	4	20	4	16	1	3	7	14	7	7	60	
E. Pet Walking Trail & Area	7	35	3	12	1	3	1	2	1	1	53	
I. Bicycle Trail	5	25	3	12	2	6	2	4	4	4	51	
K. Fishing Area	2	10	3	12	0	0	1	2	5	5	29	
B. Fitness & Exercise Trail	3	15	1	4	0	0	4	8	2	2	29	
J. Primitive Camping Area	2	10	1	4	2	6	0	0	0	0	20	
M. Handicapped Activity Area	0	0	2	8	1	3	0	0	0	0	11	
N. Swimming Area	0	0	1	4	2	6	0	0	0	0	10	
F. Equestrian (Horse) Trail	0	0	0	0	0	0	0	0	1	1	1	
H. BMX Bike Trail	0	0	0	0	0	0	0	0	0	0	0	
O. Rollerblading/Skating	0	0	0	0	0	0	0	0	0	0	0	

The resulting points tabulated from Group 1 are presented graphically in the bar chart below.





The activity preferences of Group 1 were placed in Tiers for review purposes ranging from Tier 1 (most preferred) to Tier 4 based on clustered point spreads within the data results.

Group 1

Tier 1 (80 to 135 points)

- A Walking & Hiking Trail
- C. Nature Trail

Tier 2 (40 to 79 points)

- L. Canoe/Kayak Access
- G. Natural Scenic Areas
- D. Picnic Area & Facilities
- E. Pet Walking Trail & Area 1
- I. Bicycle Trail

Tier 3 (10 to 39 points)

- K. Fishing Area
- B. Fitness & Exercise Trail
- J. Primitive Camping Area
- M. Handicapped Activity Area
- N. Swimming Area

Tier 4 (0 to 9 points)

- F. Equestrian (Horse) Trail
- H. BMX Bike Trail
- O. Rollerblading/Skating

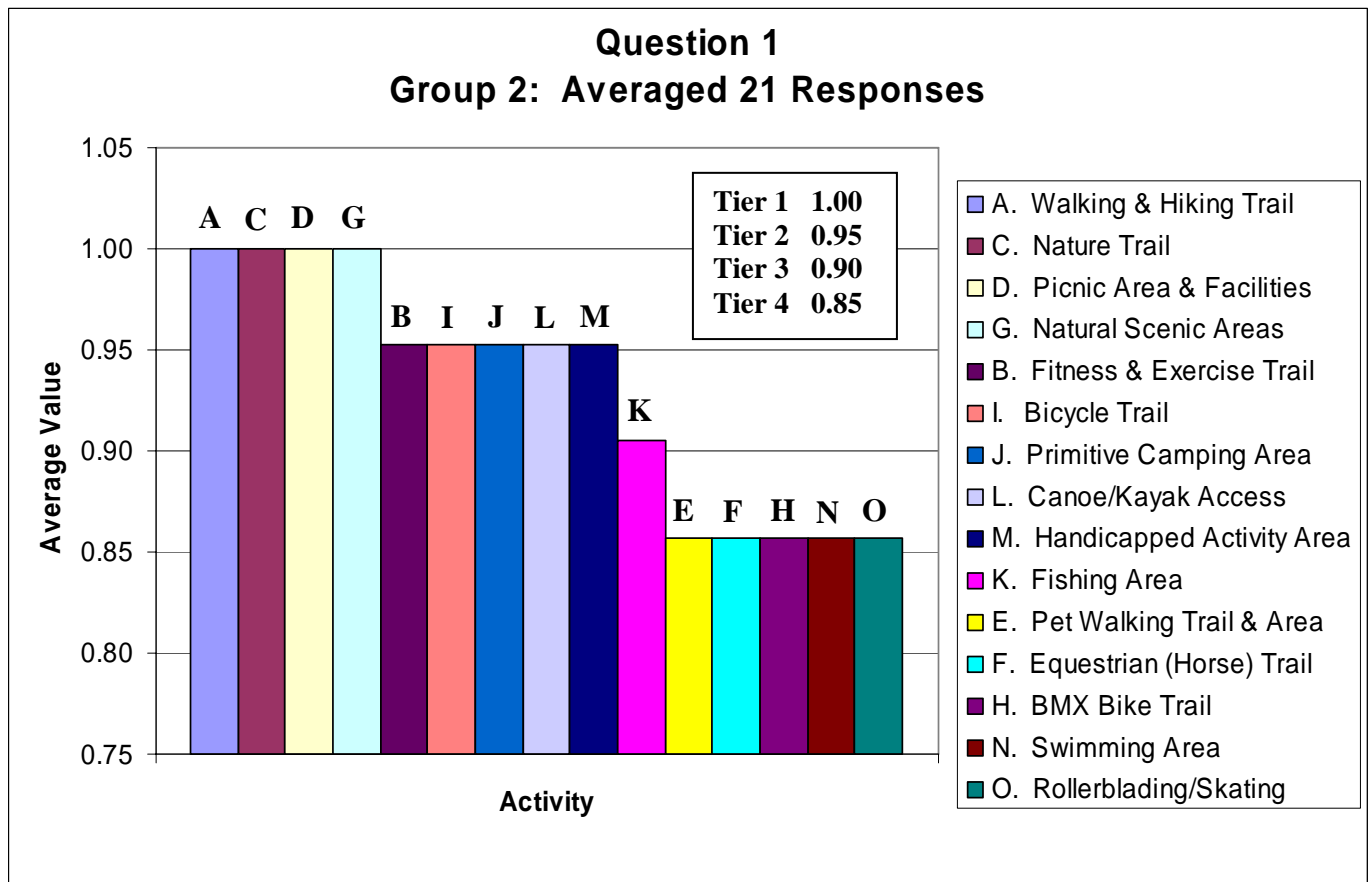
Group 2 is comprised of 21 respondents which selected all the activities and provided some element of ranking. Group 2 results were tabulated by applying an average value to their data.

Group 2 Responses: Summations were completed for each of the 15 activities and averaged for the 21 respondents. The resulting values are listed below.

Question 1 - Activity Interest Group 2		Respondent's Interest Ranking:					
Ranking		1	2	3	4	5	Average
A. Walking & Hiking Trail		16	1	3	1	0	1.00
B. Fitness & Exercise Trail		16	3	2	0	0	1.00
C. Nature Trail		13	2	3	2	1	1.00
D. Picnic Area & Facilities		15	3	1	1	1	1.00
E. Pet Walking Trail & Area		6	3	5	4	2	0.95
F. Equestrian (Horse) Trail		10	1	3	4	2	0.95
G. Natural Scenic Areas		6	2	6	2	4	0.95
H. BMX Bike Trail		11	3	6	0	0	0.95
I. Bicycle Trail		7	5	3	1	4	0.95
J. Primitive Camping Area		8	4	2	2	3	0.90
K. Fishing Area		7	2	1	5	3	0.86
L. Canoe/Kayak Access		4	0	4	2	8	0.86
M. Handicapped Activity Area		3	0	4	1	10	0.86
N. Swimming Area		4	1	4	1	8	0.86
O. Rollerblading/Skating		1	2	2	1	12	0.86



The resulting averages from the 21 responses of Group 2 were presented graphically in the bar chart below.



The activity preferences of Group 2 are placed in Tiers for review purposes ranging from Tier 1 to Tier 4 based on clustered average values within the data results.

Tier 1 (1.00 Average)

- A. Walking & Hiking Trail
- C. Nature Trail
- D. Picnic Area & Facilities
- G. Natural Scenic Areas

Tier 3 (0.90 Average)

- K. Fishing Area

Tier 2 (0.95 Average)

- B. Fitness & Exercise Trail
- I. Bicycle Trail
- J. Primitive Camping Area
- L. Canoe/Kayak Access
- M. Handicapped Activity Area

Tier 4 (0.85 Average)

- E. Pet Walking Trail & Area
- F. Equestrian (Horse) Trail
- H. BMX Bike Trail
- N. Swimming Area
- O. Rollerblading/Skating



Although different response approaches and methods of reviewing data were utilized for Group 1 and Group 2, overall results maintained strong similarities. Specifically, Walking, Hiking, and Nature Trail categories maintain a strong preference between the two groups as did Picnic and Natural Scenic Areas.

Question 2 Results:

Respondents were asked to provide additional activities of interest not listed in Question 1. The list below provides the comments received for Question 2.

Question 2: Are there recreational activities and uses not listed in 1. above which you would like to see incorporated in the Greenway project? If so, please list or describe below:

Question #2: Comments	List Additional Activities not listed in Question 1 and other comments.
Survey #6	Would like to see a playground.
Survey #7	Would like a fishing pier.
Survey #10	Basketball hoops, place for small children.
Survey #11	Wants to be informed of future meetings and related information.
Survey #12	Free activities for children.
Survey #13	Before getting this project underway, find out how many people really use the present park.
Survey #15	Signage in nature trail and at scenic areas describing the "flora and fauna" .
Survey #19	Hiking/bicycle trail through Carlton Reserve to Myakka River.
Survey #21	Bird watch.
Survey #24	Showers and toilets in the environmental park.
Survey #25	Restrooms, showers for camping area, pavilion, youth camping fire circle.
Survey #37	Camping facilities (showers/restroom) to be scouting approved.
Survey #49	Is there any way to put permanent games in the picnic area - to make it where you want to have a picnic - like horseshoe pit, volleyball court, bbq, grills, checker/chess tables - and is there a way to have nice bathrooms! Cement slabs with "hop scotch", "tic tac toe" or a "four square" games painted on for people to play on would be great!
Survey #50	ATV trails.
Survey #52	Place for families & kids to go. Keep kids off streets and out of trouble.
Survey #53	Environmental education - canopy platform.
Survey #57	Guided walks, small concession stand, small nature center + lectures/programs.
Survey #59	ADA accessible trails (wheelchairs & scooters).



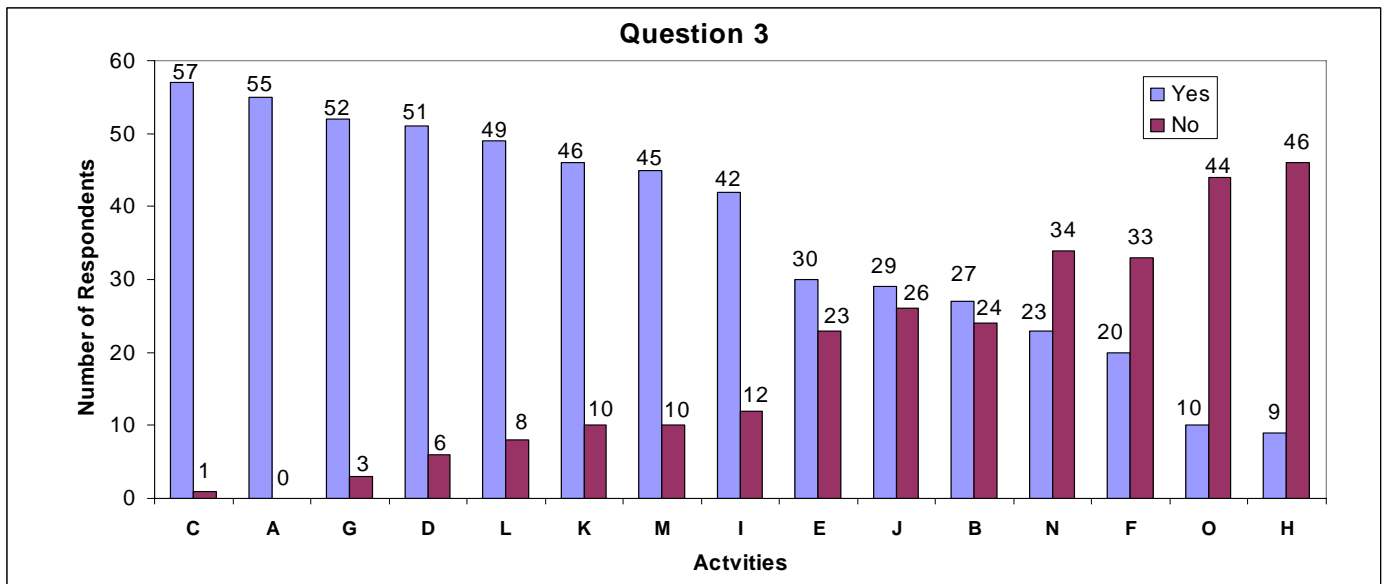
Question 3 Results:

Respondents were asked to provide a Yes or No answer for the project to the listed activities. The list below provides the results received for Question 3.

Question 3: From the following list of recreational activities and uses, please circle Yes or No as to what you would like to see in the Greenway project.

Question #3 - Respondent's Answer per Category		
	Yes	No
C. Nature Trail	57	1
A. Walking & Hiking Trail	55	0
G. Natural Scenic Areas	52	3
D. Picnic Area & Facilities	51	6
L. Canoe/Kayak Access	49	8
K. Fishing Area	46	10
M. Handicapped Activity Area	45	10
I. Bicycle Trail	42	12
E. Pet Walking Trail & Area	30	23
J. Primitive Camping Area	29	26
B. Fitness & Exercise Trail	27	24
N. Swimming Area	23	34
F. Equestrian (Horse) Trail	20	33
O. Rollerblading/Skating	10	44
H. BMX Bike Trail	9	46

The responses have been graphed as a bar chart (below) to provide visual reference to respondent's preferences as to the type of activities for the Myakkahatchee Creek Greenway project.





Question 4 Results:

Respondents were asked to provide additional comments or ideas. The list below provides the comments received for Question 4.

