

**Punta Gorda Boaters Alliance  
Harbor Development Oversight Group  
Information Packet**

**Item One:**

**Boaters Alliance recommendation to City Manager, Howard Kunik, on  
Laishley Park Marina Management**

**Item Two:**

**Text Data From the *Original Concept Document* not used in  
Transparency Presentation**

**Item Three:**

**Harbor development transparency presentation made to the Punta  
Gorda Boaters Alliance at the July 2006 meeting**

**Item Four:**

**Recap passed out at the Boaters Alliance July 2006 meeting**

**Paul Sandler**

**Item One: Boaters Alliance Recommendations to the City Manager**

**Laishley Park Marina Operation**  
**Punta Gorda Boaters Alliance Recommendations**  
**December 20, 2005**

**Request from the City Manager:**

The City Manager of Punta Gorda, Howard Kunick, requested that the *Punta Gorda Boaters Alliance* present to the City a recommendation regarding the operation of the new marina at Laishley Park. The question posed -- should the marina be operated by the city or placed in the hands of a concessioner?

**Our Recommendation on the Marina Operation:**

It is the opinion of the *Punta Gorda Boaters Alliance* that either the City of Punta Gorda or a concessioner of the City's choice could properly manage the developing marina. There are however circumstances which would suggest that it would be in the best interest of the City and its citizens to maintain control of the marina basin and its services at this point in time.

It is with this thought in mind that the *Punta Gorda Boaters Alliance* recommends that the City of Punta Gorda retain total control of the operation of the Laishley Park Marina through the period required by the City to fully develop its waterfront plans.

**Basis of the Recommendation:**

- That the usage of the city's waterfront is being reconsidered as Punta Gorda redefines itself following Hurricane Charley on August 13, 2004. It is felt that it is in the best interest of the city to maintain total control of the new marina, which would allow the city, at will, to make future changes to the marina or its operation to resolve currently unforeseen conditions. This would allow integration of these changes into the City's master development effort without second party constraints.
- That a major by-product of the marina is the positive financial impact on the commercial areas of Punta Gorda and revenues that can be generated for the City. This would not necessarily be a major consideration for a concessioner. It would be expected that the concessioner's primary concern would be the success of their individual interest and that the City's interests would be secondary.
- That the city has the ability, as with any concessioner, to hire competent staffing for the operation of the marina on a continuing basis. However, the city in the event of an adverse incident has greater resources upon which to draw to offer an immediate remedy to a situation.
- That the city, by establishing the marina as an enterprise district, can maintain an ongoing depreciation fund to ensure that the marina continues the physical image that the city wishes to project over the passage of time regardless of operational marina revenue.

Laishley Park Marina Operation Recommendation – Page 2

- That the City has total control of the basin usage, as defined by the Submerged Lease Agreement, to insure continual usage and future renewal without objection by any of the regulatory bodies.
- That the City maintains authority over the “shrimpers” and other commercial usage of the basin as allocated by the Submerged Land Lease to assure compliance to City/State requirements, maintain “clean harbor” standards and to retain the desired community/marina image.
- That as a City-operated marina, it could receive assistance from the “umbrella of City services” that may otherwise not be available.
- That the advertising for the development of usage of the marina, and its impact on the entirety of Punta Gorda, can be better orchestrated by the City through its available resources.
- That control of the marina is consistent with the desire of the citizens of Punta Gorda to maintain the major segment of our waterfront for public use and to protect it from land developers.

Respectively Submitted as a Recommendation:

George Eichman, President  
*Punta Gorda Boaters Alliance*

**Item Two:** Text from *Original Concept Document*

# The City of Punta Gorda

## *A Major Designation Port.*

It is believed that the adoption of a concept to develop the City's waterfront into an economic contributor by establishing the City of Punta Gorda as a desired "DESIGNATION PORT" would contribute to stability and livability of our city. This choice also would increase the profitability of nearly each segment of the cities business community and create additional tax revenue.

It is further believed that this can be done without disrupting our current waterfront configuration or disrupting how various citizen groups within our community enjoy today's waterfront arrangement.

Though the plan is presented as a concept, the financial impact of each segment, investments and returns, can be readily calculated and reduced to understandable dollars and cents. The successful harbor development programs completed by other cities with a plan can substantiate this fact.

It is not to be expected that moving any of these segments from *concept to reality* is not be without a compelling effort considering the complexity of today's world. Nothing, however, is written to indicate that it cannot be accomplished for those who would want it to be done.

*The balance of this presentation relates to the individual segments of the -----*  
**The Harbor Development Concept.**

# City of Punta Gorda, Florida

## Potential Waterfront Development

### (1) Homeport Marina

A full service marina that could be combined with a resort (perhaps tennis) style hotel/condo type facility co-mingled with green areas to support public use along the waterfront. This marina would provide space for the growing need of long term in-the-water dockage for boats thru out the year. It would also include a major "affordable" dry storage facility for small boat owners. Controlled live-aboard's would be considered along with longer-term transient boaters. It would have limited boat services beyond fuel, power, water, pump out and restroom facilities with shower. It would host a large retail "ships stores" in addition to a major restaurant plus a sandwich style eatery.

### (2) Transit Marina

A "boating tourist" style marina to accommodate overnighters and limited stay boaters. It would be designated as dockage for the casual cruiser, group cruisers or cruising club type boater wishing immediate access to the downtown area. It would provide limited services such as power, water, pump-out with a proper restroom/shower facility to accommodate those boats in the marina. Food service would be limited but would include breakfast. It would house a small ships store combination souvenir type shop.

### (3) Day Boater Marina

A marina tailored to accommodate boaters that wish only daily access to the cities downtown area. Dockage would be on a first come basis. This marina could also serve as a staging area for various city approved tournaments or other boating related events. There would not be any dock services and the land accommodations would be limited to a pavilion type structure designed into a green area for public waterfront use. Restroom facilities could be considered in the area for general public availability on the waterfront.

