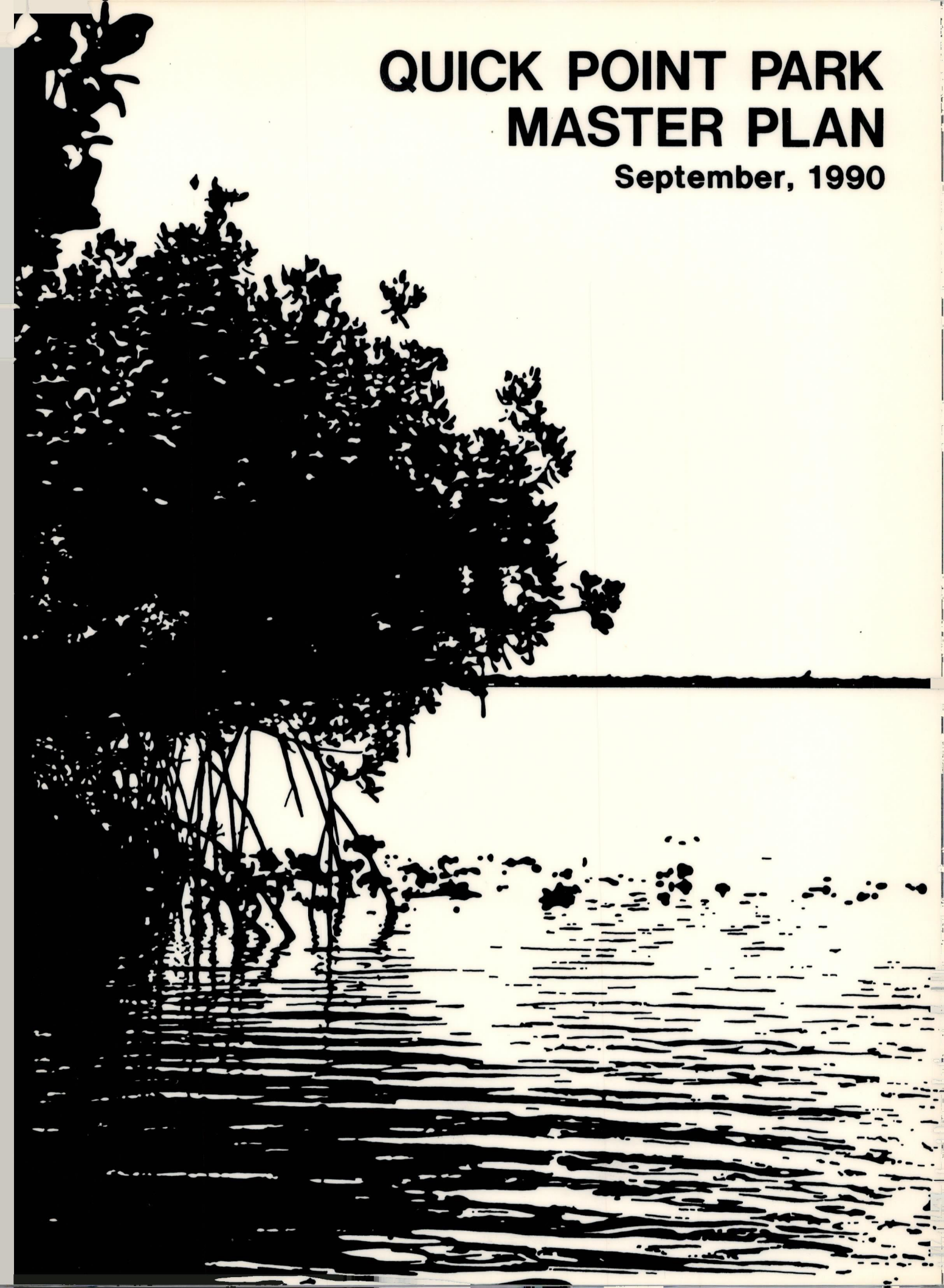


# QUICK POINT PARK MASTER PLAN

September, 1990



## CREDITS

### Longboat Key Town Commission:

Mayor	James P. Brown
Vice-Mayor	Mrs. Marie Dreyfus
Commissioner	A. Hart Wurzburg
Commissioner	Charles E. Loiselle
Commissioner	Lewis s. Pollack
Commissioner	Raymond W. Metz
Commissioner	Albert L. Green

### Town Longboat Key Staff

Town Manager	Albert T. Cox
Director of Public Works	Len Smally PE
Associate Planner	Steve Schield RLA

PREPARED FOR: THE TOWN OF LONGBOAT KEY

PREPARED BY: DESIGN STUDIOS WEST, INC. and  
COASTAL DUNES, INC.



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## **Preface**

On November 4, 1985 the 34 acre tract on the southeastern tip of Longboat Key commonly known as the Quick Point Property was acquired by the Town through an agreement with the Arvida Corporation. This donation of 34 acres satisfied the entire land donation requirements as set forth by the Town Code. The use of this land was primarily envisioned as a nature preserve with a potential for environmental education for Longboat Key residents.

An initial environmental assessment and habitat mapping was conducted by Coastal Dunes, Inc. in November 1989. The results of this assessment showed the property to be mainly mangroves with a mix of previously disturbed uplands. On June 5, 1990 the Town of Longboat Key selected Design Studios West, Inc. and Coastal Dunes, Inc. to prepare a Master Plan for Quick Point with direction to place primary emphasis on preservation and interpretation of the site, while minimizing any impacts to the environmentally sensitive areas.

This report represents the completion of the Master Plan process.

# **SECTION 1**

## **CONTEXT LOCATION**

## **REGIONAL CONTEXT**

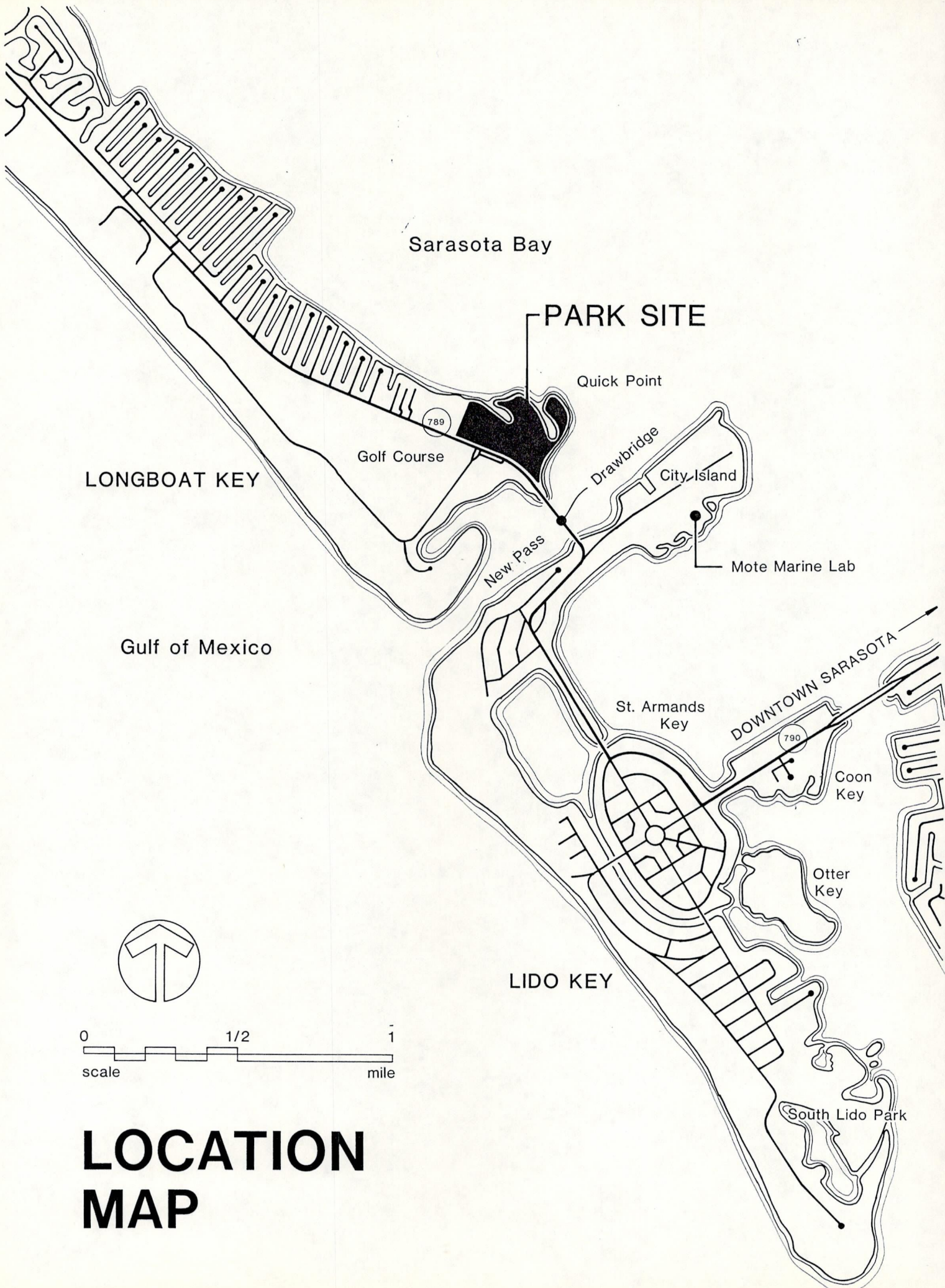
Quick Point is situated on the southwest coast of Florida on Longboat Key between Sarasota Bay and the Gulf of Mexico. The island, incorporated in 1955 as the Town of Longboat Key, is west and north of the City of Sarasota and south and west of the City of Bradenton (see map).

Residents generally enjoy a leisurely lifestyle with the moderate winter temperatures and beautiful sandy beaches. The permanent population of the Town of Longboat Key more than doubles during the winter months. In 1987 the permanent population was 7,672 with the peak-season population at 17,627. The population projections for 1998 are 9,697 for the permanent population and 22,597 for the peak-season population. The 1980 census indicates that 62% of the population is 60 years of age or older with an average annual family income of approximately \$60,000.

Longboat Key is one of a chain of islands which parallel the southwest coastline of Florida. This chain, known as barrier islands are bars of sand which buffer the mainland from the wind, surf and salinity of the Gulf. The openings between these barrier islands called inlets or passes allow shallow bays to form on the mainland side of the keys. These bays seagrass containing beds and mangrove fringe on their edges are natural estuarine nurseries for marine life.

The Quick Point site is positioned on an edge of Sarasota Bay which was designated as an Outstanding Florida Water by the State Legislature in 1986 because of its unique and valuable characteristics. Coincidentally the site is bordered also on the east by one of the few passes of Southwest Florida. The resulting landform of the site influenced by its barrier island bay side location and relationship to the pass is a wonderful opportunity for visitors to become familiar with the environmental features in a regional sense.





Sarasota Bay

PARK SITE

Quick Point

Golf Course

Drawbridge

City Island

LONGBOAT KEY

New Pass

Mote Marine Lab

Gulf of Mexico

St. Armands Key

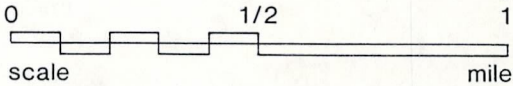
DOWNTOWN SARASOTA

Coon Key

Otter Key

LIDO KEY

South Lido Park



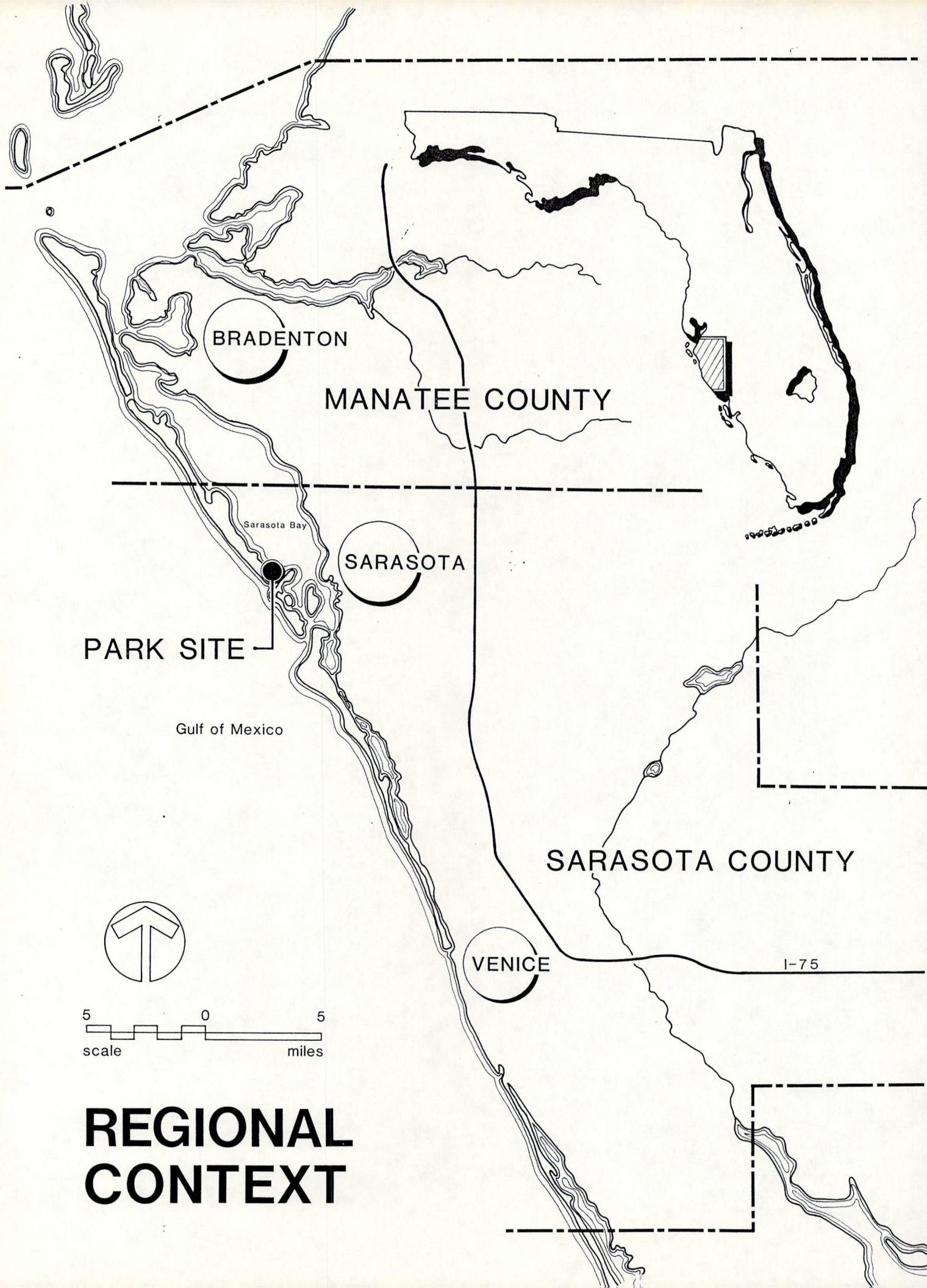
# LOCATION MAP

## **LOCATION**

The Quick Point Park site is located on the southeastern end of Longboat Key to the right of the drawbridge as your travel north on 789 off of Lido Key. The drawbridge crosses New Pass, a naturally occurring inlet that was originally formed in 1848 and has been dredged periodically since 1923. 789, more commonly referred to as Gulf of Mexico Drive runs the length of Longboat Key and access to the park would be from this road. A bike path parallels Gulf of Mexico Drive on the Park side and could also provide access to the site.

