

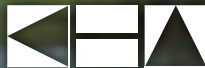
City of North Port

CANAL and CREEK

System



MASTER PLAN



Kimley-Horn and Associates, Inc.
URBAN RESOURCE GROUP

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Executive Summary

The City of North Port, Florida wishes to promote their existing system of drainage canals as features within the City that can be used for recreation, education and to a limited extent, transportation. In an effort to create a Citywide master plan of the existing canal system, the City retained Kimley-Horn and Associates to analyze existing conditions and develop a master plan that would identify opportunities and constraints within the canal system, including the Myakkahatchee Creek.

The master planning process included gathering base data and meeting with City staff to solicit opinions and ideas regarding the goals and objectives of the master plan. Included in the master planning discussions was staff from the Parks and Recreation Department, Engineering/Stormwater, Planning and Zoning and Utilities. Information obtained from staff interviews was incorporated in the opportunities and constraints map and the final master plan. The master planning process would be guided by three main project goals:

1 - CONNECTIVITY

- Connect various City parks and other points of interest to each other through improvements to the existing canal and creek system.
- Promote the use of the canal and creek system as a means of non-motorized transportation through the City.
- Create an opportunity to promote a unique type of multi-modal transportation.

2 - RECREATION

- Provide an opportunity for exposure to paddle sports to more residents.
- Stimulate greater interest in existing parks by adding new program elements such as canoe and kayak launch facilities.

3 - EDUCATION

- Use the canal system to educate users on the life cycle of stormwater.
- Use the canal system to educate users on the importance of native landscaping and the need to remove exotic/nuisance vegetation.

Perhaps the primary obstacle in creating a Citywide system of connectivity throughout the canal system is the abundance of water control structures and drop structures that are used to regulate the flow and depth of the canals. A method of navigating around these structures needs to be provided in order to promote meaningful recreation and navigation throughout the canal system. In most cases, a portage facility consisting of a floating dock type structure on the upstream and downstream side of the control structure would provide an adequate way to navigate the canal system. In certain areas, such as along the Cocoplum Waterway, a mechanical lift may be used to accommodate larger electric boats that could link various commercial points of interest.

Once a mechanism is in place to accommodate circulation around the control structures, the City opens itself up to a very unique opportunity of connection via the existing canal facilities. From these canals residents and visitors will have the opportunity to navigate to various parks, shopping, City Hall and even the Myakkahatchee Creek and beyond.

Executive Summary

This report is divided into three sections that outline the process and summary of the canal system master plan:

Section I includes the maps that were presented to City Commission and staff to obtain feedback on the development of the master plan, opinion of probable construction costs for each phase of master plan implementation and potential grant and funding opportunities to help leverage capital dollars and contribute toward the construction costs.

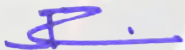
Section II contains images of typical portage facilities that can be used to provide access and circulation around the control structures and images of proposed canoe and kayak launches.

Section III contains an image of each water control structure or drop structure located within the canal system that would need to have a portage facility associated with it in order to provide continuous navigation.

In the current age of uncertain future water supply and national trends toward water conservation and education, the City of North Port has a unique opportunity to promote their stormwater facilities as a recreational and educational amenity. Residents and visitors to the City would have the opportunity to learn about the cycle of stormwater as rain falls on a residential lot and makes its way to the canal system, the Myakkahatchee Creek, the Myakka River and beyond. Paddling along the canals, users could observe native vegetation that could be planted to accent and soften the canal banks and paddling in the Myakkahatchee creek, users would be able to observe native Florida wildlife and habitats unique to the area.

The City of North Port deserves recognition for the vision and foresight of transforming infrastructure into a Citywide amenity. It has been a pleasure developing this master plan in collaboration with City staff.

Sincerely,



James R. Pankonin, RLA





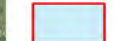


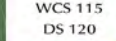
Project Manager

Opportunities and Constraints Map

This map provides a graphical summary of the opportunities and constraints related to the canal system within the City of North Port. The legends on the map provide explanation as to the intent and meaning of the graphical elements. The following pages show the overall opportunities and constraints map and then the opportunities and constraints map with certain features highlighted.









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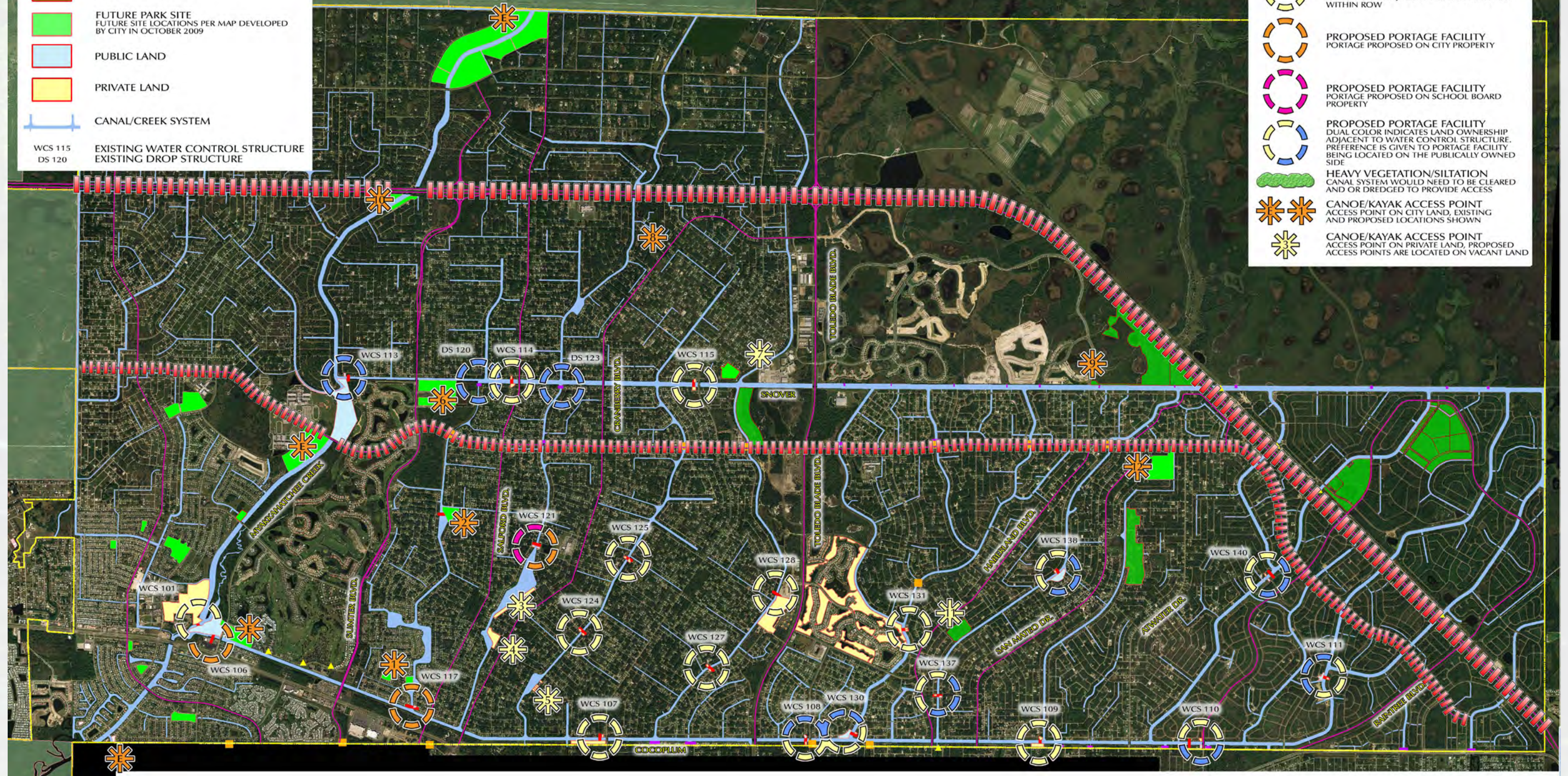
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Opportunities and Constraints Map

Blockage in North/South Connectivity

Two constraints that should be noted include Interstate 75 and Price Boulevard. Both of these thoroughfares provide a blockage in the north/south connectivity of the canals. This makes the Myakkahatchee Creek the only way to navigate from north of Price Boulevard to south of Price Boulevard. Likewise, the Snover Canal becomes an important link in feeding people west to the Myakkahatchee Creek to allow them to get south of Price Boulevard.









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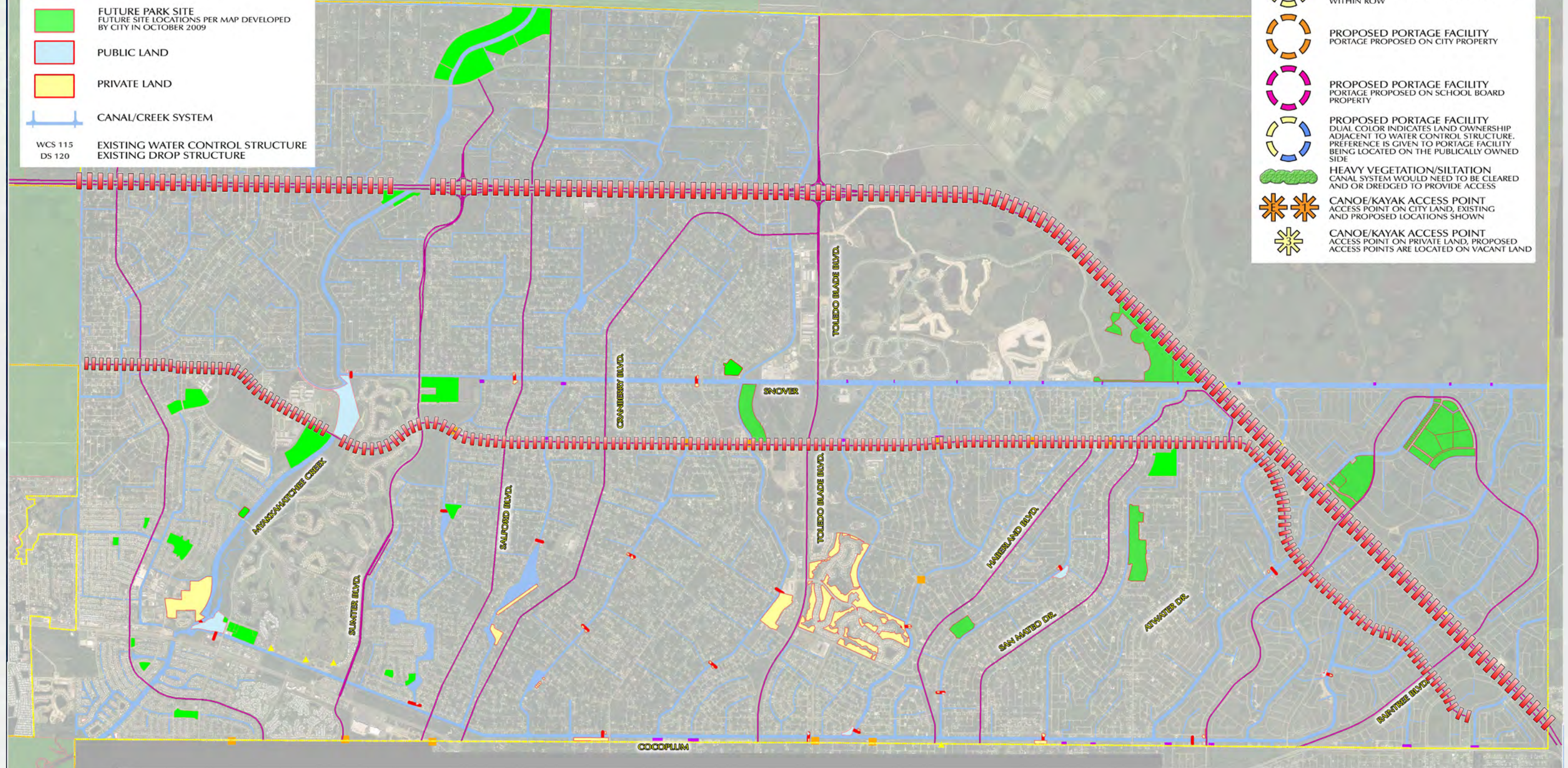
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Blockage in North/South Canal Connectivity

Water Control Structures

The following map highlights the existing water control and drop structures located within the canal system. The color of the symbol highlighting each structure indicates ownership of the land adjacent to each structure. Land ownership colors are as follows:

Blue – indicates property owned by the City of North Port Road and Drainage Department.

Yellow – indicates property owned by private parties. Although adjacent land is owned by private parties, the adjacent land is usually vacant.








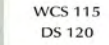
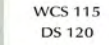
Orange – indicates property owned by the City of North Port

Purple – indicates property owned by the school board

If a symbol contains two colors, there are different types of ownership on each side of the control structure. For example a yellow/blue combination would indicate private ownership on one side and Road and Drainage ownership on the other.








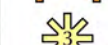
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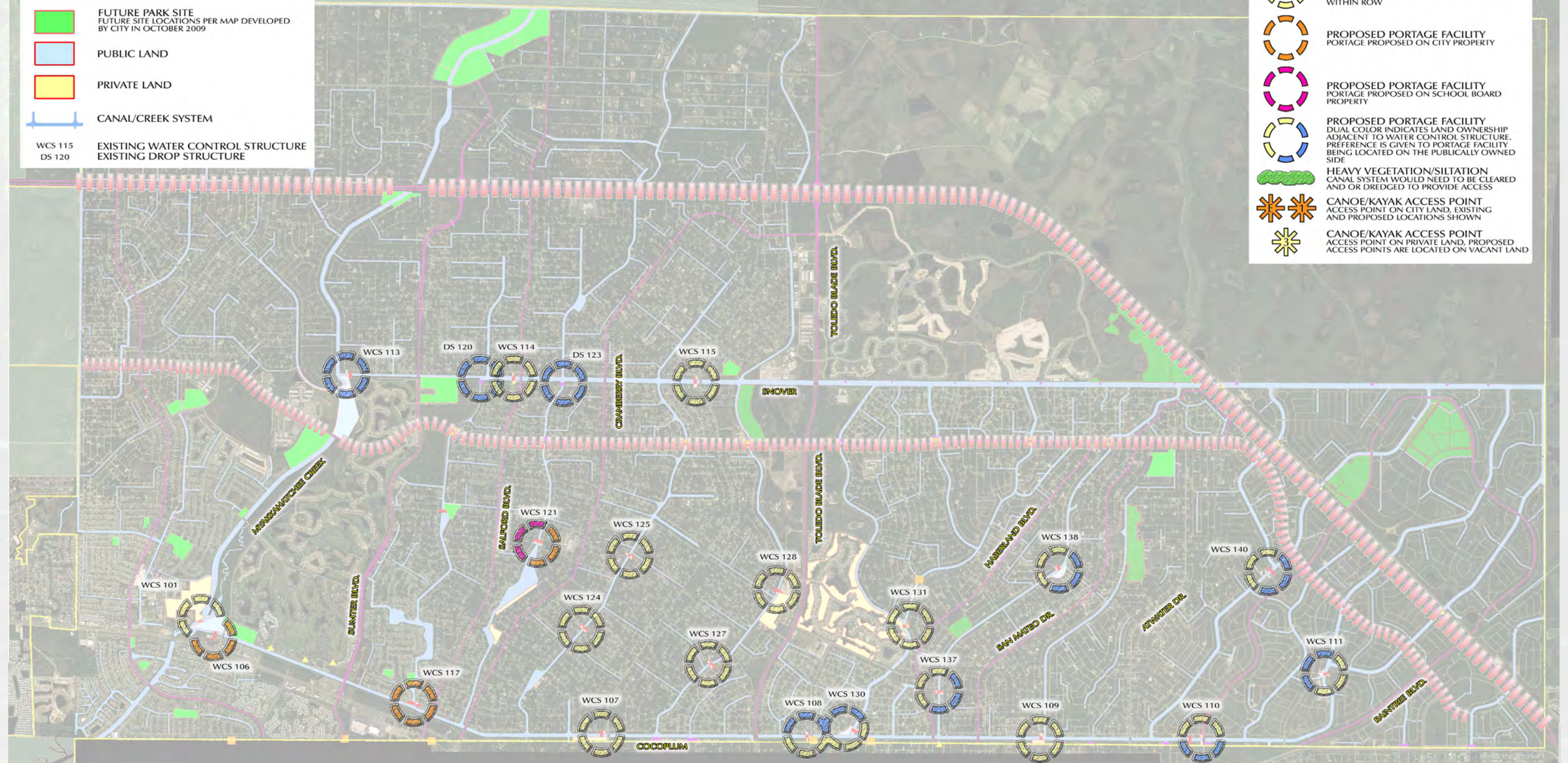
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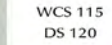
Water Control Structures - Portage Facility

Canal Cleanup - Vegetation Removal/ Dredging

The following map highlights areas within the canal system that are overgrown with vegetation that would require removal prior to promoting recreational access. Some of the areas highlighted may also require dredging in order to restore the canal to the depth that was designed.