### (4) Sailboat Marina

Because of bridge restrictions in the area, a separate sailboat marina is suggested. This marina would be designed for sailboats usage. If located adjacent to the current Fisherman's Village Marina, the current channel to deep water could be utilized. Facilities here would be limited power, water and restroom/shower accommodations. Pump-out and fuel would be available at Fisherman's Village Marina.

### (5) Launching Ramp

The boat-launching ramp would remain in its current location as shown on Laishley Park Overall Layout Plan sheet L-11 with redesign. It is in an excellent location on our waterfront for this activity as this specific property, because of location, is very limited in usage. Maintaining it serves the needs of a specific group of boaters, which could be a growing population as marinas disappear in the area.

### (6) And (7) Mooring Fields

Because of the clearance restrictions created by the two Highway 41 bridges for sailboats of height, it is proposed that two separate mooring fields be considered for vessels not wishing to be accommodated by land based dockage but chose to spend time in the Punta Gorda Area.

(6) A proposed location would be off the “Lashley Park Marina” to accept “short mast sailors”, trawlers and other style boats that would prefer an anchorage rather than dockage. It is recommended that this field be operated by the entity responsible for the operation of the new “Lashley Park Marina” and would be controlled and maintained by the city.

(7) An second mooring field would be proposed off the “Fisherman’s Village” which would be accessible to “tall mast sailors” in addition to the above listed vessels that would frequent the up river mooring. Here it would be recommended that Fisherman’s Village Marina be considered to operate the facility because of their marina location but it also would be controlled and maintained by the city.

It is realized that the Fisherman’s Village Mooring would be located in the Aquatic Preserve and will require a considerably greater effort to establish. For that reason, mooring field development would be on an individual basis.

### (8) Punta Gorda Sailing Club

It is generally recognized that the establishment of an area sailing club, which would invest time in developing boating skill in Punta Gorda’s youth, would be a major asset to the community.

It is proposed that a suitable site for the permanent location of a youth sailing club would be on the property between Fisherman’s Village and Alice Park including the abandoned roadway at that location. There would be several options for the location for both *a pram storage building* and *a combined training/viewing building*, one of which could be straddling the inlet for effect.

Sailing prams would be an additional attraction for tourist visiting Fisherman’s Village and when not in use by the sailing club, could serve to accommodate visitors wishing to relax and view the harbor and add a major purpose to Alice Park.

### (9) Dry Storage

With the continuing evaporation of public in-water dockage and public marinas, coupled with its high cost in-water dockage, the dry storage alternative becomes a very attractive means of accompanying the growing numbers of small boats. A large number of boats came be housed in a small area in a controlled environment.



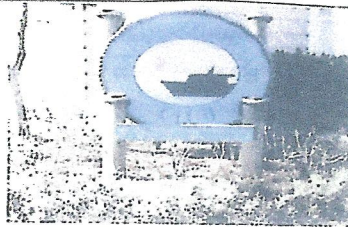
A secondary factor for the consideration for dry storage is that it eliminates the need to trailer boats for the expanding boating population when dockage is not available. This impacts two areas of concern, *over crowing of existing ramp space to launch boats* and the *storage of boat and trailer in residential neighborhoods*.

With this effort to define an expanded waterfront for Punta Gorda, it is proposed that, as part of the “Home Port Marina”, a location be designated for the eventual construction of three major storage buildings at the up-river end of the marina to accessible from East Marion Avenue.

Examples of modern dry storage facilities are a close as Bonita Springs at the *Barefoot Boat Club* (pictured below) and Cape Coral at *Rum Runners*. Both are found nestled in amongst high dollar condos.

Barefoot Boat Club  
High end Dry Storage Building

Bonita Springs, Florida

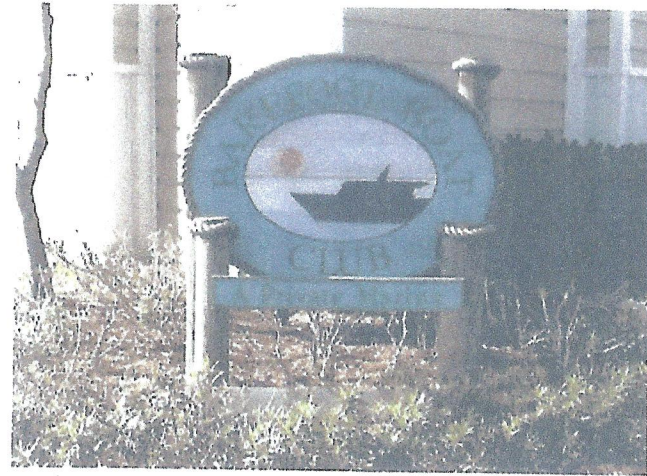


Photographs taken January 2001

# Barefoot Boat Club

High and Dry Storage Building

Bonita Springs, Florida



**Item Three: Harbor Development Transparency Presentation**

# **Punta Gorda, Florida**

Presentation Referenced to Exploring  
Conceptually the Development of the Waterfront

Tailored for the  
Punta Gorda Boaters Alliance  
July 2006 Meeting

**(Projection - Overhead Transparencies)**

# **Punta Gorda Florida**

## **A Conceptual Long Term Development Program for the City's Waterfront**

**Punta Gorda Boaters Alliance  
July - 2006**

## **Florida's Big Business**

### **- Boating -**

- Florida's marine industry represents a total economic output of over \$18.4 billion.
- Florida's recreational boating industry is greater than Florida's citrus and Cruise Ship Industries combined.
- Florida marine industry represents related employment of an estimated 220,000 jobs.
- Florida's marine industry has an outstanding growth rate of 24.8 % annually over the last 25 years.
- Florida is the #1 state in boat registrations.

(Source: Marine Industries Association of Florida, Inc.)

