BOARD OF COUNTY COMMISSIONERS

GULF COUNTY, FLORIDA

INFORMATION **JANUARY 22, 2013** **PAGE NO.**

BCC CORRESPONDENCE:

CORRESPONDENCE TO BCC:

BOARD OF COUNTY COMMISSIONERS 1
GULF COUNTY, FLORIDA

1000 CECIL G. COSTIN SR. BLVD., ROOM 302, PORT ST. JOE, FLORIDA 32456
PHONE (850)229-6106/639-6700
FAX (850) 229-9252 • EMAIL: bocc@gulfcounty-fl.gov
DATE AND TIME OF MEETINGS • SECOND AND FOURTH TUESDAYS AT 6:00 P.M., E.T.

January 9, 2013

<u>SENT VIA US MAIL</u>

U.S. General Services Administration (GSA)
Public Buildings Service
Real Property Utilization & Disposal Division
Attn: Rob L. Miller, Jr., Zonal Director
Martin Luther King, Jr., Federal Building
77 Forsyth Street, SW, Room 130
Atlanta, GA 30303

Mr. John Barrett, Program Manager
Federal Lands to Parks
National Park Service, Southeast Region
Federal Center – 1924 Building
100 Alabama Street, SW, 5th Floor
Atlanta, GA 30303

Re: Acknowledgment and Confirmation of December 27, 2012 Notice of Relocation and Award
GSA Control Number: 4-D-FL-1265AA

Mr. Barrett:

Kindly accept this correspondence on behalf of the unanimous vote of the Gulf County Board of County Commissioners on January 8, 2013 to acknowledge your recent decision and awarding the surplus government real property (Cape San Blas Lighthouse and keeper's quarters) to the City of Port St. Joe.

We thank you for yours and the General Services Administration's time and consideration of the alternative sites and ultimately for selecting a site within Gulf County for its final private acquisition, relocation and revitalization. Our County Commission is prepared based on your decision to move forward and embrace the relocation within Gulf County.

As we have previously submitted, there is a long and proud history surrounding the iconic Cape San Blas Lighthouse for our entire community. In a continuation of the decades long successful partnership this County Commission has held with you and the various federal agencies as steward's of the lighthouse, we look forward to your new partnership with the City of Port St. Joe and its contributing partners in the relocation and revitalization of the lighthouse and its final future use as a public park or recreational use pursuant to 40 U.S.C. 550(e)(1).

This Commission wishes to express its cooperation and continued support for this process. With this commitment to resolving and establishing a final permanent site for the lighthouse, we will immediately initiate the process of assembling and providing the City of Port St. Joe officials with the required daily obligations both administrative and financial as well as exchange of any and all operational duties for the four identified real property descriptions you have awarded.

Lastly, in the continued spirit of community support and cooperation we remain committed and willing on behalf of all of Gulf County to assume and accept this award should the anticipated efforts and contributions of the City's partners prove insufficient to complete the relocation and meet the total project costs.

Thank you once again for this award to the people of Gulf County and we look forward to your continued support and cooperation with the City of Port St. Joe officials.

Respectfully submitted,

Commissioner Tynalin Smiley, Chairman
Gulf County Board of County Commission

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Prepared by
Keil Schmid
Kelly L. Rankin, PhD.
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Marie Horgan Garrett

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Executive Summary

General Overview

Indian Pass is located at the west end of Apalachicola Bay where Apalachicola Bay water exchanges with Gulf of Mexico water. It is an important part of the Apalachicola River/Bay complex which represents one of the largest and most productive estuaries in Florida. The Apalachicola River floodplain encompasses approximately 144,000 acres and is the largest in Florida. The specific area of interest is on the northeastern tip of the barrier spit on the west side of Indian Pass, at the Indian Pass Campground. This area has, historically, been relatively stable, however, during the past several decades there is a notable increase in shoreline erosion and upland loss. During the 1980's a boat launch was constructed using groins (shore perpendicular structures) to reduce currents in the launch area.

There is a fairly consistent erosion pattern in the source area to the west of the area of investigation (AOI) and a general erosion/accretion trend in the area immediately west of the study site. It was noted that the area east of the boat ramp had experienced heightened erosion in the past years. The recent shoreline change in the AOI was determined by comparing the position of the1979 to 2006 MHW shorelines.

Project Objective

The objective of this report is to define the changes in the coastline and begin to understand the underlying processes that govern the transport of sediments in the region and at the site. An additional goal, based on the results, is to clarify the reasons for increased rates of erosion at the most northeastern tip of the barrier spit. Recommendations will be made at the conclusion of the report for methods and engineering solutions to begin to restore the site and to mitigate future erosion.

Overview

The change from 1979 to 2004 is dramatically different in terms of magnitude than the historic trend. In some areas the shoreline retreat is approaching 15 to 20 ft/yr (almost 7 m/yr), as compared to 1 ft/yr in the pre 1979 analysis. The area of highest retreat is located to the west of the study area; the progression of the change patterns is quite clear and area with red transects would certainly qualify as a local erosion 'hot spot'.

The shoreline fronting the campground to the east of the boat ramp has also shown significant erosion (greater than 1 m/yr). This area has generally experienced 4 to 6 ft of retreat, which is more than 5 times the historic rate. The exception to the trend is the area directly adjacent to the boat ramp. It is clear, based on the recent data and comparison to the historic patterns, that the shoreline change trend adjacent to the boat ramp is being modified by the boat ramp's presence; whether the local 'hot spot' to the west is a concomitant product of the boat ramp is more difficult to assess. Regardless, the loss of 100 to 150 feet of beach/dune to the east of the boat ramp when previously the area was accretionary is compelling evidence to suggest that boat ramp is significantly impacting the areas surrounding it.