Surrounding the park are Sarasota Bay to the north, New Pass to the east, Gulf of Mexico Drive to the south and the island side golf course of the Longboat Key Club to the west. Internally the property includes a Town Utilities site of  $\pm$  3 acres. Access to the utilities site is from Gulf of Mexico Drive.





BRADENTON

MANATEE COUNTY

Sarasota Bay

SARASOTA

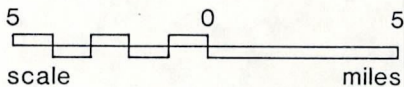
PARK SITE

Gulf of Mexico

SARASOTA COUNTY

VENICE

I-75



# REGIONAL CONTEXT

# **SECTION 2 INVENTORY**

- a. Environmental & Settlement History**
- b. Existing Land Use**
- c. Soils & Drainage**
- d. Vegetation & Wildlife**
- e. Perceptions - Site Character**



# **Section 2a**

## **Environmental & Settlement History**

## ENVIRONMENTAL HISTORY

Longboat Key was formed approximately 5,000 years ago during the Holocene Age. The Key is composed of a mixture of terrestrial quartz sand and a significant fraction of marine shell. The Key is situated on a partially submerged platform known as the Floridan Plateau. The Plateau separates the deep waters of the Gulf of Mexico and the Atlantic Ocean. The Plateau is 500 miles long and varies in width from 400 to 2,509 miles. Over geologic time, the Plateau has existed as dry land, occasionally covered by shallow seas. Each retreat of the sea left marine deposits which are moved by waves and currents to form the present beaches and islands. <sup>1</sup>

The barrier islands seen today represent the latest adjustment of changing conditions over time. Barrier islands change size, shape and position in response to both short-term and long-term conditions. Barrier islands require an abundant sand supply. Since present sea level has stabilized, there has been very little sand being added to the barrier islands in this area. The result is that portions of these barrier islands are being eroded. Most of the sand lost to erosion is being redeposited as spits at ends of the island, in the lagoons or offshore.

Longboat Key is actually comprised of two previous islands which were once separated by an inlet located in the Buttonwood Harbor area. Lido Key is unique in that it was artificially created by John Ringling in the 1920's by filling in a set of smaller mangrove islands. <sup>2</sup>

The Quick Point property is bordered on the east by Sarasota Bay, an important marine estuary. Estuaries are semi-enclosed water bodies connected to the sea, within which seawater is measurably diluted by freshwater. Interaction of the two chemically and physically different water masses gives rise to complex sedimentological and biological processes and patterns. They act as nurseries and refuges for many organisms and provide a desirable resource that attracts human settlement and urban growth. Sadly, the environmental quality of many estuaries, including Sarasota Bay has deteriorated markedly over the last 100 years.

Sarasota Bay is wide and shallow. It is 3.5 miles at the widest point within almost half of the 22,000 acre expanse shallower than 6 feet. Seagrasses and mangroves still fringe some undeveloped shorelines, though many miles of shoreline have been hardened with seawalls and revetments. Most bottom areas are comprised of unconsolidated quartz sands, though patches of oyster shell and limestone outcroppings may also be found. The salinity of the bay is usually high with the circulation dominated by tides and wind. A line connecting Bowlees Creek to Bishop Point is the null zone between tidal effects from Longboat Pass to the north and Big Pass to the South. In 1986 the Florida Department of Environmental Regulation

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1 Florida Department of Natural Resources, Beach Management Plan for Manatee County, Coastal Planning & Engineering, 1987.

2 Historic Shoreline Change in SW FI, Emmett R. Foster PE and Rebecca J. Savage, 1987.

recommended Sarasota Bay be designated an Outstanding Florida Water because of its "thriving estuarine system and the many shell fish and finfish species that rely upon the assets of these bay waters for survival. <sup>3</sup>

Over time, tropical storms have played a prominent role in the morphology and sedimentology of the west coast of Florida, even though this coast receives less of their influence than other parts of the Gulf. A chronology of the major tropical storms which have impacted this are:

- |                |  |
|----------------|--|
| September 1848 | (Unnamed Hurricane), Storm surge of near 5 meters and which cut John's Pass and New Pass                                     |
| October 1921   | (Unnamed Hurricane), Storm surge of 3 meters and cut Hurricane Pass (Pinellas County) and Redfish Pass (Captiva).            |
| September 1985 | Hurricane Elena, (By comparison), Storm surge of 1.8m in Pinellas county area. Recurrence interval of 10 years. <sup>4</sup> |

The earliest recorded vegetative survey for the Quick Point property is an 1883 landform map which was developed by the US Coast and Geodetic Survey Department. This survey indicates that the land boundaries of Quick Point were very similar to what they are today, with the exception of the New Pass shoreline. The bridge access area and easterly New Pass shoreline has been filled and/or accreted since the 1883 survey. The two inter-tidal lagoons were also present 100 years ago, though the easterly lagoon has since closed off at its entrance to the bay.

The predominant habitats in 1883 were characterized by mangrove and salt marsh vegetation. These areas were probably dominated by red and black mangroves, along with saltwort and sea purslane. The 1883 surveyors also noted large sandy beach areas bordered by coastal grasses. This would be expected in an accreting land area, such as Quick Point, which is found adjacent to a newly formed coastal inlet (New Pass). Bordering the Quick Point Property, at the approximated location of what is now Gulf of Mexico Drive, was a Saw Palmetto area, which was typically found on many of the beach ridges on Florida's gulf coastal barriers.

The following 1883 Land Form & Cover Map is an illustration of these habitats as they occurred on the Quick Point site at that time.

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<sup>3</sup> Sarasota Bay White Paper, E. Estevez, 1987.

<sup>4</sup> Coastal Environments, R.W. Carter, 1988.

## SETTLEMENT HISTORY

Longboat key enjoys an interesting and diverse history of settlement by non-natives which dates from around 1848.

### Pre 1848

There are few records of full-time residents living on the Key before 1848. However, Karl Grismer, in his book The Story of Sarasota, offers his description of a few inhabitants on Longboat as "itinerant fishermen who lived in palmetto shacks and sold their salt-cured fish to traders." <sup>1</sup>

1846 and 1848 were very significant years as this area was severely tested by two of the worst hurricanes to ever hit the west coast of Florida. An interesting account of the '46 hurricane was written by Rev. Edward Gates, eldest son of Manatee's first white settler.

"The vicious winds blew most of the water out of Tampa Bay, leaving only a few holes or basins of water here and there with a narrow channel down the center. Less than four feet of water remained in even the deepest parts of the Manatee River."

But the 1848 hurricane which began on Saturday, September 22nd, was even worse, described by some as the "granddaddy of all hurricanes". This time the wind came with destructive force from the southwest, pushing the Gulf waters towards lands. All the keys along the coast were inundated. Ships were washed ashore and smashed to pieces by the huge waves. Bill Whitaker, Sarasota's first white settler, weathered the storm in his log cabin, which faced the open bay at Yellow Bluffs. "I didn't believe I would make it through the night. The logs in the wall groaned as though they were in agony. Every minute I thought they would tumble down upon me."

The storm cost Whitaker heavily. Out on Longboat Key he had left many of his nets on a sandy beach. The next morning, after the wind had subsided, Whitaker looked out across the bay to see whether his nets were safe. They were nowhere to be seen. The sandy beach where Whitaker had kept his nets had disappeared in the hurricane and at that spot, there was now open water. A new pass through the key had been formed and that's why Whitaker named it New Pass. It has borne this name ever since.

### 1880's

In the 1880's a few homesteaders began settling some of Sarasota's other barrier islands. They weren't attracted to the keys by the rich shell-hammock lands or by the beautiful, hard-packed sparkling beaches. They went there simply because the Florida Internal Improvement Board had practically stopped homesteading on the mainland in 1883 by deeding away almost all of the land to speculators. For some strange reason, the politicians and land grabbers happened to miss the keys so the homesteaders went there.

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<sup>1</sup> The Story of Sarasota, Karl H. Grismer, 1977.



However, at this time, the islands were considered to be very undesirable, due to their remoteness, lack of roads and bridges, and the abundance of mosquitos. Boats where the only means of access. It took men and women of vision, courage and endurance to establish their claim by building some form of a home, improving the land and living there until the time elapsed when the State of Florida would give the homesteader a title deed. For the most part they made their livelihood through truck farming, fishing and some trading.

### **1900's**

Byron Corey was the original white settler of record on the south end of Longboat Key, Having homesteaded in 1904. In 1907, he was appointed postmaster to serve a population of 25 residents. Many large avocado, guava and papaya groves were planted on the south end as well as large tomato fields. There was a small school started in 1912 for the children of the worker. Its exact location has not been determined.

By 1910, about 18 families now lived on the Key, the majority of these having homesteaded. Farming did prosper in the early 1900's, with the Sarasota Times declaring in an August, 1911 article that:

"The trucking facilities on the key are unexcelled. Tomatoes are always a month earlier than those raised on the mainland, and are the finest Tomatoes grown, while peppers, eggplants and other vegetables, owing to the rich soil and freedom from frost's blighting effects, are raised profitably. 400 acres are in truck farms this season; tomatoes have been in the market for nearly a month and heavy shipments of vegetables will be made from now until late spring. Irrigation has been the greatest need."

Unfortunately, the hurricane of 1921 practically flooded the entire island and made the soil unsuitable for future farming for a number of years. This effectively ended the majority of truck farming on Longboat Key.

The Southern portion of Longboat Key was slow to develop and was principally owned by a few large landowners. One of the largest was Mrs. Potter Palmer, who, it was reported by the Sarasota Times in March of 1913,

"purchased hundreds of acres of land on the Key this past winter, which goes to prove that investors are beginning to realize the possibilities of the Island."

It is most likely that these holdings included the Quick Point property.

Sometime preceding the Florida land boom years of the early 1920's probably in 1917, John Ringling purchased a large portion of the south end of the key, including the lands adjacent to New Pass. In 1922 and 1923, Ringling started his first project which was to develop St. Armands and Lido Keys.

"Three large dredges were used to build up the mangrove islands and their appearance was completely changed. Thousands of

Australian pines and coconut palms were planted. Sewers and water mains were installed and roads were hard surfaced and canals dredged." 1

To make the south end of Longboat Key still more attractive, Ringling conceived of the idea of building a super-deluxe hotel on the pass. And, to secure a name which he felt would be appropriate for the elegant hostelry, he agreed to pay \$5,000.00 a year for the use of the name Ritz-Carlton. The building was started March 15, 1926, along with an 18 hole golf course. The Florida land "bust" of the mid and late 1920's scuttled the hotel plans and it was never finished. The Ritz-carlton was later demolished in 1964 by the Arvida Corporation, the new owners, and the site was diked and filled with dredged sand for future development.

### **1926 - 1957**

Two very significant events occurred during the late 1920's that greatly influenced the southern portion of the Key and that would eventually impact the Quick Point Property.

First, New Pass and Sarasota Bay were significantly dredged for the first time, though, there had been two previous sand removal efforts in the past. In the autumn of 1926, a City of Sarasota sponsored project was completed that included the dredging of a 10 foot channel in the Pass, with the sand being used to create a 58 acre "city island" at the east end of the Pass, complete with new bulkheads. In addition, a 10 foot deep channel was dredged to Payne Terminal to create Sarasota's "million dollar port". This was later deepened to 22 feet.

On Friday March 18, 1927, an "ocean going ship" crept cautiously through the deepened pass and anchored at Payne terminal. It was the City of Everglades, a 100 foot vessel that drew six feet of water and brought in three tons of freight for a local merchant. It was Sarasota's first commercial vessel to use the new port.

Unfortunately, soon after the channels were completed, economic conditions in Florida had deteriorated dramatically and a long standing railroad embargo was lifted. It is reported that not more than 50 tons of freight ever came through the new port. In addition, it was reported that most of the dredged navigation channels in the Pass filled in within 3 years.

Access from the mainland was provided to Longboat key with the construction of the Ringling Causeway in 1926 and the New Pass Bridge in 1927.

New Pass was not dredged again until 1964 when a federal navigation project dredged it to a 10 x 500 foot channel.

The dredging of New Pass had an impact on the quick Point property in two ways. First, spoil sand was placed on the northern portions of the property, covering the existing native coastal grasses and mangroves. In later years, sand from other unidentified dredging projects was also placed in these areas, creating the two Australian Pine areas which are seen today. Though it is unclear as to the exact dates of when the spoil sand

was placed on the property, it appears that it occurred between 1927 and 1950. It is quite possible that the actual source of sand was not the New Pass channel proper, but possibly it came from the navigational channel which was cut through the seagrasses around the northern portion of the property.

Another significant impact to the Quick Point property occurred during the 1950's and 1960's with the extensive ditching of the mangrove and salt marsh areas for mosquito control purposes. As the population of Longboat Key increased, the pressure for controlling the pesky mosquito population also increased. Connecting low marshy areas with a series of crisscrossing ditches was a method used by governmental agencies during this time to drain lowlands and allow fish into ditches. The fish would feed on the mosquito larvae thereby effecting biological control of this problem. The ditches were dug by the use of a mechanical dragline, with the spoil being placed adjacent to the newly created ditches, while Australian Pine and Brazilian Pepper colonized the higher elevations of the spoil mounds. Today, Quick Point is extensively crisscrossed with these mosquito ditches and now serves as an important mangrove nursery habitat for Sarasota Bay.

**Section 2b**  
**Existing Land Use**



## EXISTING LAND USE

The most current survey information of record indicates a property boundary configuration as shown on the following existing land use map. Tracts A & B are drawn approximately and based on a 1985 survey. The utilities site and access easement are superimposed on tract B per a 1978 survey done as a supplement to construction plans for the 1 million gallon water storage reservoir and peripheral improvements now existing on the site. A 15' utility easement is designated parallel to the south property line. It contains overhead electric and telephone service plus sanitary service and water at least east to the utility site access easement.

Surrounding land uses include a multifamily development to the west and Gulf of Mexico Drive to the south. The remainder of the site is water frontage with New Pass to the east and Sarasota Bay to the north.

The majority of the site is currently zoned for Gulf planned development at 5.05 du/acre. A small open space parcel near the bridge makes up the remainder of the property for a total ± 37 acres. If the Town utilities site and access easement are not included as park property then the total is ± 34 acres.

The entire site currently is designated by F.E.M.A. at flood zone A13. New habitable structures planned for this site would be required to have a finish floor elevation of 12 feet above sea level.

The property is not used currently for recreational purposes other than by an occasional cast net fisherman or naturalist. Access is limited by the slope of the drawbridge berm and thick vegetation along Gulf of Mexico Drive.

### Analysis

Aesthetically, the water storage tank of the utilities site compromises the environmental experience of the site. This land use however is an existing feature and must be incorporated into the park plan. Water and sewer lines as well as electric and telephone service could be accessed for park facilities such as restrooms and an interpretive center.

Although a traffic signal is proposed for the intersection of Longboat Club Road and Gulf of Mexico Drive by the Town, the park appears to be inaccessible at this point due to the established mangrove population of this area. (See Section 2d, Vegetation and Wildlife) The best access appears to be near or at the existing utilities site access road.