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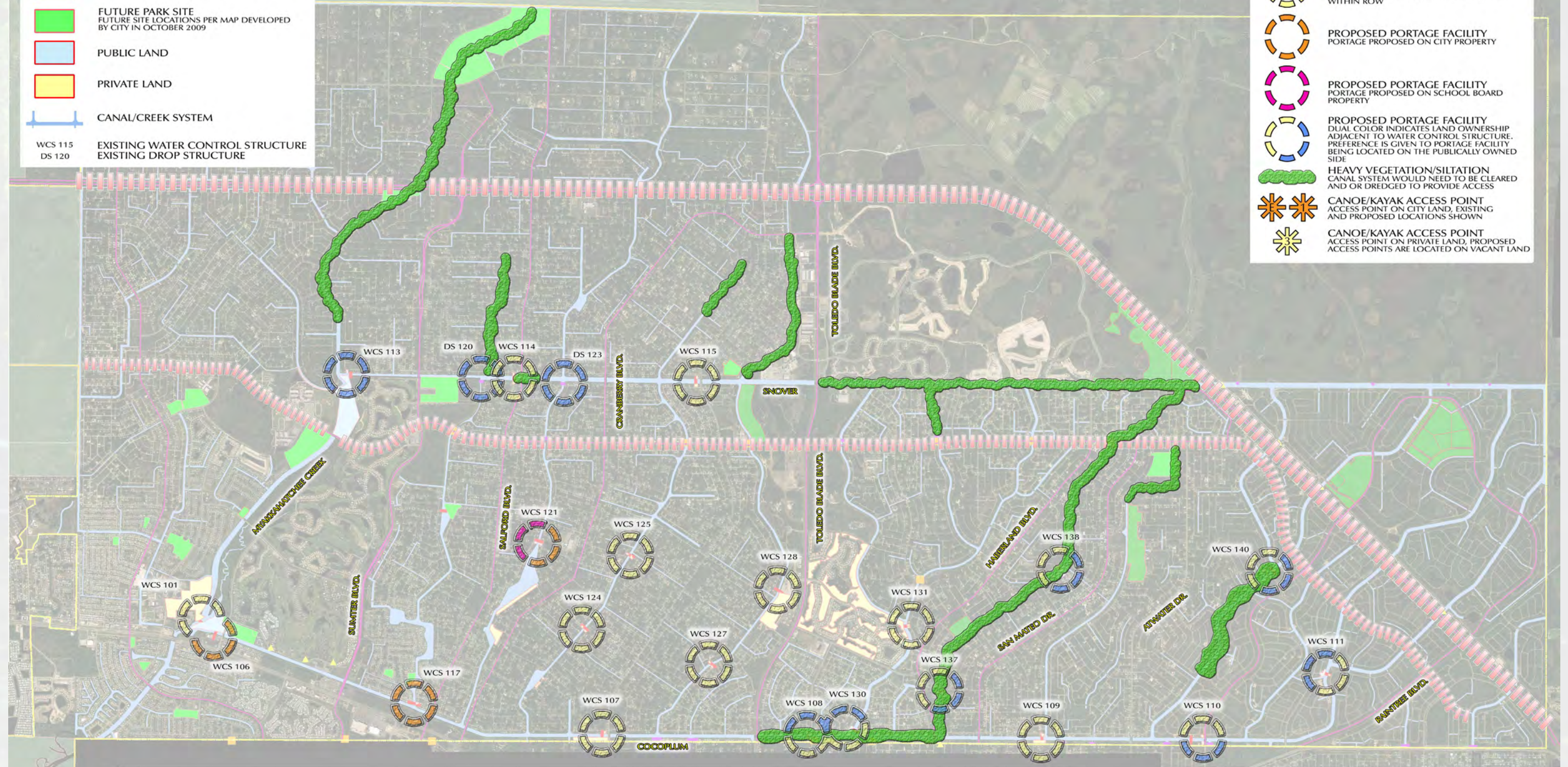
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Canal Cleanup - Vegetation Removal/Dredging





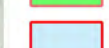
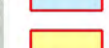


Access Points - City Property

The following map highlights existing and proposed canoe/kayak access points within the City. Existing facilities are marked with an “E” and are located at Butler Park, Dallas White Park, Marina Park and the Myakkahatchee Environmental Park. The proposed access points are located at other existing parks or city owned properties.

The access points could consist of a sloped earth entry into the canal or a more formal structure such as a dock or pier. Example photographs are included in Section II.









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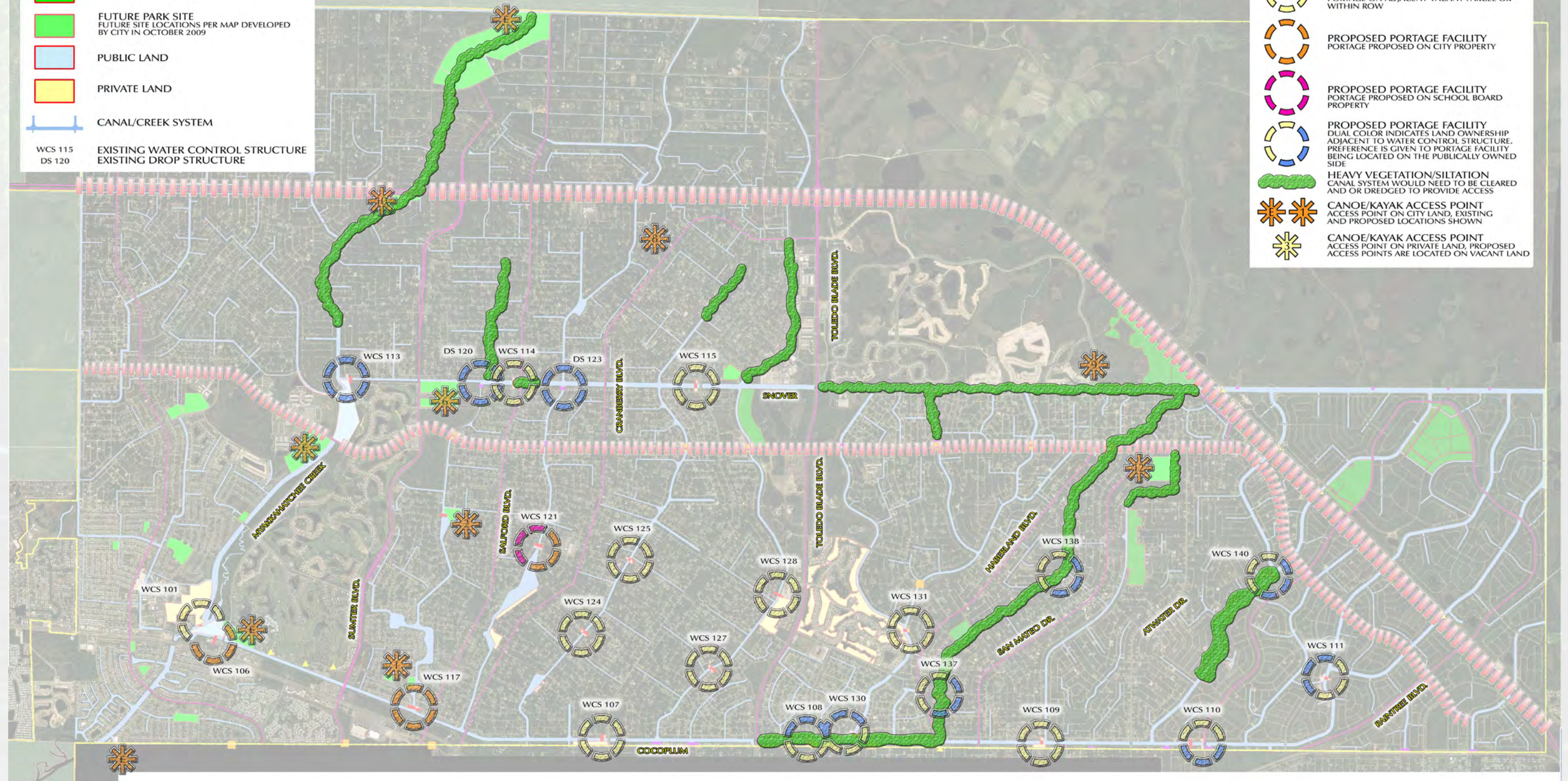
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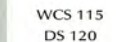
Access Points - City Property

Access Points - Private Property

The following map highlights proposed canoe/kayak access points that could be provided within the City, but are located on land that is currently privately owned. Many of these locations coincide with land that the City may be looking at as a future acquisition for additional park sites. These locations were included on the "Park Properties" map created in October of 2009 by City staff.









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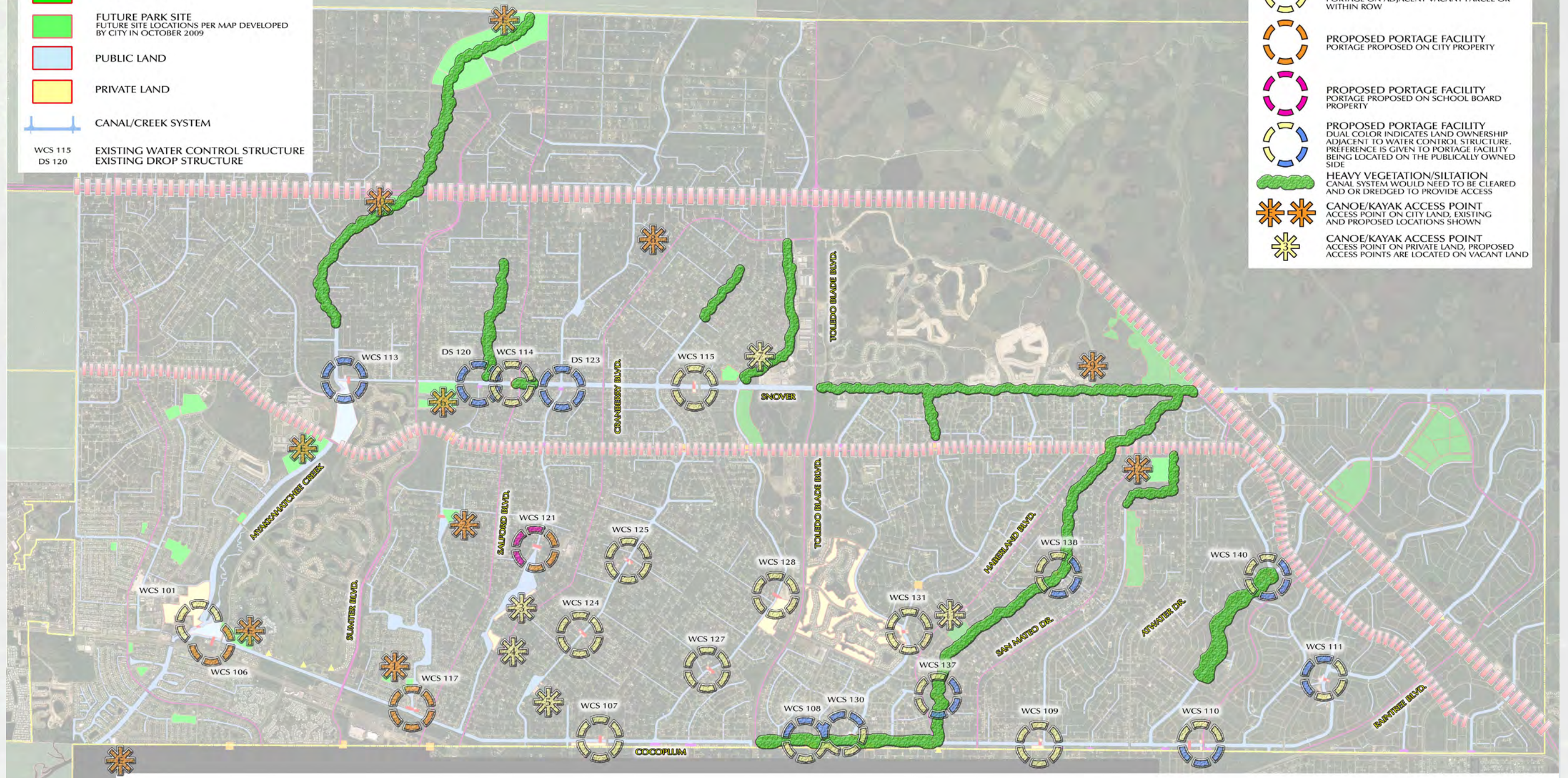
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Access Points - Private Property (Vacant Lot)

Phasing and Implementation

In order to make the implementation of the master plan a success, the City needs to carefully consider the phasing of the plan, and start with a phase that makes sense from the standpoint of capital investment and the return on investment. The map on the following page is the overall phasing plan for the entire Citywide master plan and each phase is outlined in more detail below. After each phase map is an opinion of probable construction cost for each phase.

Phase 1 – As far as initial capital investment and return on investment, Phase 1 is a logical choice for several reasons. First, it includes four existing City parks: Butler Park, Dallas White Park, Mckibben Park and Blue Ridge Park. Second, by providing portage facilities at just three water control structures, two along the Cocoplum Waterway and one along the Myakkahatchee Creek, these four parks would be linked to each other via the canal system and the Creek. The City could capitalize on the existing infrastructure of these parks (i.e. parking facilities and existing boat launches in the case of Dallas White and Butler Park) and be able to offer a new amenity without the cost of creating a whole new park. Third, from these locations, users would be able to access natural areas and ecosystems along the Myakkahatchee Creek, the Myakka River and beyond. Phase 1 would contain elements of what the entire master plan intends to accomplish with minimal capital expenditures.

Phase 2 – This phase includes expansion to the east along the Cocoplum Waterway and picks up additional north/south connections via the Mcaughey, Lagoon and Creighton Waterways. This phase would include several City owned properties and properties that the City included on their “Park Properties” map for future consideration.

Phase 3 – Phase 3 represents the largest of the phases and has been divided into subphases 3A, 3B and 3C. Phase 3A includes the Snover Canal from the Myakkahatchee Creek to Toledo Blade Boulevard. This phase is centrally located to a large portion of the City and would provide a necessary east/west link to the Creek.

Phase 3B includes the Snover Canal from Toledo Blade Boulevard east to I-75. Although this portion is an important east/west link as well, there is a substantial amount of vegetation removal and potential dredging that would be required to implement this phase.








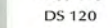

Phase 3C includes the Myakkahatchee Creek from the Snover Canal to the north, linking the Myakkahatchee Environmental Park and Oaks Park into the system. This phase would require vegetation removal along the creek in order to facilitate navigation. Because there are certain limitations on what types of equipment can be used to clear vegetation along the creek, the clearing and grubbing cost for this section is higher than for that along the canal.

Phase 4 – This phase continues expansion along the Cocoplum Waterway and includes north/south connections via the Bass Point and New Castle Waterways. Significant portions of the Cocoplum and New Castle Waterways within this phase are overgrown with vegetation and would require removal in order to facilitate navigation.

Phase 5 – This phase includes additional expansion along the Cocoplum and north/south connections via the New London, Bethlehem and Amnesty Waterways. At the north of this phase is Atwater Park which could have a canoe and kayak access point constructed to provide access to the New London Waterway. Most of this phase is located in a part of North Port without a lot of population density. The timing for implementation of this phase should be evaluated as the population base grows out in the eastern part of town.









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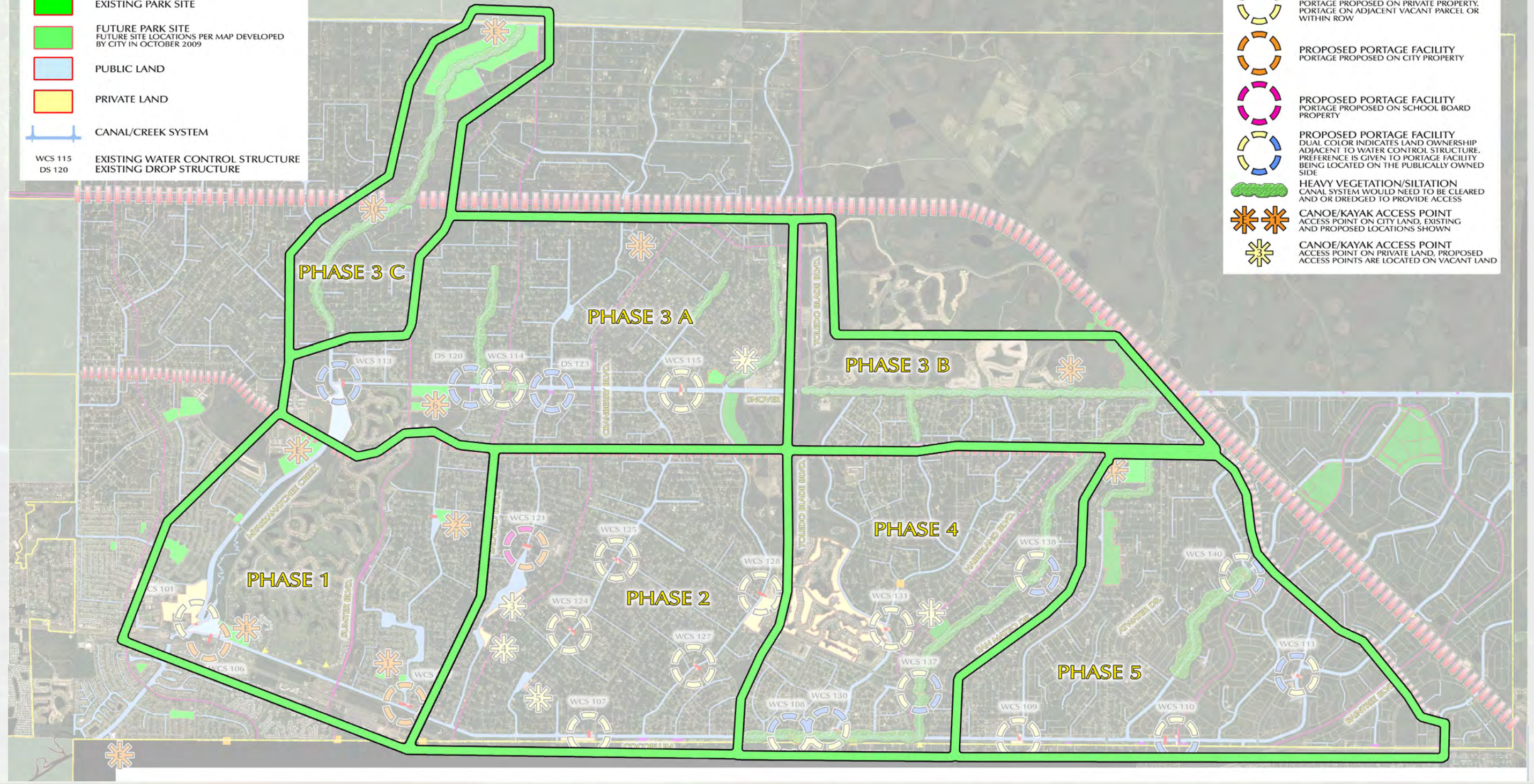
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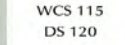
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-  CANOE/KAYAK ACCESS POINT ACCESS POINT ON CITY LAND, EXISTING AND PROPOSED LOCATIONS SHOWN
-  CANOE/KAYAK ACCESS POINT ACCESS POINT ON PRIVATE LAND, PROPOSED ACCESS POINTS ARE LOCATED ON VACANT LAND



Canal and Creek System Master Plan, North Port, FL

Phase I










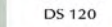
Kimley-Horn and Associates, Inc.
URBAN RESOURCE GROUP