# The City of Punta Gorda

## *The Vision - A Major Designation Port*

- **Develop Waterfront into an Economic Contributor**
- **Increase the Profitability of City's Business Community**
- **Maintain Current Waterfront Configuration**
- **Protect Current Usage Patterns**
- **Prepare for the Growth of Personal Marine Activities**
- **Utilize Existing Infrastructure thru Double Usage.**
- **Design a Integrated Program Adjustable with Time**
- **Establish Segments by Need and Opportunity**
- **Defined Segments in Understandable Dollars**
- **Validate with the Experiences of Other Communities** ✕
- **Requires a Compelling Effort from *Concept to Reality***

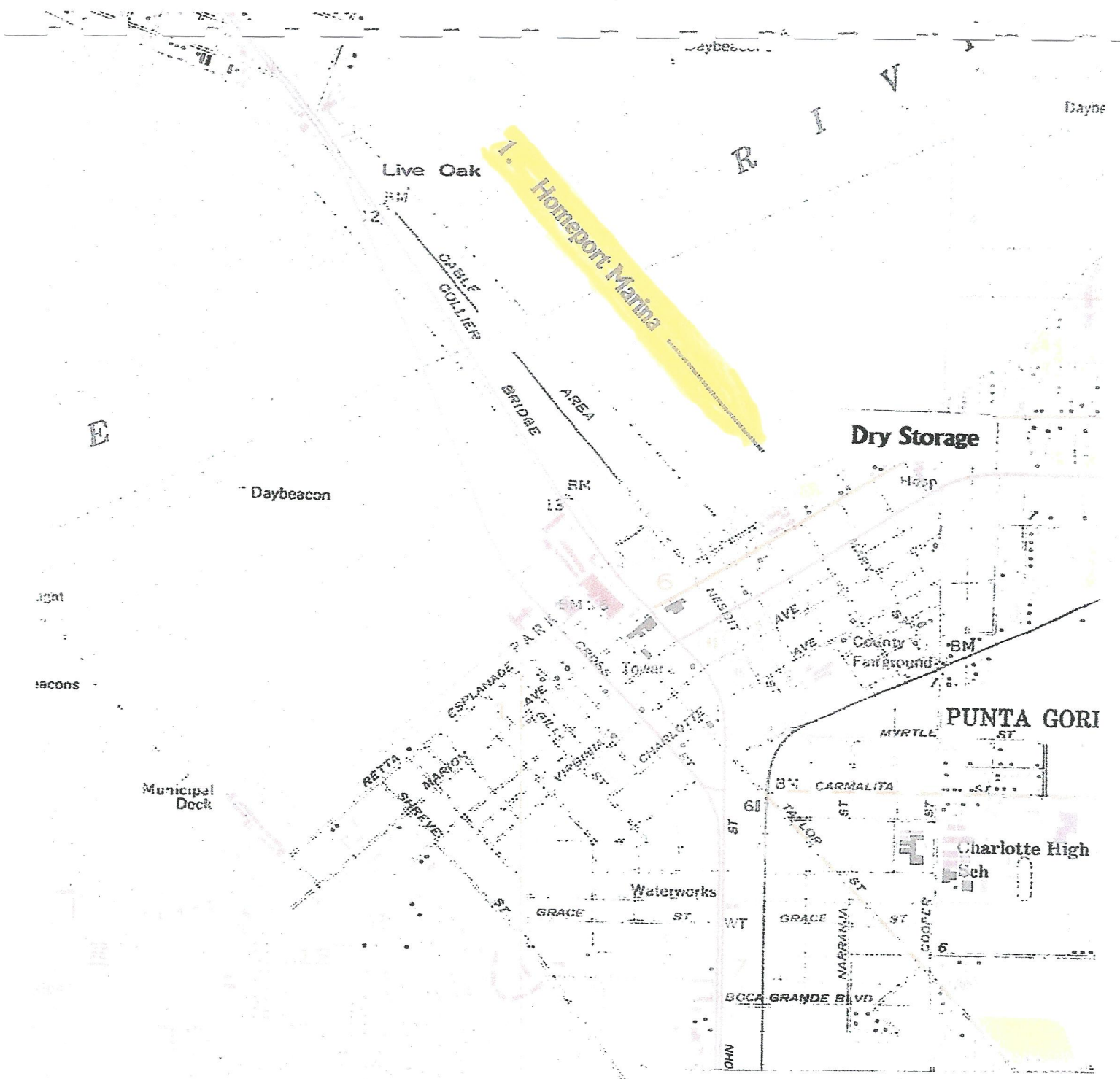
# Punta Gorda Waterfront

## Potential Segments for Consideration

1. Homeport Marina - #1 Priority
2. Transit Marina
3. Day Boater Marina ? put in event center #2 priority
4. Sailboat Marina
5. Launching Ramps
6. Mooring Fields
7. Sailing Club
8. Dry Storage #1 priority
9. Dinghy Docks