# EXISTING LAND USE

Sarasota Bay

**SOURCES:**

LONGBOAT KEY FUTURE LAND USE MAP  
ADOPTED JUNE 5, 1989

TRACT A & B PROPERTY BOUNDARY SURVEYS  
9/24/85  
BISHOP & ASSOC. JOB # 219-11J

PROPERTY BOUNDARY SURVEY  
11/22/74 REV. 3/30/83  
BENNETT & BISHOP JOB #219-081

NEW PASS BRIDGE CONSTRUCTION PLANS  
9/18/81  
STATE D.O.T. JOB #17030-3506

WATER PUMPING STATION CONSTRUCTION PLANS  
NOV. 1978  
SMALLY, WELLFORD & MALVEN JOB #1658-2

1/2 SECTION MAP SHEET 12  
JUNE 1976  
SARASOTA COUNTY PROPERTY APPRAISER

**LEGEND**

- Park Boundary
- Tract Boundary
- Utility Easement
- Gulf Planned Development 5.05 du/acre GPD
- Open Space OS
- Institutional INS

F.E.M.A. Flood Zone A13 (EL 12) covers the entire site.

NOTE: Property boundary and easement delineations are for planning purposes only.  
Exact locations are to be determined by a registered Land Surveyor.

Tangerine Bay Club Multifamily

Tract A  
GPD ZONING

Tract B  
GPD ZONING

New Pass

Utilities Site  
INS ZONING

Town Property  
OS ZONING

- 15' UTILITY EASEMENT
- OVERHEAD ELECTRIC
  - TELEPHONE
  - WATER
  - SANITARY SEWER

PUMP ROOM /  
MAINTENANCE BUILDING

WATER STORAGE TANK

6' BIKE PATH / SIDEWALK

TRANSFORMER, PUMP,  
LIFT STATION

100' STATE D.O.T. R.O.W.

GULF OF MEXICO DRIVE

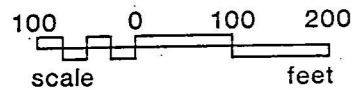
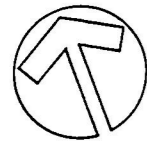
NEW PASS DRAWBRIDGE

TRAFFIC SIGNAL PROPOSED FOR THIS INTERSECTION

COMMERCIAL PROPERTY

STATE D.O.T.  
RECREATION AREA

LONGBOAT  
CLUB ROAD



# QUICK POINT PARK MASTER PLAN

prepared for the Town of Longboat Key by



and



# 1883 LAND FORM & COVER

Sarasota Bay

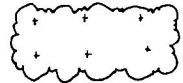
SOURCE:

U.S. COAST AND GEODETIC SURVEY  
1883

## LEGEND



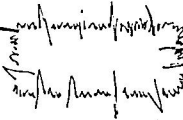
Mangroves



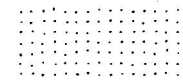
Mangroves/ Salt Marsh



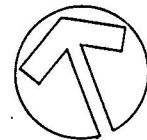
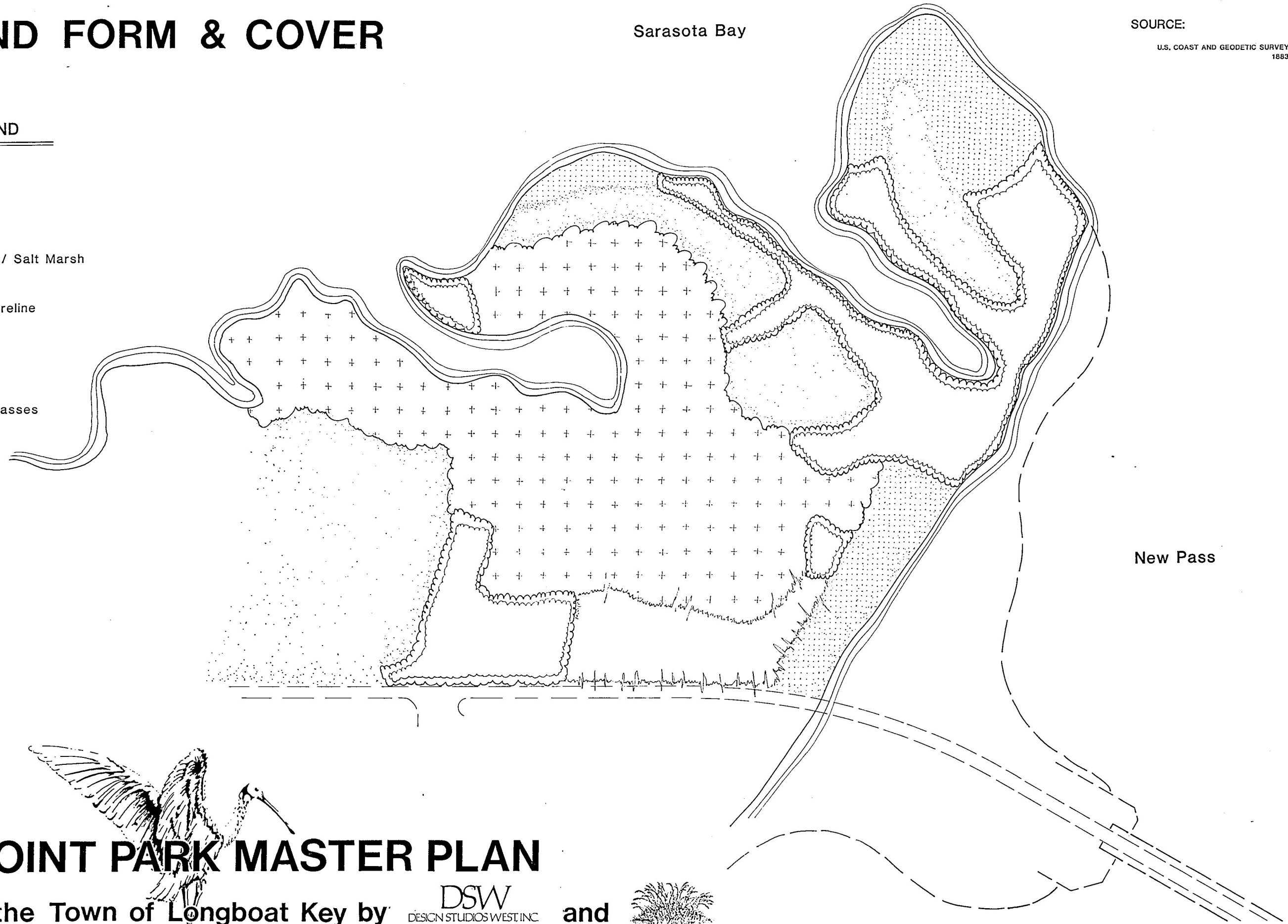
Sandy Shoreline



Palmetto



Coastal Grasses



100 0 100 200  
scale feet

# QUICK POINT PARK MASTER PLAN

prepared for the Town of Longboat Key by

DSW  
DESIGN STUDIOS WEST, INC.

and



# **Section 2c**

## **Soils & Drainage**

## **SOILS & DRAINAGE**

### Soil Types

The Soil Conservation Service's Soil Survey of Sarasota County indicates that the Quick Point site is comprised of three soil types, consisting of Beaches, Kesson-Wulfert Complex and Canaveral fine sand. The approximate locations of these soils are depicted on the soils map.

Beaches consist of nearly level to sloping, narrow strips of shell fragments and tide-washed sands, and is found extensively on Longboat Key. Typically, this soil consists of loose gray to white fine sand mixed with various quantities of broken shells. Beaches are excessively inundated by high tides and are usually barren of native vegetation.

Kesson-Wulfert complex consists of about 35% Kesson soil, 45% Wulfert soil and 20% other soils, with slopes of less than 1%. Typically, the surface layer of Kesson soils is black fine sand. The underlying material is pale brown, light gray, and white fine sand to a depth of 80 inches or more. Shell fragments are present in these layers. The surface layer of Wulfert soil is dark, reddish brown and dark brown muck that extends to a depth of 36 inches. The underlying material is gray fine sand to a depth to 60 or more inches. Kesson soil is flooded daily by high tides and has moderately rapid to rapid permeability. Both soils have rapid permeability and are flooded daily by high tides. Generally, Kesson soils are located in the perimeter portions of the complex near the water's edge, and Wulfert soils are in the inner sections. Naturally, this soil complex supports mangrove swamps, or in some areas, saltgrass, batis, and seaoxeye daisy.

Canaveral fine sand is a nearly level to gently sloping and somewhat poorly drained soil, which is found extensively on Longboat Key. Typically, the surface layer is dark grayish brown fine sand about 17 inches thick. The underlying material is yellowish brown sand to a depth of 17 inches and below that is light yellowish brown fine sand and about 45% shell fragments to a depth of 34 inches. Historically, the seasonal high watertable is at a depth of 10 to 40 inches. Canaveral fine sand has very rapid permeability. Naturally, it supports salt-tolerant grasses and scattered palmetto in areas near the Gulf of Mexico.

### Drainage/Topography

The mosquito ditches were created in the 1950's in an attempt to control mosquito breeding by creating additional flushing action. These ditches were dug with draglines positioned on the upland soil. Over time some ditches closed due to siltation, and mangroves colonized the edges of the ditch banks.

Very little topographic information exists for the Quick Point property. However a review of the soils survey map for Sarasota indicates that the property is generally less than +5 feet (NGVD) elevation throughout. Within the mangrove ditched area the topography is directly related to the ditching activity. The bottoms of the mangrove ditches are around 0 to -2 feet (NGVD) with associated spoil mounds that are as high as +5 feet. The developed area of the Quick Point site near the location of the water plant does have spoil and debris mound which exceed +10 feet. The three Australian Pine spoil areas (See Habitat Map) are considered generally less

than 3 - 4 feet in elevation and are probably flooded during strong storm events.

Analysis

The soils and drainage information for Quick Point is used in part, to determine optimum locations for locating the recommended salt marsh and mangrove restoration projects. Also, the generally low elevation of the area will necessitate the construction of elevated, pile-supported boardwalks to areas that might be periodically inundated during high tides or storm situations.

# SOILS & DRAINAGE





Sarasota Bay

**SOURCES:**

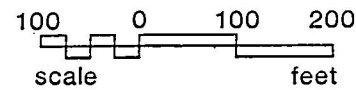
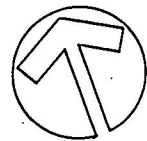
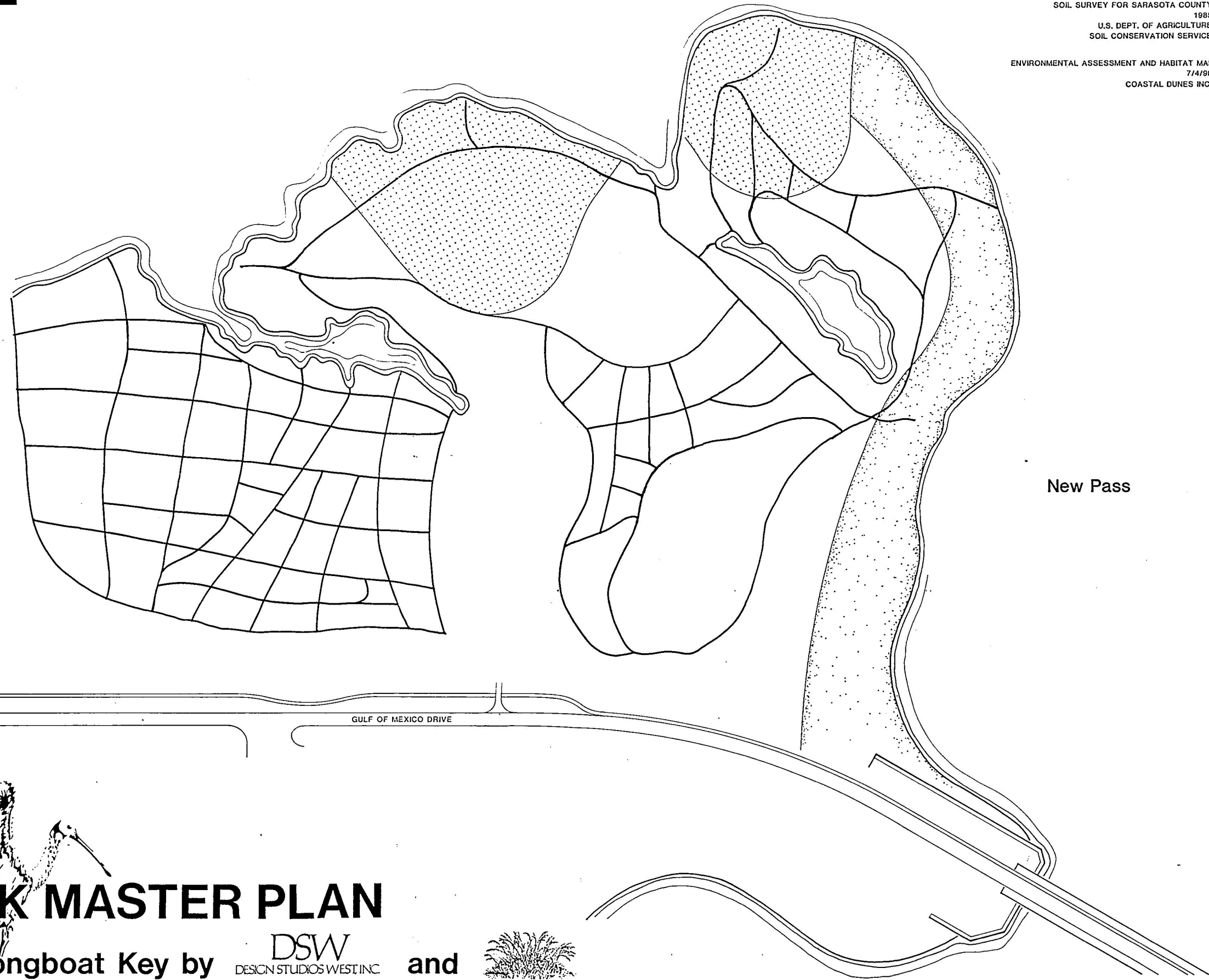
SOIL SURVEY FOR SARASOTA COUNTY  
1985  
U.S. DEPT. OF AGRICULTURE  
SOIL CONSERVATION SERVICE

ENVIRONMENTAL ASSESSMENT AND HABITAT MAP  
7/4/90  
COASTAL DUNES INC.

**LEGEND**

-  Beaches
-  Kesson-Wulfert Complex
-  Canaveral Fine Sand
-  Mosquito Ditches

NOTE: Soil and ditch delineations are for planning purposes only. Exact locations are to be determined by a registered Land Surveyor.



## QUICK POINT PARK MASTER PLAN

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and



# **Section 2d Vegetation & Wildlife**



## HABITATS

For the purposes of this section, habitat will be described as an area of land having a set of vegetation types, animal species and internal biological relationships of a character separate and distinct from other areas within the boundary of the site. The Quick Point property contains a number of distinct habitats which reflect historical alterations to the site.

An accurate and extensive understanding of the native habitats which exist at Quick Point was essential to the development of the park design. The preservation of valuable marine habitat and the minimization of disturbance to other sensitive areas was a primary component of the design philosophy. With this in mind, a habitat mapping of the property was conducted to specifically identify the various distinct exo-systems which comprised the Quick Point area.

The following is a listing and brief introduction of the six habitats and a description of the fauna found on the Quick Point property.