Conclusion

The project area is a highly dynamic region due to a combination of tidal currents and wave action. In such an area, shore perpendicular structures that impede sediment flow can have a profound impact on shoreline position. Based on our understanding of the littoral system in Indian Pass, the boat ramp, and more specifically the concrete walls, impacts the local shoreline morphology. Recession of the shoreline to the north of the boat ramp is due, at least in part, to the presence of the boat ramp.

There are several corrective measures that can be considered. Each alternative should be considered both the construction costs and maintenance costs. A solution that minimizes future costs of maintenance, permitting, and construction would likely have the least impact on the shoreline and would be the most self-sustaining. Therefore, while several options are presented in this report, the preferred alternative may be to relocate the boat ramp to the bay side and allow the natural sediment transport functions to re-establish a quasi-equilibrium.

INTRODUCTION

Indian Pass is located on the eastern panhandle coast of Florida between the towns of Apalachicola to the east and Port St. Joe to the west (Figure 1). This section of the panhandle coast of Florida consists of sandy beaches and barrier islands. The dominant geographic and physical feature of this region is the Apalachicola River and Delta. The shoreline specifically in Gulf County changes orientation in this region because the headland is composed of Pleistocene sand deposits, which have acted as a source of sediment for the barrier islands. Barrier islands with numerous beach ridges, such as St. Vincent Island, record abundant sand supply and advancement of the Gulf shoreline when they formed several thousand years ago (USGS, 2004). The beach sand typically contains some broken shell material as a result of high production of mollusks in the clear warm water of the Gulf of Mexico.

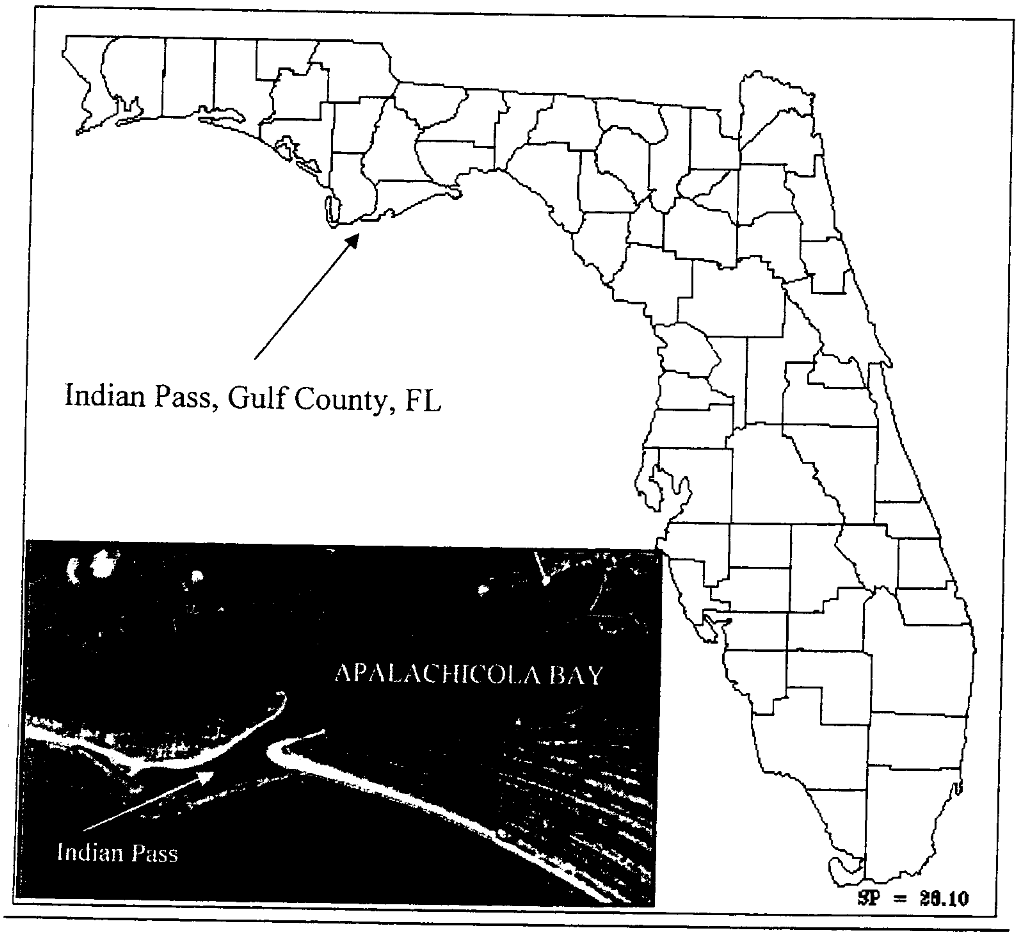


Figure 1: Location Map: Indian Pass, Gulf County, Florida: Inset: Apalachicola Bay and Indian Pass

Indian Pass is located at the west end of Apalachicola Bay where Apalachicola Bay water exchanges with Gulf of Mexico water. It is an important part of the Apalachicola

River/Bay complex which represents one of the largest and most productive estuaries in Florida. The Apalachicola River floodplain encompasses approximately 144,000 acres and is the largest in Florida. The Apalachicola Bay system is a wide, shallow estuary that covers an area of approximately 210 square miles behind a system of barrier islands. Average depth in the bay system ranges from 3 feet, in East Bay, to 9 feet, in Apalachicola Bay, with maximum depths up to 20 feet occurring toward the barrier islands and in association with tidal channels.