Question 4: Other ideas and comments:

Question #4: Comments	Responses
Survey #5	Please DO NOT put a dirt bike trail in the park - talk about defeating the purpose!
Survey #6	A playground would be nice so families could do trails, play at playground then picnic.
Survey #9	Into nature photography so natural scenic areas and nature trails are important; walking, hiking, bicycle trails and swimming are important - 63 yr. old lives in apt. which backs-up to Myakkahatchee Creek.
Survey #10	We do need a lot of things for US baby boomers! A children's park, water and wild life - scenic areas.
Survey #11	Thank you for requesting our feedback! Look forward to a nice place to enjoy with our family and friends
Survey #13	How come there seems to be plenty of money for extras like this but not for necessities? It's very disturbing. I wonder WHO benefits the most from these suggestions?
Survey #15	Camping and swimming are "noisier" type activities which could take away from the peaceful atmosphere and disturb the wildlife more.
Survey #17	I would like to have benches at the scenic areas. Thank you. I really appreciate your efforts.
Survey #21	Concession on weekends, guided tours, hours posted
Survey #24	Security to protect the greenway. Our major concern at this time is a lack of routine police patrols in Myakkahatchee Park to curtail reckless public intoxication and irresponsible behavior that can start a serious fire.
Survey #25	Security is a main importance
Survey #26	Connect to Carlton Reserve
Survey #28	For the picnic area and facilities, you should have them but not big ones as the animals need to have all their space of the natural habitat.
Survey #32	Maintenance and enforcement of ordinances, regulations, etc. should be include in the plan. Enforcement should be specific to the Greenway, not just standard police patrol.
Survey #34	As few paved areas as possible! The majority of the creek should be maintained.
Survey #41	We are beyond due to have a pet area for North Port!
Survey #47	Fortify park perimeter fencing to keep ATV riders out! Park south of Tropicaire Blvd. is a defacto ATV park!
Survey #52	Build a BMX track
Survey #53	What about a small domed stage where local bands and other performers can entertain residents?
Survey #57	Boat tours, boardwalks (land dependent), Florida friendly garden area, playground, benches along trail.



**CITY OF NORTH PORT
PARKS & RECREATION DEPARTMENT
AND
PLANNING & ZONING DEPARTMENT**



****CITIZEN WORKSHOP**
MYAKKAHATCHEE CREEK GREENWAY PROJECT**

Meeting Attendance / Guest Register

DATE: April 18, 2006

TIME: 6:00 p.m.

PLACE: COMMITTEE MEETING & TRAINING ROOM

NAME	PHONE NUMBER (941 Area Code)
Robert Dunbar	<i>Intentionally Blocked</i>
Dave Schneider	
Keith Kirschnick	
Chuck Barber	
Ben Barber	
Ken Evangelisti	
Chuck English	
Tom McGhee	
Jim Glass	
Dick Culligan	
Ann Marie Porsico	
Linda Massey	
Deborah Bedwell	
Brandon Bedwell	
Stan Hibbins	
Ahbeste Behinfante	
Nick Farr	
Chris Farr	
Les Farr	
Mitchell Brieschlie	
Sears	
Thomas Jones	
Trevor Kappel	
Sherry Kappel	
G. Amber	
Ryan Brieschlie	
William Leonard	
Betsi Leonard	
Roxanne Williamson	
Daneial Greenwell	
Alice White	
Michael Norton	
Jackie Curtsinger	
Mimi Steger	
Shelly Gardner	
Rick Stonsbera	
Debbie Blanco	





MYAKKAHATCHEE GREENWAY PROJECT COMMENTS

Public Work Shop #1 - 4/18/06

(Notes compiled by TGW Engineering)



1. Chuck English – [REDACTED] (cell)

If anyone wants to be given a tour of the creek area, please let Chuck know – he is quite familiar with the Creek.

- a) Did we conduct “plant survey”?
- b) Flood area near I-75.
- c) Note: Tract C NE border wetland purchase, would be great area for regional bike park.
- d) He fully supports the Greenway park.
- e) Needs to have a Ranger presence for security.

2. Alice White

- a) What is the status of Public Land Ownership? Specifically in question is the area regarding Hole 5 around the Golf Course. This area was ‘supposedly’ a conservation easement area yet they can not access the area.
- b) What was our information based on in showing conservation areas on the map?

3. Margaret Criser

- a) Did we observe ‘No Trespass’ signs near Hole 5 of the Golf course when we walked the Creek area?
- b) What will be the extent of greenway corridor?
- c) What levels of Fertilization pollution from the golf course is occurring in Myakkahatchee Creek and how is it impacting the aquatic life and ecosystem.

4. No Name Given. Would like to see other Environmental Park Access.

5. No Name Given. There is a serious problem with Safety Issues and vandalism currently at the City’s park. What safety plans are being made for this park?

6. No Name Given. User Group Boy Scouts comments:

- a) Would like to see new camping facility, picnic, tables, toilets, showers.
- b) There needs to be a Safety Plan. There are serious and continuing problems with vandalism, burned benches, security, and unauthorized access/use.
- c) Would like to see open space activities.

7. Needs to be a way in Securing the park and limiting certain types of use...like alcohol.



8. Chuck Barber – works with the boy scouts. We need to address the following things:
 - a) Protect greenway/water.
 - b) In the City’s Environmental Park, there have been serious and unresolved issues with the following:
 - a. Lack of police control
 - b. Curbing intoxication
 - c. Security of people
 - d. Vandalism
 - e. Uncontrolled fire activity
 - f. Careening cars breaking down the gates and wildly driving through the grounds.
 - g. Broken glass/trash
 - c) Public health and safety.
 - d) Fear of uncontrolled fire.
 - e) Need of Security presence.
 - f) Have had No response from police.
9. Daneial Greenwall
 - a) Police have given no response at park when called about security issues.
 - b) What is the Schedule in completing this project?
10. No Name Provided. What is the timeline for the Master Plan completion?
11. Keith Kirschnick
 - a) What are the Costs of the Greenway and what does it incorporate?
 - b) There needs to be a Variety of elements in the Park.
12. Brandon Bedwell
 - a) There is no police patrol. Issues police were called on and police did not respond or did nothing about the issue...incident involving an intoxicated individual driving a car in the park and police issued a warning and did not arrest.
 - b) Police are not addressing *Security* issues.
13. Jackie Curtsinger
 - a) What will be the Greenway extent and will there be an access crossing Appomattox Drive.
14. Alice White
 - a) Extension not in plan.



15. Mick Lockhart

- a) North Port Blvd. – public land to price.
- b) At Heron Creek there is a construction road where that road has ownership is to the City.

16. Chuck English

- a) Old way in the past, unspoken rule people followed for many years was ATV to the West and bicycles stayed on the east.
- b) Appomattox Drive to environmental park both sides of creek.
- c) Hole 5 interrupts the path access of the Creek.

17. Debbie Blanco

- a) Watershed protection.
- b) Environmental/ownership protection.
- c) Restoration efforts.
- d) Debris, erosion issues which should be addressed.

18. No Name. Concern over the Golf Course Issues located at Hole 5.

19. Chuck English

- a) Known of these items are new issues.
- b) SWFWMD plan – take out roads – never came to realization.
- c) Pollution impact from golf course.
- d) Exotic species.
- e) Should consider coordinated efforts with Sarasota County.

20. Ken Evangelisti

- a) Connection to Carlton would be great.

21. Added after the meeting.....TGW/URS Implement a Clean-up project similar to the adopt-a-road programs. Perhaps label it 'Adopt My Creek'.

Public Workshop One

Questionnaire Form



City of North Port Myakkahatchee Creek Greenway Project

Community Input Questionnaire 1

The City of North Port is in the planning stages of the Myakkahatchee Creek Greenway project. A greenway is a corridor of open space which is dedicated to public access and may have a variety of functions. These functions may incorporate non-motorized activities such as walking paths, bicycling, and canoeing. The City’s project entails the planning and development of a Greenway corridor along the Myakkahatchee Creek boundaries located within the City of North Port. The intent of the Greenway is to protect natural, cultural, scenic, and water resources, while providing recreational benefits to our community.

We wish to receive input from our residents and interested parties as to the ‘best’ functions for our Greenway. Please assist our planning and design efforts by providing responses to our questionnaire and sharing your ideas and personal preferences for the City’s Myakkahatchee Creek Greenway project. **Thank you and we look forward to your input!**

Please place completed Questionnaire 1 in the survey box provided in the workshop meeting or mail/fax to the following:

TGW Engineering
Attn: Sherry DiGiorgio
909 Tamiami Trail South, Suite 210
Nokomis, FL 34275

Fax: (941) 412-9273

If you would like to stay informed of future meetings and related information, please provide your name, address and contact information in the space provided below.

Name: _____

Address: _____

City, State: _____

Zip Code: _____

1. From the following list of recreational activities and uses, please choose **five** activities which are important in satisfying your household's recreational needs.

Of the *five non-motorized activities you select*, **rank** your preference where *1 is most preferred* and *5 is the least*.

A. Walking & Hiking Trail	1	2	3	4	5
B. Fitness & Exercise Trail	1	2	3	4	5
C. Nature Trail	1	2	3	4	5
D. Picnic Area & Facilities	1	2	3	4	5
E. Pet Walking Trail & Area	1	2	3	4	5
F. Equestrian (Horse) Trail	1	2	3	4	5
G. Natural Scenic Areas	1	2	3	4	5
H. BMX Bike Trail	1	2	3	4	5
I. Bicycle Trail	1	2	3	4	5
J. Primitive Camping Area	1	2	3	4	5
K. Fishing Area	1	2	3	4	5
L. Canoe/Kayak Access	1	2	3	4	5
M. Handicapped Activity Area	1	2	3	4	5
N. Swimming Area	1	2	3	4	5

2. Are there recreational activities and uses *not* listed in 1. above which you would like to see incorporated in the Greenway project? If so, please list or describe below:

3. From the following list of recreational activities and uses, please choose circle *Yes* or *No* as to what you would like to see in the Greenway project.

A. Walking & Hiking Trail	Yes	No
B. Fitness & Exercise Trail	Yes	No
C. Nature Trail	Yes	No
D. Picnic Area & Facilities	Yes	No
E. Pet Walking Trail & Area	Yes	No
F. Equestrian (Horse) Trail	Yes	No
G. Natural Scenic Areas	Yes	No
H. BMX Bike Trail	Yes	No
I. Bicycle Trail	Yes	No
J. Primitive Camping Area	Yes	No
K. Fishing Area	Yes	No
L. Canoe/Kayak Access	Yes	No
M. Handicapped Activity Area	Yes	No
N. Swimming Area	Yes	No

4. Other ideas and comments: _____

Janus Research

Archaeological Memorandum

MEMO

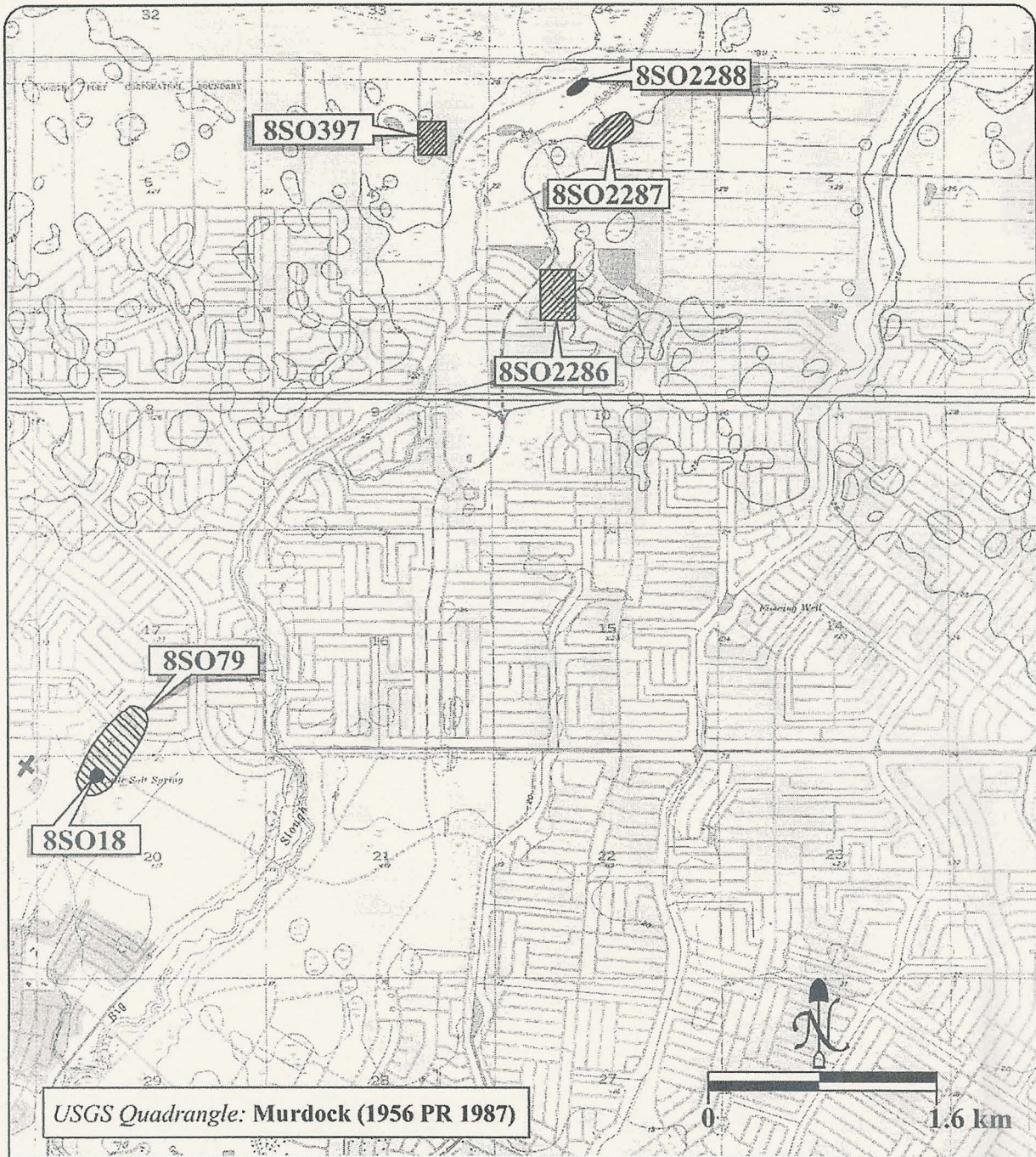
To: Tom Walker
From: Kate Hoffman
Date: November 18, 2005

RE: Myakkahatchee Creek Greenway Master and Management Plan Reconnaissance Survey

Janus Research conducted a reconnaissance survey of the Myakkahatchee Creek Greenway corridor in Sarasota County, Florida, on October 27, 2005. The purpose of the reconnaissance was to conduct the preliminary field review of the Myakkahatchee Creek Greenway corridor and gather baseline data. The Myakkahatchee Creek Greenway is located in Sections 3, 4, 8, 9, 16, 17, 20, 21, and 29 of Township 39 South, Range 21 East on the Murdock USGS Quadrangle (1956 PR 1970) and Section 34 of Township 38 South, Range 21 East on the Murdock NW USGS Quadrangle (1956 PR 1972). It is bounded on the south by S.R. 41 in the town of North Port and on the north by Estates Drive.