### Sandy Shoreline

The sandy shoreline spans 200 feet section on the southern section of the property adjacent to new Pass. The quartz sands do not support any vegetation due to salinity and wave action. The shoreline does support various marine wildlife, including ghost crabs, hermit crabs and various shorebirds.

### Disturbed Uplands

This area is located adjacent to and east of Gulf of Mexico Drive in the southern portion of the property. since it has been previously disturbed, it is dominated mostly by ruderal vegetation. Canopy species include Australian Pine and Cabbage Palm. Brazilian Pepper and Seagrape are the dominant shrubs. Herbs include Flat Sedge (*Cyperus striosus*), Greenbriar (*Smilax* spp.), Guinea Grass (*Panicum maxicum*), Seaoxeye Daisy (*Borrchia frutescens*), Spiny Needles (*Bidens pilosa*), Wholly Mullein (*Verbascum thapsus*), and Woonbine (*Parthenocissus quinquenervia*).

### Mangroves - General

Estuarine shoreline edges, such as Quick Point, provide important habitat to birds and invertebrates. With a few exceptions, all of the coastal breeding colonies of Heron, Ibis, Cormorant and Pelican are in mangroves. In addition, rails, ducks and numerous other shorebirds rely upon marsh habitat.

Mangroves thrive in low-energy intertidal areas. Each type of mangrove has special adaptations for growing in or near salt water and for being daily or seasonally inundated by tides. Sensitive to frost, they are tropical in their geographic distribution.

Four species of mangrove are found at Quick Point. The two common intertidal species are Red Mangrove (*Rhizophora mangle*) and Black Mangrove (*Avicennia germinans*). White Mangrove (*Languncularia*

racemosa) and the Buttonwood Mangrove (*Conocarpus erectus*) grow adjacent to those two species, but generally on higher ground. Two succulents commonly found growing as ground cover within the mangroves include saltwork (*Batis Maritima* and Glass Wort (*Salicornia* spp.)).

#### Mangrove (Ditched with Spoil Mounds)

On the Quick Point property, the area designated on the habitat map as mangroves (ditched with spoil mounds) was most probably once a combination saltmarsh, sandy area and mangrove swamp which was subsequently ditched for mosquito control purposes. Generally, the dominant species include red mangrove, black mangrove and white mangrove. In addition, Brazilian Pepper (*Schinus terbinthifolius*) and Australian Pine (*Casuarina equisetifolia*) are found extensively on the associated spoil mounds adjacent to the mosquito ditches.

#### Australian Pine Spoil Areas

There are two large areas at the Quick Point site which are probably the result of previous dredge spoil deposition. Australian pine has heavily colonized these areas. Other canopy species include Cabbage Palm (*Sabal palmetto*) and Red Bay (*Persea borbonia*). Shrubs include Brazilian Pepper, Marlbery (*Ardesia escallonioides*), Myrtle Oak (*Quercus myrtifolia*), Prickly Pear Cactus (*Opuntia humifusa*), Seagrape (*Coccoloba uvifera*), Spanish Bayonet (*Yucca aliofolia*), Sea Myrtle (*Baccharis* spp.), and White Stopper (*Eugenia axillaris*). The understory includes herbs such as Arrowleaf Morning Glory (*Ipomeoea sagitara*), Coastal Panic Grass (*Panicum amarulum*), St. Augustine Grass (*Stenotaphrum secundatum*), Coastal Sanbur (*Cenchrus incertus*), Glasswort (*Salicornia* spp.), Narrow-leaved Sunflower (*Helianthus augustifolus*), Seaside Goldenrod (*Solidago sempervirens*), Sea Lavender (*Limonium carolinianum*), Sea Oxeye (*Borrchia frutescens*) and Sea Purslane (*Sesuvium portulacastrum*).

#### Seagrass Beds

Seagrass beds are prevalent along the entire Quick Point shoreline. Turtle Grass (*Thalassia testudinum*) and Shoal Grass (*Halodule beaudettei*) are the dominant grasses. Intermittent wading birds were noted feeding in the seagrass beds along the entire periphery.

#### Mangrove (Shoreline Fringe)

Mature and healthy red and black mangroves constitute the majority of the Sarasota Bay shoreline and the inner fringe of the two estuarine lagoons. The eastern shoreline is dominated by all three species of mangroves in addition to buttonwood and some Australian Pine. The eastern lobe of the northerly shoreline is also dominated by all three species of mangroves, with Australian Pine being more prevalent. The remainder of the northern shoreline consists of mature red and black mangroves with the exception of an area of Australian Pines in the central portion. These Australian Pines are associated with a large inland spoil area.

All three species of mangroves can be found along the fringe of the shorelines of the estuarine lagoons. However, at the mouth of the western lagoon on the eastern bank, there is an extensive and mature stand of red mangroves.

#### Oyster Beds

Oyster beds are located within the eastern lagoon and at the mouth of the western lagoon.

#### Fauna

Most of the wildlife observed were birds wading along the shoreline. Snowy Egret (*Egretta thula*), White Ibis (*Eudocimus albus*), Herring Gull (*Larus argentatus*), Great Blue Heron (*Ardea herodias*), Great American Egret (*Casmerodius albus*) and Roseate Spoonbill (*Ajaia ajaja*) were among those noted. Of these listed species, the Snowy Egret is listed as a species of special concern by the Florida Game and Fresh Water Fish Commission. Other faunas included Fiddler Crabs (*Uca* spp.), Sea Squirt and Starfish which was found in the eastern lagoon.

#### Analysis

Certain habitats such as disturbed uplands and Australian Pine spoil areas could be accessed and altered with a minimum impact to the existing and surrounding ecosystems. These areas should be evaluated considering the potential for park facilities such as restrooms or picnic sites as they would mean most resilient to these more intensive improvements. Other habitats such as mangrove fringe and oyster beds should have restricted exposure or improvements. Other habitats such as mangrove fringe and oyster beds should have restricted exposure or be inaccessible in order to maintain the integrity of the ecosystems.

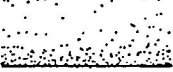
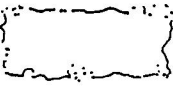
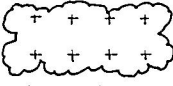
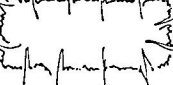
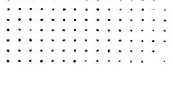


# HABITAT MAP

Sarasota Bay

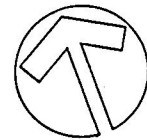
SOURCE:

ENVIRONMENTAL ASSESSMENT AND HABITAT MAP  
7/4/90  
COASTAL DUNES INC.

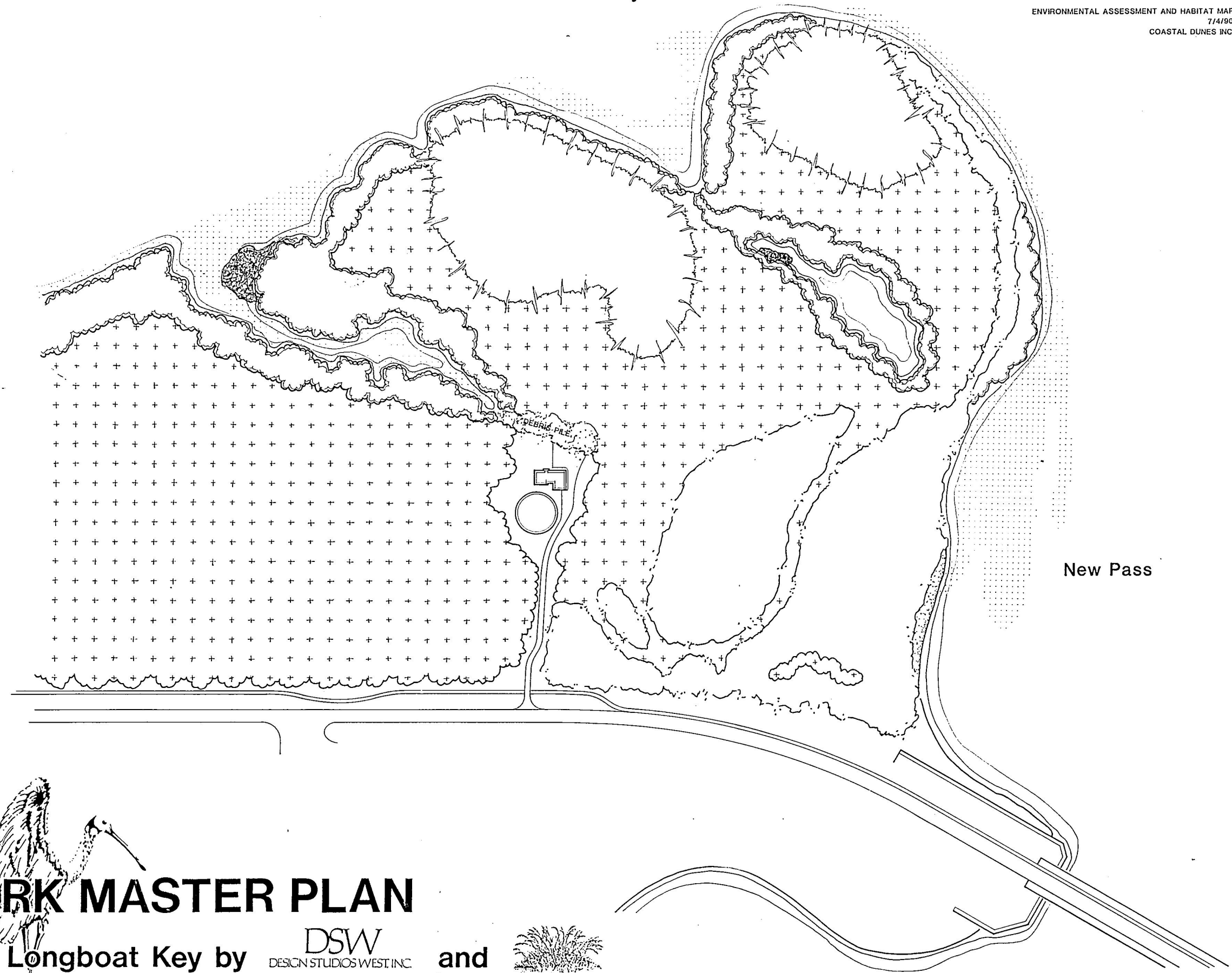
## LEGEND

-  Sandy Shoreline
-  Disturbed Uplands
-  Mangroves, Ditches and Spoil Mounds
-  Australian Pine Spoil Area
-  Sea Grasses
-  Mangrove Fringe
-  Oyster Bed

NOTE: Habitat delineations are for planning purposes only. Exact jurisdictional boundaries are to be determined by a registered Land Surveyor.



100 0 100 200  
scale feet



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# Section 2e Perceptions - Site Character

### Perceptions

Previously the inventory process had identified existing conditions and features of the property in terms of the technical or scientific aspects of each. The existing conditions as they are perceived by someone without specific knowledge of the site features are important to recognize and record in terms of the views, sounds, fragrances, coolness, etc., for the inherent beauty of the site to be identified and protected.

By adopting the perspective of the unbiased observer and recording initial impressions, certain characteristics were revealed that became fundamental in programming the improvements for the park. For example, recognizing an area for its spectacular views from under the canopy of trees significantly controlled the decision to consider the area for quiet seating and/or interpretation of the surroundings putting aside for a moment its historical or environmental interpretation potential.

The Perception map is a compilation of initial impressions and perceptions of areas within the park by staff members of Design Studios West, Inc. and Coastal Dunes, Inc. The areas delineated on the map with either an asterisk or circle represent points of interest or significant environmental features. Each area (designated 1-7 and A-6) was qualitatively rated by each staff member. In addition, notes were made and recorded relative to ambient background noise (road and boat traffic) and general micro-climatic conditions. A brief description of each point of interest and environmental feature follows:

### Points of Interest/Views

1. An areas of historical interpretation - view of the New Pass bridge, the artificially created City Island New Pass. This site offers the opportunity for viewing the historical man-made changes which have impacted the quick Point area.
2. Pristine mangrove lagoon - looking directly down this land-locked lagoon one is able to experience a serene natural setting of mangroves and their utilization by various shore birds.
3. City skyline/bay view - located at the edge of an eroding shoreline this view of the City and Ringling Causeway bride is quite unique. At this location, the opportunity exists for describing the historical spoil disposal which has resulted in the adjacent Australian Pine forest and further discussion of the historical changes along the Bay Shore shoreline which have impacted Quick Point.
4. Open bay/mangrove shoreline - this point of interest represents a further opportunity to examine a naturally occurring mangrove shoreline adjacent to an eroding Australian Pine shoreline. Mangrove and Australian Pines offer plenty of shade at this location and the view to the northeast presents a buffered view of the residential portion of the eastern Sarasota Bay shoreline.



5. Oyster bed/bird feeding area - this location occurs at the convergence of four mosquito ditches into the lagoon. It is quite secluded at this location and offers the opportunity for understanding the ditching process along with seeing how it has impacted the natural systems.
6. Salt marsh/bay view - because of its recessed location this particular spot offers perhaps the most spectacular and "undisturbed" view of Sarasota Bay and the opposite shoreline. Standing at this location one is surrounded by mangroves on either side with a large expanse of open bay water in front of them. As a remnant salt marsh exists at this location, there are few trees and the feeling is one of openness and remoteness..
7. Bay view/mangrove fringe - another opportunity for experiencing the vast open water feel of Sarasota Bay. This area is located at a small sandy beach which is absent of mangroves along approximately 70 feet of shoreline, but which is recessed within large mature red and black mangrove. This location offers an excellent opportunity to discuss mangrove ecology.



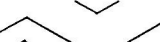

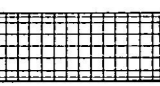
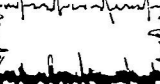
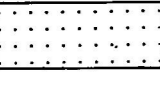
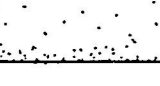
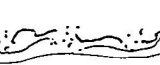
#### SIGNIFICANT ENVIRONMENTAL FEATURES

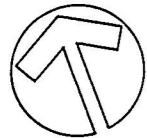
- A. **MATURE MANGROVE FORESTS** - this location represents an area characterized by large mature red and black mangroves. Mangroves fringe an open water lagoon which has been colonized by a thick seagrass bed of turtle grass. Bird viewing is spectacular at this location.
- B. **SEAGRASS BEDS/OYSTER BAR** - a significant viable oyster bay occurs at this location at the entrance to this lagoon. A thick bed of turtle grass covers the bottom and extends into Sarasota Bay. Again, large red and black mangroves are present along the shorelines and offer an excellent example of a natural system largely undisturbed by man.
- C. **SALT MARSH** - a remnant salt marsh occurs at this location characterized by low growing sea blight and salt wort. Historically salt marshes were more prevalent throughout the Quick Point site and this habitat remnant offers an excellent area for describing and explaining the functions and values of salt marshes.
- D. **OYSTER BED** - a small partially viable oyster bed occurs in this interior lagoon area. It is also an excellent location to witness the detrital buildup of leaves and plant litter within the canal systems. An excellent location to explain mangrove ecology and water quality as primary components of the marine food chain.
- E. **INTERIOR LAGOON** - This lagoon offers an excellent educational opportunity for explaining shallow mangrove fringed lagoon systems which naturally occur on the west coast of Florida.