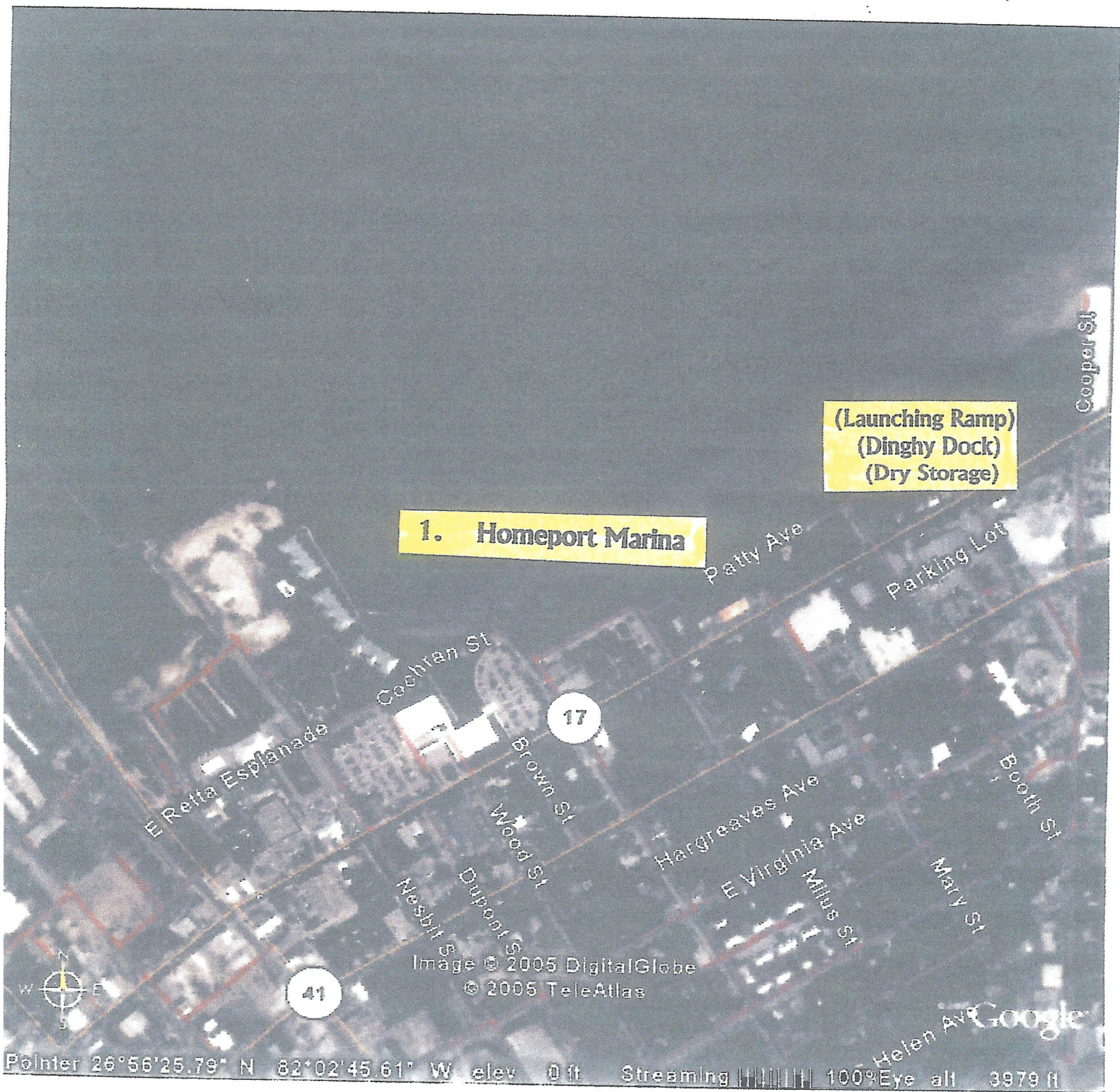
Additional Consideration are Expected





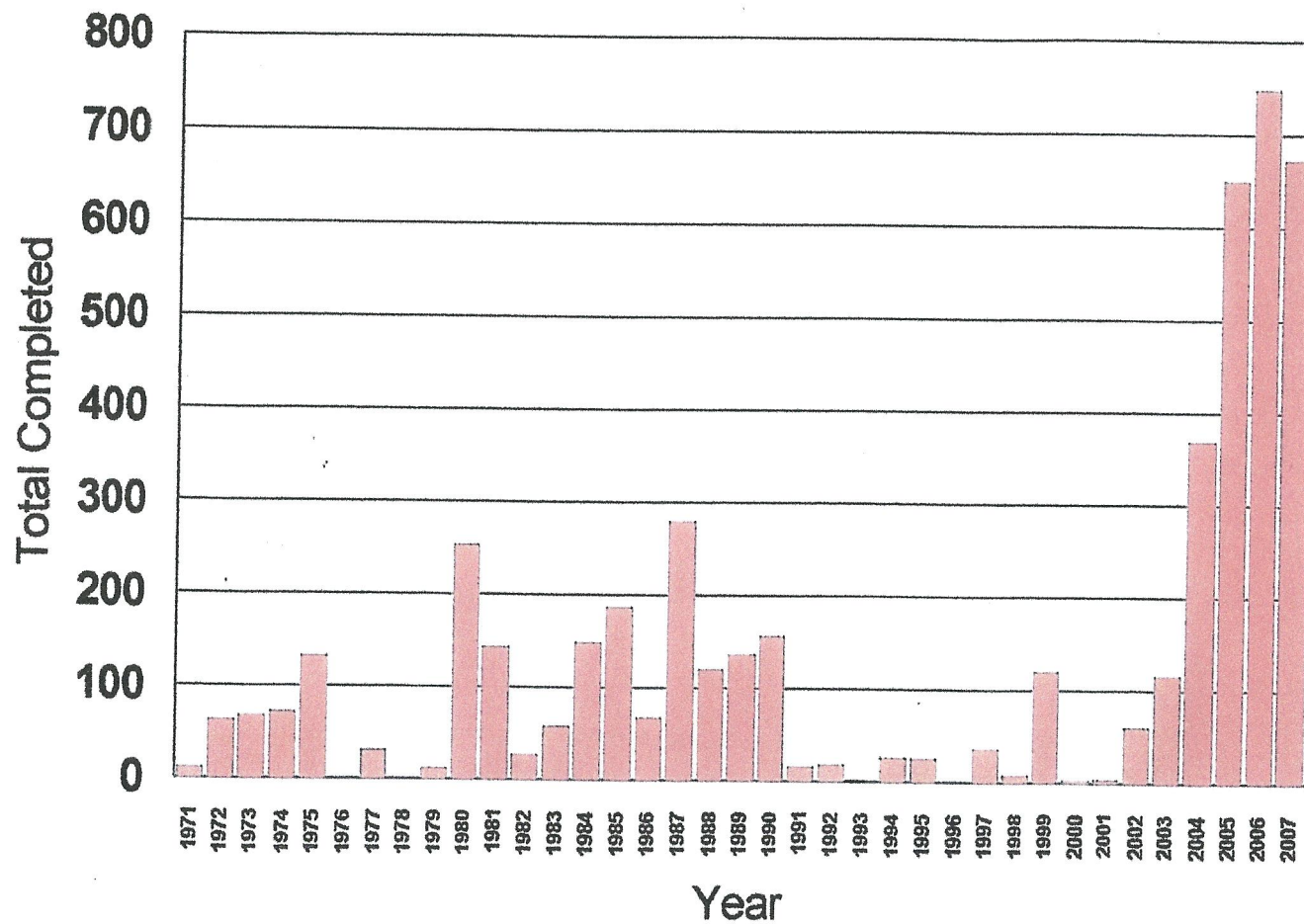
**PUNTA GORDA, FLORIDA**  
*Waterfront Development*  
 Specific Items