Phase I Implementation

CITY OF NORTH PORT - CANAL AND CREEK MASTER PLAN IMPLEMENTATION				
PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST				
ITEM	DESCRIPTION	ESTIMATED	UNIT PRICE	AMOUNT
I. PHASE I				
1	Portage Facility (EzDock, Bank Improvements)	6 EA	20,000.00	120,000.00
2	Canoe/Kayak Launch	2 EA	15,000.00	30,000.00
3	Fishing Pier at Blue Ridge Park	1 LS	50,000.00	50,000.00
4	Renovate Existing Canoe/Kayak Launch	1 EA	10,000.00	10,000.00
5	Landscaping (canoe/kayak launch)	2 AL	3,000.00	6,000.00
6	Clearing & Grubbing / Vegetation Removal	6000 LF	10.00	60,000.00
7	Dredging	LF	40.00	-
8	Signage (at canoe/kayak launch)	1 LS	5,000.00	5,000.00
9	Easement Acquisition	3 LS	10,000.00	30,000.00
11	Design/Permitting	1 LS	50,000.00	50,000.00
SUBTOTAL				\$ 361,000.00
12	Contingency (15%)			\$ 54,150.00
PHASE I TOTAL				\$ 415,150.00









LEGEND

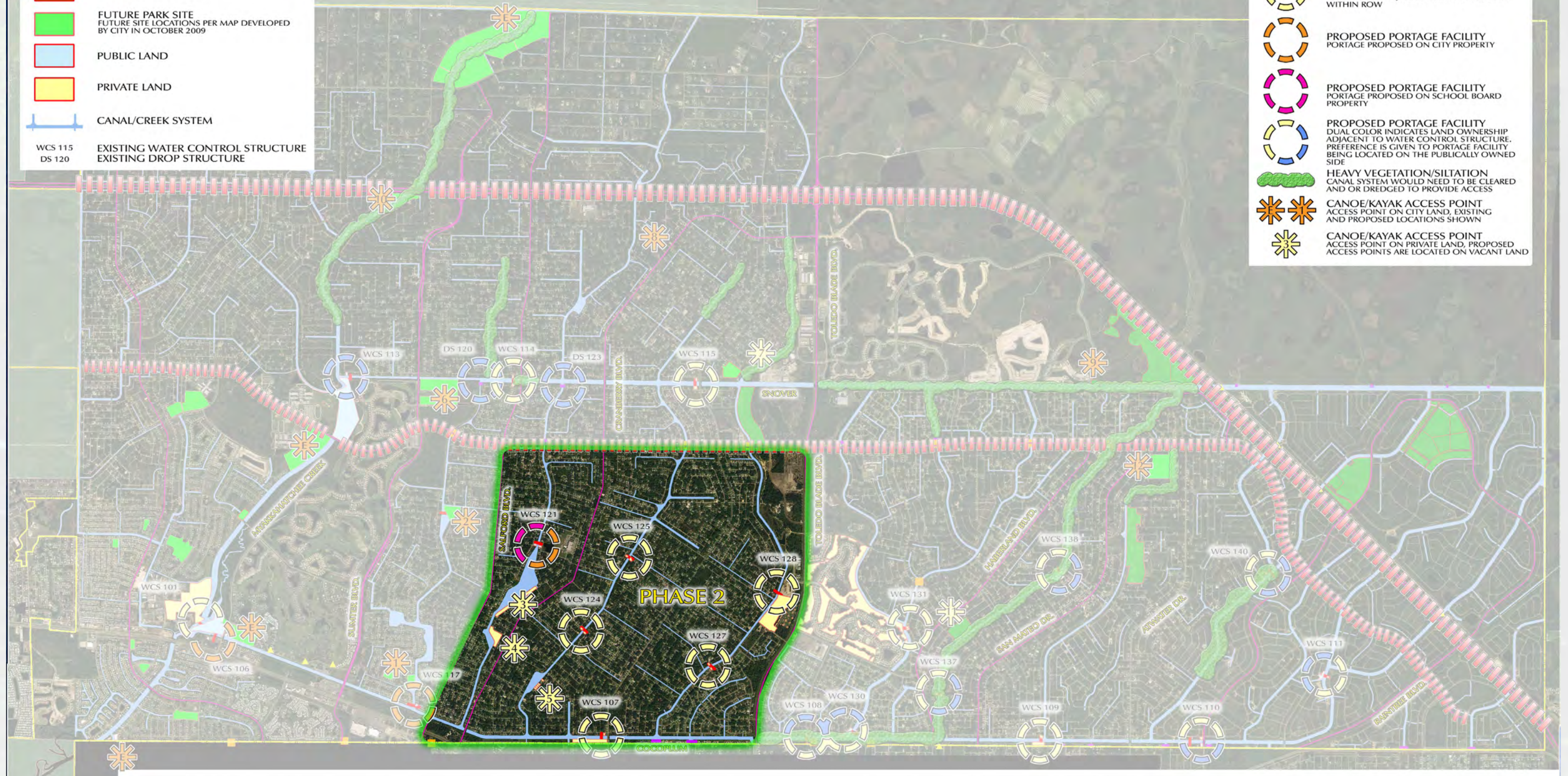
EXISTING USE/FEATURE

-  I-75 BOX CULVERTS UNDER I-75 BLOCK CANOE/KAYAK ACCESS
-  PRICE BLVD DROP STRUCTURES UNDER PRICE BLOCK CANOE/KAYAK ACCESS
-  EXISTING PARK SITE
-  FUTURE PARK SITE LOCATIONS PER MAP DEVELOPED BY CITY IN OCTOBER 2009
-  PUBLIC LAND
-  PRIVATE LAND
-  CANAL/CREEK SYSTEM
-  WCS 115 DS 120 EXISTING WATER CONTROL STRUCTURE EXISTING DROP STRUCTURE

LEGEND

PROPOSED USE/FEATURE

-  PROPOSED PORTAGE FACILITY PORTAGE PROPOSED ON ROAD AND DRAINAGE PROPERTY
-  PROPOSED PORTAGE FACILITY PORTAGE PROPOSED ON PRIVATE PROPERTY, PORTAGE ON ADJACENT VACANT PARCEL OR WITHIN ROW
-  PROPOSED PORTAGE FACILITY PORTAGE PROPOSED ON CITY PROPERTY
-  PROPOSED PORTAGE FACILITY PORTAGE PROPOSED ON SCHOOL BOARD PROPERTY
-  PROPOSED PORTAGE FACILITY DUAL COLOR INDICATES LAND OWNERSHIP ADJACENT TO WATER CONTROL STRUCTURE. PREFERENCE IS GIVEN TO PORTAGE FACILITY BEING LOCATED ON THE PUBLICALLY OWNED SIDE
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Canal and Creek System Master Plan, North Port, FL

Phase 2










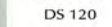

Kimley-Horn and Associates, Inc.
URBAN RESOURCE GROUP

Phase 2 Implementation

CITY OF NORTH PORT - CANAL AND CREEK MASTER PLAN IMPLEMENTATION					
PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST					
ITEM	DESCRIPTION	ESTIMATED	UNIT PRICE	AMOUNT	
II. PHASE II					
1	Portage Facility (EzDock, Bank Improvements)	12	EA	20,000.00	240,000.00
2	Canoe/Kayak Launch	3	EA	15,000.00	45,000.00
3	Landscaping (canoe/kayak launch)	3	AL	3,000.00	9,000.00
4	Clearing & Grubbing / Vegetation Removal	2600	LF	10.00	26,000.00
5	Dredging				
6	Signage (at canoe/kayak launch)	1	LS	7,500.00	7,500.00
7	Easement Acquisition	6	LS	10,000.00	60,000.00
8	Design/Permitting	1	LS	50,000.00	50,000.00
SUBTOTAL					\$ 437,500.00
9	Contingency (15%)				\$ 65,625.00
PHASE II TOTAL					\$ 503,125.00









LEGEND

EXISTING USE/FEATURE

-  I-75 BOX CULVERTS UNDER I-75 BLOCK CANOE/KAYAK ACCESS
-  PRICE BLVD DROP STRUCTURES UNDER PRICE BLOCK CANOE/KAYAK ACCESS
-  EXISTING PARK SITE
-  FUTURE PARK SITE
FUTURE SITE LOCATIONS PER MAP DEVELOPED BY CITY IN OCTOBER 2009
-  PUBLIC LAND
-  PRIVATE LAND
-  CANAL/CREEK SYSTEM
-  WCS 115
 DS 120
EXISTING WATER CONTROL STRUCTURE
EXISTING DROP STRUCTURE

LEGEND

PROPOSED USE/FEATURE

-  PROPOSED PORTAGE FACILITY
PORTAGE PROPOSED ON ROAD AND DRAINAGE PROPERTY
-  PROPOSED PORTAGE FACILITY
PORTAGE PROPOSED ON PRIVATE PROPERTY, PORTAGE ON ADJACENT VACANT PARCEL OR WITHIN ROW
-  PROPOSED PORTAGE FACILITY
PORTAGE PROPOSED ON CITY PROPERTY
-  PROPOSED PORTAGE FACILITY
PORTAGE PROPOSED ON SCHOOL BOARD PROPERTY
-  PROPOSED PORTAGE FACILITY
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Canal and Creek System Master Plan, North Port, FL








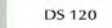

Phase 3

Phase 3 Implementation

CITY OF NORTH PORT - CANAL AND CREEK MASTER PLAN IMPLEMENTATION					
PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST					
ITEM	DESCRIPTION	ESTIMATED	UNIT PRICE	AMOUNT	
III. PHASE III					
PHASE 3A					
1	Portage Facility (EzDock, Bank Improvements)	10	EA	20,000.00	200,000.00
2	Canoe/Kayak Launch	3	EA	15,000.00	45,000.00
3	Landscaping (canoe/kayak launch)	3	AL	3,000.00	9,000.00
4	Clearing & Grubbing / Vegetation Removal - Canals	21000	LF	10.00	210,000.00
5	Signage (at canoe/kayak launch)	1	LS	7,500.00	7,500.00
6	Easement Acquisition	5	LS	10,000.00	50,000.00
7	Design/Permitting	1	LS	100,000.00	100,000.00
PHASE 3A SUBTOTAL					\$ 621,500.00
PHASE 3B					
1	Canoe/Kayak Launch	1	EA	15,000.00	15,000.00
2	Landscaping (canoe/kayak launch)	1	AL	3,000.00	3,000.00
3	Clearing & Grubbing / Vegetation Removal - Canals	24000	LF	10.00	240,000.00
4	Dredging	3000	LF	40.00	120,000.00
5	Signage (at canoe/kayak launch)	1	LS	2,500.00	2,500.00
6	Easement Acquisition	0	LS	10,000.00	-
7	Design/Permitting	1	LS	40,000.00	40,000.00
PHASE 3B SUBTOTAL					\$ 420,500.00
PHASE 3C					
1	Canoe/Kayak Launch	1	EA	15,000.00	15,000.00
2	Landscaping (canoe/kayak launch)	1	AL	3,000.00	3,000.00
3	Clearing & Grubbing / Vegetation Removal - Myakkahatchee	21500	LF	7.60	163,400.00
4	Signage (at canoe/kayak launch)	1	LS	2,500.00	2,500.00
5	Easement Acquisition		LS	10,000.00	-
6	Design/Permitting	1	LS	40,000.00	40,000.00
PHASE 3C SUBTOTAL					\$ 223,900.00
PHASE 3 SUBTOTAL					\$ 1,265,900.00
CONTINGENCY (15%)					\$ 189,885.00
PHASE III TOTAL					\$ 1,455,785.00









LEGEND

EXISTING USE/FEATURE

-  I-75 BOX CULVERTS UNDER I-75 BLOCK CANOE/KAYAK ACCESS
-  PRICE BLVD DROP STRUCTURES UNDER PRICE BLOCK CANOE/KAYAK ACCESS
-  EXISTING PARK SITE
-  FUTURE PARK SITE FUTURE SITE LOCATIONS PER MAP DEVELOPED BY CITY IN OCTOBER 2009
-  PUBLIC LAND
-  PRIVATE LAND
-  CANAL/CREEK SYSTEM
-  WCS 115 EXISTING WATER CONTROL STRUCTURE
-  DS 120 EXISTING DROP STRUCTURE

LEGEND

PROPOSED USE/FEATURE

-  PROPOSED PORTAGE FACILITY PORTAGE PROPOSED ON ROAD AND DRAINAGE PROPERTY
-  PROPOSED PORTAGE FACILITY PORTAGE PROPOSED ON PRIVATE PROPERTY, PORTAGE ON ADJACENT VACANT PARCEL OR WITHIN ROW
-  PROPOSED PORTAGE FACILITY PORTAGE PROPOSED ON CITY PROPERTY
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Canal and Creek System Master Plan, North Port, FL

Phase 4










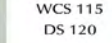
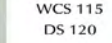
Kimley-Horn and Associates, Inc.
URBAN RESOURCE GROUP

Phase 4 Implementation

CITY OF NORTH PORT - CANAL AND CREEK MASTER PLAN IMPLEMENTATION					
PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST					
ITEM	DESCRIPTION	ESTIMATED	UNIT PRICE	AMOUNT	
IV. PHASE IV					
1	Portage Facility (EzDock, Bank Improvements)	10	EA	20,000.00	200,000.00
2	Canoe/Kayak Launch	1	EA	15,000.00	15,000.00
3	Landscaping (canoe/kayak launch)	1	AL	3,000.00	3,000.00
4	Clearing & Grubbing / Vegetation Removal	24500	LF	10.00	245,000.00
5	Dredging				-
6	Signage (at canoe/kayak launch)	1	LS	2,500.00	2,500.00
7	Easement Acquisition (WCS 131)	5	LS	10,000.00	50,000.00
8	Design/Permitting	1	LS	50,000.00	50,000.00
				SUBTOTAL	\$ 565,500.00
9	Contingency (15%)				\$ 84,825.00
				PHASE IV TOTAL	\$ 650,325.00








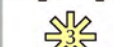
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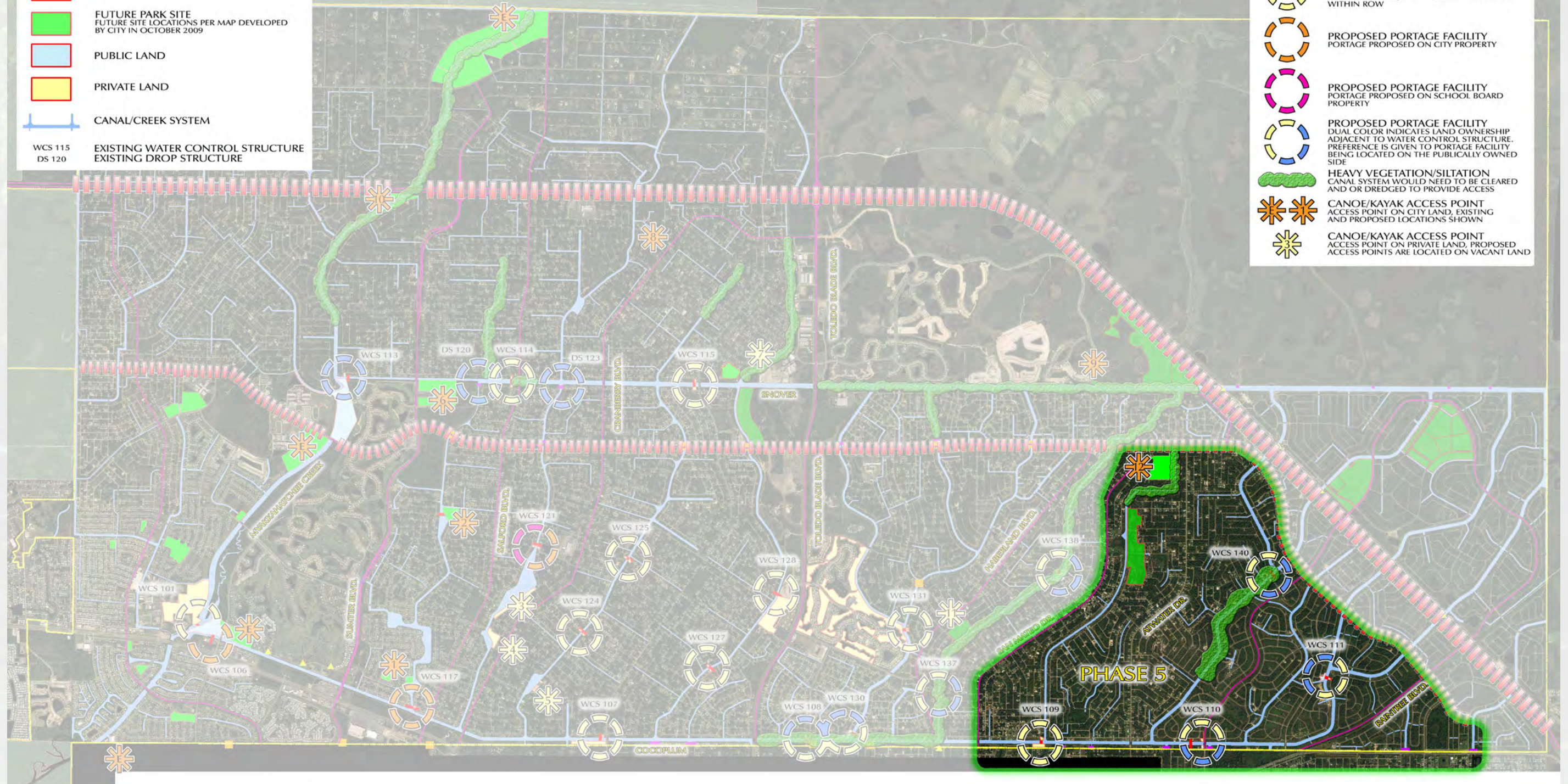
EXISTING USE/FEATURE

-  I-75 BOX CULVERTS UNDER I-75 BLOCK CANOE/KAYAK ACCESS
-  PRICE BLVD DROP STRUCTURES UNDER PRICE BLOCK CANOE/KAYAK ACCESS
-  EXISTING PARK SITE
-  FUTURE PARK SITE
FUTURE SITE LOCATIONS PER MAP DEVELOPED BY CITY IN OCTOBER 2009
-  PUBLIC LAND
-  PRIVATE LAND
-  CANAL/CREEK SYSTEM
-  WCS 115
 DS 120
EXISTING WATER CONTROL STRUCTURE
EXISTING DROP STRUCTURE

LEGEND

PROPOSED USE/FEATURE

-  PROPOSED PORTAGE FACILITY
PORTAGE PROPOSED ON ROAD AND DRAINAGE PROPERTY
-  PROPOSED PORTAGE FACILITY
PORTAGE PROPOSED ON PRIVATE PROPERTY, PORTAGE ON ADJACENT VACANT PARCEL OR WITHIN ROW
-  PROPOSED PORTAGE FACILITY
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-  CANOE/KAYAK ACCESS POINT
ACCESS POINT ON PRIVATE LAND, PROPOSED ACCESS POINTS ARE LOCATED ON VACANT LAND



Canal and Creek System Master Plan, North Port, FL

Phase 5

Phase 5 Implementation

CITY OF NORTH PORT - CANAL AND CREEK MASTER PLAN IMPLEMENTATION					
PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST					
ITEM	DESCRIPTION	ESTIMATED	UNIT PRICE	AMOUNT	
V. PHASE V					
1	Portage Facility (EzDock, Bank Improvements)	8	EA	20,000.00	160,000.00
2	Canoe/Kayak Launch	1	EA	15,000.00	15,000.00
3	Landscaping (canoe/kayak launch)	1	AL	3,000.00	3,000.00
4	Clearing & Grubbing / Vegetation Removal	16000	LF	10.00	160,000.00
5	Dredging	5600		40.00	224,000.00
6	Signage (at canoe/kayak launch)	1	LS	2,500.00	2,500.00
7	Easement Acquisition	4	LS	10,000.00	40,000.00
8	Design/Permitting	1	LS	50,000.00	50,000.00
SUBTOTAL					\$ 654,500.00
9	Contingency (15%)				\$ 98,175.00
PHASE V TOTAL					\$ 752,675.00

Phases 1-5 Implementation

CITY OF NORTH PORT - CANAL AND CREEK MASTER PLAN IMPLEMENTATION				
PRELIMINARY OPINION OF PROBABLE CONSTRUCTION COST				
ITEM	DESCRIPTION	ESTIMATED	UNIT PRICE	AMOUNT
SUMMARY				
I. PHASE I				\$ 415,150.00
II. PHASE II				\$ 503,125.00
III. PHASE III				\$ 1,455,785.00
IV. PHASE IV				\$ 650,325.00
V. PHASE V				\$ 752,675.00
SUBTOTAL				\$ 3,777,060.00
GRAND TOTAL				\$ 3,777,060.00

Disclaimer: The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Grants and Funding Opportunities

As part of the master planning process, a preliminary grants and funding analysis was performed with the goal of identifying sources of federal and state grants that could be applied for to leverage City capital funds for construction of the proposed improvements. Below are three grant opportunities that the City may wish to pursue in order to assist with the implementation of the master plan. The grants listed below can also be applied for on an annual basis, therefore each phase of master plan implementation could apply for its own grant award.