- F. **MOSQUITO DITCH/MANGROVE FOREST** - at this location a mosquito ditch enters New Pass into the open water. Because of the tidal flushing which occurs here, and due to the number of mosquito ditches which converge at this point, it is an excellent location to witness and discuss the impacts of mosquito ditching on Quick Point. A sandy ditch bottom gives way to organically rich material as one ventures further inland and up the mosquito ditch. Mangroves in this location are quite mature and the canopy curves over the ditch to form a shaded and cool environment for an interpretive nature station.
  
- G. **MANGROVE SHORELINE/NEW PASS BEACH** - at this location is the opportunity to discuss the functions and changes that characterize the shoreline of a tidal inlet (New Pass) and how man's alterations have impacted this system.

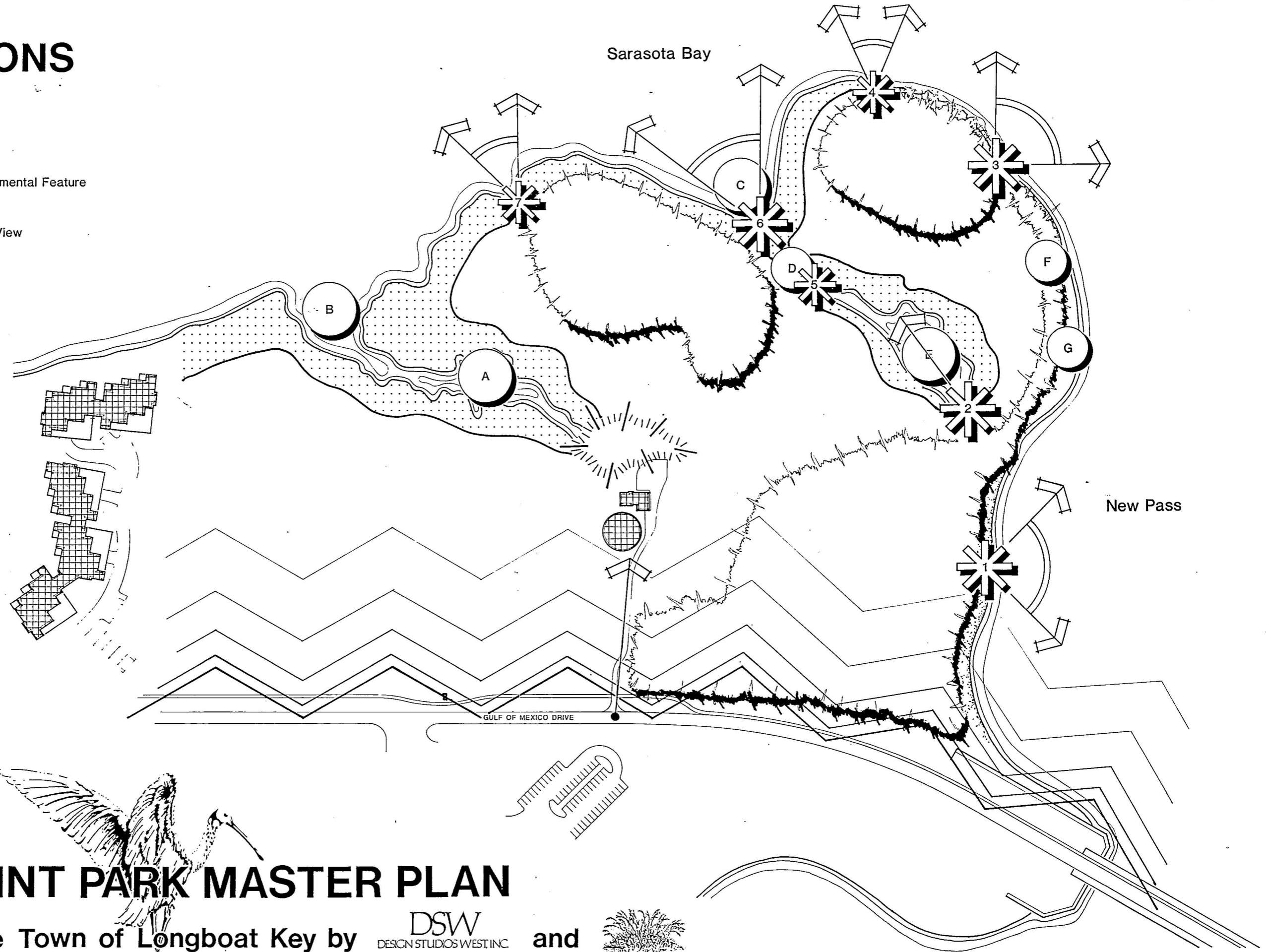
# PERCEPTIONS

## LEGEND

-  Significant Environmental Feature
-  Point of Interest/View
-  Road Noise
-  Debris Pile
-  Structures
-  Shade
-  Mangroves
-  Sandy Shoreline
-  Erosion



100 0 100 200  
scale feet



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# **SECTION 3 PROGRAMMING & SITE ANALYSIS**

- a. Preliminary Program**
- b. Suitability Analysis**

# **Section 3a Preliminary Program**

## PRELIMINARY PROGRAM

The general approach for developing and utilizing the Quick Point Property was to be limited to passive recreation activities. Within this general context, however, it became clear that the primary philosophical approach should incorporate the unique historical and environmental features which Quick Point enjoys. The approach was then to identify and quantify those features and elements and then to design a passive recreation program around them.

Specifically, the design should be particularly sensitive to those areas to be preserved in their natural state. We also identified the natural and cultural changes which have occurred on the property. Quick Point also has areas of quiet solitude and natural beauty. These areas were identified and quantified based on their recreational value. In summary, the preliminary program for the recommended development for the Quick Point Property included:

### Philosophical Program

- \* Preservation
- \* Interpretation of the natural and cultural landscape
- \* The aesthetic qualities on site
- \* The outstanding bay views
- \* Areas of reflection and solitude

### Physical Program

- \* Interpretive Loop Trail & Board Walks
- \* Quiet Seating Areas
- \* Entry Staging Area
  - Bicycle Access & Dismount
  - Restroom
  - Orientation Station (interpretive)
  - Maintenance/Storage
- \* Bayview Areas and Seating Areas
- \* Picnic Areas with Shelter
- \* Ecosystem Rehabilitation
- \* Interpretive Signage/Stations
- \* Entrance
- \* Preservation Areas



# Section 3b Suitability Analysis

## LAND USE POTENTIAL

In order to identify appropriate areas for various projected activities in a manner that optimizes the recreational experience and minimizes environmental impacts and cost of construction it was necessary to analyze the site in terms of its potential for these various land uses. This "suitability" analysis was the final important step before proceeding to preliminary design concepts. This step was the culmination of the inventory process that would lead to conceptual park plans respective of the natural systems of the site.

The accompanying graphic is a composite of the research data identified previously in the inventory process utilizing the habitat map as a base. Five landscape units or zones were identified on the property with each having similar and distinct characteristics.

Each zone may have specific historical and/or aesthetic amenities within its boundaries, but these five zones were designated primarily in terms of their similarities of habitat and overall environmental value. Using this map as a reference base in the generation of conceptual plan alternatives yields designs that are driven by environmental considerations.

1. Dredge spoil/Australian Pine
2. Disturbed uplands
3. Mangrove/lagoon
4. Mangrove ditches/spoils mounds
5. Inlet shoreline

To complete the analysis a proposed use list was developed based on the preliminary program of activities and uses. The proposed uses ranged from Preservation and Natural interpretation to Wetland creation and Parking areas. A matrix was developed which allowed us to analyze use compatibility in each zone.

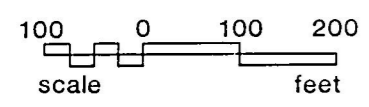
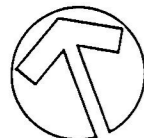
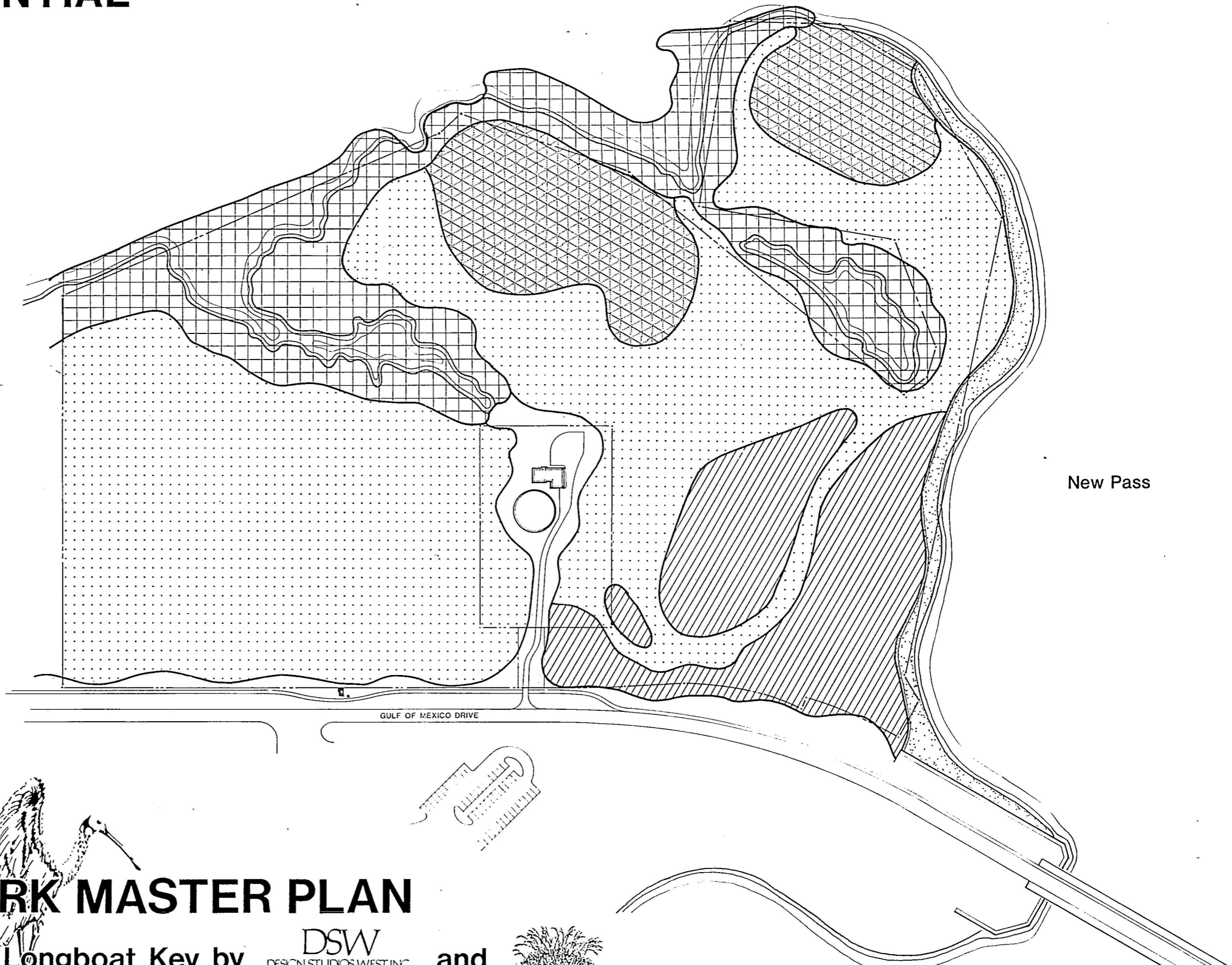
For instance, the mangrove lagoon zones were considered to be suitable for preservation, nature interpretation, bay views and bird watching areas, but were considered inappropriate for any development such as parking, trail or bicycle access. The disturbed upland zone nearest Gulf of Mexico Drive was judged to be most suitable for the development of parking, restrooms, trailhead and other non-environmental activities, due to its marginal environmental value and its close proximity to the road and bridge. This area experiences a higher noise level than other disturbed upland areas such as those designated dredge spoil/Australian Pine. The mangrove ditches/spoil mound zones were judged to be preservation areas, including limited access for necessary restoration involving exotic species removal maintenance in the future. The mangrove/lagoon zones are considered the most valuable and environmentally sensitive. Access should be extremely limited in these areas.

# LAND USE POTENTIAL

Sarasota Bay

## ANALYSIS

ZONES					USES
Dredge Spoil/Australian Pine	Disturbed Upland	Mangrove/Lagoon	Mangrove Ditches/Spoil Mounds	Inlet Shoreline	
		●	●		Preservation
		●	●	●	Natural Interpretation
●	●	●	●		Cultural Interpretation
●	●				Picnic Areas
●		●	●		Bay View Seating Areas
●		●	●		Bird Watching Area
	●				Parking
	●				Interpretive Trail Head
●	●		●		Restoration
	●				Restrooms
	●				Bicycle Access & Storage
	●				Maintenance/Storage
●	●		●		Trails
●		●	●		Tranquility Seating Areas
●	●				Habitat/Wetland Creation



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# **SECTION 4**

## **CONCEPTUAL ALTERNATIVES**

- a. Alternative #1**
- b. Alternative #2**

## CONCEPT DEVELOPMENT

The following two concepts were derived from a synthesis of the inventory maps, the project program and the suitability analysis. The inventory process helped us to identify views, unique ecological and manmade features, habitat and topographic characteristics, and other points of significant interpretive potential. By developing a project program we were able to identify the objectives of the Owner in terms of proposed improvements. And finally the suitability analysis served as a control in determining the least impacting locations as well as best opportunity areas for the various improvements.

The two concepts were generated independent of each other yet because of certain site constraints and a specifically limited list of proposed improvements certain similarities are common to both. The common planning elements are as follows:

1. Both concepts are passive recreation based resource oriented solutions. Activities are limited to low impact, environmentally compatible opportunities such as nature study and picnicking.
2. Access to the park is in both cases shown as an extension of the existing service drive. Construction of a new access would be both expensive and incompatible with the environmental conditions of the park adjacent to Gulf of Mexico Drive.
3. Points of interest and areas of environmental significance as identified on the perceptions map in the inventory phase of design are established and retained in both concepts.
4. Areas of Preservation, rehabilitation, and park development are the same in both schemes.

