

POTENTIAL DEEPWATER HORIZON OIL SPILL RESTORATION PROJECTS: PROVIDING INFORMATION TO ASSIST WITH PROJECT ASSESSMENT

To help you propose projects to the State of Florida's Department of Environmental Protection (DEP), we developed this project submission form. You are not required to complete this form to submit a project. However, completion of the form will help DEP gather the information required to completely and accurately evaluate a project against the selection and evaluation criteria. Where appropriate in the form, please provide references to any additional supporting information.

Project Name: *(Include project number from DEP's existing list of submitted projects, if applicable.)*

SR-26 Santa Rosa County Beach Park SCUBA/Kayak Boardwalk & Wash Down Areas

Contact Information:

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Location for Project Implementation: *(For example, city and county, GIS coordinates if known.)*

Navarre Beach County Park, Navarre Beach, Florida 32566

The proposed locations for the walkovers and wash down stations is Navarre Beach, Florida. One walkover and wash down station and an associated 20 space parking lot extension is proposed to be located immediately east of the east most gulf front pavilion in Navarre Beach County Park. The other walkover and wash down station is proposed to be located at one of the existing public access points located within two miles of the western boarder of Navarre Beach (east of the Gulf National Seashore). The specific access point for location of the the second walkover will be determined by Santa Rosa County Board of County Commissioners.

Brief Project Narrative: *(Describe what the project will do.)*

Santa Rosa County owns and operates a no fee public park at the eastern end of Navarre beach. The park is separated into an older section on the west end of the park from the Navarre Beach Fishing Pier to the end of a contiguous parking lot and a newer section to the east that was built as a state park but now exists as part of the County Beach Park complex. The park has parking, fresh water showers, dune walkovers, pavilions with picnic tables and grills, and restrooms. The Gulf of Mexico is separated from the parking lots by a line of sand dunes running east to west and periodically interrupted by wooden and open (sand) dune walkovers to allow access to the beach without disturbing dune vegetation. This project proposes to construct two ground level wood composite dune walkovers approximately eight (8) foot wide by two hundred fifty (250) feet long at two of the open dune walkovers and connect them each to a ground level deck structure of approximately sixteen (16) feet by thirty (30) feet with fresh water showers and equipment wash down stations. The deck structures and wash down stations would serve as a public freshwater rinse station for SCUBA equipment, kayaks, and surfboards and other similar sized water equipment. The composite wood walkovers would serve as a wide walkway between the south side of the dunes and the parking area to accommodate easier transport of SCUBA, Kayaking, Surfboarding and similar sized non motorized equipment. Additionally the project proposes a 20 space extension of an existing parking lot on the north side of the easternmost gulf side pavilion of the County Beach Park complex.

Estimated Project Costs: (Describe the costs of the project, including any assumptions for contingency and ongoing operations and maintenance. Identify other available funding sources such as matching funds, in kind contributions or state or federal dollars. If possible, attach a schedule of anticipated costs, by year, over the anticipated project life.)

Budgetary costs for the project is estimated to total \$566,900 with \$335,500 attributable to parking lot construction and maintenance (25 years) and \$231,400 attributable to construction and maintenance (5% of cost annually for 25 years) of the walkovers and wash down stations.

The extracted graphic below from Victoria Transportation Cost and Benefit Analysis Techniques, Estimates and Implications [Second Edition] (Updated January 2009)*

*Transportation Cost and Benefit Analysis II – Parking Costs
Victoria Transport Policy Institute (www.vtpi.org)*

Total Parking Costs

The table below illustrates typical parking facility financial costs per space, which vary from about \$670 annually for surface parking where land is considered free, to \$4,000 in central business districts. These do not include indirect and environmental costs.

Table 5.4.3-7 Typical Parking Facility Financial Costs (Parking Spreadsheet)

Type of Facility	Land Cost Per Acre	Annualized Land Cost Per Space	Annualized Construction Costs	Annual O & M Costs	Total Annual Cost	Total Monthly Cost
Suburban, On-Street	\$250,000	\$94	\$326	\$345	\$765	\$64
Suburban, Surface, Free Land	\$0	\$0	\$326	\$345	\$671	\$56
Suburban, Surface	\$250,000	\$215	\$326	\$345	\$885	\$74
Urban, On-Street	\$1,200,000	\$453	\$543	\$345	\$1,341	\$112
Urban, Surface	\$1,200,000	\$944	\$543	\$575	\$2,062	\$172
Urban, 3-Level Structure	\$1,200,000	\$315	\$1,954	\$575	\$2,844	\$237
Urban, Underground	\$1,200,000	\$0	\$2,714	\$575	\$3,289	\$274
CBD, On-Street	\$6,000,000	\$2,265	\$543	\$460	\$3,268	\$272
CBD, 4-Level Structure	\$6,000,000	\$1,089	\$2,171	\$575	\$3,835	\$320
CBD, Underground	\$6,000,000	\$0	\$3,776	\$575	\$4,007	\$334

This illustrates typical parking facility costs. The "Parking Cost, Pricing and Revenue Calculator" (www.vtpi.org/parking.xls) calculates these costs based on specific input values.

* VTPI (2008), *Parking Cost, Pricing and Revenue Calculator*, Victoria Transport Policy Institute (www.vtpi.org); at www.vtpi.org/parking.xls.

A breakdown of the \$231,400 walkovers and wash down stations costs (including 25 years of maintenance) is outlined below.