FLORIDA RECREATION DEVELOPMENT ASSISTANCE PROGRAM (FRDAP)

- Provides grants for acquisition or development of land for public outdoor recreation use
- \$200,000 maximum award
- 50:50 match

LAND AND WATER CONSERVATION FUND (LWCF)

- Provides grants for acquisition or development of land for public outdoor recreation use
- Grant amounts to be announced
- 50:50 match

FLORIDA BOATING IMPROVEMENTS PROGRAM (FBIP)

- Provides grants for projects designed to meet the needs of boaters and boating related activities on coastal or inland waters
- \$25,000 – \$75,000 award
- 25% – 75% match

Section 11

TYPICAL PORTAGE FACILITY AND ACCESS POINTS

The images below show a typical portage facility that would be located at each control structure. This facility consists of a floating dock and a cradle that a person in a canoe or kayak can row into, and then use the handrails to pull themselves up further onto the dock. Once their canoe is within the cradle, they have a stable platform to be able to step out onto the dock and carry the canoe across the control structure. Each control structure would have a portage facility on each side, upstream and downstream.



Section 11

TYPICAL PORTAGE FACILITY AND ACCESS POINTS

A sloped earth entry to the canal would be suitable for most of the proposed access points within the master plan. Each access point would need to be evaluated individually to ensure that existing grades and conditions would accommodate such an entry. Additional design considerations such as width to accommodate Jon Boats would need to be evaluated on an individual basis as well.



Depending on existing conditions, a dock or pier style access point may be required. The image below shows an ADA accessible ramp leading to a floating dock that is reached by a flexible gangway. The flexible gangway rises up and down with the fluctuation in water levels.

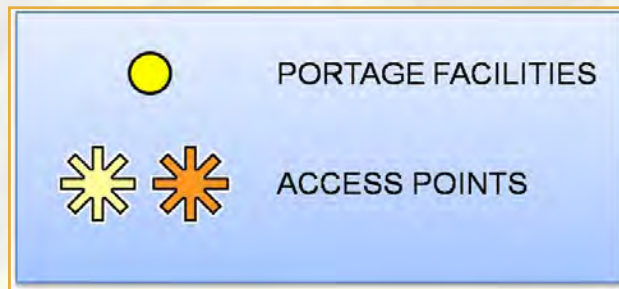


Section III

WATER CONTROL STRUCTURES AND ACCESS POINTS BY PHASE

The following pages show an aerial photograph and property lines for each water control structure, drop structure and proposed canoe/kayak access point within the master plan. Property lines are from GIS data and may vary from actual surveyed property lines. Also included are recommendations for which side to locate the portage facility and a brief description of property ownership.

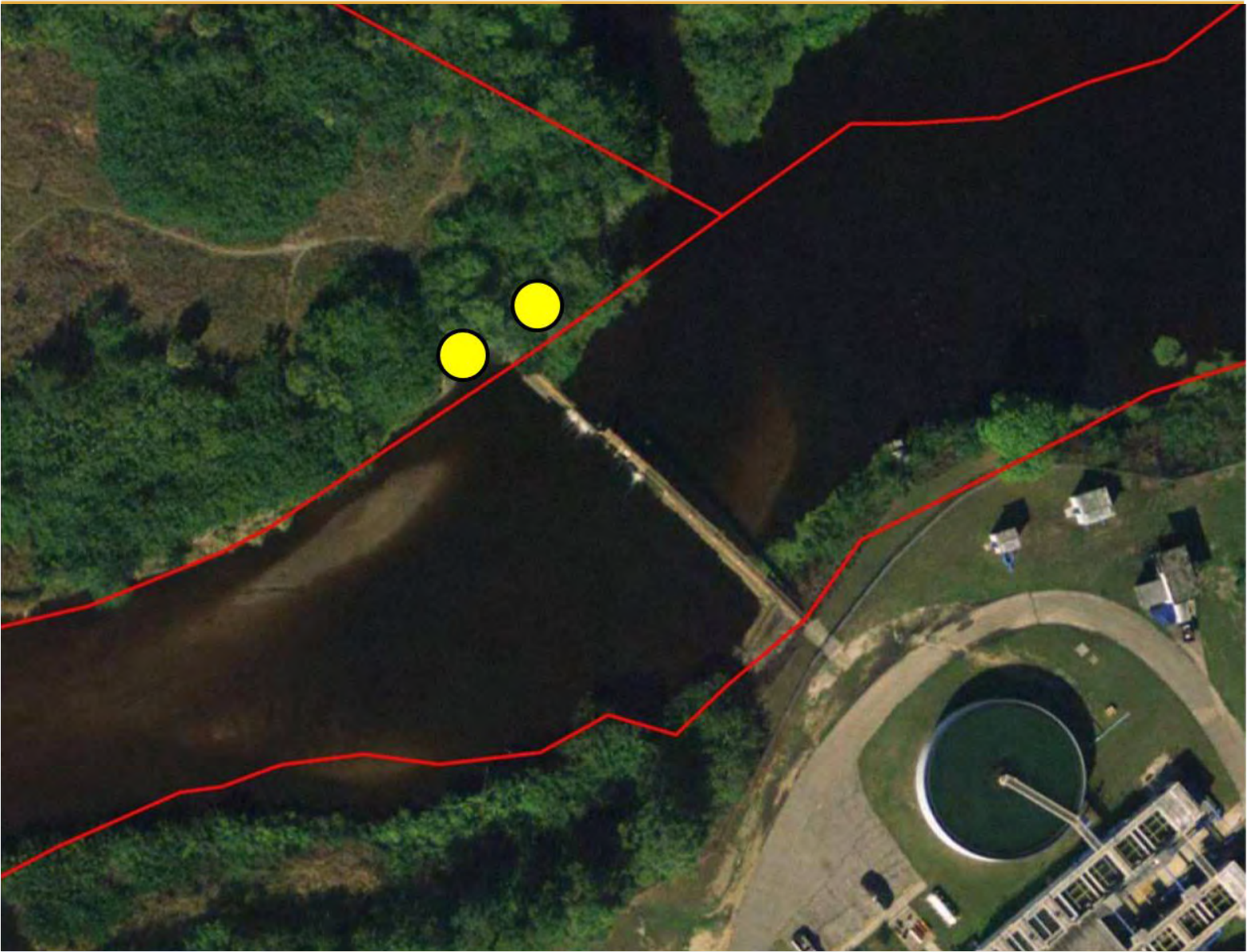
The symbols in the legend below represent proposed portage facilities and access points. Access points have been numbered, refer back to the overall Opportunities and Constraints Map for specific locations.



Phase 1

WCS 101 – MYAKKAHATCHEE CREEK

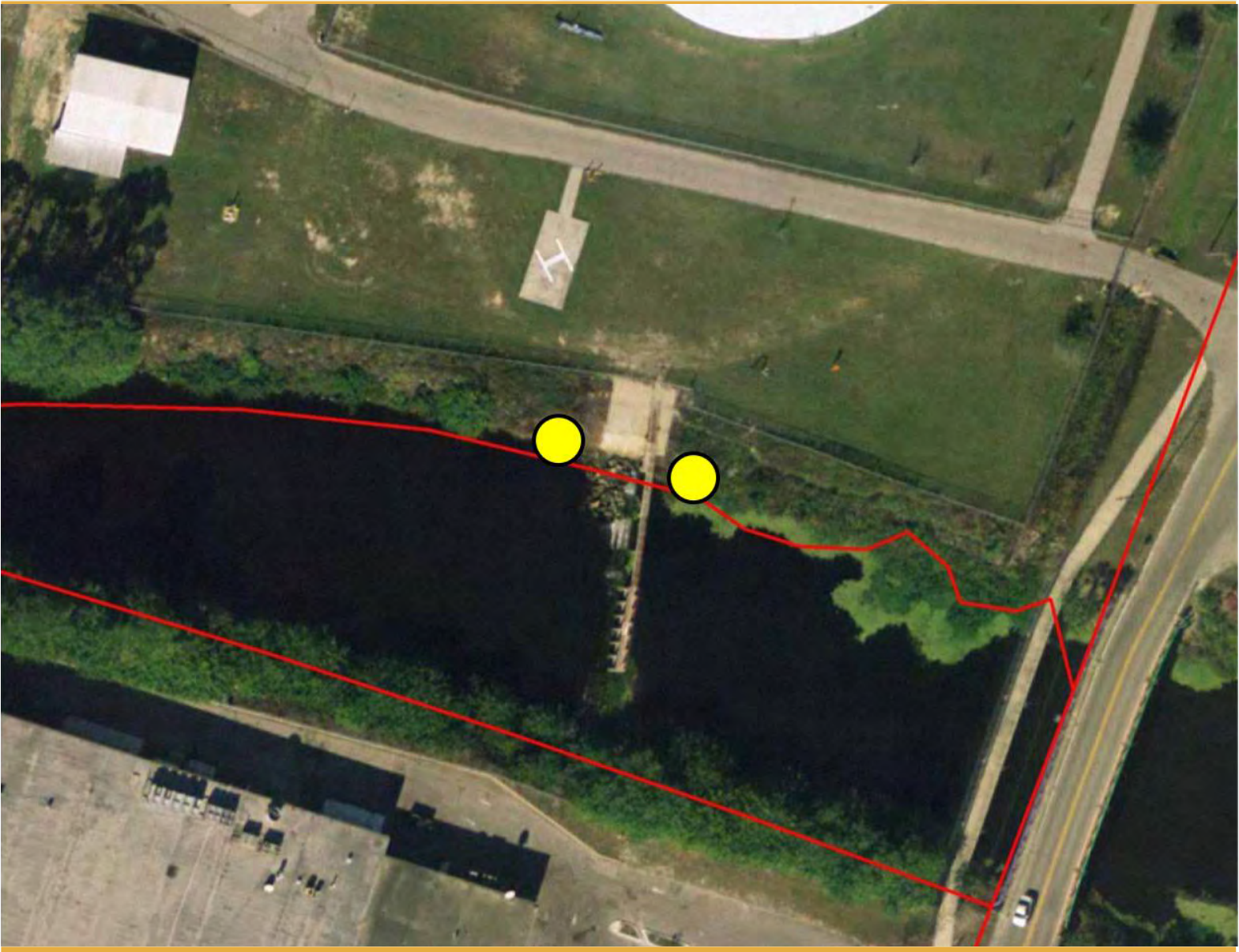
- Portage on west side of creek
- Vacant property
- May require property easement



Phase 1

WCS 106 – COCOPLUM WATERWAY

- Portage on north side
- Water treatment plant property



Phase 1

WCS 117 – BLUE RIDGE WATERWAY

- Portage on east side
- Vacant lot, city owned property



Phase 1

ACCESS POINT AT BLUE RIDGE PARK – BLUE RIDGE WATERWAY

- City has existing plans to develop a fishing pier and canoe launch at this site



Phase 1

ACCESS POINT AT MCKIBBEN PARK – BLUE RIDGE WATERWAY

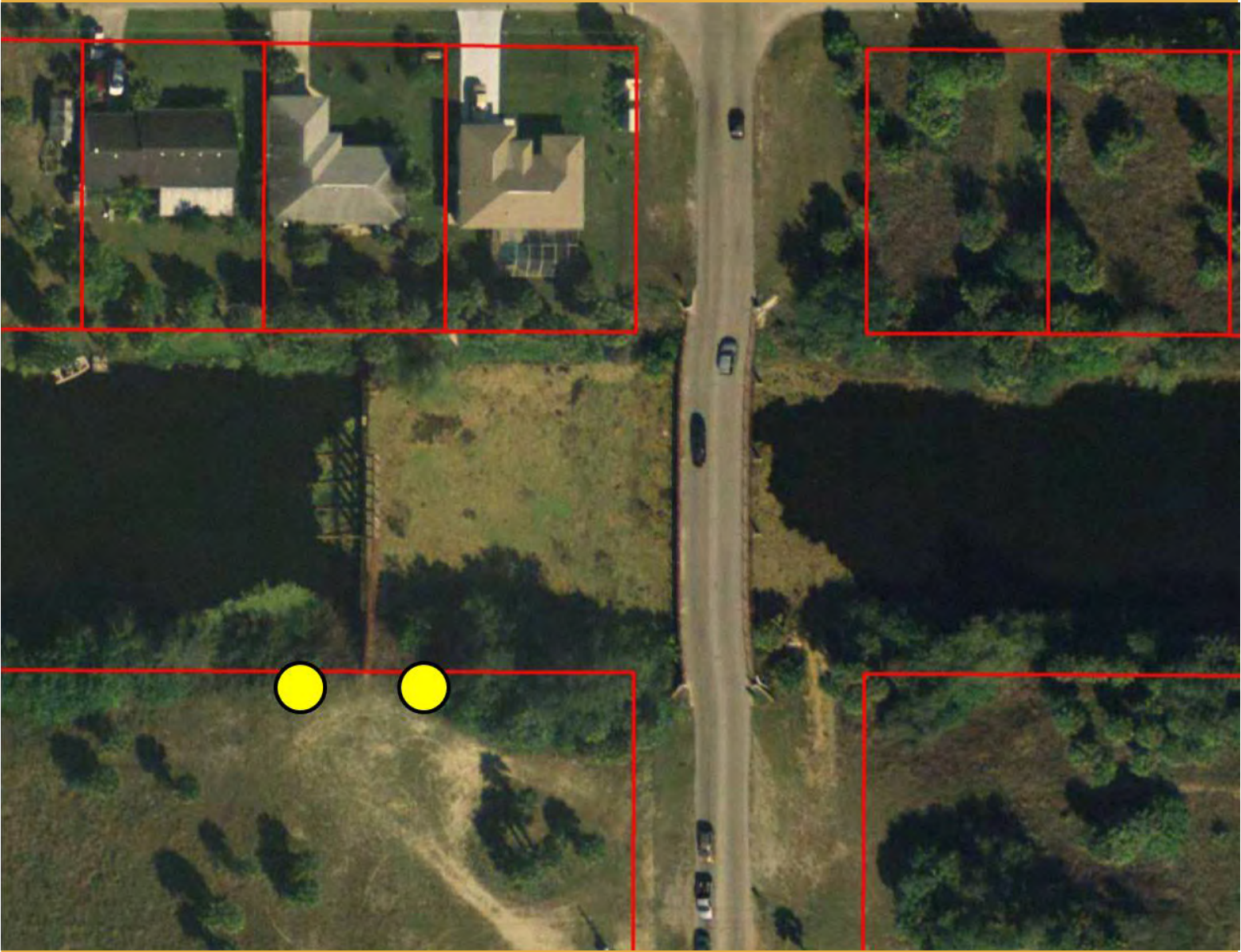
- Location of access point within this park can vary
- Location indicated is relatively close to existing parking facilities