An archaeological literature review and background information search pertinent to the project corridor was conducted to determine the potential for archaeological resources. This research included a search of the Florida Master Site File (FMSF), county and local site inventories, books and journal articles, and unpublished cultural resource management (CRM) reports. A search of the Florida Master Site File (FMSF) revealed six previously recorded archaeological sites in close proximity to the corridor: 8SO18, 8SO79, 8SO397, 8SO2286, 8SO2287, and 8SO2288 (Figure 1). Site 8SO18 (Little Salt Springs) is an inundated burial site listed on the National Register of Historic Places (NRHP). 8SO79 is a midden associated with 8SO18. Sites 8SO397 (Myakkahatchee Site), 8SO2286 (Lake Myakkahatchee/ Sumter Boulevard Site), 8SO2287 (C-3 Site), and 8SO2288 (C-8 Site) have not been evaluated for inclusion to the *National Register of Historic Places (NRHP)*.

The physical environment of the corridor includes wetlands with upland associations. The Pomello Fine Sand deposits would have provided dry locations for cultural activities throughout most of the year. The wetlands would have provided aquatic resources for low energy extraction. Freshwater would have been easily obtained from nearby sinkholes and streams. There are several areas along the corridor that provide an environment conducive to archaeological resources. The favorable environmental conditions and presence of previously recorded archaeological sites indicate a high probability for unrecorded archaeological resources in portions of the corridor alignment.



Previously Recorded Archaeological Sites



Appendix B

Public Workshop Two

Survey Results
Sign In Form

**Myakkahatchee Creek Greenway
Workshop #2 - Jan. 31, 2007
Surveys**

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
#1	1			Have as little impact as possible because the area is most beautiful right now.	Could we ask for help from Fed. Government, Sarasota County, private citizens, VCE Foundation to buy more land on each river banks? Start buying land right now and worry about development later.	North Port
#2		1		Enough activity without trying to crame in too much.	As little concrete as possible	North Port
#3			1	More services will encourage ownership of the creek and allow for more educational opportunities for the residents. The horse trail and camping area could provide for economic development and attract others to our City.	Funding is a huge issue. Have we considered grants? Have we applied for any? We need to protect the creek to it's fullest. Restrooms (septic tanks) & facilities at the estates (campground & swimming area)? The exercise trail would be helpful for the physical fitness class at the schools.	North Port
#4	1			Keep natural as possible.	Don't forget the history of the creek - points of interest.	Unk.
#5	1			Less environmental impact.	Who will provide security and park patrols? Will the use of ATVs and off-road vehicles be addressed? Please, in the process include considerations for future repairs, maintenance & manpower costs.	Sarasota
#6	1			I prefer Option A - passive because it allows the City to preserve a beautiful tranquil area for the enjoyment of our beautiful nature which is becoming endangered by intense development. This option also allows the best protection of our water source.	While the City obviously has a need for some of the more active & intensive use activities, providing for these needs in this area would cause some of the tranquil natural beauty to be lost forever. Also, by protecting the quiet aspects of the creek, a greater habitat for wildlife will be promoted and preserved. suggest educational kiosks to explain the treasures to be found. Thank you and a great presentation. P.S. Please, no concrete.	North Port
#7	1			Environmental protection.	Environmental sensitive land could be pursued through County's land acquisition program.	North Port
#8	1			The natural, undisturbed setting of the corridor is what makes the creek a "jewel". Unfortunately, the more amenities, the more impact upon what's there naturally. The corridor should remain an opportunity to be discovered by people rather than a ready-made, polished but mundane trail.	The Heron Creek Golf Course hole #5 area - encroached on the creek area - corridor is NOT as wide as depicted on the plan's maps.	North Port
#9			1	Dual purpose - hiking and biking. Asphalt biking trail.	No fishing is worth it - NO FISH. The creek dries up times of year. Not wide enough to canoe and kayak. Trail on both sides of creek. Make a dual purpose trail - asphalt - hiking and biking. Make a few resting spots. Picnic tables, benches.	North Port

**Myakkahatchee Creek Greenway
Workshop #2 - Jan. 31, 2007
Surveys**

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
#10	1			Has all the basic facilities and as most likely to be realized.	To me, personally, a bike path would be desirable. Not yet a paved one but a somewhat improved "dirt" path. The length of the trail forbids its use as a whole to bikers, at least to most of us. Concept A would be idea when some land of bicycle accessibility is possible.	North Port
#11	1			Paw park. Handicapped access points.	You seem to have covered everything except an outdoor amphitheater - concerts for adults, rock 'n roll night for kids and western music for both.	North Port
#12			1	Dog park.	Dog park and picnic tables.	North Port
#13		1		The paw park.		North Port
#14		1		Walking and hiking trail. Option B nature trail.	Include fishing with Option B.	North Port
#15		1		Keeps the park as natural as possible yet has a user friendly atmosphere.	Make a dedicated effort to keep out 4-wheelers and dirt bikes. Try to block off access points where they enter the park. Something must be done to control the vandalism in the park.	North Port
#16		1		Some intrusion on environmentally sensitive area, but not excessive.	Work with Steve Kiosk to protect, and yet provide public access to Little Salt Springs. Perhaps a "Florida Museum of Native American Culture".	North Port
#17		1		(no comments)	(no comments)	North Port
#18			1	(no comments)	(no comments)	North Port
#19			1	Has something for everyone.	Hurry up!!!	North Port
#20			1	I feel that Option C is the best due to the wide variety of activities that will benefit our community.	I'm not too sure on the camping idea unless there is a fulltime park ranger that could monitor the area. I love the ideas of a hiking, biking, fitness trail and paw park the best!	North Port
#21			1	All of it.	Turpentine Mill history of creek	North Port
#22			1	Lots to do.	History of creek.	North Port
#23			1	More to do.	History of creek Turpentine Mill	North Port
#24			1	Like options.	History of creek needs preserved.	North Port
#25			1	More for people to enjoy.	Turpentine Mill history needs added for school children and residents to know N.P. history.	North Port
#26			1	It has more for all citizens. Many more can do/use this park.	Include the history of NP with "Turpentine Mill" that existed on the creek with a display of artifacts. Showing what it was like back then. Please include the history of the "creek" with educational displays.	North Port
#27	1			Excess people traffic will destroy the beautiful greenness we created the park for "take pictures, leave only footprints". Keep it as pristine as possible.	In Options B & C - maintenance of the park will put further strain on the City's tax base. Expanded facilities put further strain on the City's budget to maintain the greenway in its original <u>pristine</u> state!	North Port
#28			1	The multitude of activities giving citizens of North Port ample selection.	Perhaps consider a free concrete enclosed racquetball court (2 courts).	North Port

**Myakkahatchee Creek Greenway
Workshop #2 - Jan. 31, 2007
Surveys**

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
#29			1	It allows people - we citizens - to use the public land instead of just keeping it for environmental wackos.	Walking trail for health and swimming area for health & recreation are best use! A boat launch ramp would be nice for recreation.	Tarpin Pt.
#30		1		Well, I was torn between Option B or C but just figured money wise I went with Option B.	We really, really need a paw park in North Port. It brings many people options of meeting other fellow neighbors helping with socializing together their animals.	North Port
#31			1	The more activities available, the greater potential for public knowledge and usage of the facility.	Concerns: a) swimming compatible w/fishing & wildlife (i.e. gators?), b) lighted ball fields may disturb wildlife. Comments: I usually tend to think of state parks as large tracts of land for "primitive usage".	North Port
#32			1	More activities for families. We love to find new biking paths to share with our kids. North Port generally doesn't have much that we can do with the whole family. Biking, camping, fishing & swimming are all great activities for all.	Bike trail could be paved to allow for bike trailers/roller blades.	North Port
#33	1			Preserves green space and stops overuse and destruction of natural habitat.	Main concern: the City Commission and Parks & Rec. may follow through on threat to put in linear parking lot along creek on North Port Blvd. - Please DO NOT DO THIS!	North Port
#34			1	Allows for primitive camping and fishing area along with swimming area to take your children to.	(no comments)	North Port
#35	1			Less damage to vegetation and best view of the creek. While path needs to be handicap accessible (no exposed roots, etc.), I suggest hard-packed shells/chat paths like those used by Heron Creek for its golf cart path near Hole #5.	For safety and security purposes, path needs to be as close to creek and as far from neighborhoods <u>as possible</u> , while still providing designated access points from neighborhoods.	North Port
#36			1	It offers more options for all age brackets, clubs and organizations. 1. Boy Scouts, 2. Cub Scouts, 3. Girl Scouts, 4. church groups, 5. senior groups, 6. families.	Better security for its park areas mostly at night. I have used the park with the Boy Scouts. We have also done Eagle projects that get destroyed because of lack of security.	North Port
#37	1			Kayak access.	(no comments)	North Port
#38		1		The trails - nature, walking and fitness. Not sure of the bike trail, camping and swimming area. People are inconsiderate and not responsible of taking care of property. I see problems and lawsuits.	Could you add fishing area?	North Port
#39			1	(no comments)	We also need a place to ride our ATVs. There is a lot of open space in North Port. Some should be used as an ATV park. Lots of families in the city have bikes and ATVs and no place to ride. We all pay taxes and not everybody likes to walk, hike or canoe. I see the parks now and they are usually empty. so let's put in something people will use. Thanks.	North Port

**Myakkahatchee Creek Greenway
Workshop #2 - Jan. 31, 2007
Surveys**

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
#40	1			No animals or bicycles to damage or overrun area. Maximum natural use. Walking, hiking, boating is perfect.	We hike a lot - please, please use markers & provide maps with distances. Benches & tables on trails are wonderful.	North Port
#41			1	It will let the most available use of the property to be used by more people	Even though it may cost more, it will be accessible to more people.	North Port
#42		1		Fenced paw park.	A dog park would be the best idea; the closest one to my house now is in Venice.	North Port
#43		1		Picnic tables and expanded facilities and paw park.	Only concern is that the original habitat is left as undisturbed as possible.	North Port
#44			1	Provides the most for my family and makes it possible to enjoy these activities here in North Port.	None at this time.	Unk.
#45			1	Paw park, swimming & camping. I never heard of a park not allowing your pet.	We should have lots of paw park areas with activities for the pet. Every other homeowner owns a pet (dog, cat, pig, horse) or any animal they'd like to take with them to a park with the family.	North Port
#46			1	It has a bicycle trail. The greenway has excellent potential to be one of the areas best bicycling paths, but very little is set aside for this.	Options A&B would be ideal if the walking trails were constructed to accommodate pedestrians, bicyclists, roller bladers, etc. There are many examples of this multi-use type of trail throughout Florida and the U.S. (Pinellas Trail, Monon Trail - Indianapolis, Venetian Waterway park are examples.) A resource available is the Rails to Trails Conservancy, Florida Field Office, 2626 Blair Stone Rd., Tallahassee, FL (850) 942-2379	North Port
#47	1			It would result in the least amount of adverse environmental impact.	One of our main concerns is over the safety of the Myakkahatchee water which is a main source of drinking water for North Port. We feel that anything done along this creek will contribute to polluting the water. Adding hikers, bikers, picnickers will greatly increase the possibility of fouling the creek. Also, my residential property is within a few hundred yards of the creek. If this area is open to all sorts of users, we feel that many problems will arise - noise, trespassers, vandalism, etc. We have already experienced vandalism on our street (White Ibis Dr. in Heron Creek) from kids entering our development from the creek area. My neighbors & I would prefer that this part of the creek not be included in the hiking, biking, picnic tables part of this proposed park!	North Port

**Myakkahatchee Creek Greenway
Workshop #2 - Jan. 31, 2007
Surveys**

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
#48		1		Paw park	Provide natural sound & sight barriers, i.e. trees, bushes between homes & parks. I live across the canal from McKibben Park. It would be nice to have a barrier between our homes and the basketball court, tennis court & field. The parks are nice for the kids but are constant noise for surrounding homes. Also the parks (McKibben!) needs more police monitoring. Teens are usually there painting graffiti, smoking dope and being loud.	North Port
#49		1		I like the idea of having a dog park in NP (even though I don't have a dog). The fitness trail is also a great idea - nice to have somewhere to walk/run.	<u>Please</u> - keep as natural as possible! We are losing way too much <u>green</u> because of all the building going on in our community.	North Port
#50			1	There would be a good selection of activities for all! Would be used by many people!	Would <u>not</u> like to see camping because of fire danger in the estates area.	North Port
#51		1		Paw park and hiking trails.	(no comments)	North Port
#52			1	Camping area, fishing & swimming & all the rest.	I'm just glad to see our Parks Dept. grow & with such wonderful staff.	North Port
#53	1			Maintains the nature aspect; easier to maintain; requires less security.	My key concerns with any of the 3 options: security, maintain naturalness.	North Port
#54		1		Paw park.	(no comments)	North Port
#55			1	We need all the options so our family don't have to leave North Port to enjoy them - put our taxes into work for the (whole) family - pets included.		North Port
#56			1	Walking & hiking trail. Fitness trail & exercise. Picnic tables.	This is a great opportunity for North Port. Check with Carmel, IN and how they manage their linear park. It will require some policing on foot or bicycle!	North Port
#57		1		(no comments)	(no comments)	North Port
#58		1		Paw park.		North Port
#59			1	I very much like some attributes of Option B that are also in Option C (hiking trail, scenic areas, fitness and exercise trail and paw park). We desperately need these outdoor spaces. Option C is what I choose because it had even more resources to serve this large community that so desperately needs community gathering areas as well as activities.	My only concern is that it be up kept and cared for so our community will take care of it and can continue enjoying it.	Venice
#60		1		Canoe and kayak, paw park, exercise trail.	(no comments)	North Port