- Low Profile Dune Walkover Materials 2 @ 21,000 ea = \$42,000
- Low Profile Dune Walkover Labor 2@\$21,000 ea = \$42,000
- Wash Down Station Decking Materials 2@\$16,000 = \$32,000
- Wash Down Station Decking Plumbing 10@\$1,500 ea = \$15,000
- Wash Down Station Decking Labor 2@18,500 ea = \$37,000

Total Hard Construction costs = \$168,000

Design, Contracting, and Construction Admin (8% * \$168,000) = \$13,400

Maintenance \$2,000/yr*25 years = \$50,000

Anticipated Project Outcome with Respect to Screening Criteria

S1. Technically and administratively feasible: (Briefly describe the critical technologies involved and any relevant past experience with similar projects.)

Existing dune walkovers are constructed of similar materials and exist in multiple places along the beach. There are several parking lots in the county beach park annex and the proposed additional parking is an extension of an existing lot.

S2. Provides environmental benefits: *(Briefly describe the nature, magnitude, and timing of any environmental benefits attributable to the project and any potential environmental costs associated with implementing or maintaining the project, e.g., loss of a habitat or conversion of habitat from one type to another during implementation.)*

The benefits of the project include increased public access for eco friendly forms of entertainment and exercise to compensate for the loss of human enjoyment of the Navarre Beach natural resources.

S3. Does not conflict with any ongoing or planned response or remediation work: *(Briefly describe ongoing response activities in the project implementation area, if any, and why the project does or does not interfere with that work.)*

There are no ongoing response or remediation work in the project area.

S4. Complies with applicable and relevant federal, state, local, and tribal laws and regulations: *(No information is needed for this screening criteria.)*

Anticipated Project Outcome with Respect to Evaluation Criteria

E1. Will restore, rehabilitate, or replace a natural resource or service¹ believed/demonstrated to have been injured as a result of the Deepwater Horizon oil spill or associated response activities: *(Briefly describe the nature of any relationship between the new/improved resources or services and those adversely impacted by the oil spill.)*

The improvements will provide easier access to the Gulf of Mexico and beaches impacted by the oil spill and encourage eco friendly public beach use and promote tourism by providing a valuable amenity for public use

E2. Is located in, or nearby, resources or services injured by the deepwater horizon spill: *(Briefly describe where the project would be implemented with respect to past/ongoing remediation work.)*

The improvements will be on a beach area directly affected by the oil spill

E3. Is ready for implementation, e.g., design, permitting, and necessary impacts assessments have been completed: *(Briefly describe where in the permitting process the project stands along with an estimated date of when the project can be implemented if it is not currently ready.)*

The project required minor local permitting. Designs for current park amenities are available to facilitate easy matching of design elements.

E4. Is cost effective: *(Briefly describe why you think the project is cost effective. Discuss whether this project is more cost effective than alternative projects which would provide similar resource or service benefits.)*

Composite decking proposed is weather resistant and easily maintainable (e.g. no painting necessary, small piece replacements easy to perform if damage occurs, etc.)

¹ In this form, “Services” (or “natural resource services”) refers to the functions performed by a natural resource for the benefit of another natural resource and/or the public. Services can be “ecological services” – physical, chemical or biological functions that one natural resource provides for another (such as provision of food) – or “human services” – the use of natural resources used by humans that provide value to the public (such as hunting and fishing).

E5. Has a high potential for long-term success as demonstrated by incorporating established/reliable methods and technologies: *(Briefly describe if/how critical methods and technologies that will be used to implement the project could be considered reliable or proven.)*

The same methods and materials used to create decking on the fishing pier and existing walkovers will be employed for these improvements. The same is true with the water wash down areas – these materials are currently employed at other areas of the beach and have been in use for a long time. Standard parking lot construction methods and technologies will be employed (consistent with the existing parking lot construction) for extension of the east most gulf front pavilion parking lot.

E6. Is likely to provide benefits rapidly following implementation: *(Briefly describe the anticipated change in benefits anticipated over time.)*

Both walkover locations are frequented by beach visitors currently that will welcome the improvement as it will help them with carrying kayaks, surfboards, and scuba equipment over the dunes, minimize or prevent damage to their equipment, and segregate the wash down of equipment from showers currently used for washing sand off individuals and small beach toys. Existing kayakers, surfers and scuba divers/snorkelers will naturally begin using the walkovers, as will families with strollers, and other people that have a hard time walking a long way in the sand. The additional parking at the eastern most walkover location provide ample space for trucks, trailers and cars and carrying kayaks, scuba and snorkeling equipment with parking adjacent to the proposed wash down station and adjacent to existing parking for the eastern most pavilion in the county park.

E7. Has a high likelihood of public acceptance: *(Briefly describe evidence to support the given answer based on surveys or results and assessments from past projects. Known or likely opposition to a project should be recognized.)*

Wherever walkovers exist on the beach currently people prefer to use them rather than the natural cuts in the sand dunes. They gravitate to using them naturally because it is easier. The additional parking at the easternmost site will provide additional incentives to use the facilities as users will be able to park adjacent to the wash down station and the north end of the walkover for quicker and easier unloading, rinsing, and unloading.

WE WANT YOUR INPUT!

Submit this form via email to Jessica Kanes at Jessica.Kanes@dep.state.fl.us . If you have any questions or concerns about the process for submitting a project, please contact:

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A current summary of projects is accessible through the Florida DEP's website at <http://www.dep.state.fl.us/deepwaterhorizon/projects.htm> (click on "View the list of restoration project ideas").