Phase 2

WCS 107 – COCOPLUM WATERWAY

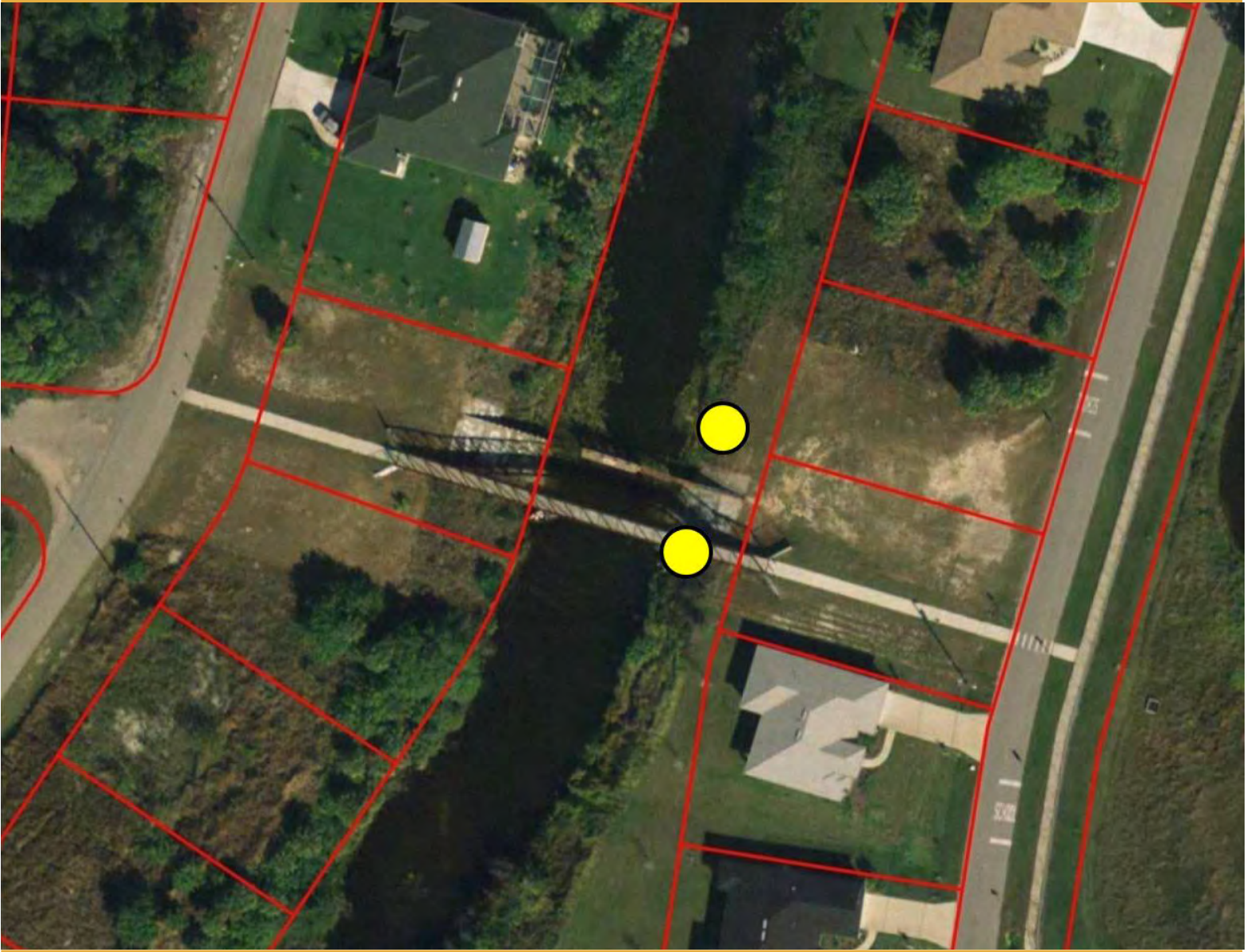
- Portage on south side
- Vacant lot, commercial property



Phase 2

WCS 121 – MCAUGHEY WATERWAY

- Portage on east side
- Vacant lot, city property



Phase 2

WCS 125 – LAGOON WATERWAY

- Portage on east side
- Vacant lot, private property
- No existing residential adjacent to site



Phase 2

WCS 124 – LAGOON WATERWAY

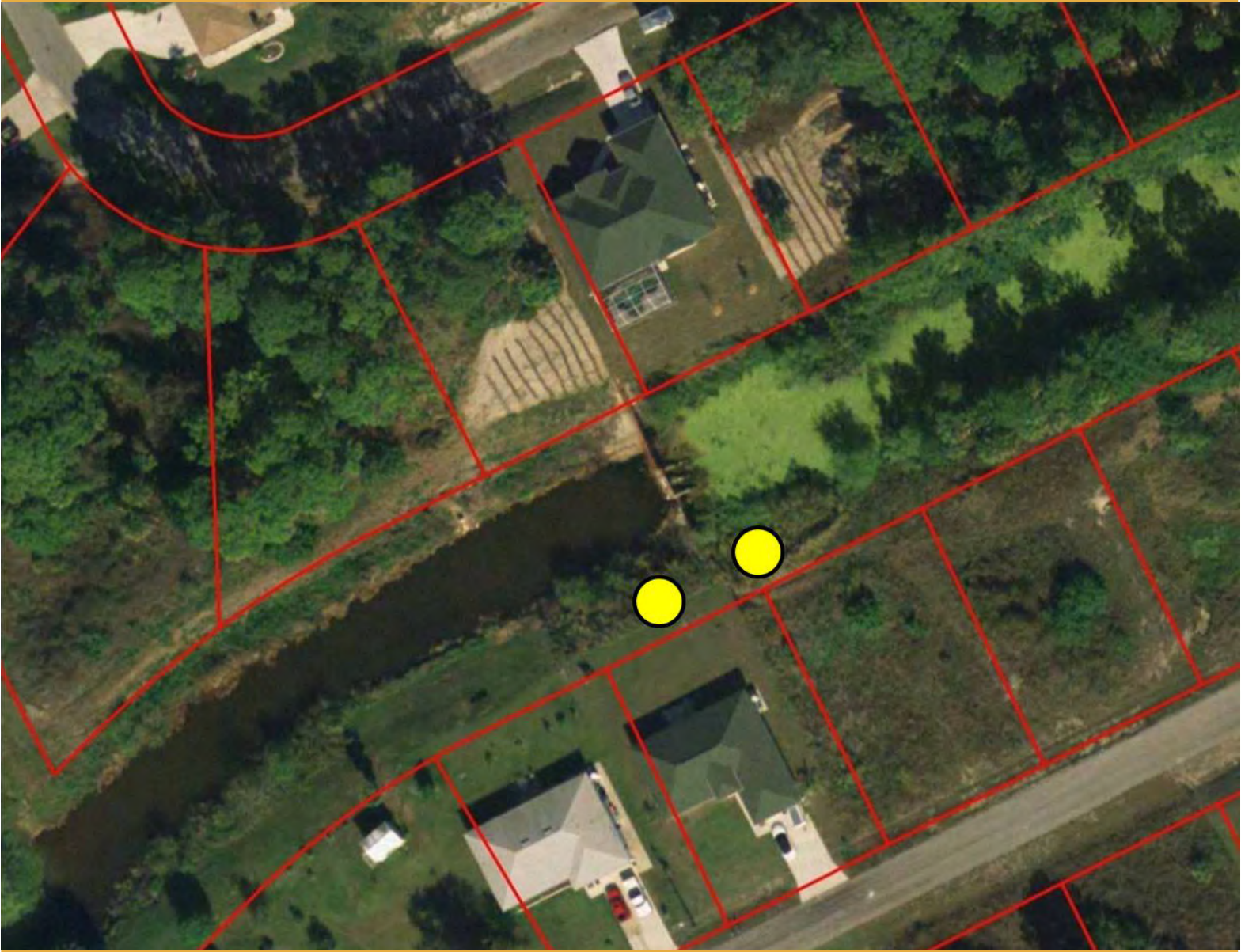
- Portage on east side
- Vacant lot, private property
- May be able to portage within canal ROW



Phase 2

WCS 127 – CREIGHTON WATERWAY

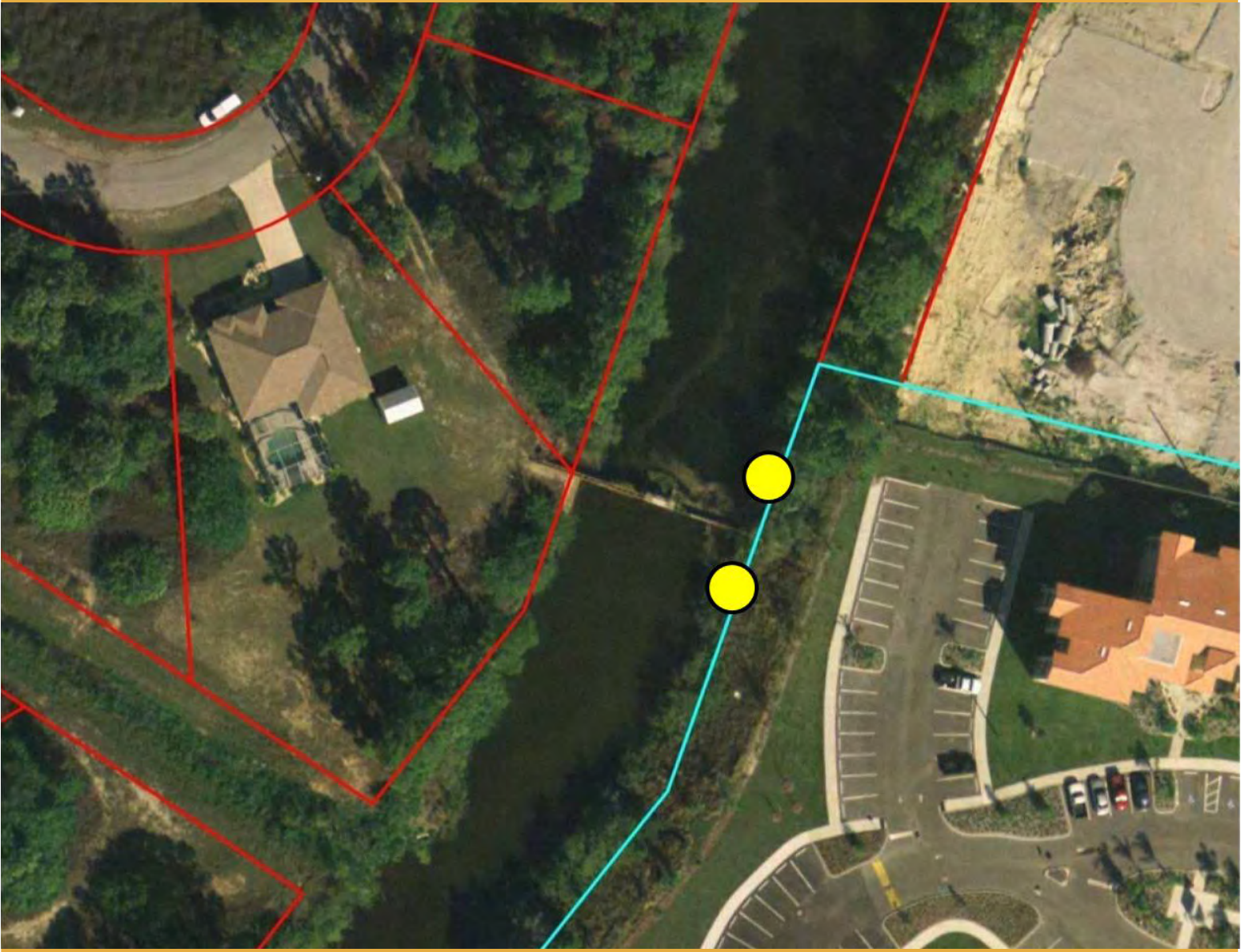
- Portage on south side
- Vacant lot on east side, private property
- May be able to portage within ROW



Phase 2

WCS 128 – CREIGHTON WATERWAY

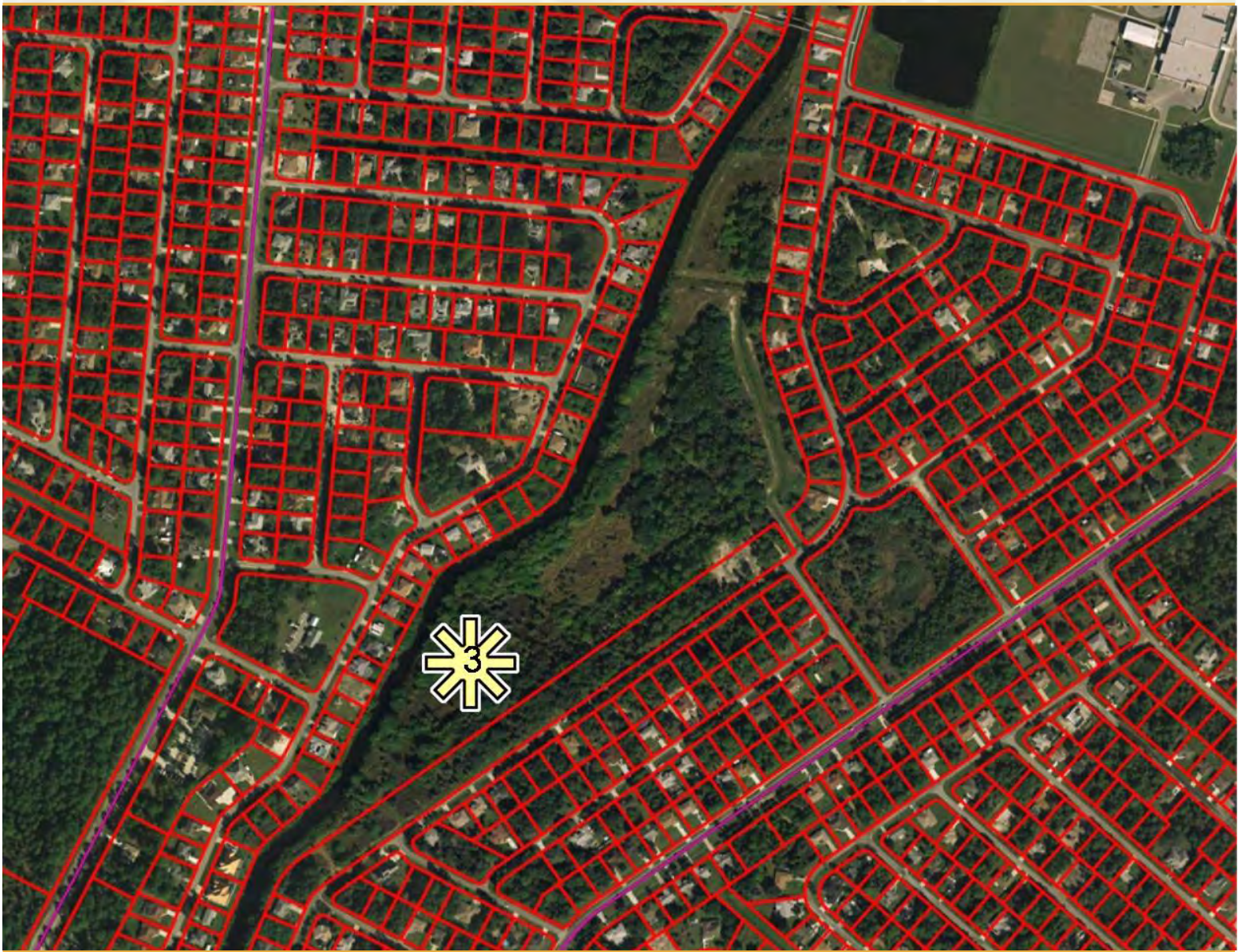
- Portage on east side
- Less impact to residents



Phase 2

ACCESS POINT – MCAUGHEY WATERWAY

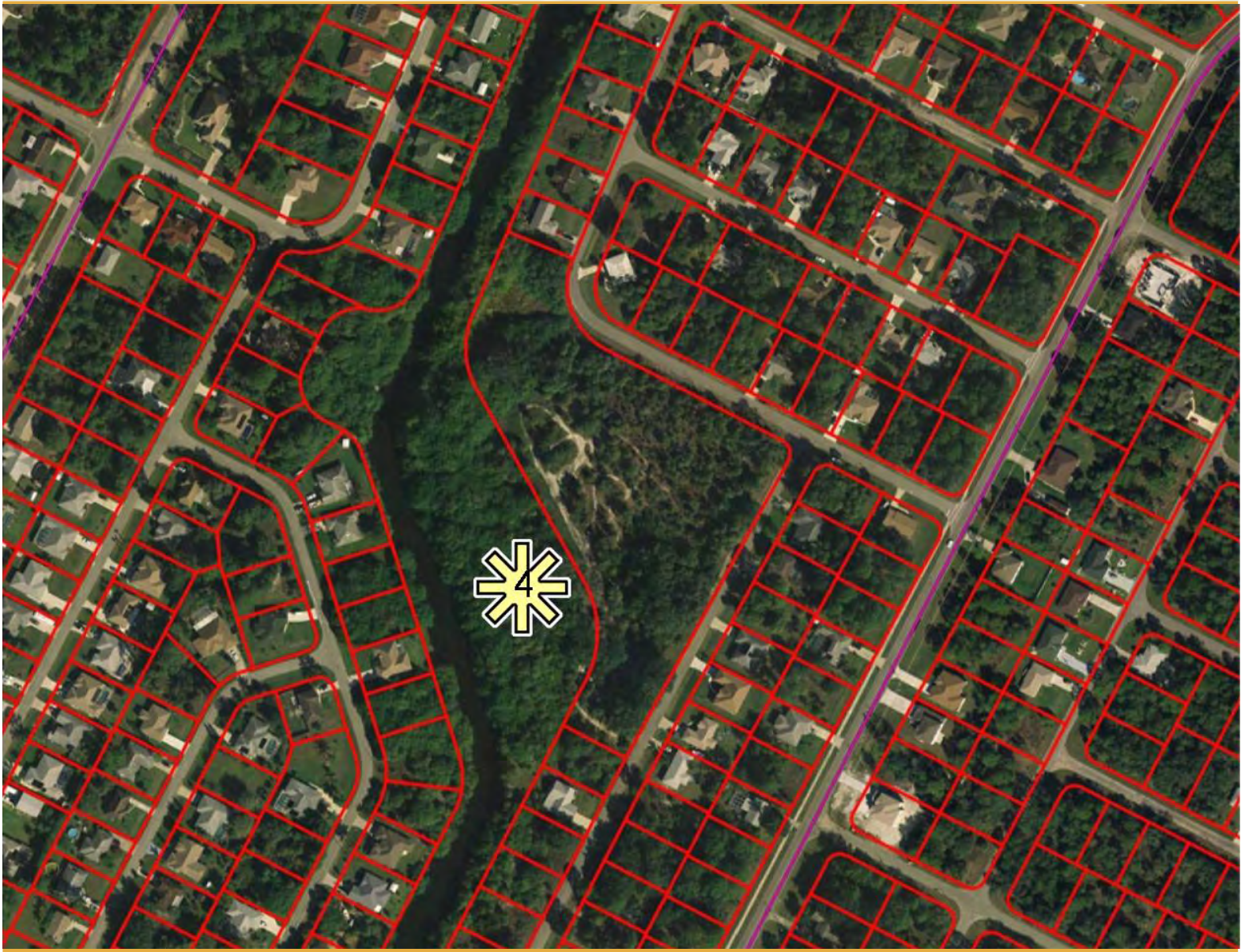
- Access point is located on City of North Port property, but would need access through currently private land
- Private land is marked for future consideration per the “Park Properties” map developed by City staff in October 2009