The specific area of interest is on the northeastern tip of the barrier spit on the west side of Indian Pass, at the Indian Pass Campground (northeast of the road and boat ramp pictured in (Figure 2). This area has, historically, been relatively stable, however, during the past several decades there has been a notable increase in shoreline erosion and upland loss. During the 1980's a boat launch was constructed using groins (shore perpendicular structures) to reduce currents in the launch area.

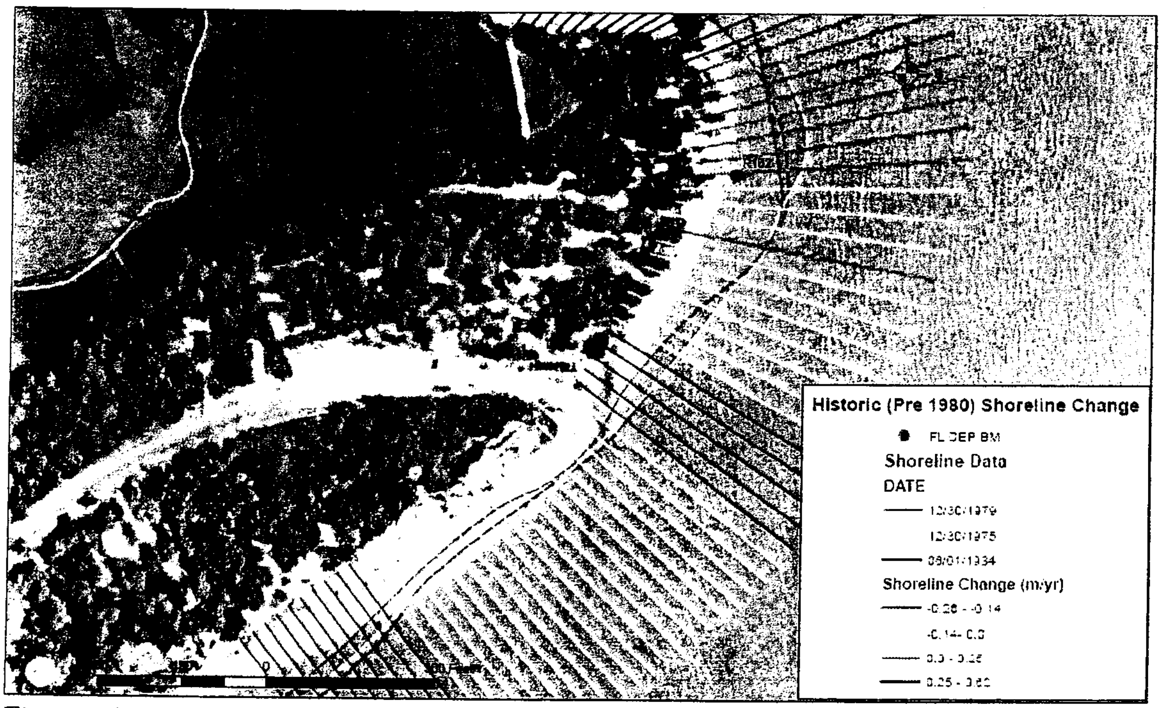


Figure 2: Historic (Pre 1980) shoreline locations and change in the area of investigation; note that the maximum yearly change is only 0.20 m/yr (about 8 inches/yr).

The objective of this report is to define the change and begin to understand the underlying processes that govern the transport of sediments in the region and at the site. An additional goal, based on the results, is to clarify the reasons for increased rates of erosion at the most northeastern tip of the barrier spit. Recommendations will be made at the conclusion of the report for methods and engineering solutions to begin to restore the site and to mitigate future erosion.

BACKGROUND

The Historic Revolution of a Barrier Spit

The existence of the barrier spit that the campground exists on is a product of the longshore transport regime. Sediment is sourced from several locations, but the primary backbone of the feature is a result of eastward longshore transport from eroding beach ridges that intersect the shoreline near the small bayou in the left of the aerial photos (Figure 3). The bulbous (increased breadth) of the eastern portion of the barrier spit also suggests that additional sediments are being sourced from the fronting shoals that are attached to St Vincent Island. In both cases the existence of the spit to the east of the sediment sources is a direct result of eastward sediment transport. The historic stability (Figure 2) is a testament to the equilibrium that has developed.