**Myakkahatchee Creek Greenway
Workshop #2 - Jan. 31, 2007
Surveys**

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
#61			1	1. We love the idea of the swimming area. That would be a nice treat. 2. The fenced paw park would be great. 3. Picnic tables would be a nice added touch.	Swimming area would have to be fenced in and of course, gator free. Only concern - would this raise our taxes. We need to keep North Port "affordable". Thanks. We enjoy watching our city grow in a positive way.	North Port
#62			1	We have the space to do it. There is no safe place to bike or run/jog currently (sidewalks end, etc.) Encourage fitness and outdoor activities!	(no comments)	North Port
#63			1	This option would have a little bit for everyone, young and old. This is a good variety for our fast growing city and would attract people from all walks of life.	A small bandstand for free summer concerts with a mix for children, teens and adults with local entertainment. This would let young musicians show their talents and supports the arts.	North Port
#64	1			I prefer this option as it leaves the smallest footprint on the landscape. It allows for use and enjoyment without excess noise or construction, and causes the least disturbance to wildlife. It leaves the area in the most pristine condition, allowing the greatest opportunity to enjoy the natural beauty and wildlife in and around the creek.	Paw parks and ATVs are completely inappropriate for the area!	North Port
#65	1			My family likes Option a best overall because we believe strongly in protecting wildlife and the environment. We enjoy and appreciate Myakkahatchee Creek Park, and we would like to see more of the same.	Although my family likes Option A best overall, we do like the idea of a bicycle trail. If this is to be a paved trail, we would like to see inline skating allowed on the trail as well. We would support a bicycle/inline skating trail and also the horse trail as it was described, as long as the trails would not interfere with the wildlife. these types of activities should be relegated to a smaller area with the majority of the area preserved in the same manner as the Myakkahatchee Creek park. We would also like to see adequate and clean restroom facilities, as well as adequate security and family friendly rules, such as no alcoholic beverages.	North Port
#66			1	Bike trail	Fix entrance road so the huge potholes aren't a problem during rainy times. Post operating days/times at entrance.	North Port
#67			1	I like Option C because it has a little bit of everything for everyone.	(no comments)	North Port
#68			1	It has the most features for everyone to benefit from!	Possibly offer canoes for rental? Also water at the camping areas as well as picnic areas.	North Port
#69			1	We enjoy bicycling as well as walking trails.	(no comments)	North Port

**Myakkahatchee Creek Greenway
Workshop #2 - Jan. 31, 2007
Surveys**

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
#70			1	Great for our community! We would have a lot of outdoor activities for families to enjoy together!	(no comments)	North Port
#71			1	Option C seems to have more things available for everyone to enjoy. The camping and fishing area are my personal favorites, but there is something for everyone in Option C.	(no comments)	Venice
#72			1	Option C adds the most usage value in my opinion. It offers a variety that should provide opportunities for the entire community to participate.	I really believe the development of this will show North Port to be a very "people" friendly community. I have family and employees in North Port.	Venice
#73	1			(no comments)	(no comments)	Unk.
#74			1	The most attractive feature is the bike trail. My family is active, and this is something my family can do together. I like the swimming area because my brother can practice swimming.	A concern is that the fitness trail will not be maintained. For example, the loop at Butler Park is not in good shape. The pavement is in need of replacement. Even for running, it is tricky.	North Port
#75		1		(no comments)	(no comments)	North Port
#76	1			(no comments)	(no comments)	North Port
#77	1			Access to water, activity - walking along to non-usable spaces.	(no comments)	North Port
#78	1			(no comments)	(no comments)	North Port
#79	1			Need to keep <u>natural areas</u> . Plus this is part of North Port's drinking water - should be left along. The animals that now live in this area should <u>not be disturbed or relocated</u> . Truly none of it whomever you have gotten to do all of these ideas for you do not THINK OF THE LONG TERM EFFECTS.	You should start thinking about the NATURE AND TREES IN NORTH PORT. That is the reason so many people like it here NOT because you want to destroy it <u>ALL</u> . You should think before you jump in with both feet into these projects, as in LONG term repercussions. People, please for the sake of ALL of us, think first. Do you not know about global warming sink holes habitat just to name a few things. Please take time to think and plan wisely.	North Port
#80	1			Leave the section of Appomattox to price alone.	(no comments)	North Port
#81	1			Leave the nature-natural - stop tearing up habitats. Animals need a home.	(no comments)	North Port
#82	1			(no comments)	(no comments)	North Port
#83	1			(no comments)	(no comments)	North Port
#84	1			(no comments)	(no comments)	North Port

**Myakkahatchee Creek Greenway
Workshop #2 - Jan. 31, 2007
Surveys**

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
#85	1			(no comments)	(no comments)	North Port
#86	1			(no comments)	(no comments)	North Port
#87	1			(no comments)	(no comments)	North Port
#88	1			(no comments)	(no comments)	North Port
#89	1			(no comments)	(no comments)	North Port
#90	1			(no comments)	(no comments)	North Port
#91	1			(no comments)	(no comments)	North Port
#92	1			(no comments)	(no comments)	North Port
#93	1			No paw park.	Do not destroy nature for a parking lot on Appomattox. Use North Port Blvd. as with the parades.	North Port
#94	1			Not having to put up with a paw park in our residential area.	(no comments)	North Port
#95			1	It provides more opportunities for more citizens to enjoy our diminishing green space! Make it as proactive & interactive as possible, without destroying the beauty & native wildlife! I believe we need this park <u>very</u> much, there is so little to do in North Port.	I am a disabled resident of North Port (for over 20 years). I have researched this park, along with other "handicapped" citizens only to find, it needs <u>vast improvements</u> to become ADA accessible - for those of us who use scooters, wheel chairs, walkers, crutches, etc.!! Please add paths for us also! this park is so pristine & beautiful - a real treasure & jewel of North Port! LET'S MAKE THE MOST OF IT!!	North Port
#96		1		A fenced paw park.	(no comments)	North Port
#97		1		Dog park.	(no comments)	North Port
#98		1		Paw park.	Residents have signed petitions last year for a paw park, over 300 names - we need to be heard.	North Port
#99		1		Dog park.	This is long over due.	North Port
#100		1		Having a paw park in North Port instead of traveling to Venice.	Long overdue considering the growth of pet owners in our area.	North Port
#101		1		Paw park.	(no comments)	North Port
#102		1		Paw park.	(no comments)	North Port
#103		1		I would like to see a paw park since dogs are a part of our lives. They need to socialize & exercise just like us.	(no comments)	North Port
#104	1			More green spaces less damage to area.	(no comments)	North Port
#105		1		Paw park.	(no comments)	North Port
#106		1		Dog park.	(no comments)	North Port

**Myakkahatchee Creek Greenway
Workshop #2 - Jan. 31, 2007
Surveys**

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
#107	1			I want to keep it simple. Keep it for neighborhood use.	(no comments)	North Port
#108			1	Off road, unpaved mountain bike trail. A local group of volunteers have built and maintained the existing trails along the creek for over a decade. These trails are the only mountain bike trails within 60 miles so they are unique to Sarasota/Charlotte counties. The greenway park would "open" tomorrow and from day one could boat approx. 8 mi. of mountain bike trails at no cost at all for the City in either time or money. Keeping these trails as they exist today would cost nothing and preserve the area the trails for future generations.	The wider sand trail that runs along side the existing unimproved mountain bike trail is ideal for those looking for a less difficult route. This trail could be paved for pedestrians, casual bike riders, roller blades or even wheelchair access. This wider paved trail would offer an easy option for those that find the single track/unimproved existing trail too difficult. As mountain bike riders we are concerned that the unique system of existing, unimproved mountain bike trails will be paved over or converted to non-bike use. These trails continue to be 100% volunteer maintained by local city & county residents that enjoy these existing trails on a weekly basis. Please take a few moments to visit the web site www.northporttrails.org to note the range of topics such as current conditions, trail maintenance, weekly rides, first time rider tips, etc. The time and effort spent on this site indicates the passion, strong positive sense of community and pride we maintain bikers have for the natural beauty of the Myakkahatchee and the challenge these rugged unimproved trails offer.	Venice
				Comments of #108 Continued...	Please give serious consideration to leaving the existing trail along the creek "as is" and officially give it a classification of mountain bike trail. It will truly be a unique feature that no other park in southwest Florida has to offer. Thank you. PLEASE KEEP OUR TRAILS ALIVE!!!	
#109			1	SAME COMMENTS AS #108	SAME COMMENTS AS #108	Port Charlotte
#110			1	As a family, we are most likely to participate in the activities in Option C.	(no comments)	Punta Gorda
#111		1		Dog park.	(no comments)	North Port
#112		1		Paw park.	(no comments)	North Port
#113		1		Paw park.	(no comments)	North Port
#114		1		Dog park.	My concern is no one listens to what the dog park people want.	North Port
#115		1		Dog park.	Saves money on gas so we don't have to go to Woodmere.	North Port
#116		1		A fenced paw park.	This is a good place to make friends.	North Port
#117		1		Paw park which is needed.	Do not understand why Commissioners are not hearing dog park advocates!	North Port
#118			1	SAME COMMENTS AS #108	SAME COMMENTS AS #108	Ft. Myers
#119			1	SAME COMMENTS AS #108	SAME COMMENTS AS #108	Venice
#120	1			Myakkahatchee lets us all see the area as it was. It should be maintained as wilderness for all to enjoy. To built it up and allow dogs would be wrong. As the City grows it will be important to preserve this area.	Any change at all should be to remove invasive non-native plants.	North Port

**Myakkahatchee Creek Greenway
Workshop #2 - Jan. 31, 2007
Surveys**

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
#121			1	Bicycle trail.	(no comments)	Venice
#122			1	Bicycle trail. (Note: 2 1/2 typed pages of comments to this response.)	See Note	Venice
#123			1	Bicycle trail.		Venice
#124			1	SAME COMMENTS AS #108	SAME COMMENTS AS #108	Sarasota
#125	1			Leave it as natural as possible. Especially no dogs.	Enforce the NO ATV or dirt bike law heavily!	North Port
#126		1		Fitness & exercise trails, natural scenic areas, picnic tables.	As part of Option B, I'd like to have an off-rode dirt bike trails) - ranging from beginners to advanced.	Nokomis
#127			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Bradenton
#128			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Nokomis
#129			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#130			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#131			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#132			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#133			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#134			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	North Port
#135			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#136			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#137			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#138			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Unk.
#139			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Englewood
#140			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#141			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122 - Agree low impact on paved trail to make it no big trucks - hand work only.	Sarasota
#142			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	North Port
#143			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Ft. Myers
#144			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Ft. Myers
#145			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Cape Coral
#146			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#147			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Ft. Myers
#148			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Ft. Myers
#149			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#150			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Ft. Myers
#151			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Ft. Myers
#152			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Englewood
#153			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#154			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Cape Coral
#155		1		That residents can come and learn how to properly respect the environment and why we all live and live it here.	Concerns: that it doesn't become a garbage dump like all the other natural areas in North Port. That garbage is carried out by whomever brought it in.	North Port

**Myakkahatchee Creek Greenway
Workshop #2 - Jan. 31, 2007
Surveys**

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
#156		1		A nice balance between nature and people interested in hiking, canoeing and kayaking.	That there will be many waste receptacles and make it clear that it's a carry in-carry out, and that people are respectful of nature - plants and wildlife.	North Port
#157			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	North Port
#158		1		It would provide for seniors and families alike. Would like a bike trail also to keep our bikers safe. Paw park would be nice for our beloved pets.	Keep it basic and as natural as possible.	North Port
#159			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	North Port
#160		1		Same as #1 except dedicated dog park which is a good feature. Fitness Loop is a waste - I have NEVER seen anyone using these things.	Concerned about general attitude of approach to the trail (no sitting stations). The opportunity is here to make this a truly nice (romantic!) walking (strolling) attraction. It could even be a tourist draw (not quite San Antonio - no shopping but canoes). Please consider the people who are NOT into nature or exercise. A number of Lake Michigan cities have river (feeders to Lake Mich) walks. They are jammed with people of all physical abilities - just strolling - not going anyplace in particular - just spending some time.	North Port
#161	1			No tables without a trash disposal plan. Do not fool your drinking water supply source!	Insure that an infrastructure is in place and that the park is kept clean and safe. Whatever the cost.	North Port
#162	1			Picnic tables not recommended. Minimal impact from people to drinking water source.	Do not have picnic tables. Benches are okay. Picnic tables encourage pollution. Debris left at sight could be distributed by wildlife (raccoons).	North Port
#163	1			Do not include picnic tables. Since the Myakkahatchee Creek is the source of N.P.'s drinking water, we need to adopt a very passive plan.	Protect our drinking water source!	North Port
#164	1				The project must make as a priority, the prohibition of any use that will likely resort in any contamination of the creek and creek watershed.	North Port
#165			1	It will provide many different activities for the likes or dislikes of our residents and visitors.	After implementing the activities of option selected possibly new ideas will be determined.	North Port
#166	1			Lowest impact on creek.	The creek represents a large portion of the City's water supply. Introducing humans to this areas brings the disadvantage of pollution.	North Port
#167	1			I am concerned about pollution of the water!	To extend debating this.	North Port
#168			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
#169			1	Bicycle Trail	SAME TYPED 2 1/2 PAGES OF COMMENTS AS #122	Venice
Totals:	47	40	82			169