Phase 2

ACCESS POINT – MCAUGHEY WATERWAY

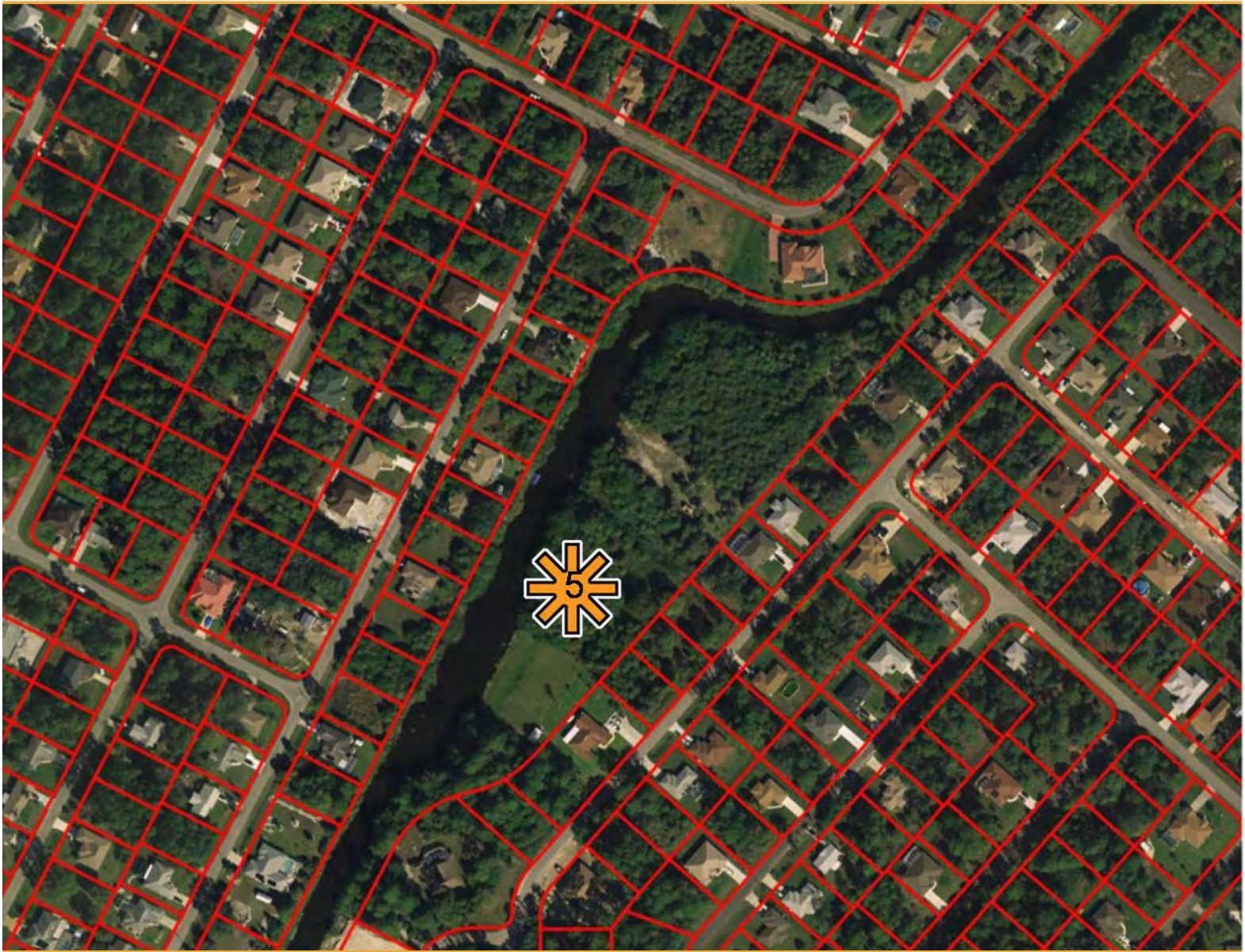
- Access point would need to be accessed through currently private land
- Private land is marked for future consideration per the “Park Properties” map developed by City staff in October 2009



Phase 2

ACCESS POINT – LAGOON WATERWAY

- Access point would need to be accessed through currently private land
- One of Four vacant lots may be suitable for access



Phase 3A

WCS 113 – SNOVER WATERWAY

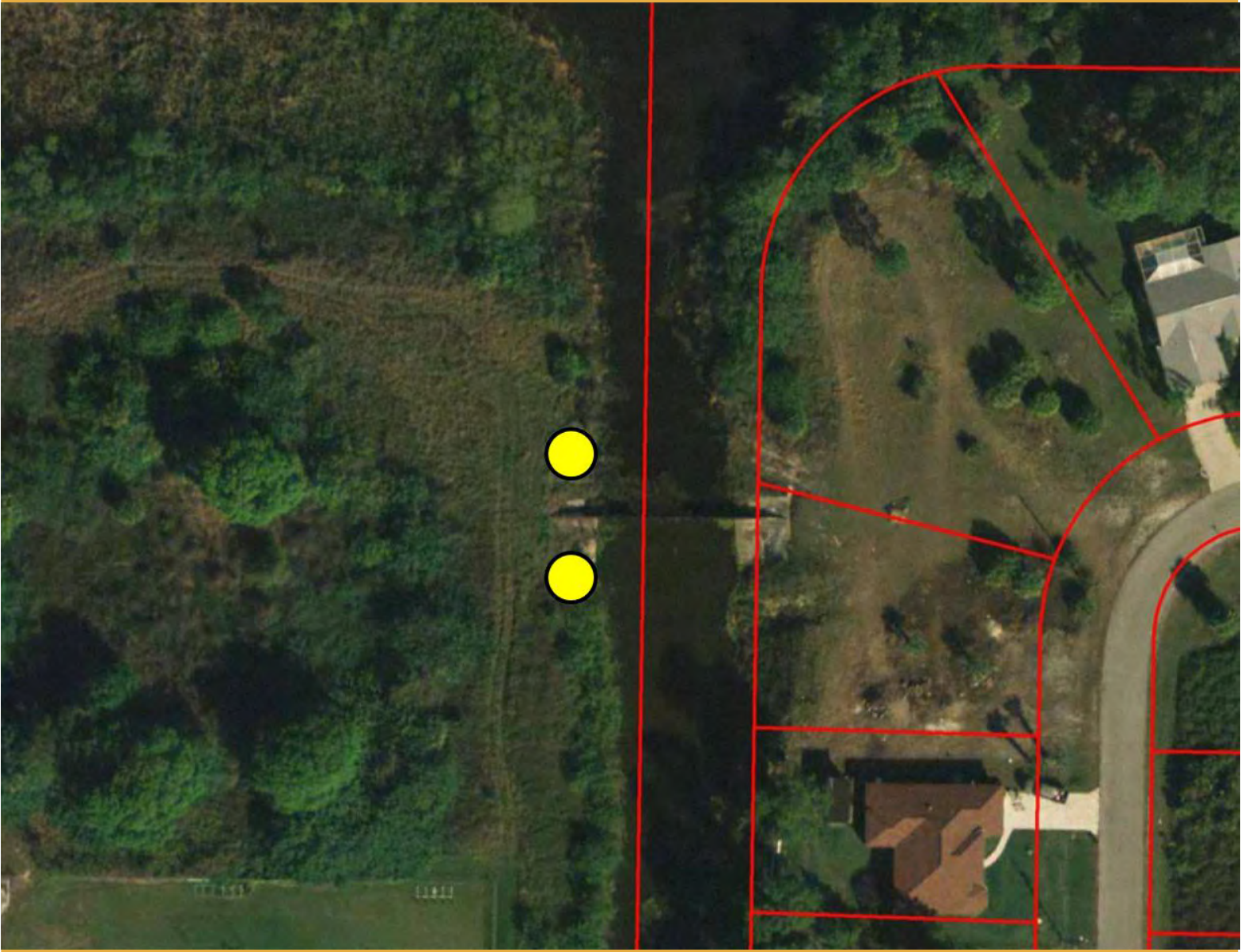
- Portage on south side
- Road and Drainage property



Phase 3A

DS 120 – BLUE RIDGE WATERWAY

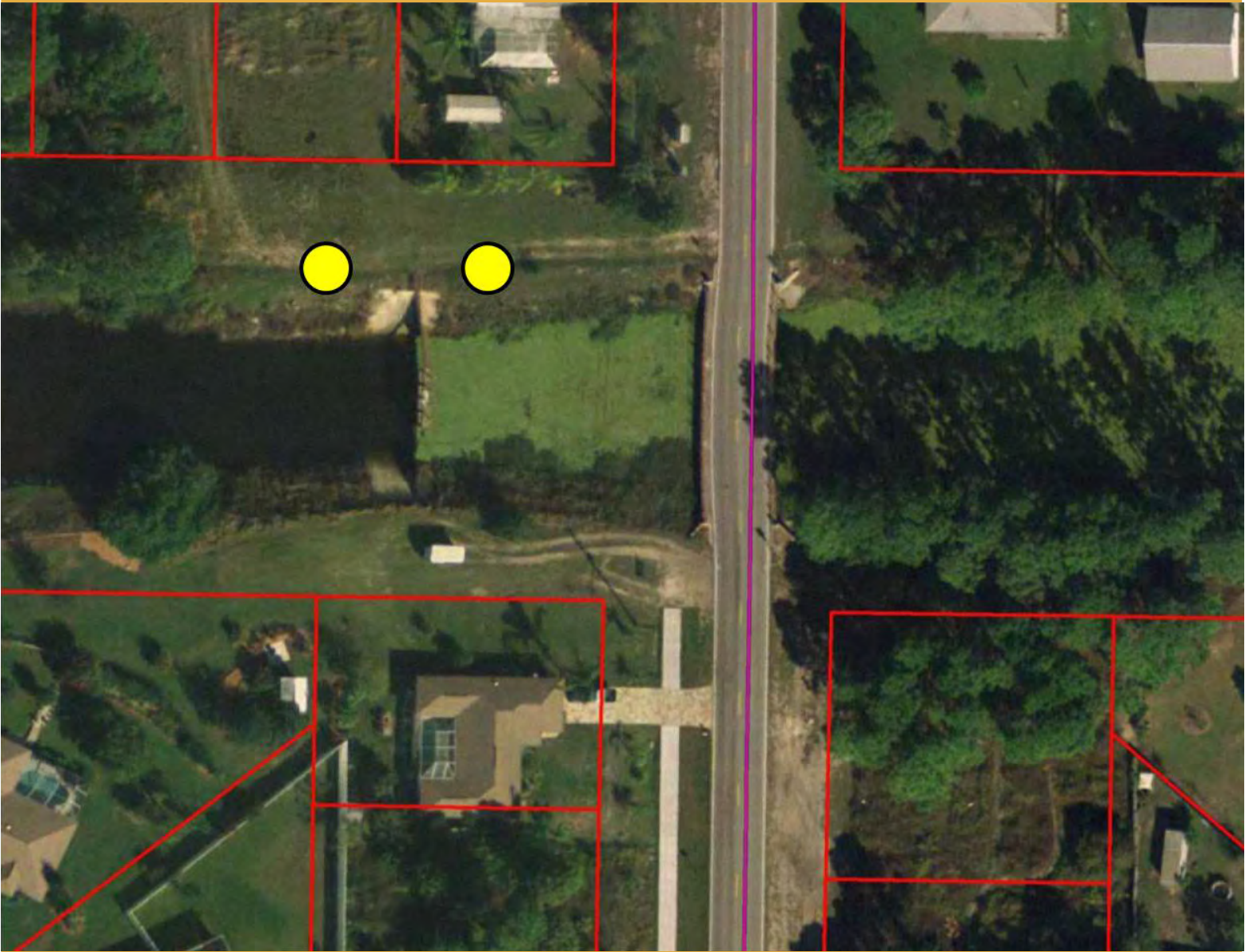
- Portage on west side
- Road and Drainage property



Phase 3A

WCS 114 – SNOVER WATERWAY

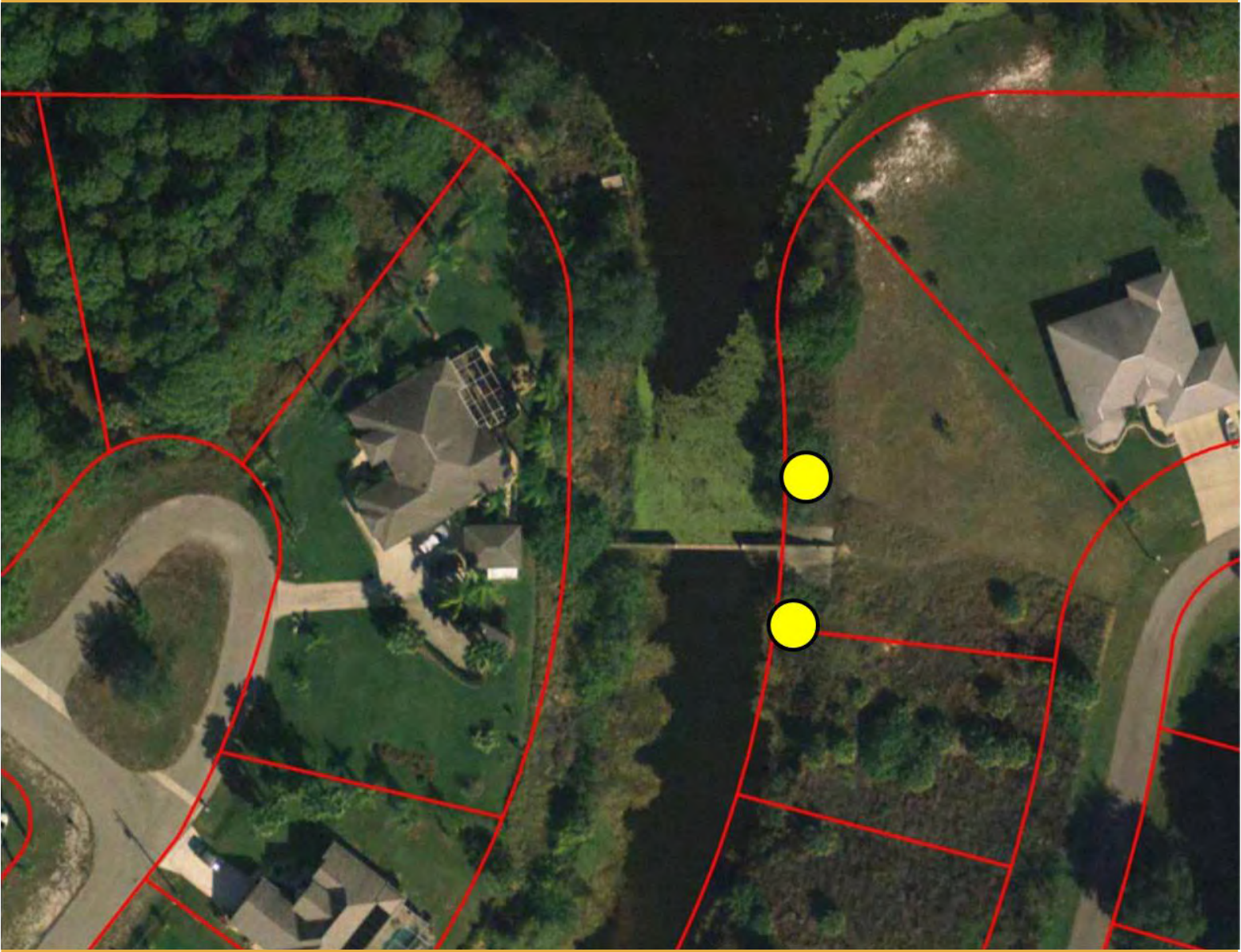
- Portage on north side
- May be able to portage within row