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 Top Left: 26° 57' 24" N 82° 4' 21" W  
 Bottom Right: 26° 54' 53" N 82° 1' 59" W



**Punta Gorda, Florida**  
*Potential Waterfront Development*

# Punta Gorda Condo Completions



(Source: RE/MAX Harbor Realty)

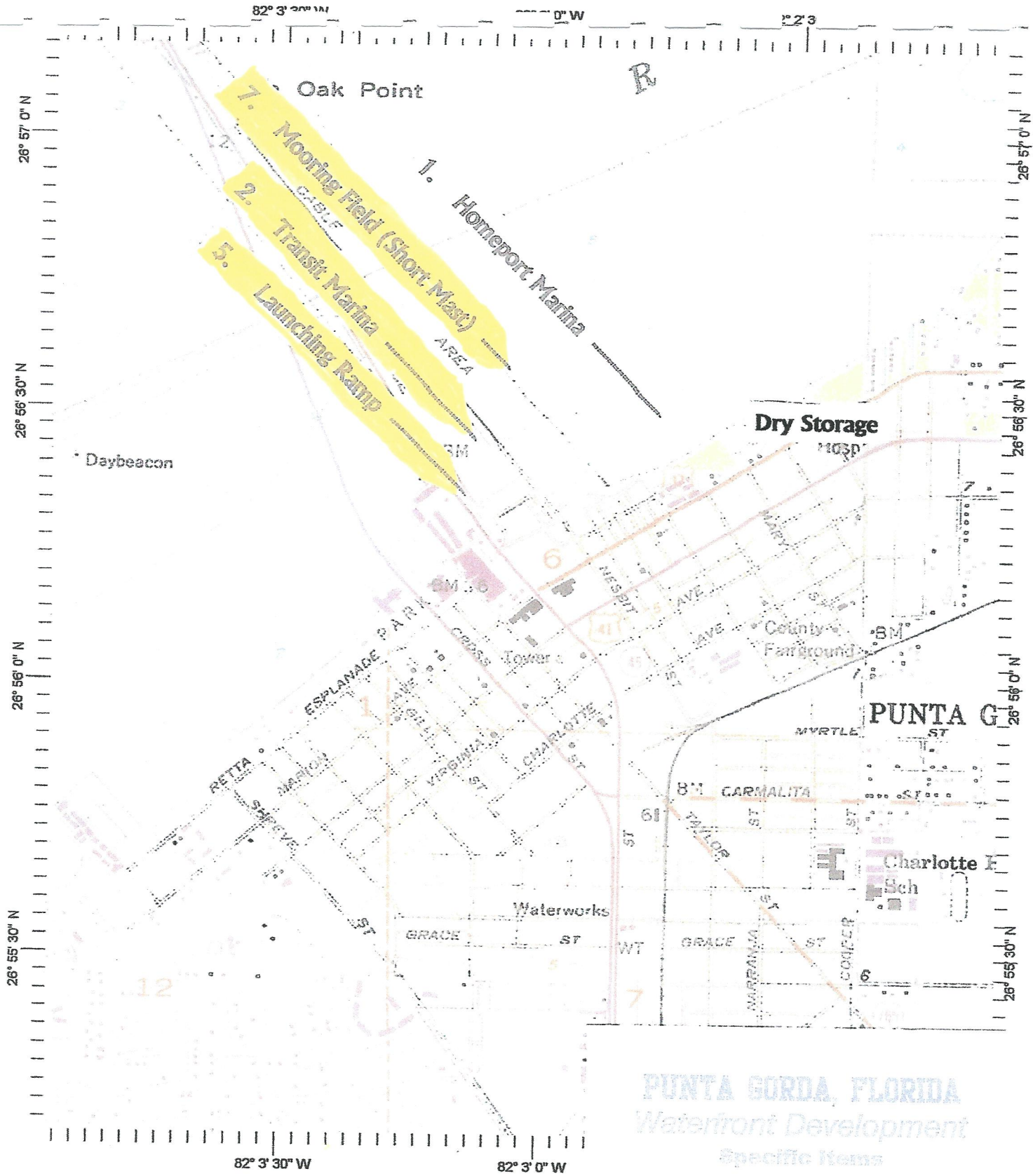
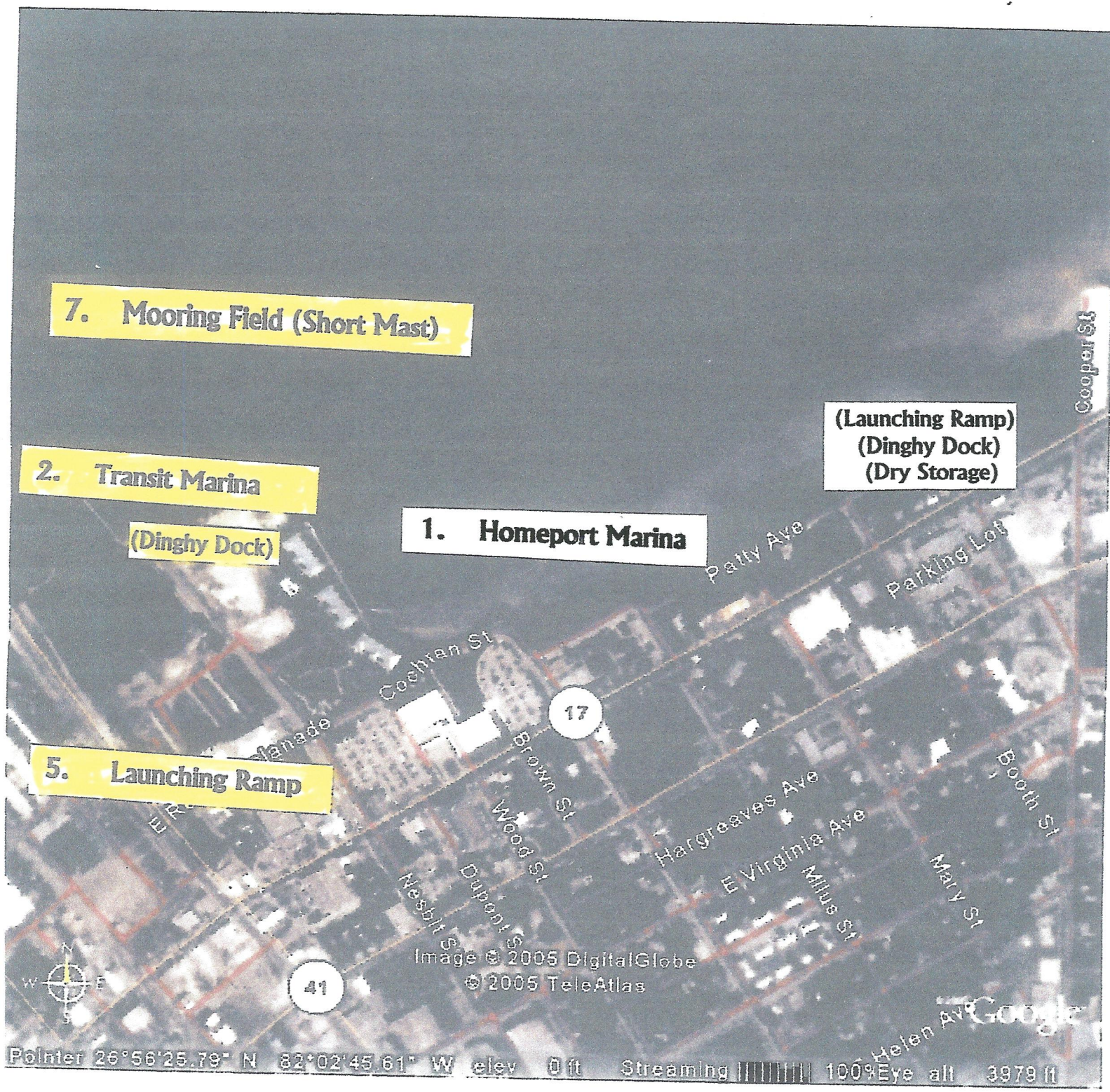
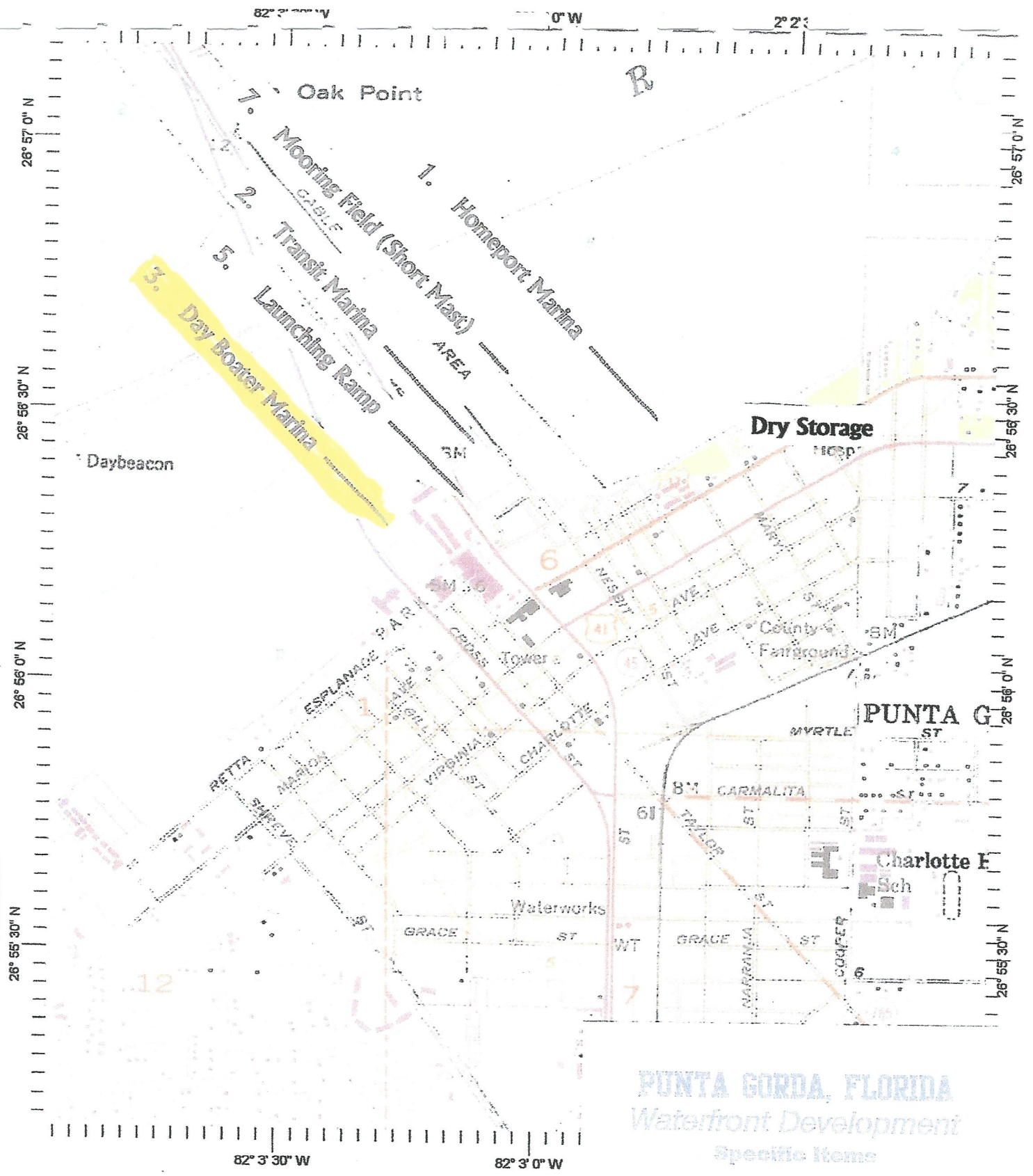