Total Surveys 169

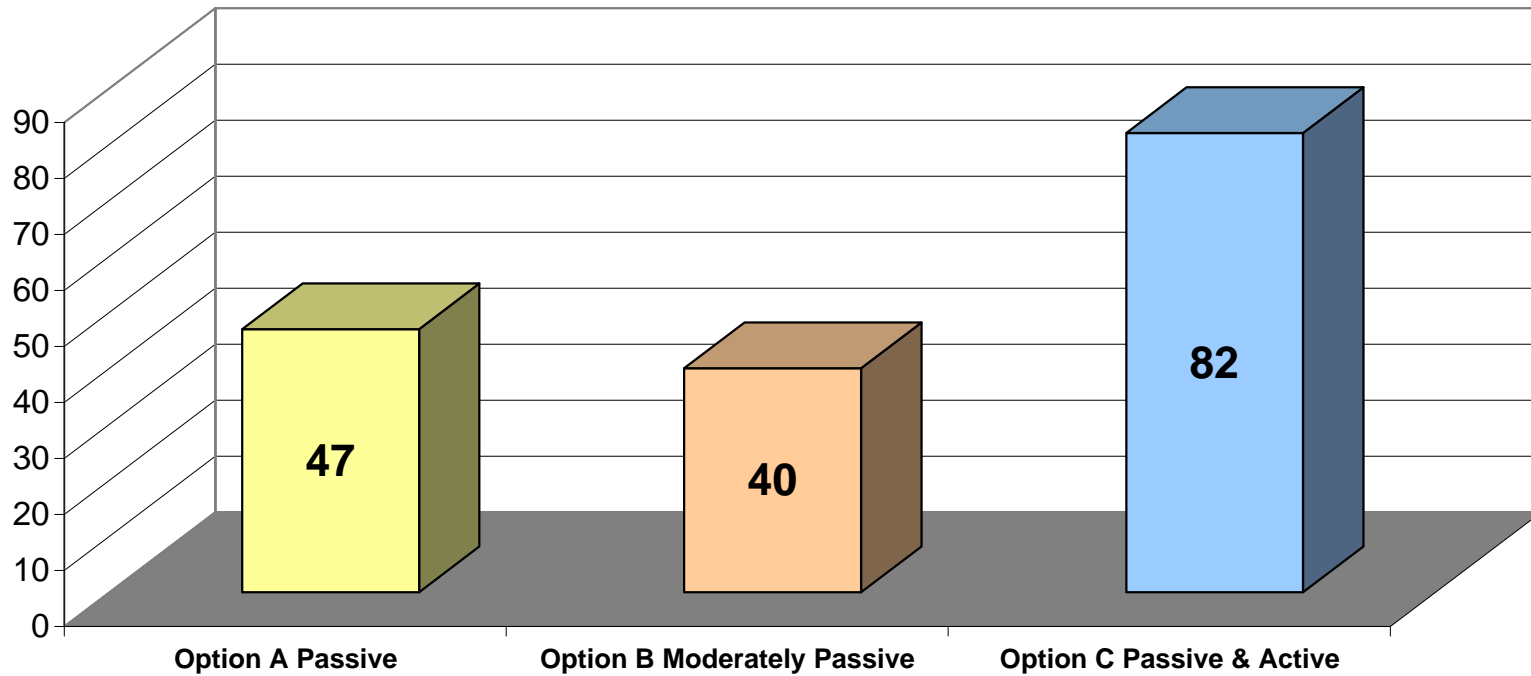
Myakkahatchee Creek Greenway
 Workshop #2 - Jan. 31, 2007
 Surveys

RESPONDENT	Option A Passive	Option B Moderately Passive	Option C Passive & Active	What do you like best about the Option selected?	Other ideas, comments or concerns?	City
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Total Surveys 47 40 82

Total Surveys 169 as of 05/16/07

**Myakkahatchee Creek Greenway - Workshop #2
 Jan. 31, 2007 - Survey Results (as of 5/16/07)**



**CITY OF NORTH PORT
PARKS & RECREATION DEPARTMENT
AND
PLANNING & ZONING DEPARTMENT**

****CITIZEN WORKSHOP #2 **
MYAKKAHATCHEE CREEK GREENWAY PROJECT
Meeting Attendance / Guest Register**

DATE: January 31, 2007

TIME: 6:00 p.m.

PLACE: COMMISSION CHAMBERS

NAME	PHONE NUMBER (941 Area Code)
Eric Atherholt	<i>Intentionally Blocked Out.</i>
Martin Zippe	
Barbara Gross	
Jim B (Last Name <i>illegible</i>)	
Dick Lockhart	
Joe Tucker	
Thomas Jones	
Debbie Blanco	
Jeff Banner	
Ed Wolfenbarger	
Jennifer Desrosier	
Lori Hallal	
Ken Kubik	
Karl Rodenbeck	
Dinah Rollison	
Leroy Rollison	
Andrew Kelly	
Terri Payne	
Cindi Mick	
Kathy Forsyth	
Peggy Brunner	
Alice White	
Ms. Buddy Hughes	

Public Workshop Two

Questionnaire Form



City of North Port Myakkahatchee Creek Greenway Project



Community Input Questionnaire 2

The City of North Port is in the planning stages of the Myakkahatchee Creek Greenway project. A greenway is a corridor of open space which is dedicated to public access and may have a variety of functions. These functions may incorporate non-motorized activities such as walking paths, bicycling, and canoeing.

We wish to receive input from our residents and interested parties as to the 'preferred' Option for our Greenway. Please assist our planning efforts by providing responses to our questionnaire and sharing your ideas and personal preferences for the City's Myakkahatchee Creek Greenway project.

Thank you and we look forward to your input!

Please place completed Questionnaire 2 in the survey box provided in the workshop meeting or mail/fax to the following:

TGW Engineering, Inc.
Attn: Sherry DiGiorgio
909 Tamiami Trail South, Suite 210
Nokomis, FL 34275

Fax: (941) 412-9273

If you would like to stay informed of future meetings and related information, please provide your name, address and contact information in the space provided below.

Name: _____

Address: _____

City, State: _____

Zip Code: _____

1. From the following list of three options, please choose your most preferred option.
(Please choose only one option by marking the box).

Option A – Passive

Provides maximum green with limited number of low impact passive activity.

Activities include:

- 🌳 Nature Trail
- 🌳 Walking and Hiking Trail
- 🌳 Handicapped Access Point areas
- 🌳 Natural Scenic areas
- 🌳 Canoe and Kayak Access Points (near Environmental Park/upper reaches)
- 🌳 Picnic Tables (Single Use)

Option B – Moderately Passive

Provides added passive features.

Activities include:

- 🌳 Nature Trail
- 🌳 Walking and Hiking Trail
- 🌳 Handicapped Access Point areas
- 🌳 Natural Scenic areas
- 🌳 Canoe and Kayak Access Points (near Environmental Park/upper reaches)
- 🌳 Picnic Tables (Single and Multi-family Use) & Expanded Facilities
- 🌳 Fenced Paw Park area near Ball Field at West Price Blvd.
- 🌳 Dedicated Fitness Trail and Exercise Trail with loop and associated markers.

Option C – Passive & Active

Provides added passive features and additional activities for residents.

Activities include:

- 🌳 Nature Trail
- 🌳 Walking and Hiking Trail
- 🌳 Handicapped Access Point areas
- 🌳 Natural Scenic areas
- 🌳 Canoe and Kayak Access Points (near Environmental Park/upper reaches)
- 🌳 Picnic Tables (Single and Multi-family Use) & Expanded Facilities
- 🌳 Fenced Paw Park area near Ball Field at West Price Blvd.
- 🌳 Dedicated Fitness Trail and Exercise Trail with loop and associated markers.
- 🌳 Horse Trail near Environmental Park.
- 🌳 Bicycle Trail
- 🌳 Primitive Camping Area (expansion at Environmental Park).
- 🌳 Fishing Area
- 🌳 Swimming Area

2. What do you like best about the Option you selected as your preferred ?

3. Other ideas, comments or concerns ?

Public Workshop Two

*Commission Meeting Minutes
(April 23, 2007)*

**NORTH PORT CITY COMMISSION
MINUTES OF REGULAR MEETING
MONDAY APRIL 23, 2007**

PRESENT Commissioner Gross Chair Commissioner Tower Vice Chair Commissioners Blucher Carusone and Lockhart City Manager Crowell City Attorney Robinson City Clerk Raimbeau Recording Secretary Hale and Police Captain Vespia

The North Port City Commission Regular Meeting was called to order at 6 01 p m in the City Chambers by Chair Gross

The invocation was provided by Father Patrick Organ of St Pedro Catholic Church

The Pledge of Allegiance was led by the Commission

APPROVAL OF AGENDA – COMMISSION

Commissioner Tower moved that the Agenda for the April 23, 2007 Commission Regular Meeting be approved, seconded by Commissioner Carusone The motion carried unanimously

1 **PROCLAMATIONS**

- A Proclamation for Annual Municipal Clerks Weeks April 20th through may 5th, 2007 (Commissioner Gross, Presenter)

Commissioner Gross read the Proclamation into the record and City Clerk Raimbeau accepted the proclamation

- B Proclamation for Drinking Water Week May 6 12, 2007 (Commissioner Gross, Presenter)

Commissioner Gross read the Proclamation into the record and Public Relations Supervisor Peggy Parillo accepted in behalf of the Utilities Department

- C Proclamation for Building Safety Week 2007 May 6th through May 12th, 2007 (Commissioner Gross, Presenter)

Commissioner Gross read the Proclamation into the record and Building Director Williams was present to receive the recognition

2 **PRESENTATIONS**

- A Presentation of Police Officer of the Year Award to Officer Eric Sineath (Chief Lewis, Presenter)

Police Captain Vespia presented the Police Officer of the Year Award for 2006 to Officer Eric Sineath commending his accomplishments related to development of an Active Arrest Warrants Program for patrol officers and recruiting/mentoring new officers for the North Port Police

Department Recently Officer Sineath was promoted to the Department's Criminal Investigation Unit

B Presentation of Firefighter of the Year Award to FF/EMT Timothy Mason (Chief Taaffe, Presenter)

Fire Chief Taaffe presented the Firefighter of the Year Award for 2006 to FF/EMT Timothy Mason and listed contributions including his outstanding work ethic and his example as a role model for new recruits

C Presentation of Fire Rescue Officer of the Year Award to Lieutenant Thomas W Truesdale (Chief Taaffe, Presenter)

Fire Chief Taaffe presented the Officer of the Year Award to Lieutenant Thomas W Truesdale for outstanding dedication of his duty leadership as a Station Officer achieving several Fire Officer certifications and attaining the rank of lieutenant in 2005

3 PUBLIC COMMENT

Public comment was held from 6 23 p m – 6 32 p m

4 CONSENT AGENDA

- A Approval of the Minutes for the January 24, 2007 Commission Special Meeting, April 5, 2007 Commission Workshop Meeting, and the April 9, 2007 Commission Regular Meeting (H Raimbeau)
- B Appointment of Bill Gibson as a voting member on the Sarasota County Parks Advisory and Recreation Council (PARC) (H Raimbeau)
- C Appointment of Ashley Liking as a Regular Member to the Youth Opportunities Advisory Board (H Raimbeau)
- E Approval of the February 2007 Cash Receipts Summary (T Gould)
- F Approval of the agreements with Selectron Technologies, Inc , for the purchase installation, support, and maintenance of Voice Permits, an Interactive Voice Response software (1) Processional Services Agreement and (2) Software License Agreement for the total amount of \$48,600 00 Funds are available in account number 001 0710 513 64 00 Project number 107HTU, (3) Premier Pro Support and Maintenance Agreement to be effective at the end of the 12 month warranty period and paid in annual installments thereafter (estimated at \$7,290 for 2008 which will be budgeted in FY 07 08, (S Williams/S Borgsdorf)

Commissioner Carusone moved to approve the Consent Agenda for April 23, 2007, pulling Item 4 D for discussion, seconded by Commissioner Tower The motion carried unanimously

- D Approval of Interlocal Agreement between the City of North Port and Charlotte County for the extension of the Toledo Blade Road Widening Project, from Hillsborough Boulevard to U S 41 (P Collins)

Questions ensued (1) the Interlocal Agreement was to incorporate Charlotte County into the Developer s Agreement for the Toledo Blade Boulevard corridor expansion (2) the traffic signals at Cranberry Boulevard Lakeside Plantation King Plastics Price Boulevard Bobcat Trail and Hillsborough Boulevard were included as part of the total agreement and (3) it was recommended that discussion with Charlotte County Commissioners follow the adoption of the Agreement to encourage the continuity of enhancements through Hillsborough Boulevard south on Toledo Blade Boulevard to the U S 41 intersection

Commissioner Carusone moved to approve the Interlocal Agreement between the City of North Port and Charlotte County for the extension of the Toledo Blade Road Widening Project, from Hillsborough Boulevard to US 41, seconded by Commissioner Tower The motion carried unanimously

5 SECOND READING OF ORDINANCES

- A Ordinance No 07 17, second reading amending the City Wide Fee Schedule Appendix A Subsection C, relating to building permit fees (S Williams)

City Clerk Rambeau read Ordinance No 07 17 into the record by title only

Commissioner Tower moved to approve Ordinance No 07-17, amending the City Wide Fee Schedule Appendix A Subsection C, relating to building permit fees, seconded by Commissioner Carusone The motion carried unanimously

- B Ordinance No 07 13, second reading, TXT 07 33, amending the Unified Land Development Code (ULDC), Section 53 243 Parking and storage of certain vehicles (S Jones)

City Clerk Rambeau read Ordinance No 07 13 into the record by title only

Commissioner Tower moved to approve Ordinance No 07-13, TXT-07-33 amending the Unified Land Development Code regarding parking and storage of certain vehicles, seconded by Commissioner Carusone The motion carried unanimously

- C Ordinance No 07 16, second reading, remedial Comprehensive Plan Amendments required by a Stipulated Settlement Agreement between the Florida Department of Community Affairs (DCA), the City of North Port, and H M T A Real Estate, L L C (S Jones)

City Clerk Rambeau read Ordinance No 07 16 into the record by title only

Commissioner Tower moved to approve Ordinance No 07 16, the remedial Comprehensive Plan Amendments required by a Stipulated Settlement Agreement between the Florida Department of Community Affairs (DCA), and the City of North Port, and H M T A Real Estate, L L C , seconded by Commissioner Carusone The motion carried unanimously

6 **PUBLIC HEARING**

- A Ordinance No 07 14, first reading, Petition No ANX 07 07 Sarasota Memorial Hospital, S Campus and Access Road Peter Van Buskirk, P E, AICP, on behalf of Fourth Quarter Properties XXXII, LLC, requests the approval of a voluntary annexation of Sarasota Memorial Hospital, South Campus and Access Road The site contains ± 142 6627 acres and is located south of US 41 and west of River Road (7820 South Tamiami Trail) (S Jones)

Commissioner Tower moved to read Ordinance No 07-14 into the record by title only, seconded by Commissioner Carusone The motion carried unanimously

Subsequent to City Clerk Rambeau reading Ordinance No 07 14 into the record by title only Planning & Zoning Director Jones provided an overview of a voluntary annexation petition of Sarasota Memorial Hospital South Campus and Access Road

Questions and concerns ensued (1) the annexation completes the acquisition of the entire area formerly owned by the County (2) Fourth Quarter Properties LLC is a party to the annexation because they own the north south roadway which is the only access to the hospital property (3) additional agreements will be forthcoming to the Commission regarding a water interconnect and an Interlocal Agreement pertaining to the use of County water on an interim basis (4) a pre annexation agreement will follow detailing the sequence of events after the annexation is approved (5) discussions have been initiated with Fourth Quarter Properties LLC regarding swapping of land north of Manatee Community College for this annexed parcel Thereafter public comment was held

Commissioner Carusone moved to close the hearing on Ordinance No 07-14 and the item to be placed on the May 14, 2007 Agenda for a roll-call vote at second reading, seconded by Commissioner Tower The motion carried unanimously