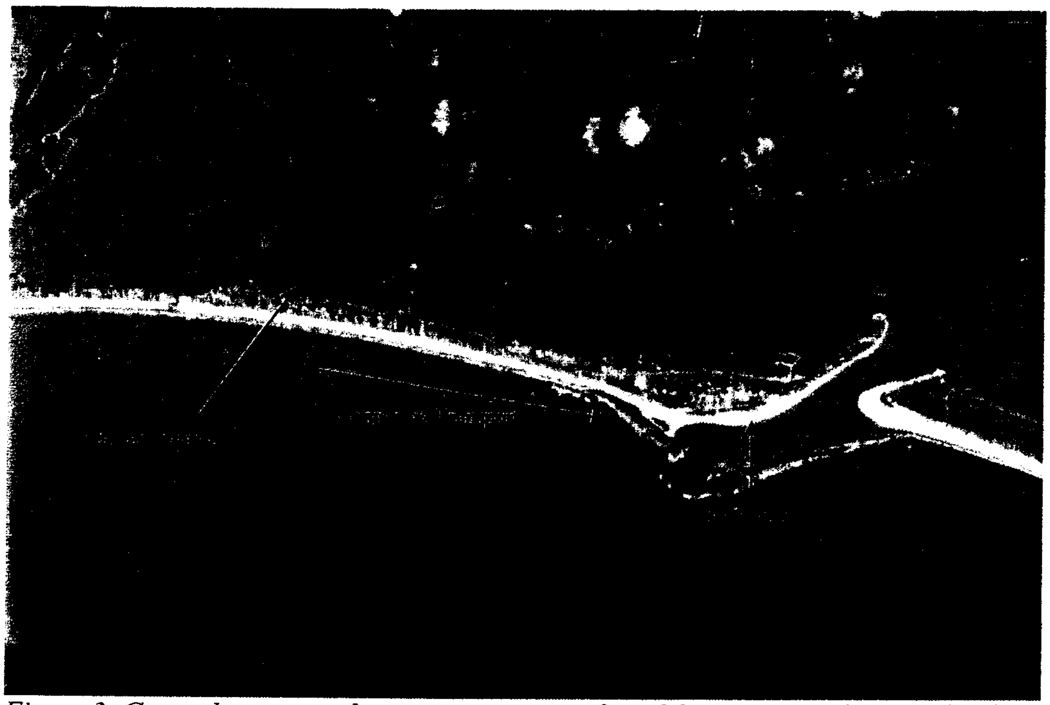


Figure 3: General source and transport regime inferred from geomorphic spit development.

Coastal Processes

The eastern panhandle coast of Florida bordering the Gulf of Mexico is generally a low-energy environment with a relatively small tidal range. Coastal processes and morphological change along the panhandle are driven by meteorological events including seasonal winds and tropical storms. Sediment transport, which shapes the beaches and shoreline of the region, is governed by wind waves and tidal currents (USGS, 2004). Depending on location, the morphological features can be wave-dominated, tide-dominated, or display mixed energy characteristics of both wave and tidal influences (Davis, 1994). Wind directions and intensities vary seasonally with southeasterly and southwesterly winds prevailing most of the year (USGS, 2004). Exceptions occur frequently during the winter months when wind-circulation patterns and the passage of cold fronts cause strong onshore winds and high waves that erode the beach. After the frontal systems pass the coast, winds shift to blow from the northwest or northeast, causing erosion along the lagoon sides of some barriers (USGS, 2004).

Astronomical tides in the Gulf of Mexico are diurnally mixed (diurnal to semi-diurnal) and typically have a range of less than 1 m. Water levels vary only about 0.5 m between high and low tide during a normal tidal cycle. Tide records around the Gulf since the turn of the century all show the same general variations in sea level that coincide with droughts and periods of abnormally high rainfall.

Waves during fair weather have heights normally less than 0.3 m; however, the largest waves and highest sustained wind speeds in the Gulf accompany major hurricanes. The region has had five hurricane landfalls since 1980, (out of eleven total hurricane landfalls since 1950) including three Category Three strikes (Figure 4).

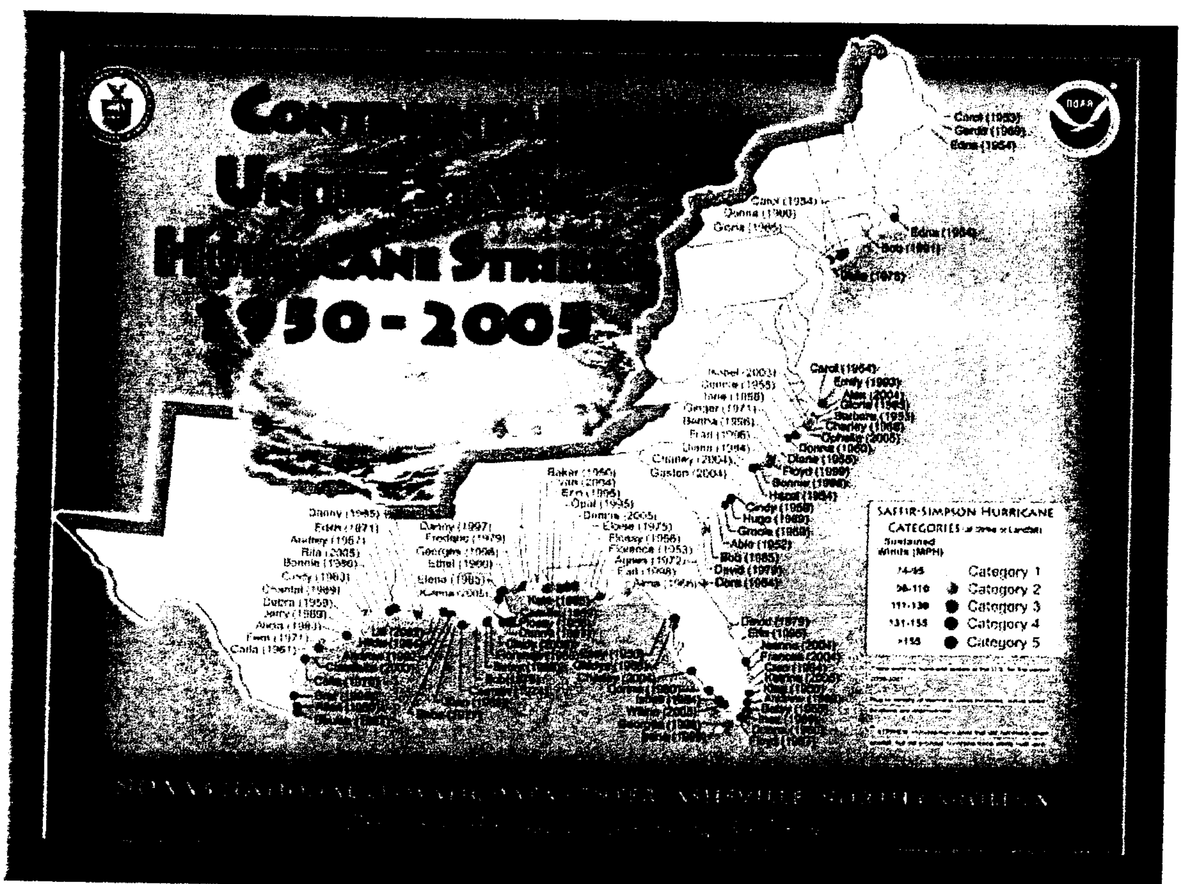


Figure 4: Hurricane Landfall (1950-2005) – from NOAA National Hurricane Website: http://www.nhc.noaa.gov/gifs/uslandfalling1950-2005-revjan31.jpg