Phase 3A

DS 123 – MCAUGHEY WATERWAY

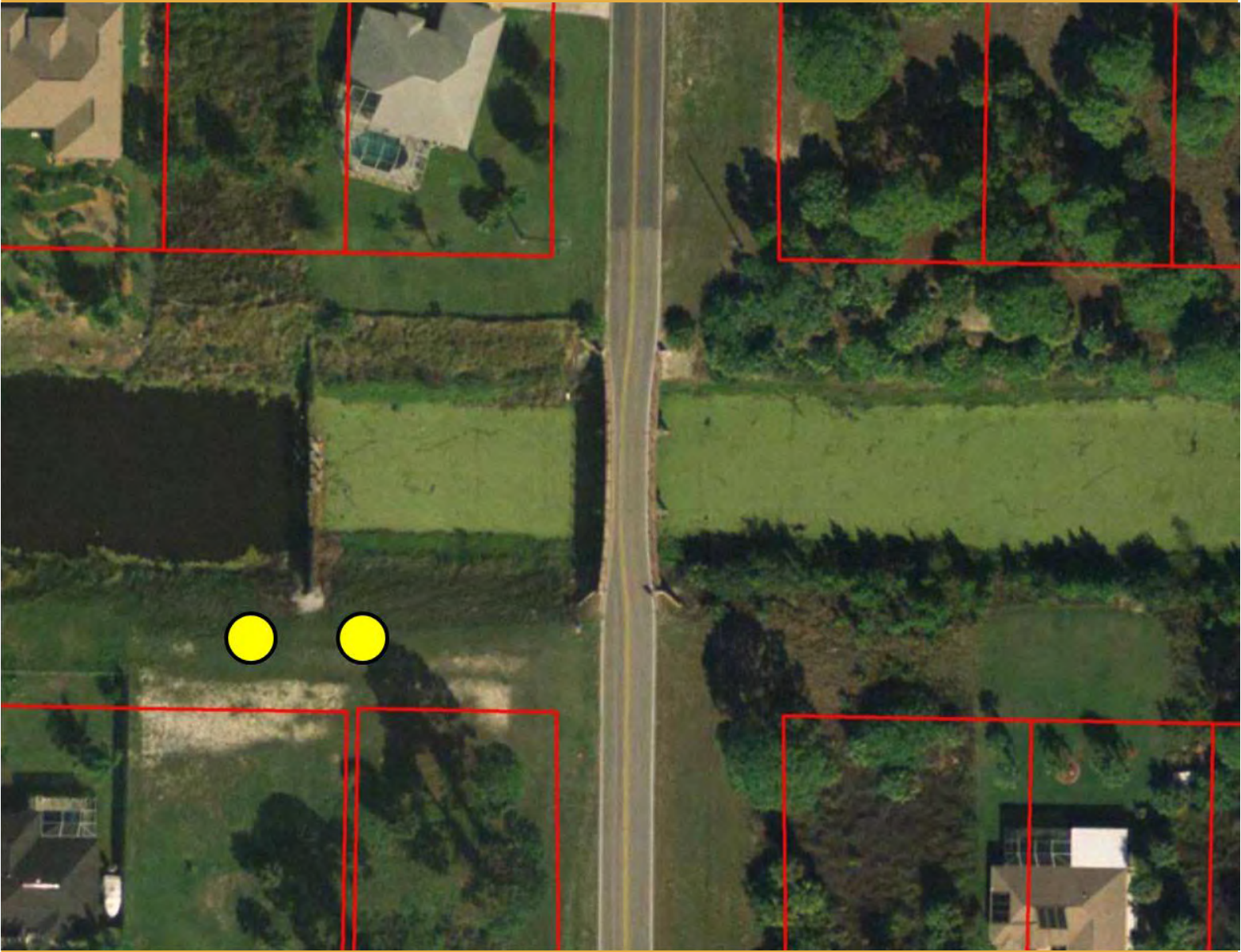
- Portage on east side
- Vacant lot



Phase 3A

WCS 115 – SNOVER WATERWAY

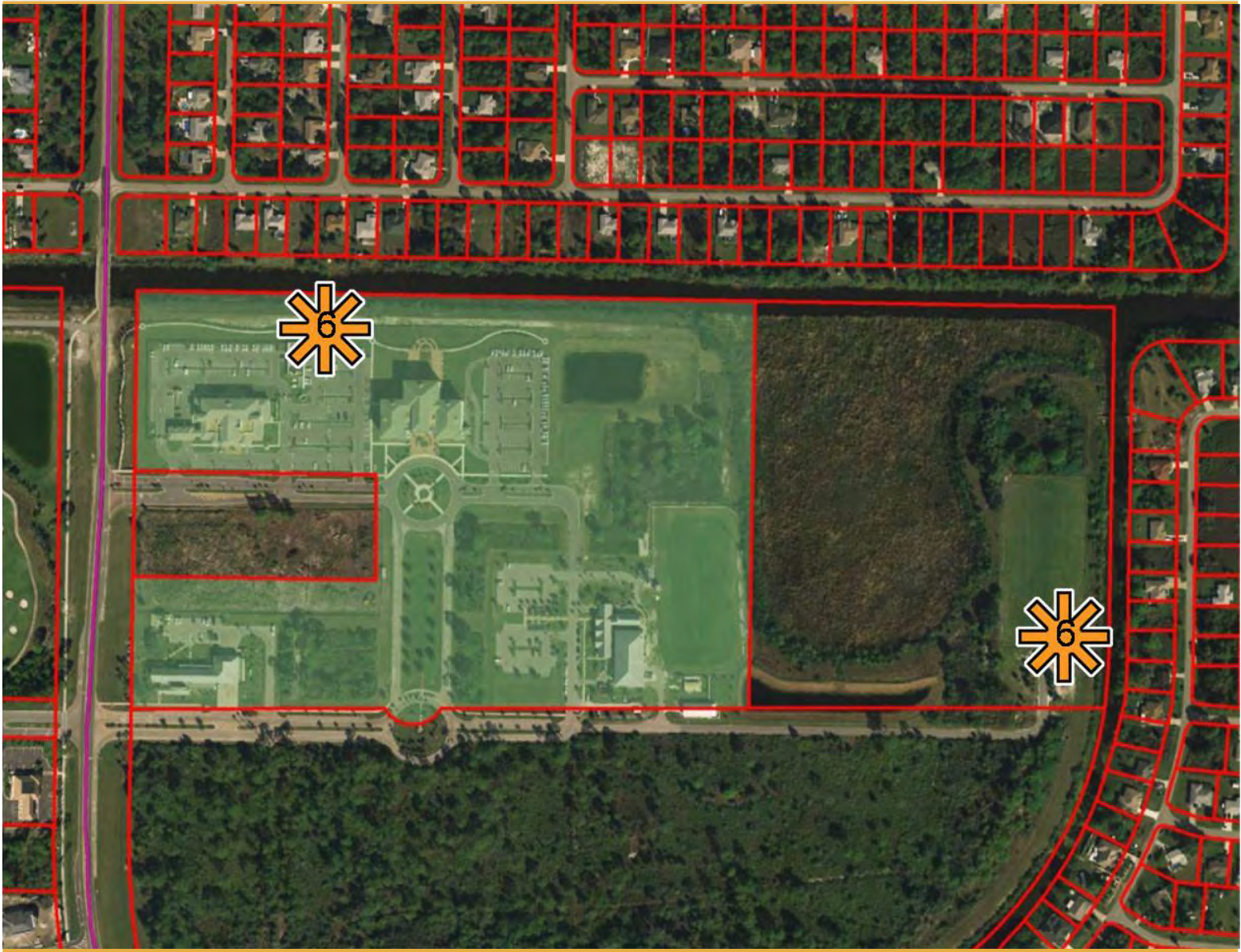
- Portage on south side
- Vacant lot
- May be able to portage within row



Phase 3A

ACCESS POINT – SNOVER/BLUE RIDGE WATERWAY

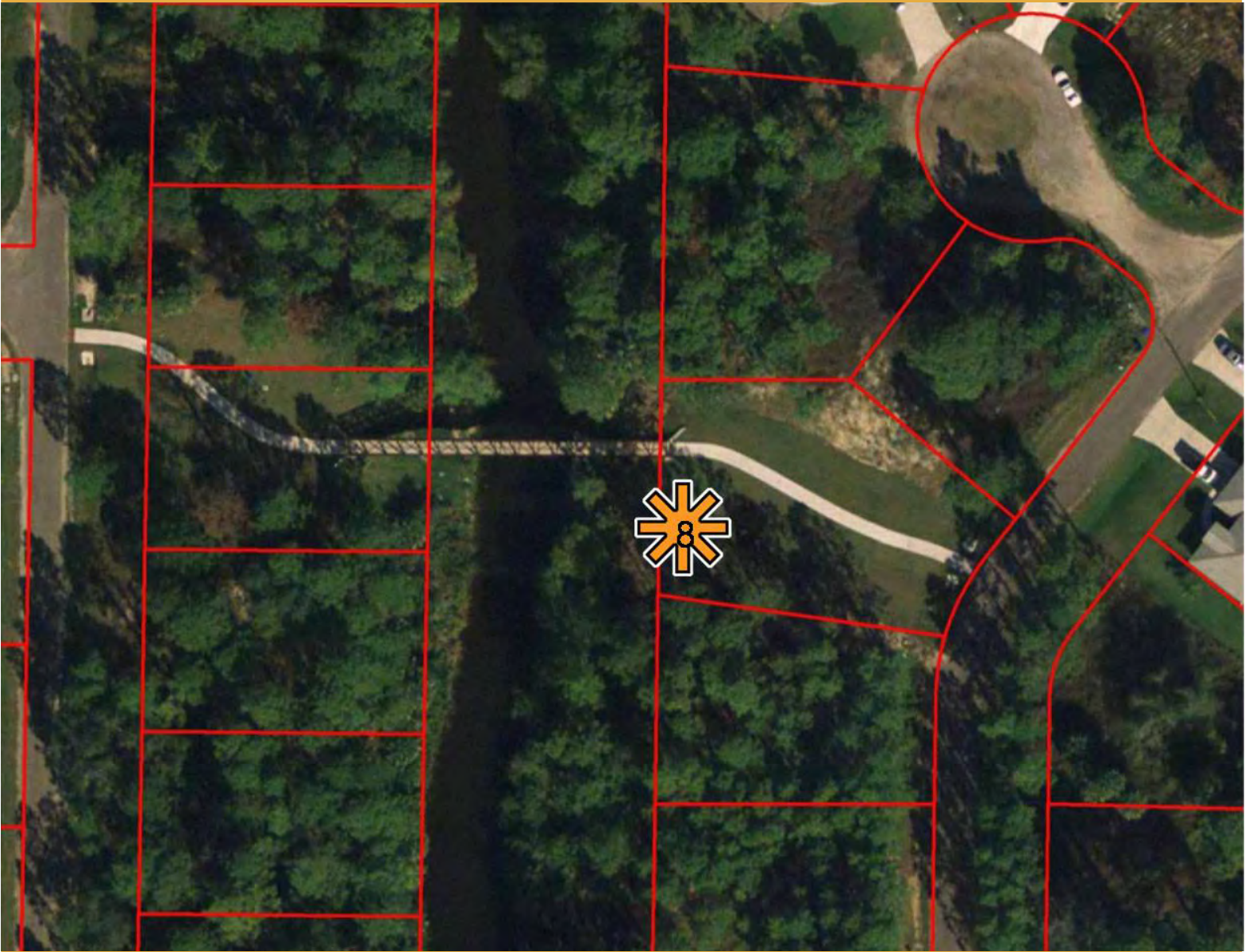
- Access point could be located on the Snover Waterway, behind City Hall, or along the Blue Ridge Waterway



Phase 3A

ACCESS POINT – MCAUGHEY WATERWAY

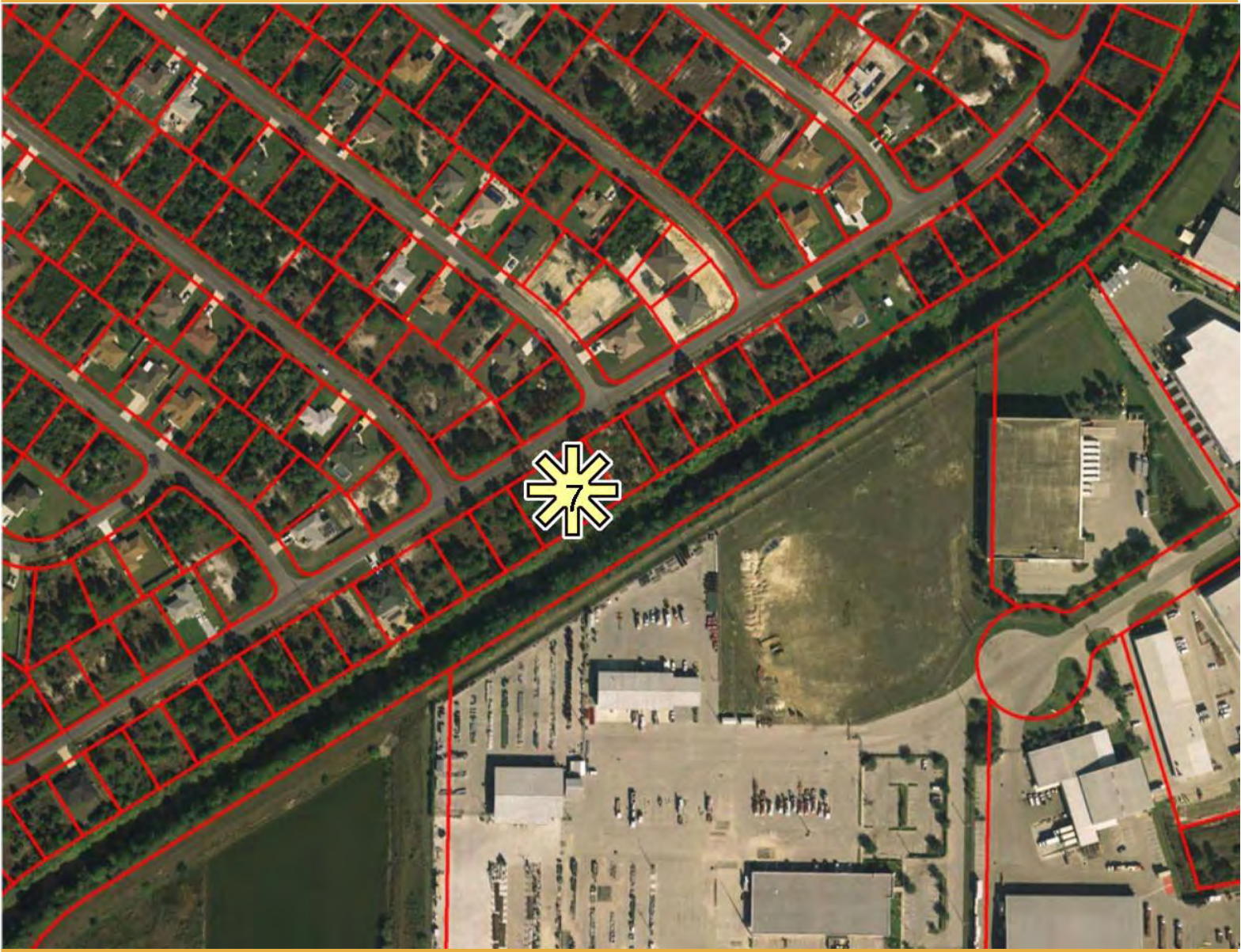
- Access point could be located adjacent to sidewalk currently used to connect to LaMarque Elementary School



Phase 3A

ACCESS POINT – CREIGHTON WATERWAY

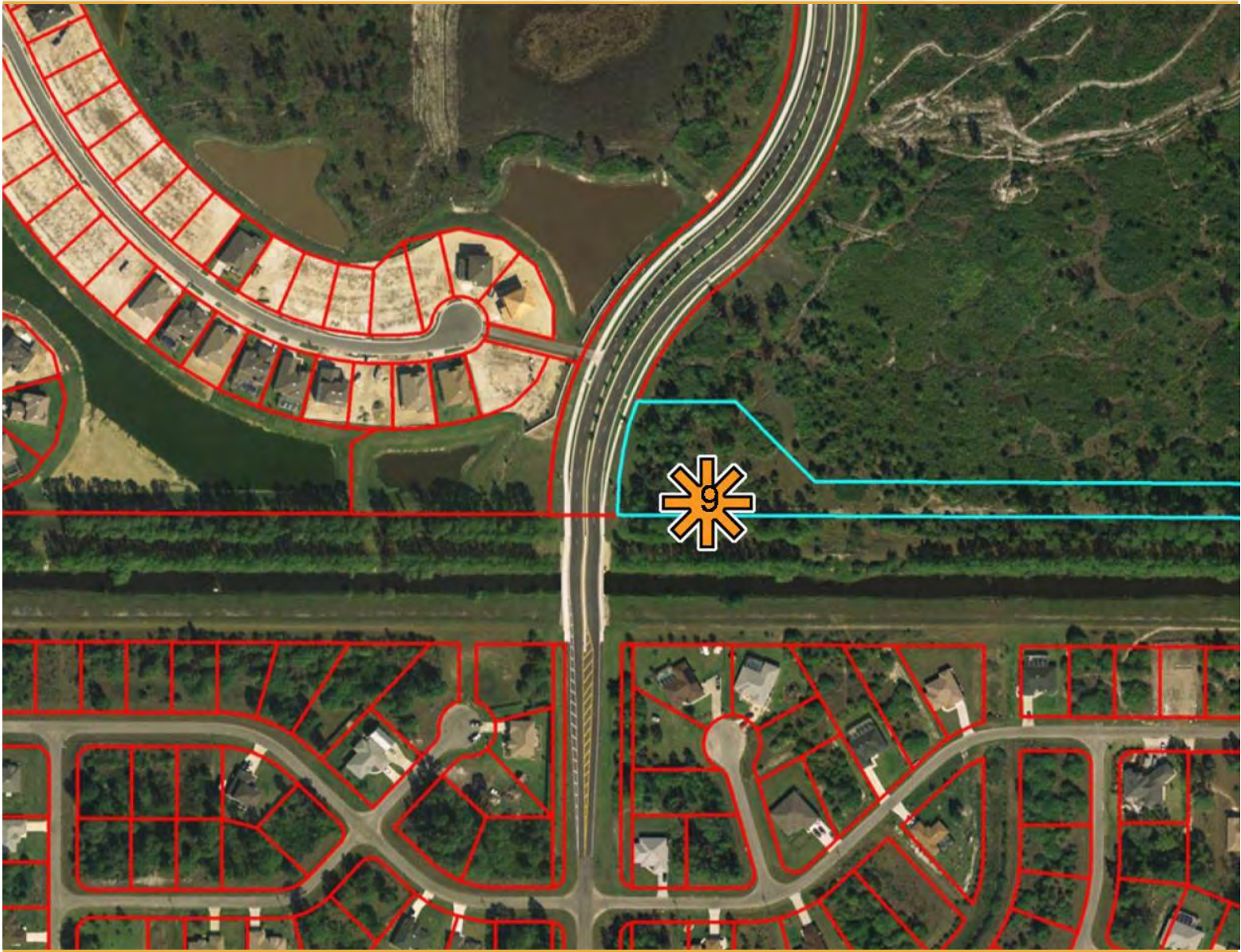
- Access point could be located on one of several vacant lots along the Creighton Waterway