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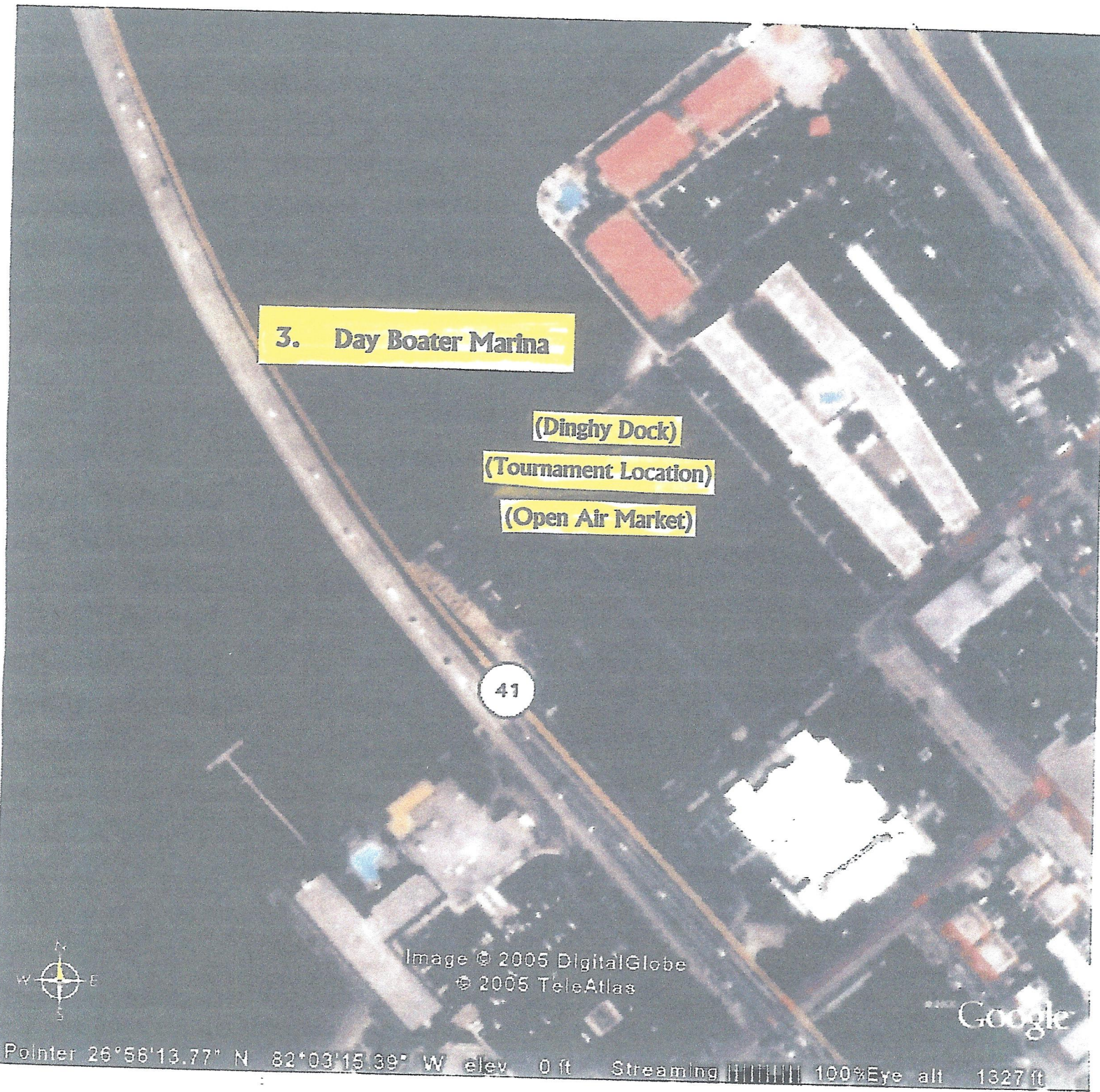


**Punta Gorda, Florida**  
*Potential Waterfront Development*



**PUNTA GORDA, FLORIDA**  
*Waterfront Development*  
 Specific Items

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 Bottom Right: 26° 55' 10" N 82° 2' 6" W