- B Ordinance No 07 18, first reading, Petition No REZ 06 150 River Road Office Park Peter Van Buskirk, P E, AICP, on behalf of Richard m Brubaker, V P, River Road Office park, Inc , requests the rezoning of a certain piece of property, ± 209 84 acres, located west of and adjacent to River Road, south of Tamiami Trail (US 41,) from Sarasota County classification Open Use Estates 1 (OUE 1) to City of North Port zoning designation Planned Community Development (PCD) ALSO KNOWN AS Activity Center #8 so that it may be developed into office, commercial/retail, and residential uses (S Jones) Quasi Judicial

City Clerk Rambeau a Notary Public of the State of Florida as a Quasi judicial hearing swore in all those wishing to speak on the Public Hearing Items 4 B through 4 E

Commissioner Carusone moved to read Ordinance No 07-18 into the record by title only, seconded by Commissioner Tower The motion carried unanimously

Subsequent to City Clerk Rambeau reading Ordinance No 07 18 into the record by title only Planning & Zoning Director Jones provided an overview of the rezoning petition of a certain piece of property located west of and adjacent to River Road and south of Tamiami Trail (U S 41)

Questions and concerns ensued (1) the petition is distinct from the Thomas Ranch (2) 25 acres will be dedicated to a passive park for employees of the property owner (3) Condition #1 on page 7 of 7 under Exhibit C is not applicable and may be deleted and (4) Condition #2 on page 7 of 7 is a stipulation to ensure the acreage does not harm the Myakka River There was no public comment

Commissioner Tower moved to close the hearing on Ordinance No 07-18 and the item to be placed on the May 14, 2007 Agenda for a roll-call vote at second reading, seconded by Commissioner Carusone The motion carried unanimously

- C Ordinance No 07 19, first reading, Modifying the City of North Port Non District Budget Ordinance No 2006 32 by amending Appendix A which is the non district budget for fiscal year 2006 07, by amending 2 02 of Ordinance No 2006 32 which is the Internal Service and Special Revenue Funds appropriations, and by amending Appendix B which is the Capital Improvement Program The total Non District Budget Amendment is \$4,991,088 (B Ward/S Crowell)

Commissioner Carusone moved to read Ordinance No 07-19 into the record by title only, seconded by Commissioner Tower The motion carried unanimously

Subsequent to City Clerk Raimbeau reading Ordinance No 07 19 into the record by title only Parks & Recreation Manager Ward provided a summary of the necessary Budget modifications in the amount of \$4 991 088

Concern was raised regarding the construction industry slowdown and anticipated budget cuts next year as grounds to amend the figures requested in Ordinance 07 19 City Manager Crowell stated that the funding was approved from the Escheated Lot monies Due to budget cuts there may be other projects in the current General Fund budget which Staff may recommend not to move forward Thereafter public comment was held

Commissioner Carusone moved to close the hearing on Ordinance No 07-19 and the item to be placed on the May 14, 2007 Agenda for a roll-call vote at second reading, seconded by Commissioner Tower The motion carried unanimously

- D Ordinance No 07 20, first reading, amending Ordinance No 04 40, Article III, Legislative, Section 301 (b) relating to Form of Government and Composition (R Robnison)

Commissioner Tower moved to read Ordinance No 07-20 into the record by title only, seconded by Commissioner Blucher The motion carried unanimously

Subsequent to City Clerk Raimbeau reading Ordinance No 07 20 into the record by title only City Attorney Robnison presented an overview of Article III Legislative Section 301(b) relating to Form of Government and Composition

Questions and concerns ensued regarding (1) changing municipal charters without a referendum (2) posting two copies of the Ordinance at voting precincts (3) Commissioner Lockhart stated that the matter should be placed on the November ballot for community approval (4)

Commissioner Carusone referred to State Statute 166 and stated any Charter change must be placed to referendum for citizens vote (5) Commissioner Gross stated the intent of the referendum issue was to affect a change in rotation and that was accomplished Thereafter public comment was held

Commissioner Blucher moved to close the hearing on Ordinance No 07-20 and the item to be placed on the May 14, 2007 Agenda for a roll-call vote at second reading, seconded by Commissioner Tower The motion carried on a three-to-two (3-2) vote with Commissioners Lockhart and Carusone dissenting for reasons previously stated

Recess 7 50 p m – 8 01 p m

- E Ordinance No 07 22, first reading, terminating the Joint Planning and Interlocal Service Boundary Agreement with Sarasota County as approved and established by Ordinance No 2007 07 (R Robinson)

Commissioner Tower moved to read Ordinance No 07-22 into the record by title only, seconded by Commissioner Blucher The motion carried unanimously on a four-to-zero (4-0) vote, with Commissioner Carusone absent

Commissioner Carusone arrived at 8 02 p m

Subsequent to City Clerk Rambeau reading Ordinance No 07 22 into the record by title only City Attorney Robinson provided a brief overview pertaining to terminating the Joint Planning and Interlocal Service Boundary Agreement with Sarasota County

Discussion ensued (1) the entire document requires scrutiny preceding any finalized binding agreement (2) concise wording with an emphasis on future equality is paramount (3) currently JPA issues may be discussed without an impending deadline (4) it was noted that input from City Staff is vital prior to scheduling a Joint Meeting with the Sarasota Board of County Commissioners and (6) jurisdictional impacts of development must be discussed jointly Thereafter public comment was held

Commissioner Carusone moved to close the hearing on Ordinance No 07-22 and the item to be placed on the May 9, 2007 Agenda for a roll-call vote at second reading, seconded by Commissioner Tower The motion carried unanimously

7 RESOLUTIONS

City Clerk Rambeau a Notary Public of the State of Florida as a Quasi judicial hearing swore in all those wishing to speak on the Resolution Items 7 A and 7 B

- A Resolution No 07 R 08, Petition No CUP 06 63, Nicol Grain/Feed Sales Conditional Use Permit Boone, Boone, Koda & Froom, P A, on behalf of Ron Nicol and Jennifer Bessire Nicol, request the approval of a Conditional Use permit to allow the sale of grain/feed and similar commodities from their existing detached barn/garage in the Agricultural (AG) zoning district The property contains ± 3 644 acres and is located adjacent to Nestor Court (Lot 9, Block 39, 2nd Addition to the North Port Charlotte Estates) (S Jones)

Subsequent to City Clerk Raimbeau reading Resolution No 07 R 08 into the record by title only Planning & Zoning Director Jones provided a brief overview of the Petitioner s request to allow the sale of grain/feed and similar commodities from an existing detached barn/garage in the Agricultural zoning district

Discussion and concerns ensued (1) the petition approval runs exclusively with the Applicant and plans must be amended if any deviation/expansion occurs from the original Permit (2) a Conditional Use Permit is the most appropriate action to take since rezoning or spot zoning tends to set a precedent that complicates restricting future incoming businesses (3) currently the parcel is surrounded by undeveloped platted lots on Nestor Court and two occupied lots on Tropicaire Boulevard and on North Chamberlain Boulevard across the Creighton Waterway (4) enforcement of allowable delivery trucks falls on Property Standards (5) the issue regarding a surety bond was removed by the Planning & Zoning Advisory Board but may be reintroduced by the Commission (6) an expansion of the business without requesting an amendment to the Permit conditions would be a Code violation (7) the rationale behind the Planning & Zoning Advisory Board removing the surety bond condition was explained (8) the business will be required to pay impact fees for current and future buildings (9) the Site Plan on global page 19 listing a shell drive should state crushed concrete (10) all County State U S Government and City licenses have been obtained and all requirements [ADA etc] have been met (11) roadway impacts will be restricted to Nestor Court and Toledo Blade Boulevard (12) an additional condition may be crafted to limit the feed to a definitive list and (13) findings relative to the issuance of a Conditional Use Permit in City Code §53 269 were cited Thereafter public comment was held

Commissioner Carusone moved to approve Resolution No 07-R-08, Petition No CUP 06 63, Nicol Grain/Feed Sales Conditional Use Permit with conditions to include specifically the areas mentioned by Attorney Boone and referenced on Exhibit D to include a submission of a surety bond in the amount of the estimate plus 10% for a period of three years, seconded by Commissioner Tower

Subsequent to discussion ***Commissioner Carusone withdrew her motion and Commissioner Tower withdrew his second***

Commissioner Carusone moved to continue Resolution No 07-R-08, Petition No CUP 06 63, Nicol Grain/Feed Sales Conditional Use Permit to the next regularly scheduled Commission Meeting with amendments as noted, seconded by Commissioner Tower The motion carried unanimously

Recess 10 02 p m – 10 10 p m

B Resolution No 07 R 11, approval to authorize and direct the acquisition of platted lots and tracts by purchase, donation and exchange for the Myakkahatchee Creek Corridor Project subject to certain conditions (C Pingree/P Collins)

Subsequent to City Clerk Raimbeau reading Resolution No 07 R 11 into the record by title only Real Estate Manager for the City Pingree referred to (1) the modification of the project area for public safety issues (2) authorization to attempt the acquisition of all vacant lots within tracts within the Creek project area (3) no Escheated Lot funding will be expended until the Florida

Communities Trust Grant is received by the City and (4) any grant reimbursements shall be deposited into the Land Acquisition Fund

It was reported that the Neighborhood Parkland Program Grant for the Myakkahatchee Creek has been completed and submitted to Sarasota County for processing. An answer is anticipated within six to nine months. There was no public comment.

Commissioner Blucher moved to approve Resolution No 07-R-11, approval to authorize and direct the acquisition of platted lots and tracts by purchase, donation and exchange for the Myakkahatchee Creek Corridor Project subject to certain conditions, seconded by Commissioner Tower. The motion carried unanimously.

8 GENERAL BUSINESS

- A Discussion, and possible action, regarding consideration of \$22,000.00 settlement proposal of Khleif & Khleif, Ltd relating to fines that resulted from CEB Case No 444-01 (R Robinson)

After Attorney Guarnieri from City Attorney Robinson's office provided an overview of Code Enforcement Case No 444-01. Attorney Robinson provided options to resolve the settlement proposal. There was no public comment.

Commissioner Tower moved to approve the settlement proposal of Khleif & Khleif, Ltd, relating to fines that resulted from Code Enforcement Board Case No 444-01, in the amount of \$22,000.00, seconded by Commissioner Carusone. The motion carried unanimously.

- B Discussion, and possible action, regarding Joint Settlement Agreement for cases (1) Road and Drainage District of the City of North Port vs Northport 441, LLC, et al, Case # 07CA835SC (Eminent Domain), and (2) City of North Port, Florida, a Florida Municipal Corporation vs B F Ft Myers, Inc d/b/a Wendy's, a corporation, Case # 07CA793 NC (CEB Lien Foreclosure) (R Robinson)

City Attorney Robinson presented a history of the Joint Settlement Agreement cases. There was no public comment.

Commissioner Carusone moved to approve the Joint Settlement Agreement for cases (1) Road and Drainage District of the City of North Port vs Northport 441, LLC, et al, Case # 07CA835SC (Eminent Domain), and (2) City of North Port, Florida, a Florida Municipal Corporation vs B F Ft Myers, Inc d/b/a Wendy's, a corporation, Case # 07CA793 NC (CEB Lien Foreclosure), seconded by Commissioner Tower. The motion carried unanimously.

- C Discussion, and possible action, regarding the Myakkahatchee Creek Greenway Concept Plan (B Ward/S Crowell)

Parks & Recreation Manager Ward provided an overview of three alternative improvement projects to the Creek and recommended Option C.

Discussion and concerns ensued. (1) conclusions were drawn from polling inquiries regarding the Myakkahatchee Creek projects at public meetings, the City's website, and newspaper ads.

however Staff's recommendation is not based on the number of responses received (2) the Greenway Plan was presented to the Parks & Recreation Advisory Board prior to Commission consideration (3) the deadline for submitting grant funding is May 9 2007 (4) due to the proximity of hole #5 on Heron Creek s golf course and to maintain the integrity of their private property a walking bridge will span the Creek at that juncture (5) to receive grant approval four distinct recreational amenities are needed in the grant proposal but are not expected to harm the environmentally sensitive area owing to their distance from the Creek itself (6) Commission approval of Option C is necessary to be awarded the grant and (7) funding of Option C is a separate matter Thereafter public comment was held

Commissioner Carusone moved to approve Option C on Tier 2, and Options A and B on Tier 1, with the exemption of the Oaks Park and direct staff to explore all available grant opportunities for all aspects of the Corridor development, seconded by Commissioner Tower The motion carried unanimously

- D Discussion, and possible action, regarding appointment of one (1) Alternate I Member and one (1) Alternate II Member to the Parks and Recreation Advisory Board (H Rambeau)

Commissioner Tower moved to appoint Donald Moultney as Alternate I and Mark Skiba as Alternate II on the Parks & Recreation Advisory Board, seconded by Commissioner Carusone The motion carried unanimously

- E Discussion, and possible action, regarding four additional proposals for writing the North Port History Book (S Frank/S Crowell)

Subsequent to a discussion regarding taking prompt action in awarding the book proposal Staff was requested to review the proposals and bring a final recommendation to the Commission Thereafter public comment was held

Commissioner Carusone moved to allow City Manager Crowell, or his designee to return with a recommended proposal for writing of North Port History Book by May 14, 2007, seconded by Commissioner Tower The motion carried unanimously

- F Discussion, and possible action, regarding advertising in the Florida League of Cities, Conference issue of Quality Cities There is \$200 00 in the Commission s advertising budget for this fiscal year which covers the cost for the same size ad (S Crowell)

Discussion ensued regarding the options provided for the advertisements in the Florida League of Cities magazine

Commissioner Carusone moved to agree to the advertisement depicted with the City Seal and to approve ¼ page, black and white ad, using the \$200 budgeted allocation, seconded by Commissioner Tower The motion carried unanimously

9 COMMUNICATION FROM CITY MANAGER, CITY ATTORNEY, CITY CLERK

City Manager Crowell (1) the Solid Waste District has received one bid for outsourcing (2) the Solid Waste Methodology Study will be completed soon and (3) there was a *consensus to schedule a Solid Waste Joint Workshop with Commission on Tuesday, May 15, 2007 at 1 00 p m and City Clerk Raimbeau will confirm the date*