The Two schemes differ on one major point:

1. Each scheme investigates a different method of sequencing the visitors' experience in the park.

**Section 4a**  
**Alternative #1**



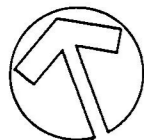
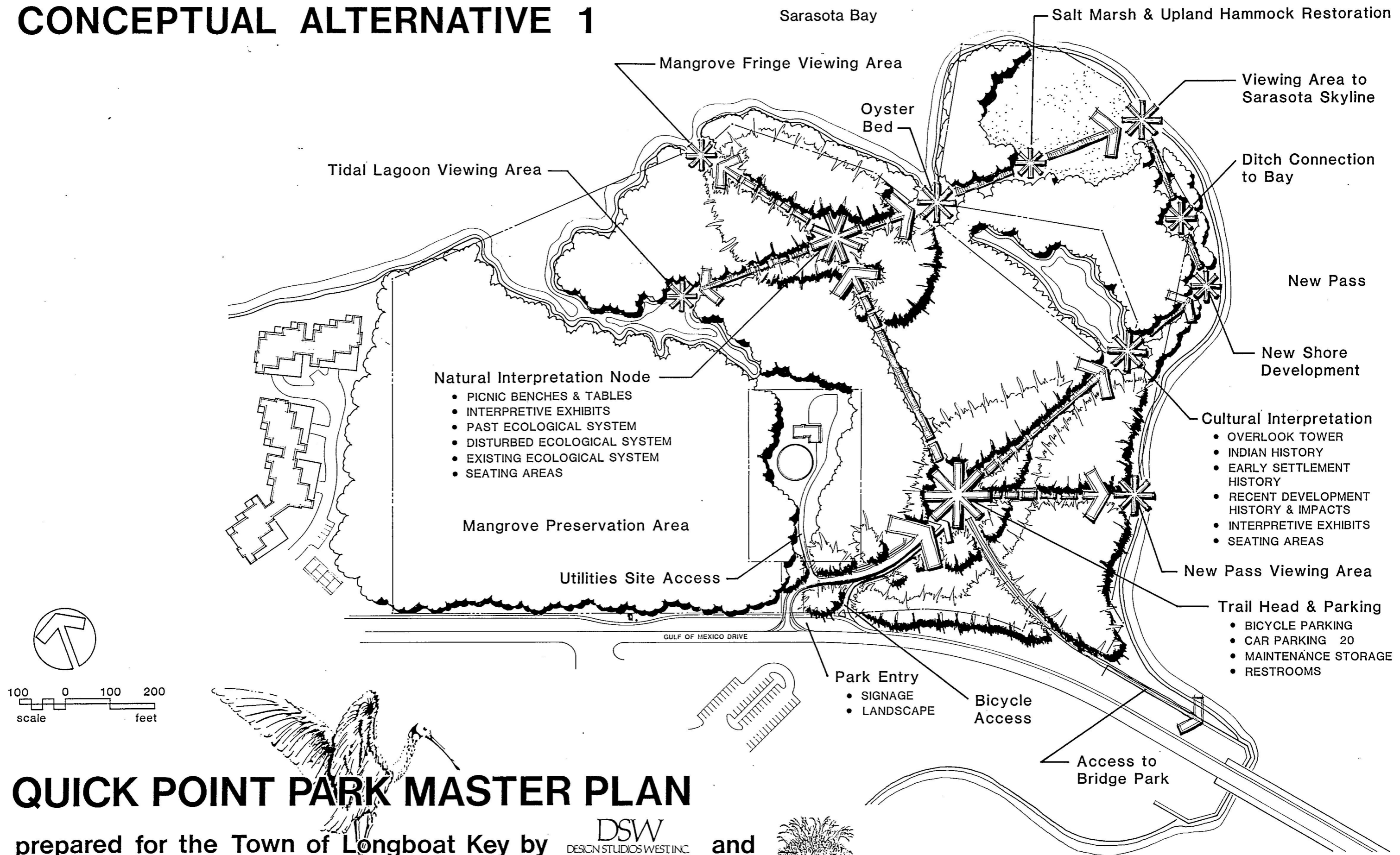
## CONCEPTUAL ALTERNATIVE 1

Concept #1 emphasizes points of interest as identified in the perceptions analysis to be destination options and accessed in a "roundhouse" fashion from a central trailhead. A visitor to the park would choose a path of particular interest to them and proceed to the interpretive station of his choice. At each station would be informational graphics and text describing the historical and/or ecological significance of that particular area. Some sites would offer views and descriptions of elements beyond the boundaries of the property such as New Pass and the Sarasota skyline. Others would be internally focused, for example displaying and describing the role of mangroves in the estuarine food chain. In all cases each interpretive station would be an educational opportunity in itself independent of other information nodes. A visitor would access one or may stations at their leisure in one or many return visits to the park.

### KEY ELEMENTS

- \* Radial dispersal from trailhead to points of interest.
- \* Majority of site circulation concentrated in existing disturbed areas.
- \* Interpretive Stations as independent destination options.
- \* Observation Tower destination option serves as viewing platform for several cultural and environmental features.
- \* Picnic Area serves as secondary point of dispersal to pristine and enhanced natural features.

# CONCEPTUAL ALTERNATIVE 1



100 0 100 200  
scale feet

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**Section 4b  
Alternative #2**

## **CONCEPTUAL ALTERNATIVE #2**

Concept #2 emphasizes points of interest as a linear sequential presentation of site features. Educational exhibits would be distributed along a closed trail loop and encountered as stations in a cumulative learning fashion. Each station would have a particular feature described in terms of its past ecological and development history, its current status and its future potential.

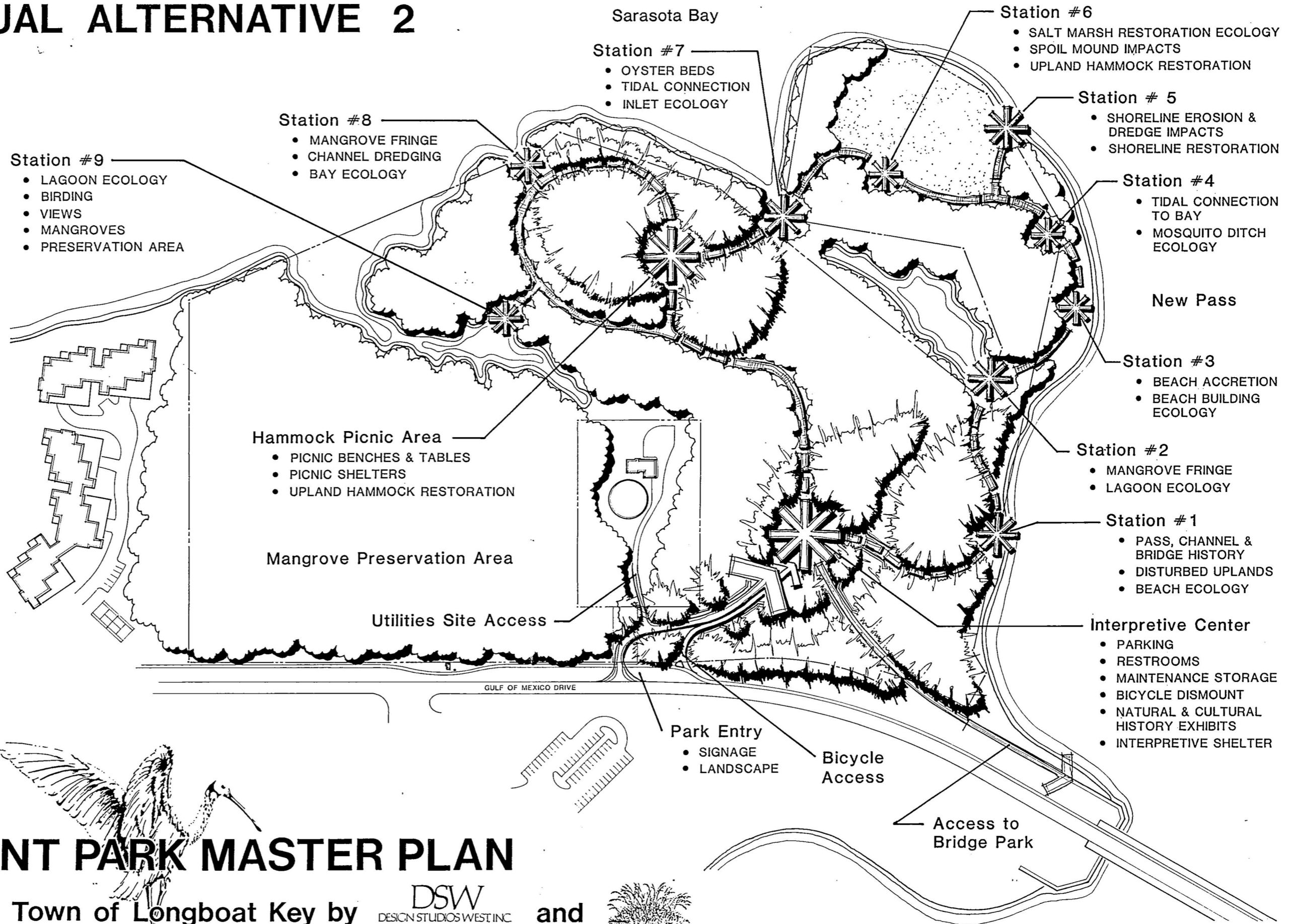
The plan consists of two trails; one as the primary educational and interpretive loop and a smaller second trail as a nature appreciation and viewing opportunity. At the confluence of the two trails a picnic area would be an additional recreational option for park visitors.

A visitor would access either the picnic site or the primary trail loop from the parking and interpretive exhibit area centrally located in the park.

### Key Elements

- \* Interpretive center as a lead into the primary trail loop.
- \* Loop trail meandering through various habitats of the site.
- \* Points of interest as stations along a continuing path.
- \* Each station represents a synopsis of the subject feature in terms of past, present and future.

# CONCEPTUAL ALTERNATIVE 2



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# **SECTION 5 MASTER PLAN**

- a. Program Refinement**
- b. Final Concept**
- c. Plan Details**

# Section 5a Program Refinement



## **PROGRAM REFINEMENT**

Following a July 19, 1990 presentation of two the conceptual plans to the Town of Longboat Key Commission, revisions to the park program were made to incorporate the recommendations of the Commission and staff. These revisions included the acceptance of some proposed improvements, the rejection of certain proposed uses and a redirection of emphasis on specific aspects of preliminary design.

Certain uses proposed in the conceptual plans were discussed and rejected by the Town as being inappropriate for the site. These included bicycle access throughout the park, picnic shelters, picnic tables, and too many parking spaces. These proposed uses were eliminated or altered for the final plan.

Other proposed improvements were accepted and refined. These included the development of limited parking (12 vehicles), a drop-off area for school buses, restrooms, a loop trail system, interpretive nature stations along the trail, ecosystems rehabilitation and the designation of preservation areas. These elements were to be retained in the final design.

It was also suggested that more emphasis should be placed on the interpretive educational nature of the development of the park. The Commission concurred that a limited access educational nature walk, with large preservation areas and few developments was desired.

Based upon these comments from the Commission the following final program was developed:

## **NEW PROGRAM**

### Philosophical Program

Conceptually the park was to be accessed for its educational and interpretive value. Rather than developing the property for intensive recreational use the improvements were to minimally provide for an optimum exposure to the historical, environmental and aesthetic amenities of the site.

Passive recreational uses such as nature study, hiking, birding and historical interpretation and the minimum impacts that these activities would have on the site were deemed appropriate for Quick Point Park. Certain guiding philosophical ideals related to these proposed activities were to serve as a foundation to the final concept. These are listed as follows:

- \* Preservation
- \* Interpret: Evolution of the Natural & Cultural Landscape
- \* Education Value
- \* Aesthetic Quality of Site
- \* Outward Bay Views
- \* Meditation/Reflection
- \* Limited Access

### Physical Program

By defining the philosophical objectives of the Town regarding the proposed uses for the park certain physical improvements associated with these uses were identified. This list of proposed improvements became the components of the final concept plan with space being allocated for each item. The items are as follows:

- \* Restrooms
- \* Parking for 12 Vehicles, Drop Off Area for Schoolbus
- \* Interpretive Loop Trail & Board Walks
- \* Quiet Seating Areas
- \* Orientation Center
  - Longboat Key Ecology & Settlement History
  - Quick Point Land Form & Cover History
  - Trailhead
- \* Bicycle Access & Dismount
- \* Loop Trail System
- \* Interpretive Stations Along the Trail
- \* Observation Tower
- \* Ecosystem Rehabilitation
- \* Preservation Areas
- \* Quiet Seating Areas/Viewing Decks

# **Section 5b**

## **Final Concept**

## **FINAL CONCEPT QUICK POINT PARK MASTER PLAN**

The final design for the Master Plan emphasizes the educational value of the site and provides visitors with an opportunity to learn about the history and ecology of Longboat Key through the unique experience at Quick Point Park.

The entrance to the park would be identified by a simple roughhewn sign flanked and backdropped with native coastal hammock vegetation. Access into the park would be limited to a right-hand turn and rustic bridge crossing into a bus unloading area and parking loop. Gates at the bridge would serve to secure the park after hours. Adjacent to the twelve stall parking area would be a small plaza for groups to gather before proceeding onto the trail. Restroom facilities, bicycle racks, an emergency phone, etc. would be provided adjacent to this area.

The visitor would begin the trail walk with a brief orientation at the trailhead. Here, large panels of trail graphics and text would describe and explain barrier islands, the development of Longboat Key and the history and ecology of Quick Point. From here the trail leads over a footbridge and into the disturbed uplands forest and beyond. Significant features of the site would be displayed and explained throughout the remainder of the walk.

The trail would be divided into three segments, each having a particular educational focus. The first segment would have a man influenced historical basis with the predominant features being the results of dredge and fill projects, views of the New Pass channel and bridge and the mosquito control efforts of the 1950's. At each station of this segment the historical significance and objectives of past development projects would be detailed and explained with graphics and text.

The second segment would begin at an observation tower where the visitor could look back at the previous segment, get an overview of the site and a look down on the next few stations. Segment number two would have an ecological focus with the environmental features of the site displayed, described and explained at each station. The trail through this area would be surrounded by examples of shoreline, mangrove and disturbed upland habitats yielding the greater opportunity for environmental education and appreciation of natural resources. This segment ends with a platform view of the Sarasota skyline as a reminder of man's proximity to these natural areas and of his responsibility to protect environmentally sensitive areas for their ecological and aesthetic values.

As the first trail segment displays man's development and impact on the site and segment number two reveals the natural systems resulting from and pre-existing to these impacts, then the third and final segment would logically display the knowledge of current resource management techniques. The third and final trail segment would therefore be an educational exposure to the state of the art environmental restoration and protection practices. Examples of shoreline protection, salt marsh re-establishment and upland hammock restoration would be stations along this trail section. Mangrove fringe and oyster bed protection would be

displayed as a supplement to the enhanced environmental stations. The end of this segment and the grand finale to the trail would be a platform view of Sarasota Bay flanked and framed by mangrove fringe salt marsh vegetation, and the bay shoreline. A discussion of the Quick Point Property and its contextual environmental significance would conclude the station sequence and trilogy of path segments.

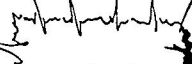



The last station however, would not be the end of the journey for a visitor to the park. As reinforcement to the underlying objective of providing an educational opportunity to the townspeople of Longboat Key a teaching center would be located as a final destination before returning to the trailhead. Here an informal gathering space would give small groups a chance to assemble and interpret the features they have encountered. Small panels of information could be located here to recap the three trail segments. If the group is led by an instructor, this space serves as a question and answer or storytelling arena.