**3. Day Boater Marina**

**(Dinghy Dock)**

**(Tournament Location)**

**(Open Air Market)**

41

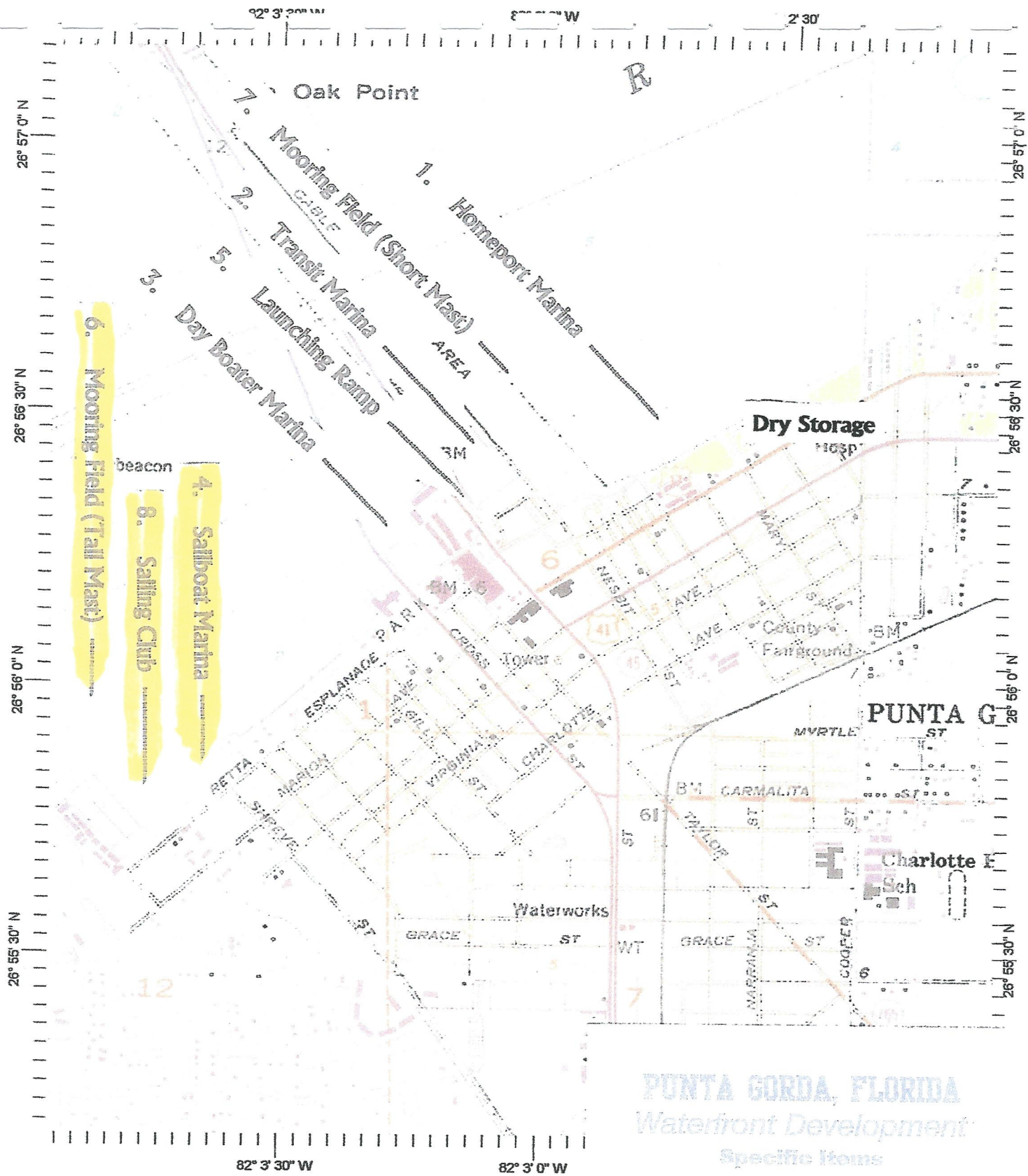


Image © 2005 DigitalGlobe  
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**Punta Gorda, Florida**  
*Potential Waterfront Development*



**PUNTA GORDA, FLORIDA**  
*Waterfront Development*  
 Specific Items

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6. Mooring Field (Tall Mast)

4. Sailboat Marina

(Dinghy Dock)

8. Sailing Club



Image © 2005 DigitalGlobe  
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Punta Gorda, Florida  
*Potential Waterfront Development*

**8. Sailing Club at Alice Park**

Bldg. ?

Bldg. ?

Bldg. ?  
Parking Lot

Pittman St

W Rotta Esplanade

Image © 2005 DigitalGlobe  
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Google

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**Punta Gorda, Florida**  
*Potential Waterfront Development*

# Punta Gorda Harbor Development

## The Role of the *“Punta Gorda Boaters Alliance”*

To support the City of Punta Gorda by assisting in the waterfront development thru the following or similar efforts:

- *Assist* the City in identifying waterfront projects.
- *Assist* the City qualifying waterfront projects.
- *Assist* the City researching similar projects.
- *Assist* the City in cost and scheduling determination.
- *Assist* the City to explore financing options.
- *Assist* the City in public education regarding projects.

Our purpose would be to offer, as an additional resource for the city, access to the marine knowledge, prior experience and the personal time of Alliance members to assist in the development of our waterfront.

# **Punta Gorda, Florida**

*A Waterfront Community  
With a Future*

**Item Four:** “Recap” pass-out at July PGBA meeting.

**Punta Gorda Boaters Alliance**  
**Harbor Development Presentation**  
**July 12, 2006 Meeting**

**Program Proposed:**

To Assist in Establishing a Conceptual Long Term Development Program for the City's Waterfront

**Program Objectives:**

- To stimulate creative thinking to generate a long-term waterfront vision
- To insure that projects adopted interlock with an established master plan.
- To create a waterfront environment that provides economic support for our city
- To gear expanded waterfront development for the needs of our changing demographics
- To completely understand the cost/benefit relationship as segments are defined and executed

**Program Format:**

To accumulate, review and compartmentalize into physical segments those marine related items which would be beneficial to the continuing development of our harbor waterfront and to establish Punta Gorda as the major *Destination Port of Choice* on the West Coast of Florida.

**Program Considerations:**

To work in concert with the existing facilities and to preserve and protect the current usage patterns along the the length of the City waterfront

**Program Evaluations:**

To included local and transit wet slip availability, dry storage, mooring opportunities, pump-out considerations, maintenance and repair facilities, fueling stations, waterfront event facilities and overall boating access to the City of Punta Gorda.

**Program Resources:**

To support the City of Punta Gorda with the assistance of the Punta Gorda Boaters Alliance membership in the development of our waterfront with the offer of, *as an additional resource to the city*, access to the marine knowledge, prior experience and personal time of Alliance membership.

**Punta Gorda, Florida — A Waterfront Community With a Future**