Phase 3B

ACCESS POINT – SNOVER WATERWAY

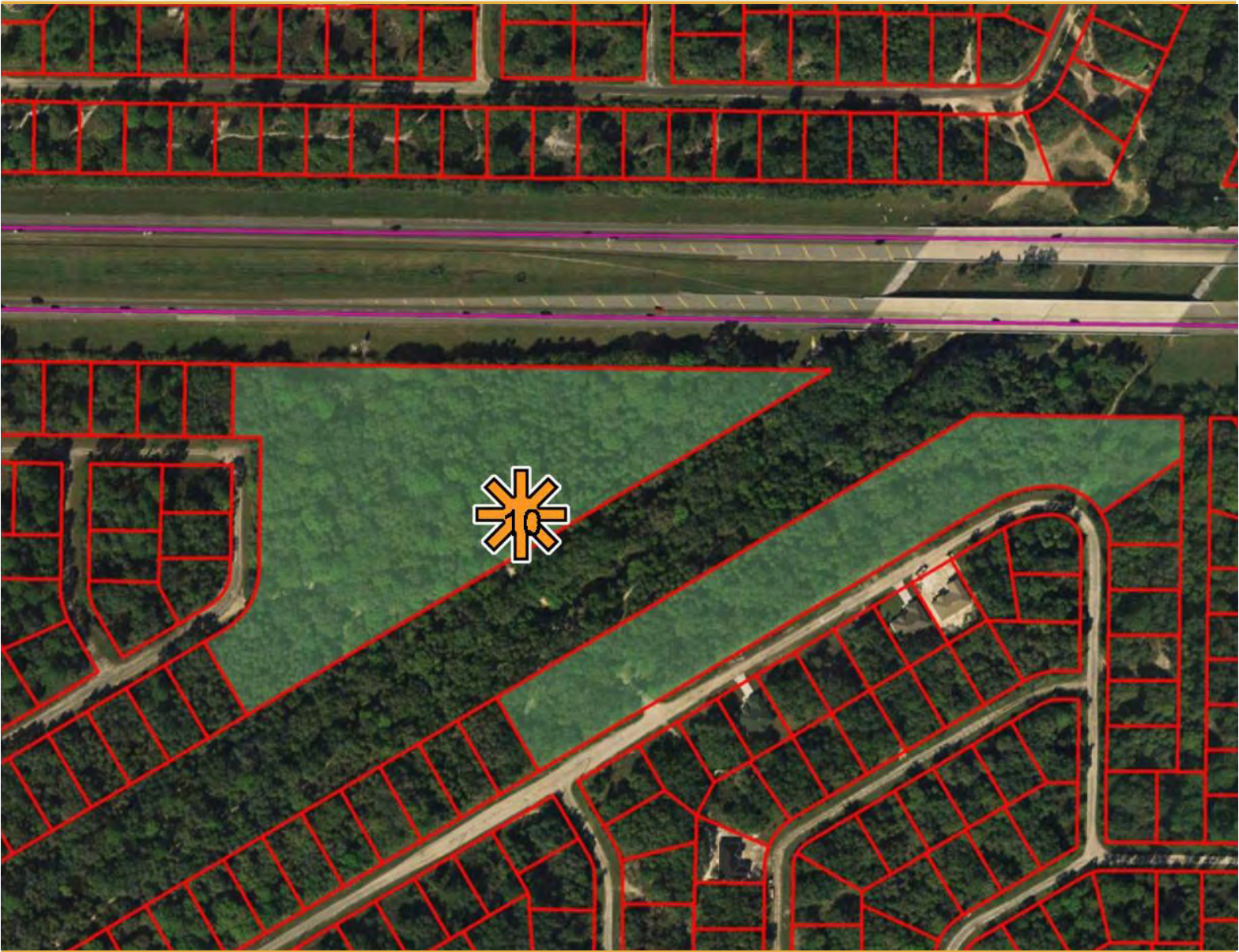
- Access point could be located within property designated as “Future Park Site” per the “Park Properties” map developed by City staff in October 2009



Phase 3C

ACCESS POINT – MYAKKAHATCHEE CREEK

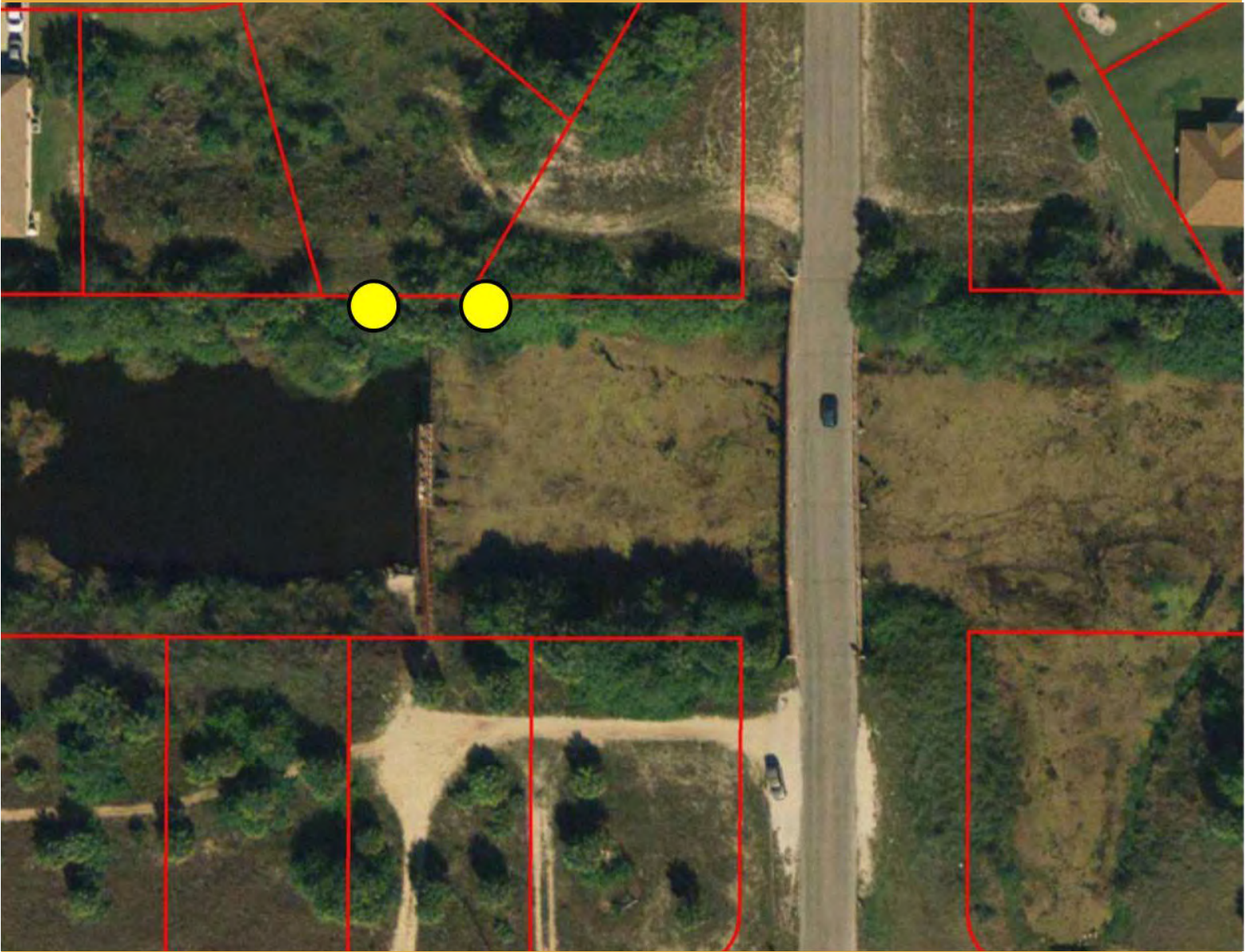
- Access point at Oaks Park along the Myakkahatchee Creek
- Vegetation removal along the creek would be required to gain access



Phase 4

WCS 108 – COCOPLUM WATERWAY

- Portage on north side
- Vacant lot
- Road and Drainage property



Phase 4

WCS 130 – BASS POINT WATERWAY

- Portage on west side
- Vacant lot
- Road and Drainage property



Phase 4

WCS 131 – BASS POINT WATERWAY

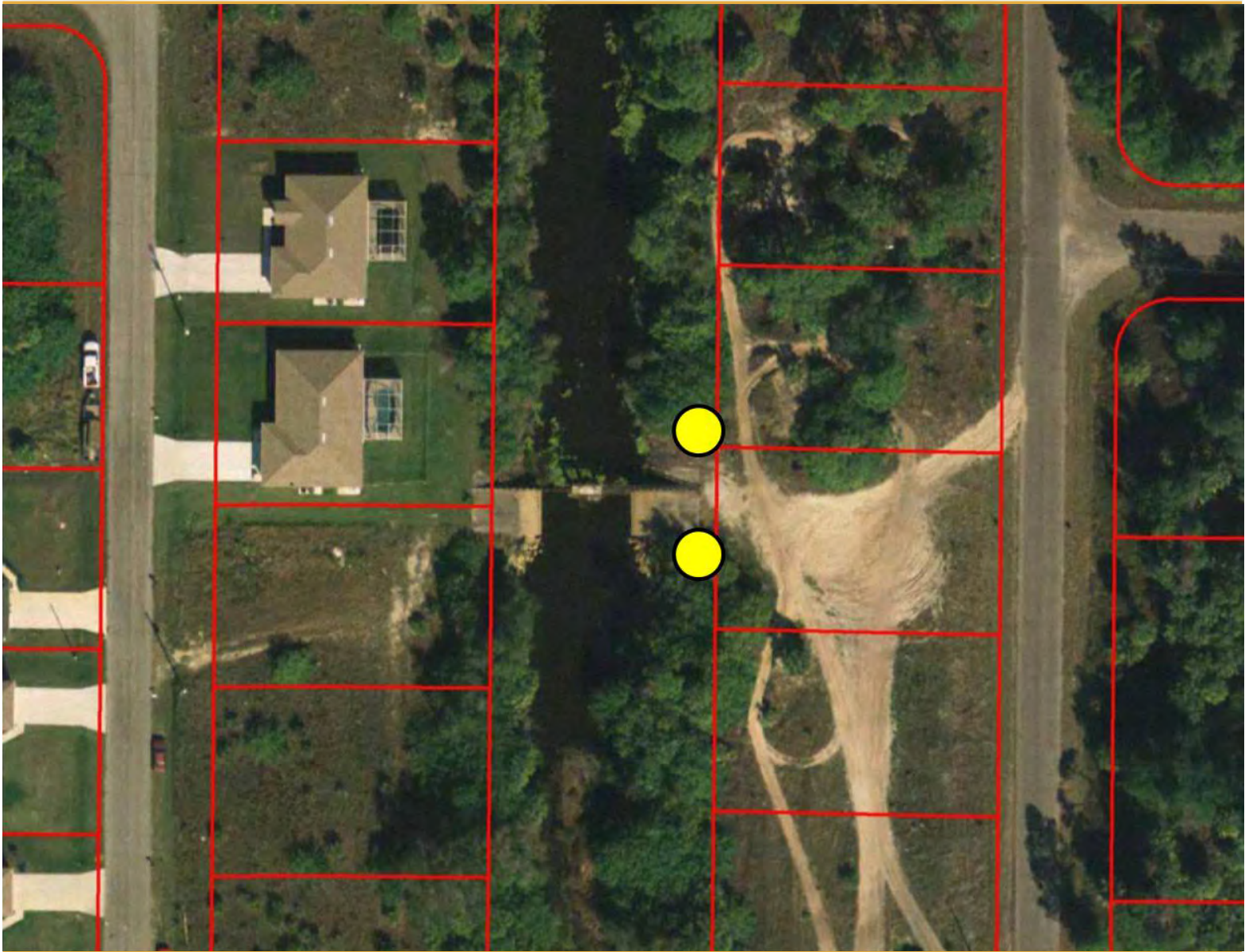
- Portage on west side
- May be able to portage within row



Phase 4

WCS 137 – NEW CASTLE WATERWAY

- Portage on east side
- Vacant lot
- Road and Drainage property



Phase 4

WCS 138 – NEW CASTLE WATERWAY

- Portage on south side
- Vacant lot
- Road and Drainage property



Phase 4

ACCESS POINT – NEW CASTLE WATERWAY

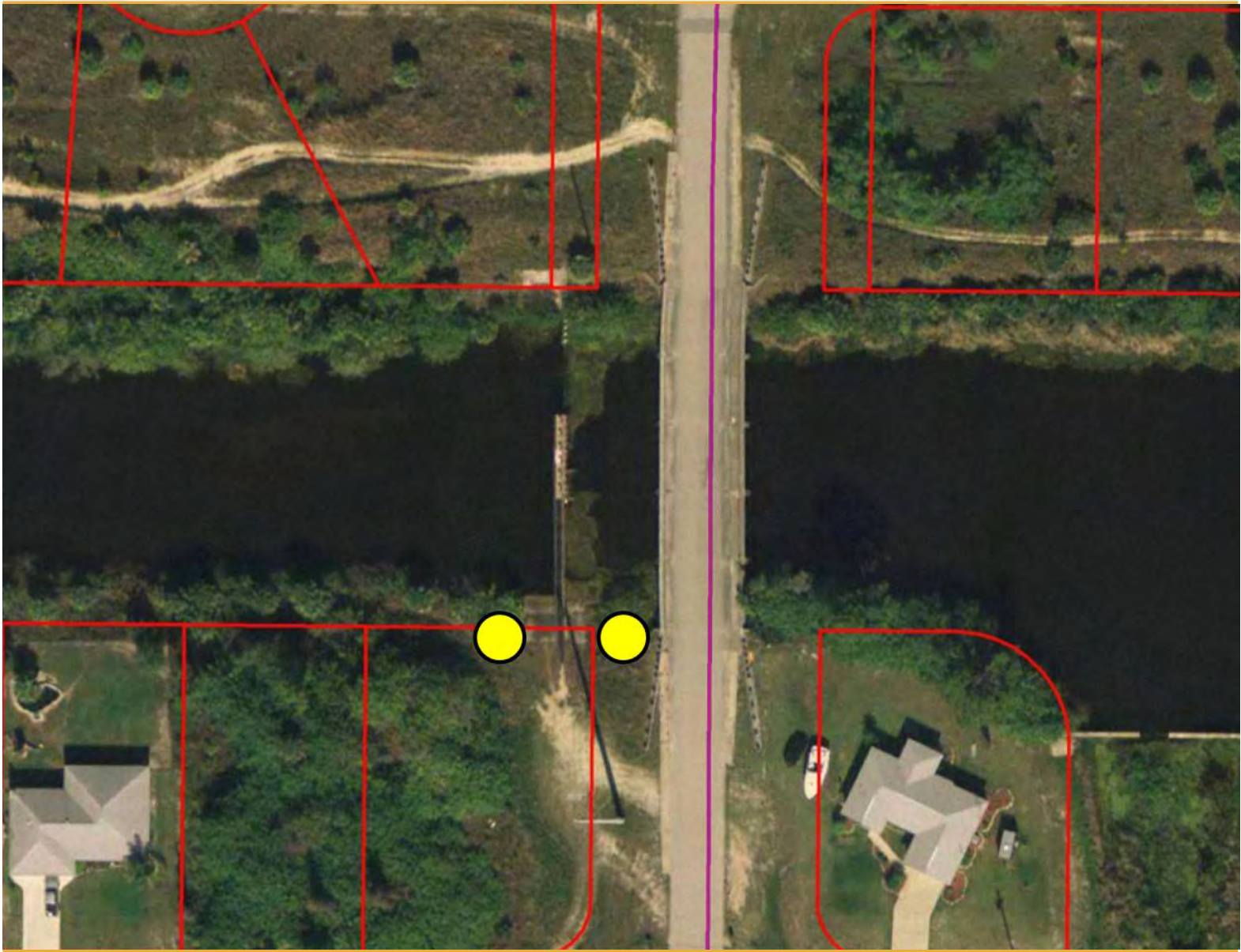
- Access point located within City of North Port property



Phase 5

WCS 110 – COCOPLUM WATERWAY

- Portage on south side
- Vacant lot
- Road and Drainage property



Phase 5

WCS III – COCOPLUM WATERWAY

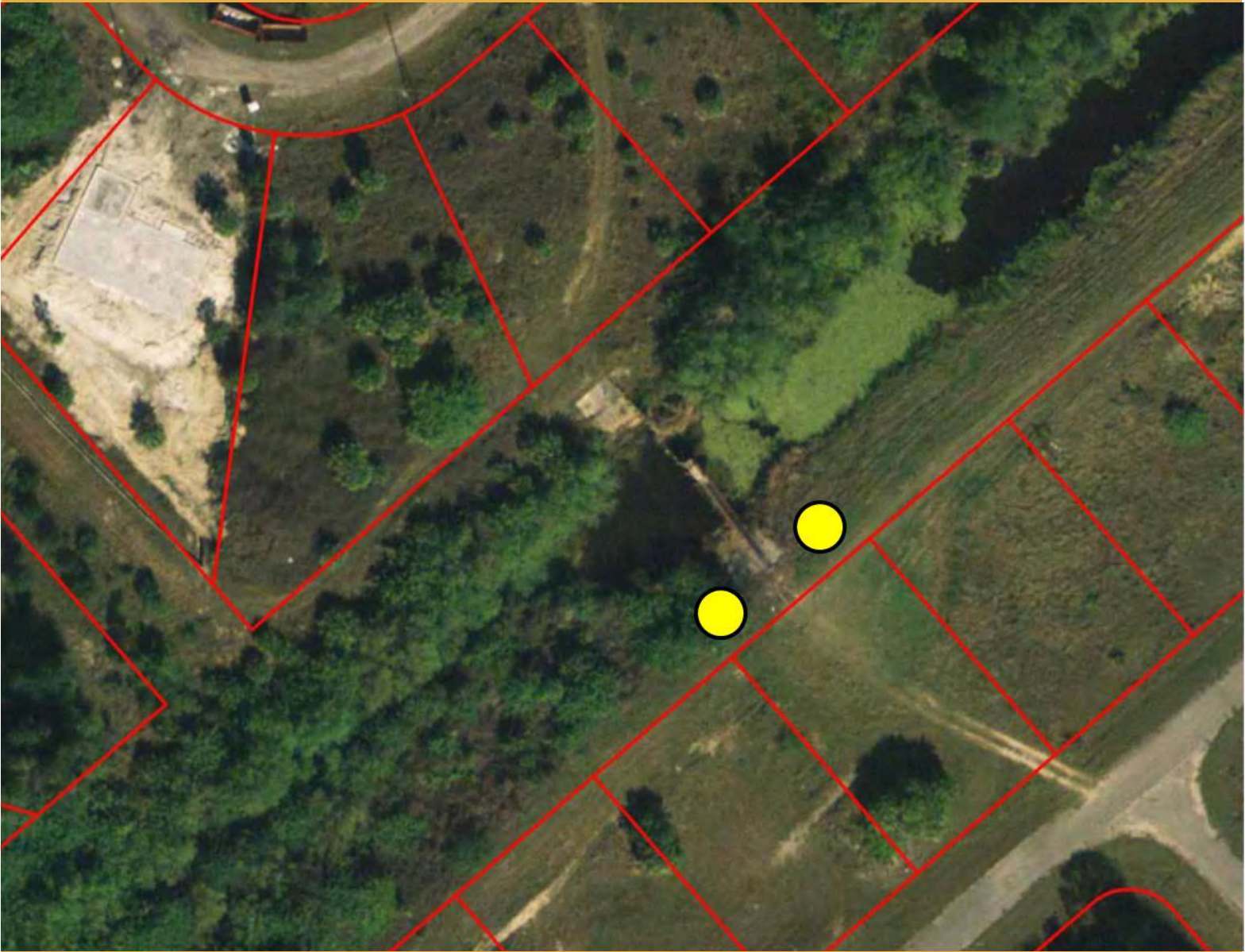
- Portage on west side
- Vacant lot
- Road and Drainage property



Phase 5

WCS 140 – BETHLEHEM WATERWAY

- Portage on south side
- Vacant lot
- Road and Drainage property



Phase 5

ACCESS POINT – NEW LONDON WATERWAY

- Access Point located at Atwater Park