10 COMMUNICATION COMMISSION ACTIVITY

Commissioner Tower requested and received a *consensus to present a Certificate of Appreciation for Dr Lee Gross recognizing his recent efforts in Tallahassee regarding the need for hospital facilities in North Port*

Commissioner Gross (1) received a request from the Regional Planning Council for two Resolutions Supporting the regulated use of fertilizers containing nitrogen and regarding the reduction and elimination of service water discharges from wastewater treatment facilities Commissioner Blucher and Utilities Director Mick will review the requirements (2) following a discussion regarding a request from the Sarasota County Commissioners to schedule a joint meeting on May 7 2007 to present an organized view of their issues with the JPA there was a *consensus that Chair Gross draft a letter stating the Commission is amenable to a joint meeting with the County Commissioners, but that City Staff requires additional time to perform a satisfactory review of the recommended changes in the Agreement*

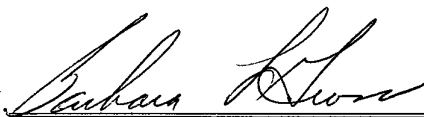
11 ADJOURNMENT

Chair Gross adjourned the North Port City Commission Regular Meeting adjourned at 11 26 p m

CITY OF NORTH PORT FLORIDA

ATTEST


HELEN M RAIMBEAU CMC
CITY CLERK

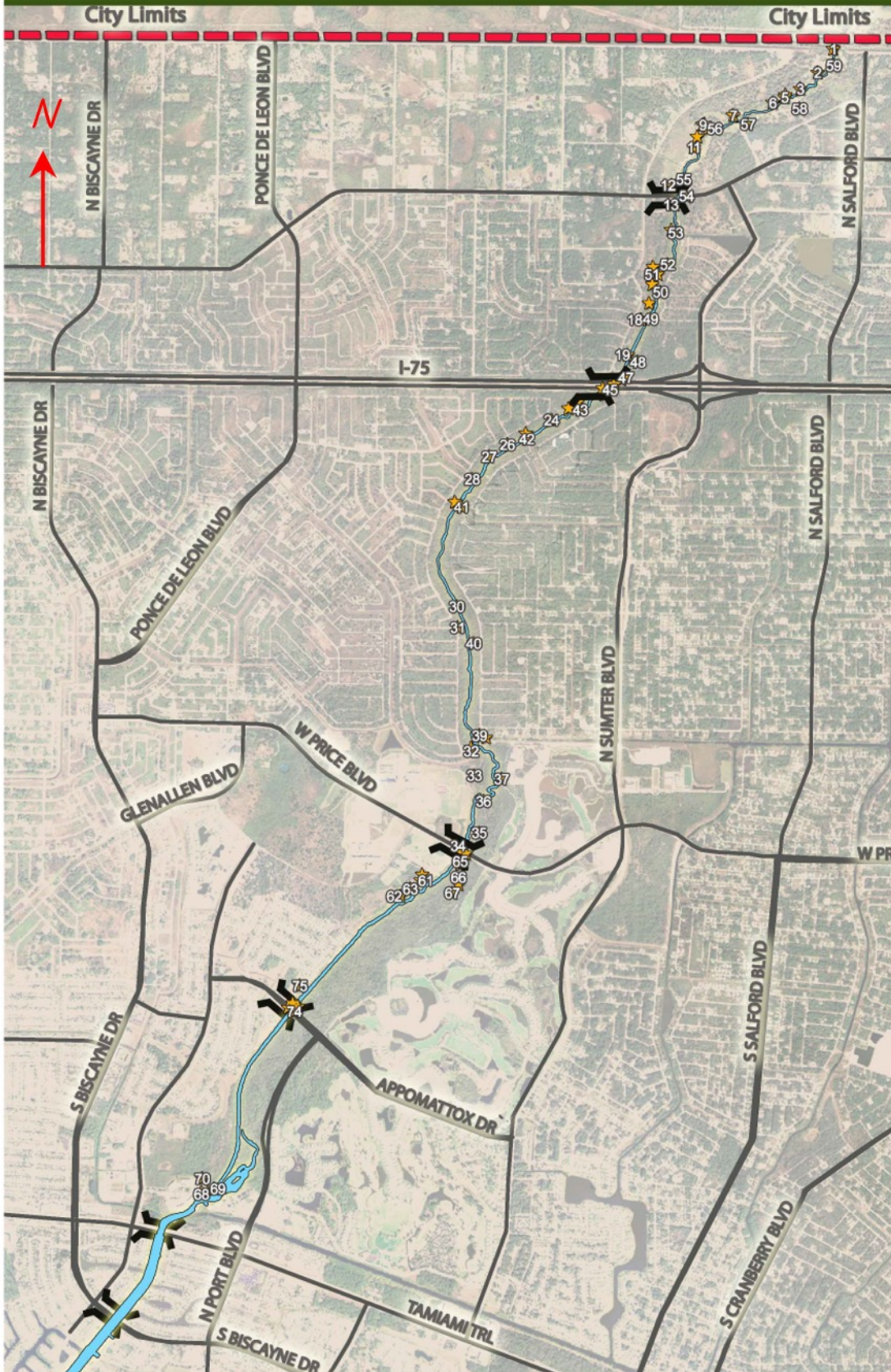
BY 
BARBARA L GROSS COMMISSION
CHAIR

Minutes approved at the Commission Regular Meeting
this 15th Day of May 2007

Appendix C

Figure C-1

Myakkahatchee Creek Trails Waypoints



Legend

☆ Wayfinding Feature



Existing Trails Waypoints

Figure C-1

Table C-1

*Myakkahatchee Creek Trails & Parks
Existing Conditions (7/1 7/07)*

Table C-1
Myakkahatchee Creek Trails & Parks - Existing Conditions (7/17/07)

Map No.	DESCRIPTION OF TRAIL AND SURROUNDING AREA	RATED 1 - 3	COMMENTS
1.	Started at "Environmental Park" parking lot, crossed grassed area leading to trail and creek.	1	Park entrance road and parking in poor condition. There is one restroom.
2.	Environmental Park area; in this area are picnic tables, grill and park information board.	1	More trashcans are needed in this area.
3.	Trail turns grassy and in some areas sandy, trail is not close to and within sight of creek in some areas.	2	
4.	Path splits into two, one trail meanders away from creek, the other trail that appears to head towards creek is too overgrown to navigate.	3	
5.	Existing overgrown trail that is close to creek ends at this location.	3	
6.	Grassy trail gradually increasing it's distance from creek.	2	
7.	Existing foot bridge location, trail has moderate to thick overgrown brush in this area.	3	Foot bridge appears in good condition and is very sturdy, no damage or rot is evident.
8.	Existing foot bridge location, trail has moderate to thick overgrown brush in this area.	3	Foot bridge appears in good condition and is very sturdy, no damage or rot is evident.
9.	Environmental Park trail seems to end, then continues turning into a more natural sandy trail with grassy areas approximately 50' from creek.	2	Creek area is very overgrown with Oak trees and thick scrub.
10.	Mixed grassy and sandy trail with open expanse of marshland directly to the north.	2	Creek area is very overgrown with Oak trees and thick scrub.
11.	Mixed grassy and sandy trail with open expanse of marshland directly to the north, marshland appears to end at this location with more trees and brush evident.	3	Trail appears to be approximately 50' from creek.
12.	Trail crosses a busy paved road, location at north side of road, grassy start to trail. Trail is close to bridge, but creek is not within view due to heavy brush.	3	Road crossing "Warning" signs are needed here, the trail and general area would need improvement.
13.	Trail crosses a swale drainage area; this area has significant erosion and could be difficult to cross; especially during rainy season.	3	This area would need to be restored and a small footbridge added for crossing.
14.	Trail turns very sandy; trail splits into two, both appear to be heavily used by ATV's.	2	One trail follows creek within approximately 50'-75'.

Table C-1
Myakkahatchee Creek Trails & Parks - Existing Conditions (7/17/07)

Map No.	DESCRIPTION OF TRAIL AND SURROUNDING AREA	RATED 1 - 3	COMMENTS
15.	Sandy trail, appears to be used heavily by ATV and bicycles	2	Trail appears to be approximately 50' from creek.
16.	Sandy trail goes through an area of very nice Oak tree hammock.	2	Trail appears to be approximately 50' from creek, good trail location.
17.	Sandy trail meets swale crossing, unable to cross. There is a low wire fence next to the road; this fence prevents people from accessing the road crossing. Had to climb fence at this point.	2	A small bridge over the swale, or a turnstile over the fence would be needed to cross the swale at this point.
18.	Sandy trail, close to creek at this point.	2	
19.	Sandy trail, close to creek at this point.	2	Trail conditions become more grassy and harder to follow, trail is not distinct at this point.
20.	Trail goes under the overpasses of I-75, the creek cuts away from the trail at this point, then meets trail at opposite side of I-75.	3	The trail route under I-75 becomes very sandy, some restoration will be needed; as well as some general clean-up.
21.	Just south of I-75, trail very sandy in this area.	3	Some general clean-up of this area needed.
22.	Opposite Oaks Park canoe inlet, trail runs directly next to creek and is still very sandy.	3	
23.	Two trails run parallel at this point, one looks heavily used by ATV's, the other trail for walking and is in poor condition.	2	Trail has lots of potholes; the ATV trail is very close and could create problems.
24.	Poor quality sandy trail follows creek.	2	
25.	Trail is still sandy at this point and is close to a swale.	2	
26.	Trail comes up to a small swale, fairly dry at this time. Trail would become a problem during the rainy season.	2	Trail would become a problem during the rainy season; a small bridge would be needed here.
27.	Trail is still sandy at this point.	3	
28.	Trail is in poor condition at this point; another swale crossing has been encountered.	3	A small bridge would be needed here.
29.	Poor quality trail follows creek.	3	The creek can only be seen in some areas, the brush next to the creek is overgrown and could be cut back to allow better viewing.

Table C-1
Myakkahatchee Creek Trails & Parks - Existing Conditions (7/17/07)

Map No.	DESCRIPTION OF TRAIL AND SURROUNDING AREA	RATED 1 - 3	COMMENTS
30.	Trail runs into paved road (Undel Rd), trail is poor quality and sandy, area has lots of overgrown brush.	3	Paved road asphalt is in very poor condition, no buildings appear to be in the general area.
31.	At this point you have to go onto the paved road and cut around to where the trail picks up. Point is where trail picks back up off of road.	3	Area has lots of overgrown brush. Road does not get much traffic, lots of vegetation present.
32.	Trail becomes sandier and area opens up with less brush, general location north of High School.	3	General area very grassy with some trees.
33.	Creek not accessible by trail, lots of tributaries.	3	Had to follow open, upland grass area, walked to Butler Park, "from this point not on trail".
34.	Butler Park – South side of Price Blvd, "No trail – inaccessible".	3	No trail found at this location.
35.	North side of Price Blvd, heavy brush prevents easy access to trail.	3	No "distinct" trail head at this location, multiple meandering trails.
36.	Located creek at this location, very heavy tree cover and brush.	3	Area has various small trails, heavy bicycle use in the area.
37.	Trail exits onto a gravel golf cart trail near to a golf course green.	3	Only followed golf course cart for a short distance before trail picks back up.
38.	Trail runs into a large drainage canal, there is a weir close by, which cannot be crossed easily.	3	A bridge would need to be constructed to cross the canal; a house exists on the opposite side.
39.	Point located next to creek, area very sandy and elevated above the creek.	3	Trail follows creek closely in this area.
40.	Trail remains sandy; area around trail has lots of trees and brush.	3	Trail follows creek closely in this area.
41.	Trail comes up to a small swale, fairly dry at this time. ATV trail nearby.	3	Trail would become a problem during the rainy season; a small bridge would be needed here.
42.	Small swale crossing	3	A small bridge would be needed here.
43.	"Oaks Park" parking area, start of trail is very sandy.	2	Parking and access road are in very poor condition; canoe inlet area is also in poor condition. Not enough parking spaces.
44.	Trail becomes very sandy and thick brush surrounds the trail.	2	Heavy brush would need to be cut back from the trail.

Table C-1
Myakkahatchee Creek Trails & Parks - Existing Conditions (7/17/07)

Map No.	DESCRIPTION OF TRAIL AND SURROUNDING AREA	RATED 1 - 3	COMMENTS
45.	Parallel to I-75, grassy trail with ATV trail close by. Small swale.	3	Small bridge may be needed to cross swale. Area under I-75 is very sandy and prone to flooding; erosion needs to be repaired in this area.
46.	East side of I-75, trail is sandy.	2	Trail would need some improvement, lots of potholes.
47.	Sandy trail moves away from creek.	2	
48.	Sandy trail with ATV tracks evident.	3	ATV's could pose a danger to hikers.
49.	Creek runs very close to house back yard.	3	House a fair distance from creek.
50.	No trail evident next to creek, homes in the area. Brush becomes very thick.	3	No trail, private property is in this area.
51.	No trail evident next to creek, homes in the area. Brush becomes very thick.	3	No trail, private property is in this area.
52.	Trail ends at back yard to a private residence, dense brush and a small dock prevent access. Back yard has short chain link fence in-place.	3	Crossed small "private" bridge to the other side of the creek.
53.	Swale is located at this location. Trail goes through trail.	2	A small bridge is needed across swale at this location.
54.	Trail crosses a paved road.	2	
55.	Area is very grassy and the trail is not easy to find. Trees are scattered in this area.	3	Trail would need to be set out in this area.
56.	Small footbridge crosses creek at this location, trail is narrow and sandy.	3	Trail has markers in-place; without markers trail would be difficult to follow.
57.	Trail is very grassy and meanders in and out following creek.	3	Some signs are Horseback riding in this area.
58.	Trail crosses small swale at this location.	3	Small bridge is needed here; swale would be difficult to cross during the rainy season.
59.	Footbridge crosses back to west side of creek at this location.	2	Once across bridge, it is a short distance to an open grassy area back to Environmental parking area.
60.	Butler Park trail, area is very open and grassy with lots of trash scattered in the area. Cannot see creek from this area.	1.	Trash items are mainly old park equipment.
61.	Possible Creek trail located, but ends in very thick brush. ATV trail keeps going, but a distance from the creek.	3	Creek Trail would need to be reestablished in this area.
62.	Another trail located that leads to creek, trail not easily defined.	3	Lots of thick brush in this area.