Recent Shoreline Change

Recent shoreline change, like long-term change, is an open-ended term and needs to be defined separately for each project. In this project, based on a known modification to the shoreline - the boat ramp - change after the placement of the ramp is considered recent, since it reflects the present conditions. There has been a fairly consistent erosion pattern in the source area to the west of the area of investigation (AOI) (Figure 3) and a general erosion/accretion trend in the area immediately west of the study site. It was noted that the area east of the boat ramp had experienced heightened erosion in the past years. The recent shoreline change in the AOI was determined by comparing the position of the1979 to 2006 MHW shorelines (Figure 5).

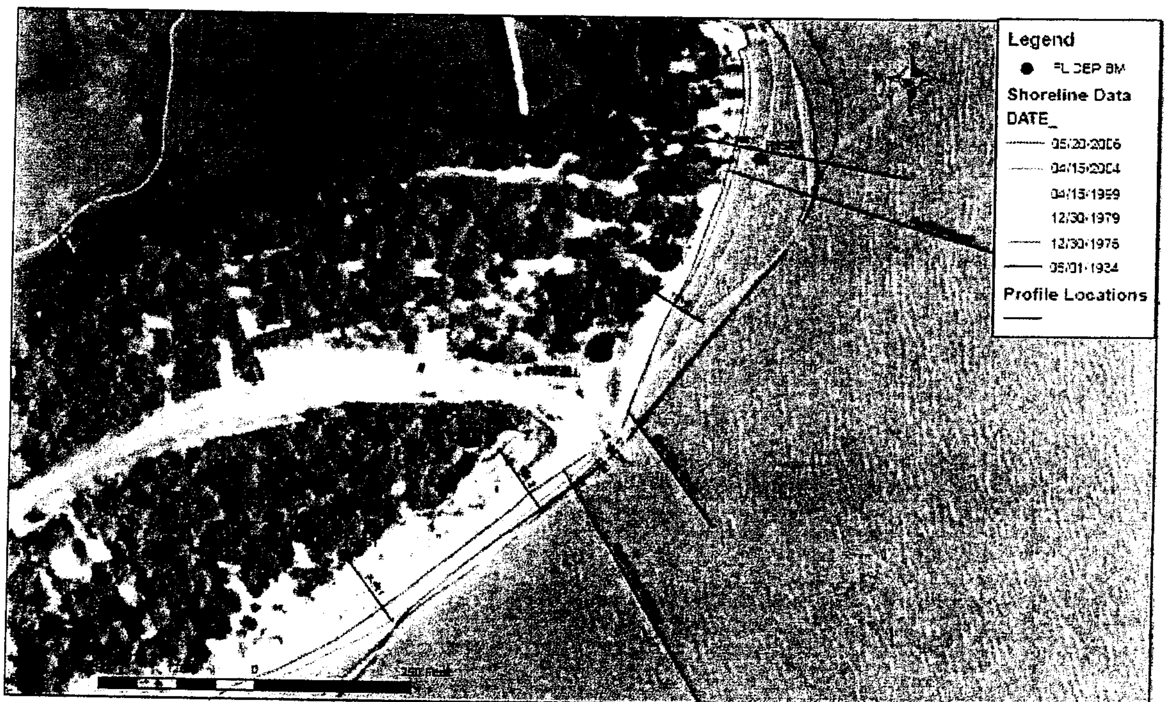


Figure 5: Historic and recent shoreline data for the study site and locations of profiles.

METHODS

Data Gathering

Data was gathered consisted of several types. Digital data was sourced from several federal and state agencies. This included:

- Beach profile data from the Florida Department of Environmental Quality (FL DEQ),
- LiDAR topographic data flown by the USACE, NASA, USGS, and NOAA,
- Historical and recent shoreline position data from the FL DEQ,
- Aerial Photography from the FL DEQ,
- Bathymetry data from NOAA.

Digital data was added to a Geographic Information System (GIS) for overview and analysis. This data was also used to define a field program to maintain as much consistency in measurements across years as possible.

Field Work

Surveys

Survey work included mapping the high water shoreline, measuring several beach profiles, and collecting several tide referenced bathymetric profiles (Figure 5). Global Positioning System (GPS) data was collected using a Trimble XRS mapping unit; elevation data was captured using a stadia rod and level up to about -3 ft NAVD 88 and a lead line for deeper bathymetric points. Survey data was processed on site to address any issues such as data loss or errant readings.

Mapping of the high water line with the GPS was referenced to MHW elevations and the morphology associated with the MHW elevation at each beach profile. This 'tie' to an elevation allowed the team to map a pseudo mean high water shoreline; in the area around the study site there was enough elevation control (profiles) and similar morphology that the pseudo mean high water shoreline is within the mapping accuracy (about 1 meter) of the actual mean high water shoreline. In areas to the west, where beach profiles were not run, the high water shoreline was mapped. The high water shoreline is generally slightly landward of the mean high water line.