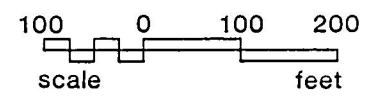
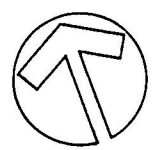
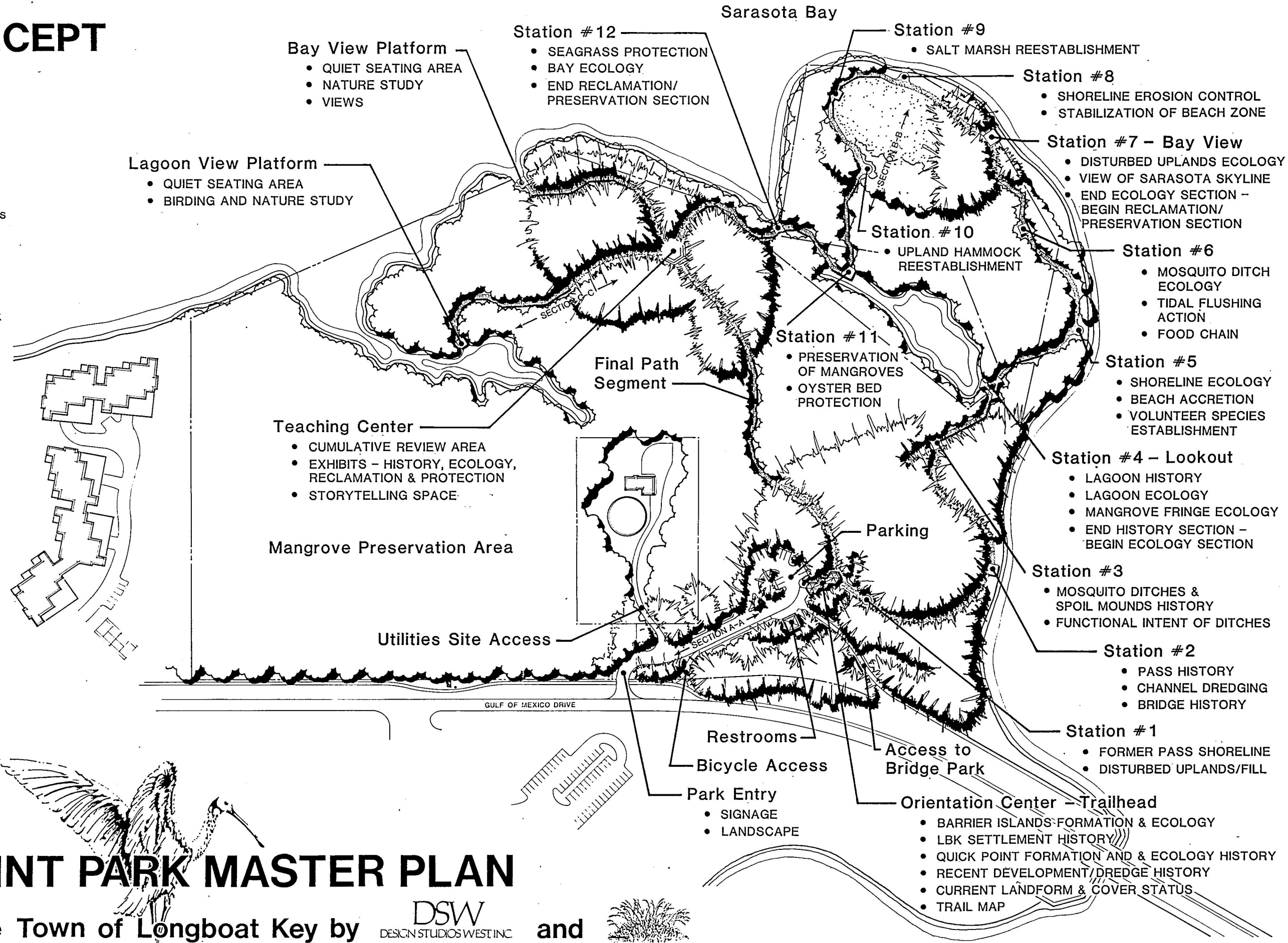
Additionally this area would serve as a gateway to the more remote nature study platforms north of the main trail loop. A visitor more attracted to the birding and nature study opportunities of the site could come directly from the trailhead through the teaching center to one of the quiet seating areas located in the pristine habitat areas of the park.

Back at the trailhead, park restroom facilities would be provided and the orientation center can be reinvestigated. Additional interpretive exhibits, (eg. a xeriscape or native plants display) could be offered surrounding the restrooms or parking area. A visitor to Quick Point Park should find it difficult to come away from the site without learning something about the ecology and history of this 34 acres on the eastern tip of the barrier island of Longboat Key on the coast of Southwest Florida.

# FINAL CONCEPT

## LEGEND

-  Disturbed Uplands
-  Mangroves
-  Upland Hammock
-  Salt Marsh



# QUICK POINT PARK MASTER PLAN

prepared for the Town of Longboat Key by



and



# **Section 5c Plan Details**



## PLAN DETAILS

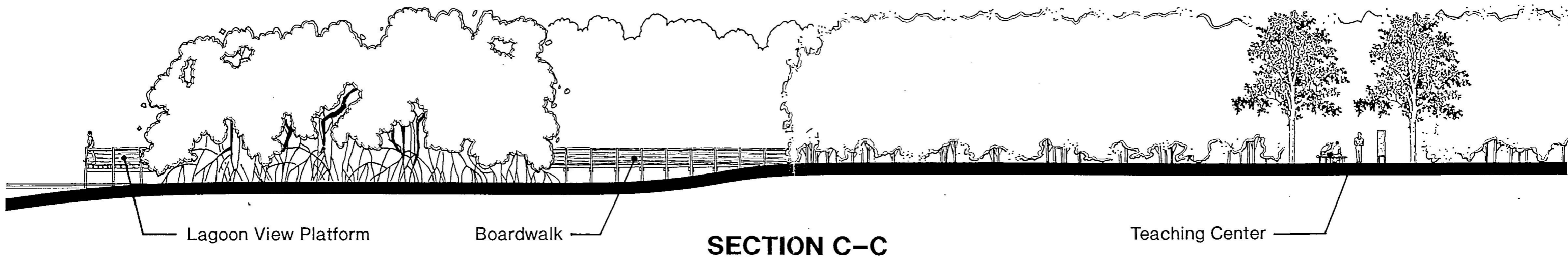
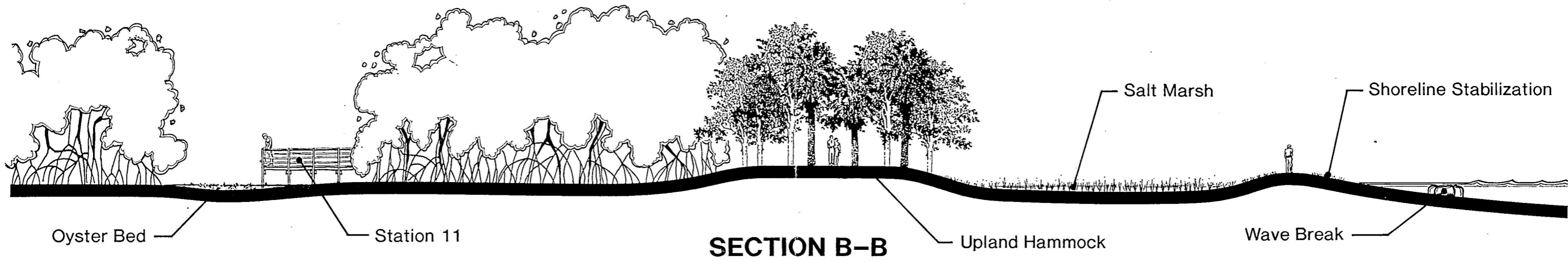
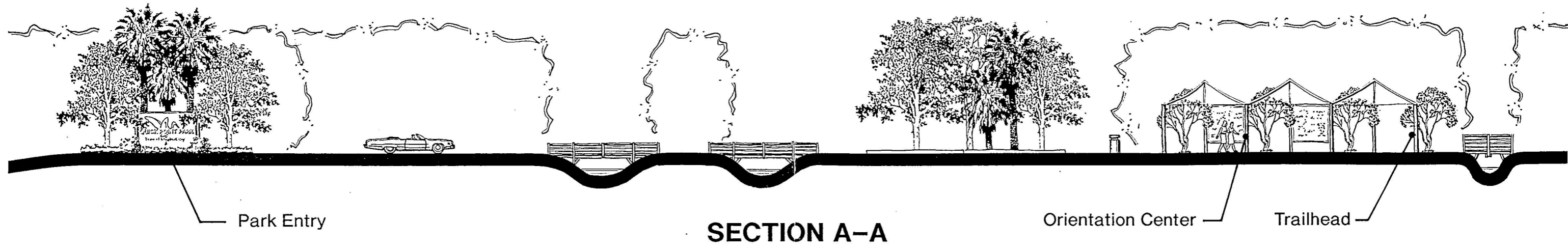
To further illustrate the major components of the design we have supplemented the final concept with enlarged plan views and sections through key areas. The following four pages help graphically clarify the design intent of the master plan proposal. Specific design detail of these components is conceptual and representative of the idea. The final form of some items will be established sometime in the future based on registered surveys of key park areas and final Construction Drawings.

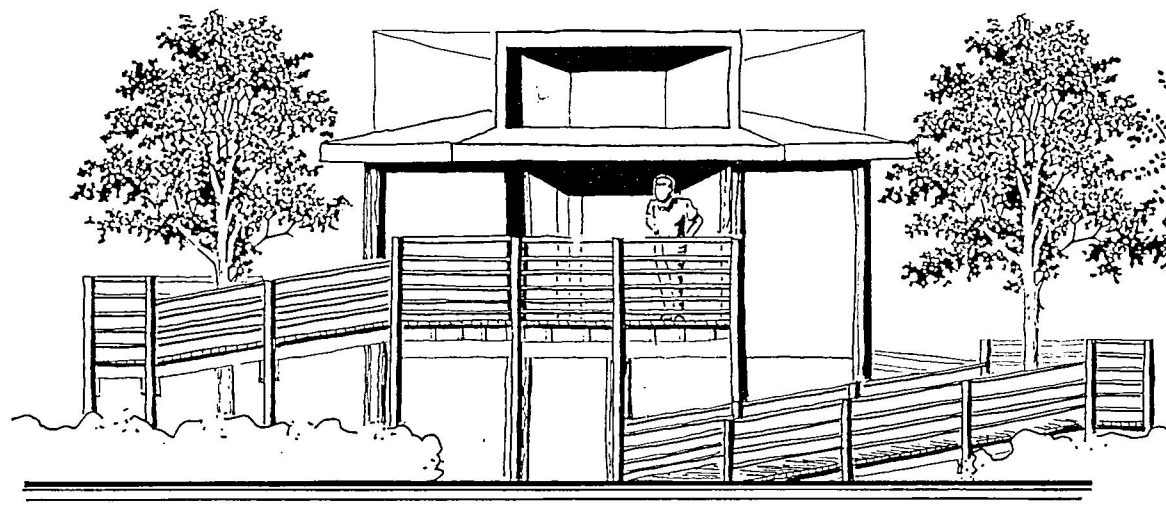
In order to get a ground level view of proposed facilities and activities as they appear on the final concept plan, three sections have been drawn through significant areas of the site. These sections make up the first page of details. Section A-A shows the park entry and orientation center. This area is further delineated in plan view on the second page of details. Section B-B is a section through the restoration/protection portion of the trail system. Habitat reconstruction from the wavebreak to the upland hammock is represented here. The remaining portion of the section shows habitat preservation in the mangrove and oyster bed areas. The last section C-C is a view through the teaching center and lagoon view platform. This section emphasizes the remoteness and quiet of a typical nature appreciation area.

The second page of details is an enlarged plan view of the orientation center and elevation of a typical restroom facility. Here the entry road and bicycle access are shown integrated with a drop off area and plaza serving the restroom, orientation center and trailhead beyond. Trailhead access, facility orientation and detached parking are some of the elements refined in this enlargement. The restroom elevation emphasizes the finish floor requirement and handicap accessibility issues.

The next page is a concept for the observation tower. See the final concept plan, Station #4 for the orientation of this structure.

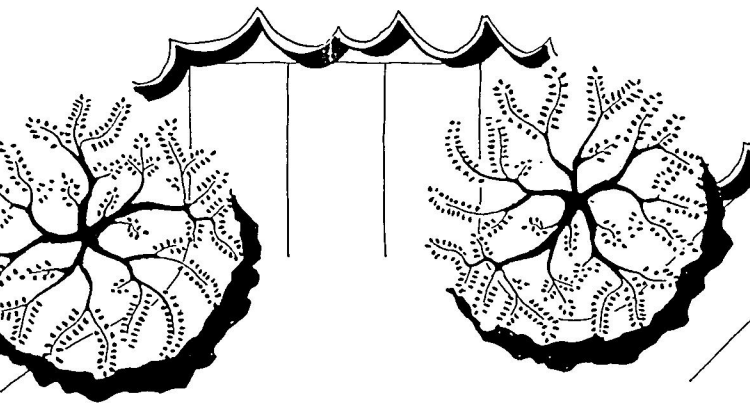
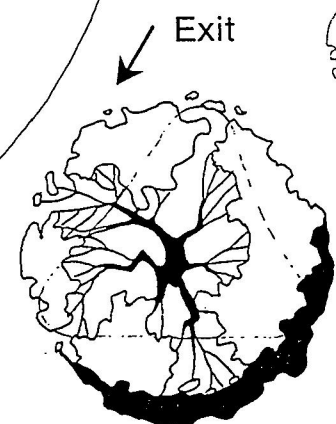
The last page is a plan enlargement of Station #10 and the trail north and south of this area. This interpretive node is shown as a typical station of the trail, including an information board and seating. Examples of habitat re-establishment are indicated in plan here as delineated in section B-B previously. The trail, shown as both boardwalk and path surface, meanders through the reconstructed and established natural areas.





# RESTROOM ELEVATION

(not to scale)



Parking

Native Xeriscape Display

Trail Return

Orientation Signboards

Trail Map

Entry Road

Bus Unloading Zone

Bollards

Bicycle Path

HCP Ramp Up

Plaza

Footbridge

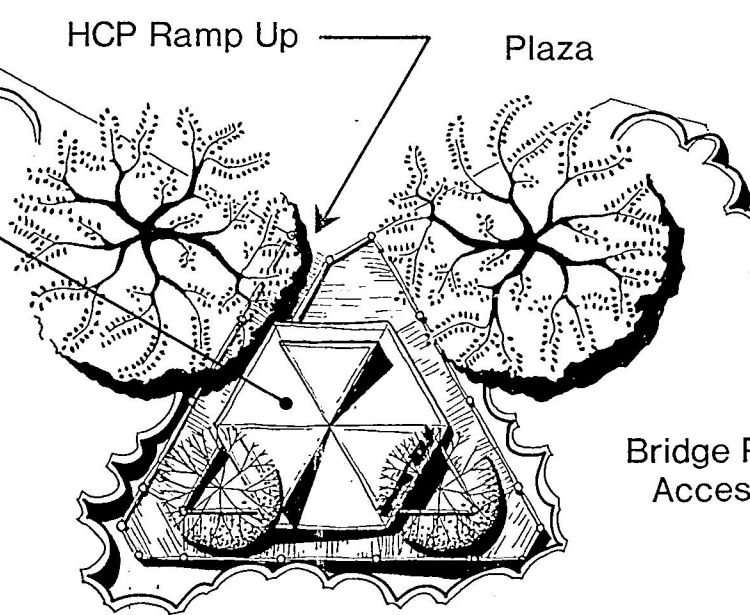
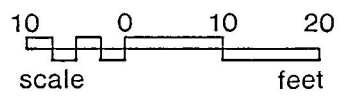
Restrooms