Table C-1
Myakkahatchee Creek Trails & Parks - Existing Conditions (7/17/07)

Map No.	DESCRIPTION OF TRAIL AND SURROUNDING AREA	RATED 1 - 3	COMMENTS
63.	Trail ends at this location; brush is very thick and impenetrable. Creek Trail would need to be reestablished in this area.	3	ATV trail continues west in open area away from creek.
64.	Trail starts at Price Blvd bridge crossing, trail head is difficult to find and brush is overgrown.	3	Trailhead would need to be defined at this location.
65.	Small sandy trail splits into two at this location.	3	It's difficult to decide which trail to follow, markers needed.
66.	Small trail leading away meanders in and out, trail rises and falls in elevation in this area.	3	Trails in this area appear to be used heavily by bicyclists.
67.	Trail continues away from creek, the trail is narrow and winding, the area has thick vegetation.	3	Lots of wooded ramps and obstacles litter the area, used heavily by bicyclists.
68.	Behind "Retirement Home", located small grassy trail heading towards creek.	3	Lots of heavy brush in this area.
69.	Grassy trail ends at heavy brush and creek, this appears to be a small fishing spot.	3	Trail would need to be defined at this location, would also need to be linked to parking area.
70.	Very thick brush behind building, no trail located at this location	3	Trail would need to be established and linked to parking area and amenities.
71.	"Myakka Canal Bridge", heavy brush in this area with no trail present.	3	Trail would need to be established in this area.
72.	"Myakka Creek Bridge", heavy brush in this area with no trail present.	3	Trail would need to be established in this area.
73.	ATV type trailheads away from creek towards residential area. Thick brush next to creek with no trail present.	3	Trail would need to be established in this area.
74.	Lots of heavy brush in this area with no trail present.	3	Unable to see creek in this area.
75.	Looking towards open field, lots of heavy brush next to creek with no trail present.	3	Residential area beyond field, trail would need to be created.

Appendix D

Table D-1

*Myakkahatchee Creek Greenway
Detail Cost Estimate
(September 2007)*

APPENDIX D
Table D-1: Myakkahatchee Creek Greenway Detail Cost Estimate
(September 2007)

	A	B	C	D	E	F	G
	COST ITEM	Unit Cost		Units		Estimated Cost	Comment
1							
2	PHASE I (Tier I Properties) Greenway						
3	A. Trailway System						
4	1) Acquisition of remaining private lots	\$37,500	/lot	2	lots	\$75,000	City currently in acquisition of these lots
5	2) Improve existing trails in poor condition	\$16	/foot	37,000	feet	\$592,000	Requires grading, washed shell, fill, and clearing
6	3) Improve existing trails in fair condition	\$9	/foot	13,000	feet	\$117,000	Requires minor work, washed shell and moderate clearing
7	4) Improve existing trails in good condition	\$5	/foot	3,800	feet	\$19,000	Requires washed shell and some clearing
8	5) Add new trail ways	\$22	/foot	21,500	feet	\$473,000	Includes clearing, grading, shell and fill material
9	6) New foot bridges/decks along trailways	\$325	/foot	900	feet	\$292,500	Includes pilings, deck, and handrails
10	7) Exercise trail	\$15	/foot	15,078	feet	\$226,170	Build adjacent to walking trail - Price to Appomattox
11	8) ADA accessible trail	\$40	/foot	3,000	feet	\$120,000	Build adjacent to walking trail - at 3 trail heads
12	9) Trash cans with lids	\$350	each	130	cans	\$45,500	Every 600 feet
13	10) Locking drinking water coolers	\$400	each	37	coolers	\$14,800	Every 1,000 feet
14	11) Signage along trailways	\$750	each	74	signs	\$55,500	Every 500 feet
15							
16	Subtotal for Phase I - Trailway System					\$2,030,470	
17							
18	B. Environmental Park Trailhead						
19	1) Driveway/parking improvements	\$20	/SY	3,333		\$66,660	East/west side grading, base and sub base
20	2) ADA accessibility	\$40,000	/ADA	1	LS	\$40,000	Upgrade parking, trail, deck facilities
21	3) Water supply: well, tank, pipe	\$17,500	/well	2	well	\$35,000	Non-potable: wash down, cleaning, restrooms
22	4) Restroom improvements	\$35,000	/station	2	stations	\$70,000	Restroom stations; east and west side
23	5) Picnic Tables	\$545	/table	15	tables	\$8,175	8' top, wooden or composite, with seats
24	6) Benches	\$300	/bench	12	benches	\$3,600	6' free standing, wooden or composite
25	7) Grills	\$125	/grill	8	grills	\$1,000	
26	8) Trash Cans w/lids	\$280	/can	12	cans	\$3,360	one trash can near every amenity
27	9) Gazebos	\$7,500	/gazebo	5	gazebos	\$37,500	small, thatched units
28	10) Signs:					\$0	
29	a) Welcome Sign	\$1,400	/sign	2	signs	\$2,800	one sign at each park entrance
30	b) Park Rules & Info	\$1,100	/sign	2	signs	\$2,200	one sign near park entrance
31	c) Interpretive/Info Stations	\$3,500	/station	2	stations	\$7,000	one station -east and west
32	11) Improve canoe/ kayak launch	\$3,600	/launch	2	launch	\$7,200	grading, erosion protection on east and west sides
33	11) Electrical supply	\$2,200	/supply	2	supplies	\$4,400	Solar power for well, dim lighting
34							
35	Subtotal for Environmental Park					\$288,895	
36							

APPENDIX D
Table D-1: Myakkahatchee Creek Greenway Detail Cost Estimate
(September 2007)

	A	B	C	D	E	F	G
1	COST ITEM	Unit Cost		Units		Estimated Cost	Comment
37	C. Oaks Park Trailhead						
38	1) Driveway/parking improvements	\$20 /SY		1,100		\$22,000	East/west side grading, base and sub base
39	2) ADA accessibility	\$25,000 /ADA		1	LS	\$25,000	Upgrade parking, trail, deck facilities
40	3) Waterless restroom facility	\$25,000 /unit		1	facility	\$25,000	Composting or chemical toilets
41	4) Picnic Tables	\$545 /table		5	tables	\$2,725	8' top, wooden or composite
42	5) Benches	\$285 /bench		6	benches	\$1,710	6' free standing, wooden or composite
43	6) Grills	\$118 /grill		3	grills	\$354	
44	7) Trash Cans w/lids	\$282 /can		7	cans	\$1,974	one trash can near every amenity
45	8) Signs:						
46	a) Welcome Sign	\$1,400 /sign		2	signs	\$2,800	one sign at each park entrance
47	b) Park Rules & Info	\$1,100 /sign		2	signs	\$2,200	one sign at each park entrance
48	c) Interpretive/Info Station	\$2,500 /station		1	station	\$2,500	one station on east side
49	9) Gazebos	\$7,500 /gazebo		2	gazebos	\$15,000	small, thatched units
50	10) Improve canoe/ kayak launch	\$3,600 /launch		1	launch	\$3,600	grading, erosion protection on east and west sides
51							
52	Subtotal for Oaks Park					\$104,863	
53							
54	D. Butler Park Trailhead						
55	1) Driveway/parking improvements	\$20 /SY		800		\$16,000	Site grading, base and sub base
56	2) ADA facilities	\$7,500 /ADA		1	LS	\$7,500	Upgrade parking and access to facilities
57	3) Upgrade existing restrooms	\$5,000 /unit		1	facility	\$5,000	
58	4) Picnic Tables	\$545 /table		7	tables	\$3,815	8' top, green seats & black legs
59	5) Benches	\$285 /bench		10	benches	\$2,850	6' free standing, green seats, black legs
60	6) Grills	\$118 /grill		5	grills	\$590	
61	7) Trash Cans w/lids	\$282 /can		10	cans	\$2,820	one trash can every 100-200 yards
62	8) Signs:						
63	a) Welcome Sign	\$1,400 /sign		1	signs	\$1,400	one sign at each park entrance
64	b) Park Rules & Info	\$1,100 /sign		1	signs	\$1,100	one sign at each park entrance
65	d) Interpretive/Info Station	\$2,500 /sign		1	signs	\$2,500	one station every 400 yards
66	9) Improve canoe/ kayak launch	\$3,600 /launch		1	launch	\$3,600	grading, erosion protection on east and west sides
67	10) Gazebos	\$7,500 /gazebo		2	gazebos	\$15,000	small, thatched units
68	11) Paw Park Area	\$14,000 /area		1	area	\$14,000	Fence/gated area with signage, bag dispenser and receptacle
69							
70	Subtotal for Butler Park					\$76,175	
71							

APPENDIX D
Table D-1: Myakkahatchee Creek Greenway Detail Cost Estimate
(September 2007)

	A	B	C	D	E	F	G
1	COST ITEM	Unit Cost		Units		Estimated Cost	Comment
72	E. Greenwood Park Trailhead						
73	1) Selective clearing/ grading for new park	\$6,500	/acre	1	acre	\$6,500	
74	1) Picnic Tables	\$545	/table	7	tables	\$3,815	8' top, green seats & black legs
75	2) Benches	\$285	/bench	10	benches	\$2,850	6' free standing, green seats, black legs
76	3) Grills	\$118	/grill	5	grills	\$590	
77	4) Trash Cans w/ lids	\$282	/can	10	cans	\$2,820	one trash can every 100-200 yards
78	5) Signs:						
79	a) Welcome Sign	\$1,400	/sign	1	signs	\$1,400	one sign at each park entrance
80	b) Park Rules & Info	\$1,100	/sign	1	signs	\$1,100	one sign at each park entrance
81	c) Interpretive/Info Station	\$3,500	/sign	1	signs	\$3,500	one station every 400 yards
82	6) Gazebo	\$7,500	/gazebo	1	gazebos	\$7,500	small, thatched units
83							
84	Subtotal for South Park					\$30,075	
85							
86	E. Pan Am Park Trailhead						
87	1) Selective clearing/ grading for new park	\$6,500	/acre	0.8	acre	\$4,875	
88	2) Benches	\$285	/bench	3	benches	\$855	6' free standing, green seats, black legs
89	3) Walkway	\$30	/foot	400	feet	\$12,000	
90	4) Signage	\$1,135	/sign	2	signs	\$2,270	
91							
92	Subtotal for Pan Am Park					\$20,000	
93							
94	F. Equipment Needs						
95	1) Maintenance Equipment						
96	a) Crew Truck	\$30,000	/truck	1	truck	\$30,000	4 wheel drive required
97	b) Trailer	\$3,000	/trailer	1	trailer	\$3,000	For hauling debris
98	c) Utility Vehicle	\$15,000	/vehicle	2	vehicles	\$30,000	For access throughout parkway system
99	d) Riding Mower	\$15,000	/mower	2	mower	\$30,000	Accessories to allow trail clearing
100	e) Chain Saw	\$450	/saw	3	saws	\$1,350	
101	f) Pole Saw	\$500	/saw	2	saw	\$1,000	
102	g) Back Pack Blower	\$450	/blower	2	blowers	\$900	To be used in higher traffic areas, away from sensitive wildlife areas
103	h) Safety Equip./First Aid Kits	\$500	/kit	8	kits	\$4,000	Located at each trailhead and in parkway vehicles
104	i) Compactor with grader arm	\$35,000	/unit	1	unit	\$35,000	For routine grading and compaction of trailway surface
105							
106	Subtotal for Equipment					\$135,250	
107							
108	Estimated Construction and Equipment Costs					\$2,685,728	
109	Survey, Engineering, Permitting (15% of C/E)					\$402,859	
110	Contingency (25% at planning level)					\$671,432	
111	PHASE I - ESTIMATED TOTAL CAPITAL COST					\$3,760,019	
112							

APPENDIX D
Table D-1: Myakkahatchee Creek Greenway Detail Cost Estimate
(September 2007)

	A	B	C	D	E	F	G
1	COST ITEM	Unit Cost		Units		Estimated Cost	Comment
113							
114	PHASE II (Tier 2 Properties) Greenway						
115	A. Trailway System						
116	1) Acquisition of remaining private lots	\$43,958	/lot	129	lots	\$5,670,616	City currently in acquisition phase of these lots
117	2) Improvements and new trailhead costs	\$50,000	/trailhead	4	units	\$200,000	Generalized plan at this point in time
118	3) New trailway costs	\$20	/foot	25,000	feet	\$500,000	Added connectivity, potential bike path
119	4) Survey, Engineering, Permits, Contingency (40% of 2, 3)					\$280,000	
120	PHASE II - ESTIMATED TOTAL CAPITAL COST					\$6,650,616	
121							
122							
123	PHASES I AND II - ESTIMATED TOTAL CAPITAL COST					\$10,410,635	
124							
125							
126	O&M Item	Unit Cost				Annual Cost	Comment
127	Combined Costs for Trails, Trailheads Average Annual Estimate						
128	Park and trail maintenance						
129	1) Trash and vegetative debris pick-up	\$1,500	/month	12	months	\$18,000	Assume crew picks up and sets at dumpster sites; cost mainly is for tip fee
130	2) Grounds keeping supplies, fuel and materials	\$400	/month	12	months	\$4,800	Includes fuel cost for all vehicles in equipment list, general parts and consumables
131	3) Provide water/sanitary services	\$300	/month	12	months	\$3,600	Fuel, compost material and sanitary disposal. Also, fee for any potable water
132	4) Safety patrol	\$5,000	/month	12	months	\$60,000	Cost transfer to law enforcement department for full time patrol
133	5) Long-term care						
134	a) painting signs, buildings and bridges	\$150	/month	12	months	\$1,800	Paint, wood preservatives, brushes and other consumables
135	b) trail and pavement grading and restoration	\$750	/month	12	months	\$9,000	Shell and base material grading and replacement
136	c) clean, repair and replace and drainage structures	\$2,000	/structure	2	year	\$4,000	
137	d) building/ bridge repair and preventive maintenance	\$1,500	/month	12	months	\$18,000	
138	e) greenway landscaping and debris control	\$500	/month	12	months	\$6,000	Debris hauling, tool fuel, tool repair/replacement
139	f) repair and replace signage	\$200	/month	12	Months	\$2,400	
140	6) Personnel:						
141	a) Greenway Manager	\$84,000	/staff	1	staff	\$84,000	
142	b) 3 parkway O&M employees	\$37,550	/staff	3	staff	\$112,650	
143	7) Public Information Program	\$3,000	/month	12	months	\$36,000	Advertising, consulting, printing, and postage
144	Annual O&M Costs					\$360,250	