Beach profiles were run using a benchmark elevation previously established by the Florida DEP (R-161) for beach profiles. The NAVD 88 elevation was carried to the other beach profiles with the stadia rod and level. Position data for each point in beach profiles was gathered using the GPS. Bathymetric points were also referenced to NAVD 88 by using subaqueous markers with known NAVD88 elevations. Depths were then converted to NAVD 88 elevations. The positions of bathymetric points were also mapped with the GPS.

Sediment Collection

Surface sediments were collected at representative points on the beach profiles using a sampling cup. The sediment was dried, split and sieved to define the pebble, gravel, coarse sand, medium-fine sand, and mud (fines) fractions. The sediment analysis was run for descriptive purposes; no mean or median values were calculated. The mode and general percentage falling in each fraction was defined for comparison within the data set.

Tide and Meteorological Data

Data for tidal and meteorological analyses were gathered from the National Oceanographic and Atmospheric Administration (NOAA). Tide stations, meteorological stations, data retrieval, archival and dissemination are managed by the Center for Operational Oceanographic Products and Services (CO-OPS).

Tide data were gathered from NOAA Station ID: 8728690 Apalachicola, FL (Latitude: 29° 43.6' N Longitude: 84° 58.9' W). Continuous winds data were gathered from NOAA station SGOF1 - Tyndall AFB Tower C (N4), FL (Latitude 29°24'24" N 84°51'48" W).

Analysis

Harmonic Analysis of Tides and Wind

One year of observed tides (2005) for Apalachicola Bay and continuous winds (10-minute averages) were numerically integrated to examine evidence of residual transport (net transport) into or out of Apalachicola Bay. Low frequency motions and mass-transport of water often drive suspended sediment transport. Most estuarine systems have density driven currents associated with them whereby fresh water continually streams at the surface toward the sea and more-dense, ocean water moves up-estuary. Often times, there is a turbidity-maxima, a region of extremely turbid water, at the confluence of ocean and fresh water.

Sediment Grain Size Distribution

Sediments were collected at 3 to 4 locations on each beach profile (Figure 5; Appendix A). The sample locations generally correspond to survey potions on the upper beach face (about 1.5 to 2 ft NAVD88), the MHW location (about 0.5 ft NAVD88) and the shallow nearshore (about -1.5 ft NAVD88). The color of sediments varied between profiles to the east and west of the boat ramp. Those to the east of the boat ramp tended to be darker grey-green and those to the west were generally grey-yellow.

Tidal Prism

An inlet area can exhibit significant variation in magnitude over short times scales due to effects such as a variation in tide range or in wave activity. This would occur during astronomical tide events or during heavy storm activity (both fresh water influx and extreme wave heights during storms). Further, there can be channel infilling due to waves, for example, the ebb shoals at Indian Pass, or there can be channel scour due to storm surge events. The inlet area governs the speed with which the tidal currents flood and ebb through the inlet. Tidal currents were estimated on the flood and ebb tide using cross-channel bathymetry collected during the field study and using standard tidal prism equations (Appendix B).

Initiation of Motion of Sediments due to Tidal Flows and Wind Waves

The initiation of motion of sediments due to tidal flows and due to wind waves were calculated using the results of the tidal prism analysis and for waves typical of the Gulf of Mexico in the region adjacent to Apalachicola Bay. Those calculations may be found in Appendix C.

RESULTS

Shoreline Change

Shoreline change was computed using the Digital Shoreline Analysis System (DSAS) developed by the United States Geologic Survey (Theiler et al., 2005). MHW shorelines from the FL DEP spanning the period from 1930's till present (about 70 years) were used in the analysis. Shoreline change (linear regression method) for two separate periods, pre 1980 and 1980 to 2004, were calculated. The most recent shoreline was used to check recent shorelines for accuracy and examine general trends.

Historic Change

Change from 1934 to 1980 (Figure 6) along the entire eastern end of the spit was typically low with maximum retreat of about 0.25 m/yr (1 ft/yr). The end of the spit was stable and infact prograding (accreting) at about 1 to 2 ft/year. A closer look at the study area around the boat ramp (Figure 6A) shows that the 1979 shoreline was nearly 150 feet from the present shoreline to the east of the boat ramp. It is also interesting to see that the 1979 shoreline west of the boat ramp was landward of the present.