Mosquito Ditch

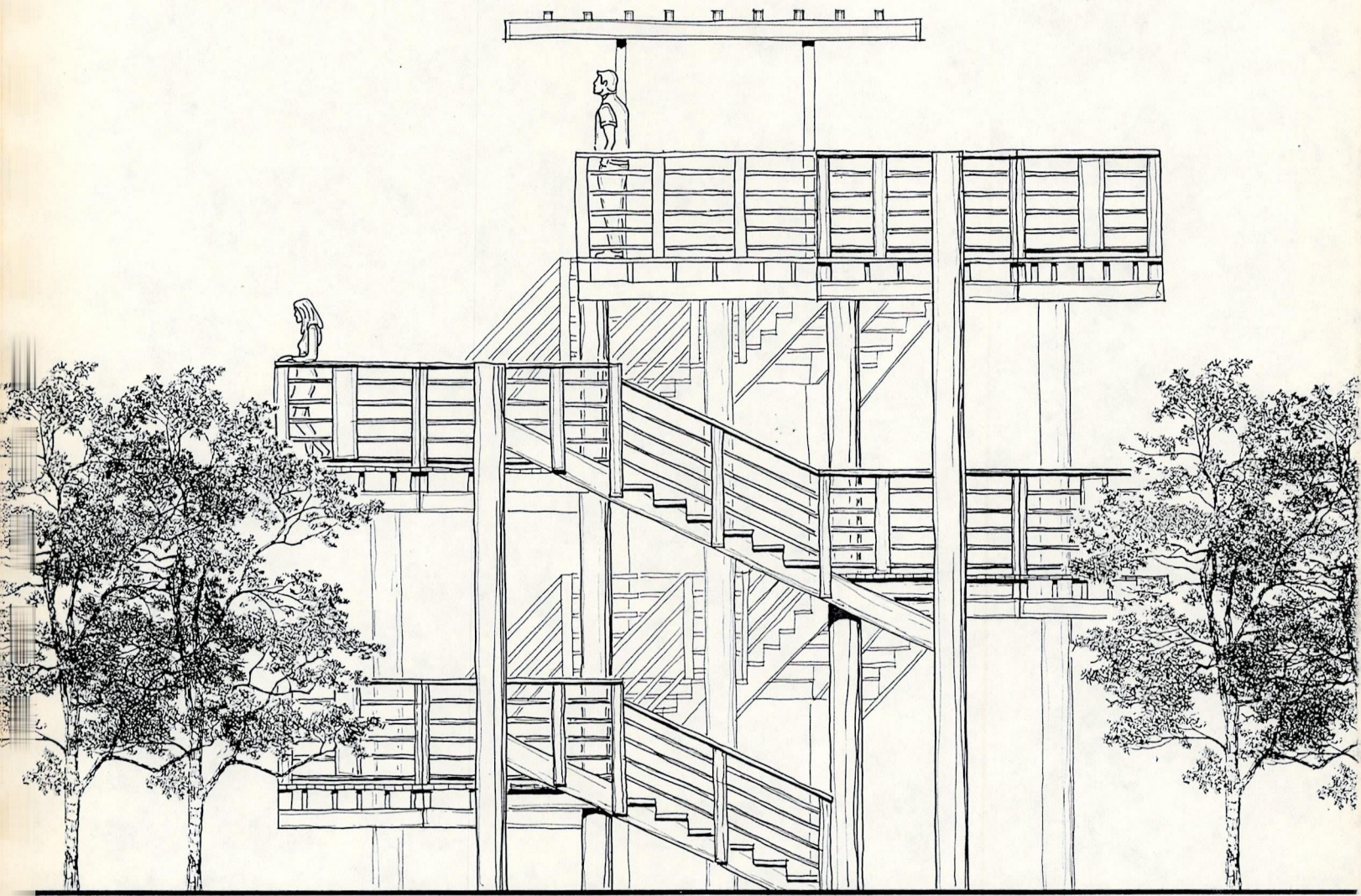
Trail Start

Bridge Park Access

# PARKING AND TRAILHEAD







**OBSERVATION TOWER**  
**(Station #4)**



Salt Marsh

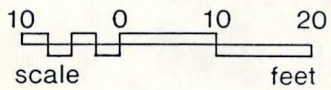
Coastal Hammock

Sign Board

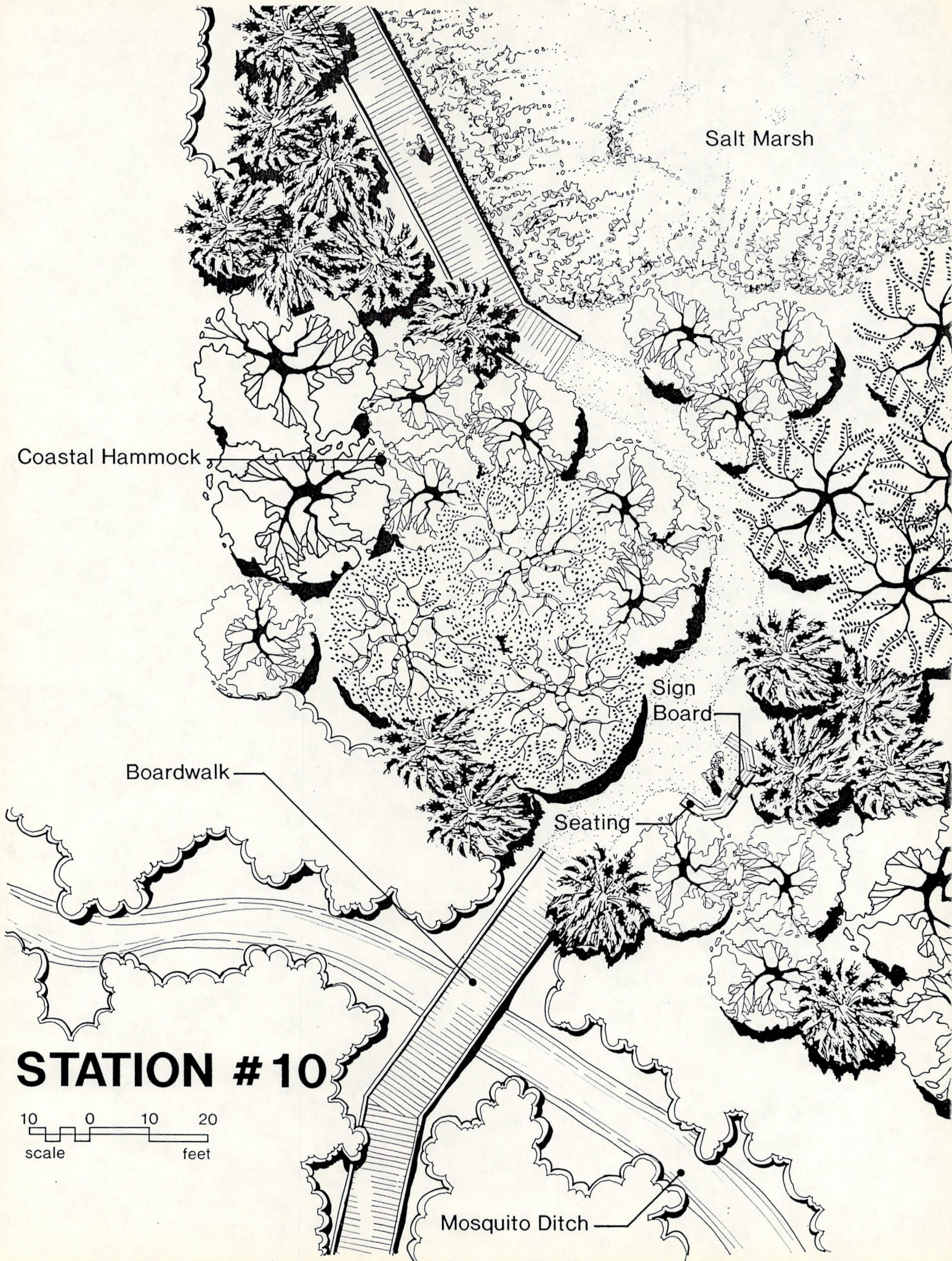
Boardwalk

Seating

# STATION # 10



Mosquito Ditch





# **SECTION 6 DEVELOPMENT GUIDELINES**

- a. Land Management**
- b. Cost Estimates**
- c. Implementation Procedure**

# **Section 6a Land Management**



## LAND MANAGEMENT RECOMMENDATION

The proper management of publicly held lands can serve as an important example to other residents. The management of the Quick Point property provides an excellent opportunity to demonstrate proper ecological management techniques especially in and around estuarine systems, especially those with a history of previous alteration.

Because of its high environmental value and importance to the Sarasota Bay ecosystem, management of the land should emphasize preservation of valuable habitat and improvement and protection of altered habitat. Areas where we would recommend that specific land management techniques be applied are:

1. Mangrove/Spoil Mound System While the mangrove-lined ditches create an environmental system with important ecological value to the bay and marine life, the subsequent spoil mounds which were created as a result of the ditching need to be properly managed. In time, it is possible that the exotic vegetation will out-compete the mangrove areas and eventually cause a decline in growth and productivity of the mangroves. A phased longterm maintenance program should be in place which addresses the removal of the exotic vegetation (such as the Australian Pine and Brazilian Pepper) while preserving the mangrove fringe. A management program for this area must be very specific and selective as traditional horticultural techniques do not work well in such a sensitive location.
2. Bay Shoreline Much of the Quick Point property is naturally stabilized and protected through a mature mangrove growth fringe. However, portions of the eastern shoreline have experienced severe erosion, probably due to boat wake. This area should be re-established with mangroves and salt marsh grasses at appropriate locations and elevations. The use of some low level wave protection may be necessary, though we would not recommend considering a revetment or any other shoreline hardening techniques. In general, the entire Quick Point shoreline should be managed for the continued growth and health of the mangrove fringe. Australian Pines and other exotic vegetation which compromises the health, vigor and future growth of this fringe should be removed and natives replanted, if necessary.
3. Seagrass Beds The extensive seagrass beds in the northern lagoon shows signs of some damage, probably caused by propeller scar. These seagrass beds are particularly vulnerable at low tide and should be protected from further damage. Propeller scars in seagrass beds are particularly damaging as most destroyed areas will not naturally recolonize for a very long time.

4. Mixed Uplands A program of phased removal of Australian Pines should be considered in this area, along with the introduction of native coastal hammock species. This program would also facilitate the eventual recolonization of the shoreline by mangroves and would eliminate maintenance and safety problems associated with dead Australian Pines.

# **Section 6b Cost Estimates**

## PHASING

In order to facilitate the development of the final concept over a period of time, the plan could be separated into phases. Each phase then can be funded and developed as resources become available. These phases are described as follows:

### Phase I Trailhead/Land History (Stations 1 through 4)

- A. Access & Parking
- B. Orientation Center
- C. Restroom
- D. Stations, Trail & Boardwalk
- E. Tower

### PHASE II Ecology Trail/Bridge Access (Stations 5 through 7)

- F. Stations, Trail & Boardwalk
- G. Bridge Park Access

### PHASE III Restoration/Preservation Trail (Stations 8 through 12 and Return to Trailhead)

- H. Habitat Restoration
- I. Stations, Trail & Boardwalks
- J. Return Trail

### PHASE IV Teaching Center/View Platforms

- K. Platforms, Trails, Boardwalks
- L. Outdoor Classroom

**QUICK POINT PARK  
COST ESTIMATE**

		Cost Range
1.	<ul style="list-style-type: none"> <li>Access &amp; Parking</li> <li>o Entry Road</li> <li>o Parking Spaces</li> <li>o Concrete Brick Path</li> <li>o 2 Vehicular Bridges</li> <li>o Landscaping</li> <li>o Entry Signage</li> <li>o Electric Service</li> <li>o Water Service</li> <li>o Sanitary Service</li> <li>o Lighting</li> </ul>	\$150,000 - \$175,000
2.	<ul style="list-style-type: none"> <li>Orientation Center</li> <li>o Plaza</li> <li>o Interpretive Center Shelter</li> <li>o Interpretive Graphics</li> <li>o Site Furnishings</li> <li>o Landscape ✓</li> </ul>	\$ 40,000 - \$ 60,000
3.	<ul style="list-style-type: none"> <li>Restroom</li> <li>o Restroom Building</li> <li>o Utilities</li> <li>o Handicap Access</li> <li>o Landscape ✓</li> </ul>	\$ 70,000 - \$ 80,000
4.	<ul style="list-style-type: none"> <li>Observation Tower</li> <li>o Tower Structure</li> <li>o Interpretive Graphics</li> <li>o Site Preparation</li> </ul>	\$ 40,000 - \$ 50,000
5.	<ul style="list-style-type: none"> <li>Outdoor Classroom</li> <li>o Decking</li> <li>o Site Furnishings</li> <li>o Interpretive Graphics</li> <li>o Site Preparation</li> <li>o Landscape ✓</li> </ul>	\$ 30,000 - \$ 40,000
6.	<ul style="list-style-type: none"> <li>Ecological Restoration</li> <li>o Salt Marsh</li> <li>o Upland Hammock</li> <li>o Shoreline</li> </ul>	\$125,000 - \$175,000

QUICK POINT PARK  
COST ESTIMATE

		Cost Range
7.	Nature Trails	\$290,000 - \$360,000
	o History Trail	\$ 30,000 - 40,000
	o Ecology Trail	160,000 - 70,000
	o Restoration Trail	100,000 -125,000
	o Birding Trail	70,000 - 85,000
	o Return Trail	30,000 - 40,000
	o Shell Path	o Interpretive Graphics
	o Bridges	o Site Preparation
	o Boardwalk	o Site Furnishings
	Total	\$745,000 - \$940,000

# **Section 6c Implementation Procedure**



## **PARK DEVELOPMENT**

This master plan provides the first important step in the design process. The acceptance of this master plan should be followed by the preparation of the design development drawings. These will include plans and drawings in which specific design elements are determined such as layouts of facilities (eg. restrooms, teaching center) and other structures are finalized, and the location of boardwalks and proposed park amenities is set for environmental permitting and public funding applications.

These design development drawings will be used in the permit applications to the necessary environmental regulation agencies. The Quick Point Park will require permits from the following agencies: Florida Department of Environmental Regulation, Florida Department of Natural Resources, U.S. Army Corps of Engineers, and the Town of Longboat Key. The permitting process will take approximately six months.

The opportunity exists to concurrently apply for environmental permits along with the application for potential funding sources. Various governmental agencies provide funding for passive recreation use on environmentally sensitive lands. Presently, the primary source of potential funding would be under the Florida Recreational Development Assistance Program (FRDAP).

Florida Recreational Development Assistance Program (FRDAP) is a competitive matching grant program which provides financial assistance for development or acquisition of land for public outdoor recreation. This fund is administered by the Florida Department of Natural Resources, Division of Recreation and Parks, Office of Recreation and Parks, Office of Recreation Services. Presently, the rules and application are under revision. A fall date is projected for the adoption of the revised rules and application. The Program is designed to maximize outdoor recreation benefits to the public through projects which implement the State of Florida's comprehensive outdoor recreation plan. In the past, funds could be used for facilities such a nature trails, along with associated support facilities such as parking and restrooms. Applications are evaluated based on specified criteria. Matching funds are to be provided by the applicant. An applicant may use the following as its required match: cash, undeveloped-applicant owned land or in-kind services. Eligible in-kind services include architectural, engineering cost, on-site labor, material and equipment expenses directly incurred by the grantee. Incorporated municipalities may participate in the program. Presently, the funding cycle requires submission of applications in the fall, however timing is expected to change with the present revisions.

The next step in the design process is the preparation of the Construction Documents. These documents should include a full set of specifications and drawings for construction. Specifications for the shoreline restoration and upland habitat restoration should also be included.

The final phase in the parks development should be the construction phase where the park elements are built under the supervision of qualified professionals.

# **TOWN OF LONGBOAT KEY FLORIDA**

**INCORPORATED NOVEMBER 14, 1965**



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