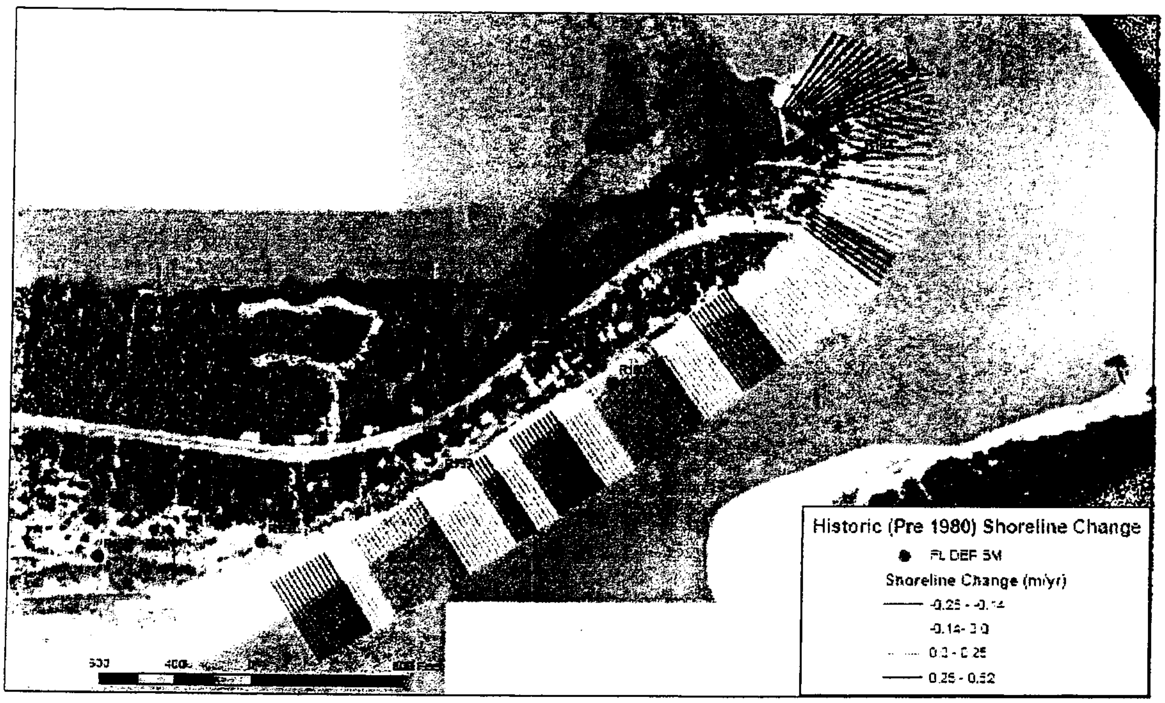


Figure 6: Historic shoreline change along the eastern end of the barrier spit

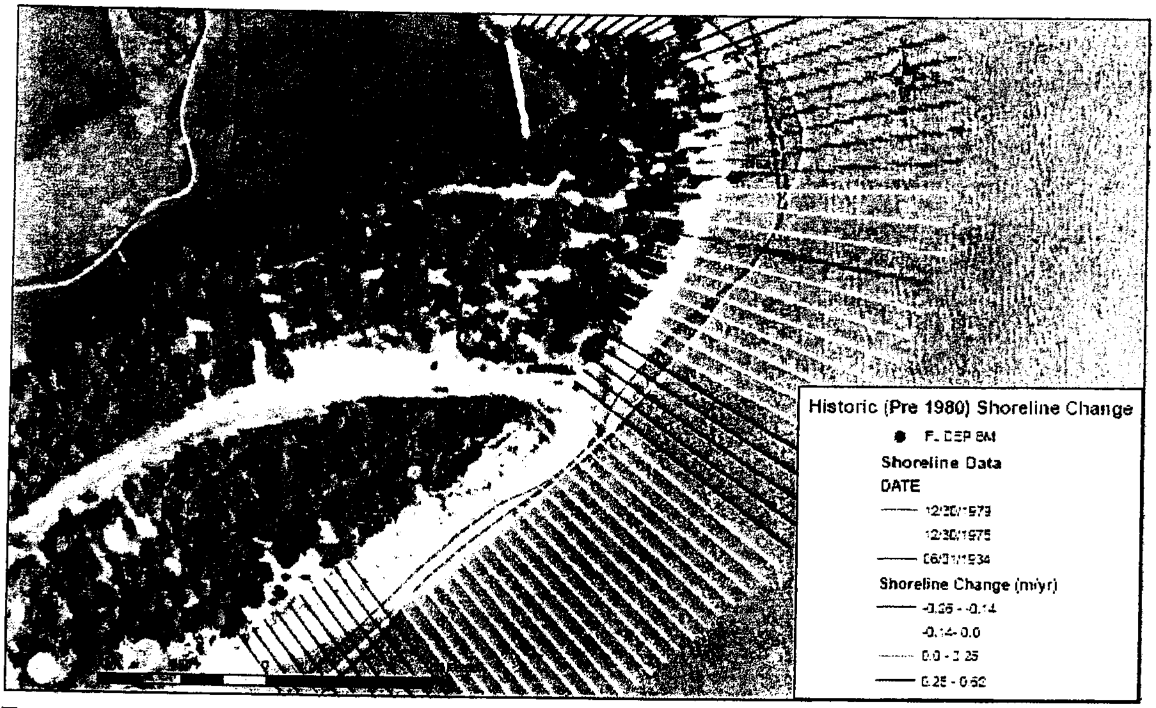


Figure 6A: Historic shorelines and yearly change (linear regression) in the study area overlaid on 2004 aerial photo.

Recent Change

The change from 1979 to 2004 is dramatically different in terms of magnitude than the historic trend (Figure 6B). In some areas the shoreline retreat is approaching 15 to 20 ft/yr (almost 7 m/yr), as compared to 1 ft/yr in the pre 1979 analysis. The area of highest retreat is located to the west of the study area; the progression of the change patterns is quite clear and the area with red transects would certainly qualify as a local erosion 'hot spot'.

The shoreline fronting the campground to the east of the boat ramp (Figure 6C) has also shown significant erosion (greater than 1 m/yr). This area has generally experienced 4 to 6 ft of retreat, which is more than 5 times the historic rate. The exception to the trend is the area directly adjacent to the boat ramp. It is clear, based on the recent data and comparison to the historic patterns, that the shoreline change trend adjacent to the boat ramp is being modified by the boat ramp's presence; whether the local 'hot spot' to the west is a concomitant product of the boat ramp is more difficult to assess. Regardless, the loss of 100 to 150 feet of beach/dune to the east of the boat ramp when previously the area was accretionary is compelling evidence to suggest that boat ramp is significantly impacting the areas surrounding it.

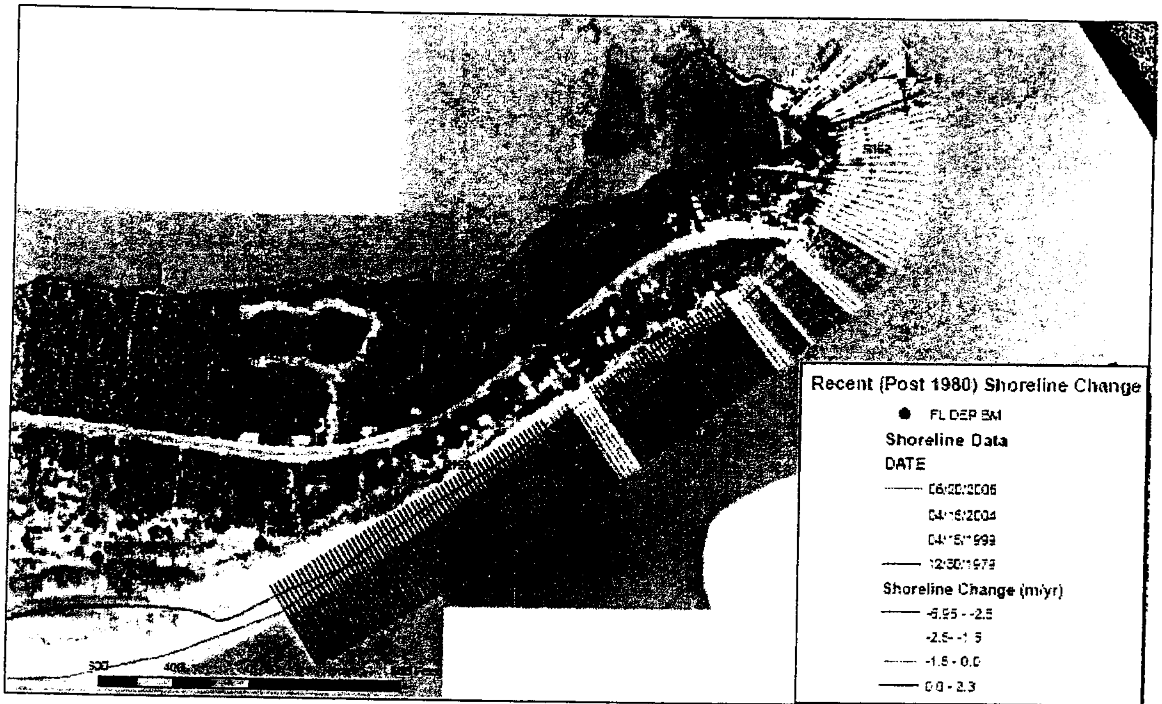


Figure 6B: Recent change on the eastern end of the barrier spit.

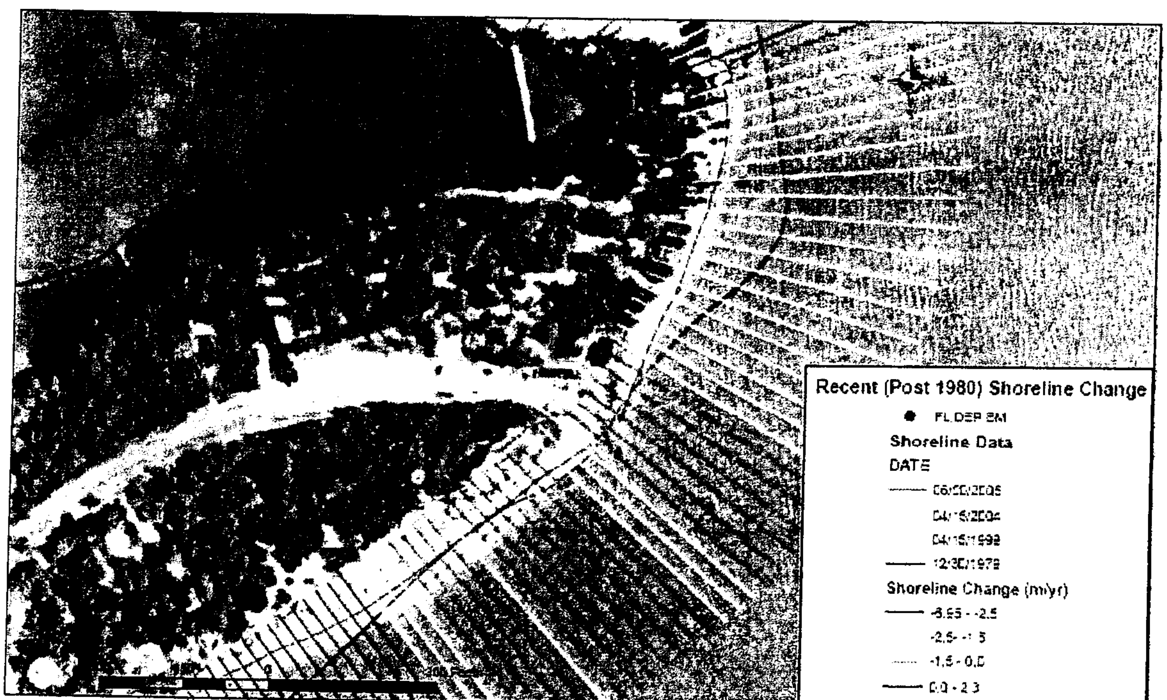


Figure 6C: Recent shorelines, change values overlaid on 2004 aerial photograph

Volumetric Changes

Beach profiles were used to compare the volumetric changes over the past 20 to 30 years since beach profiles were collected by the FL DEP. Unfortunately, the monument on the beach fronting the campground (R-162) had long been underwater (Figure 7) and was not recovered. A transect was run at this location, however, using the known coordinates and the elevation carried over from the R-161 benchmark. The other profiles (R-161.2 and R-161.8) are intended for use to help define any future change and also compare the east and west sides of the boat ramp.

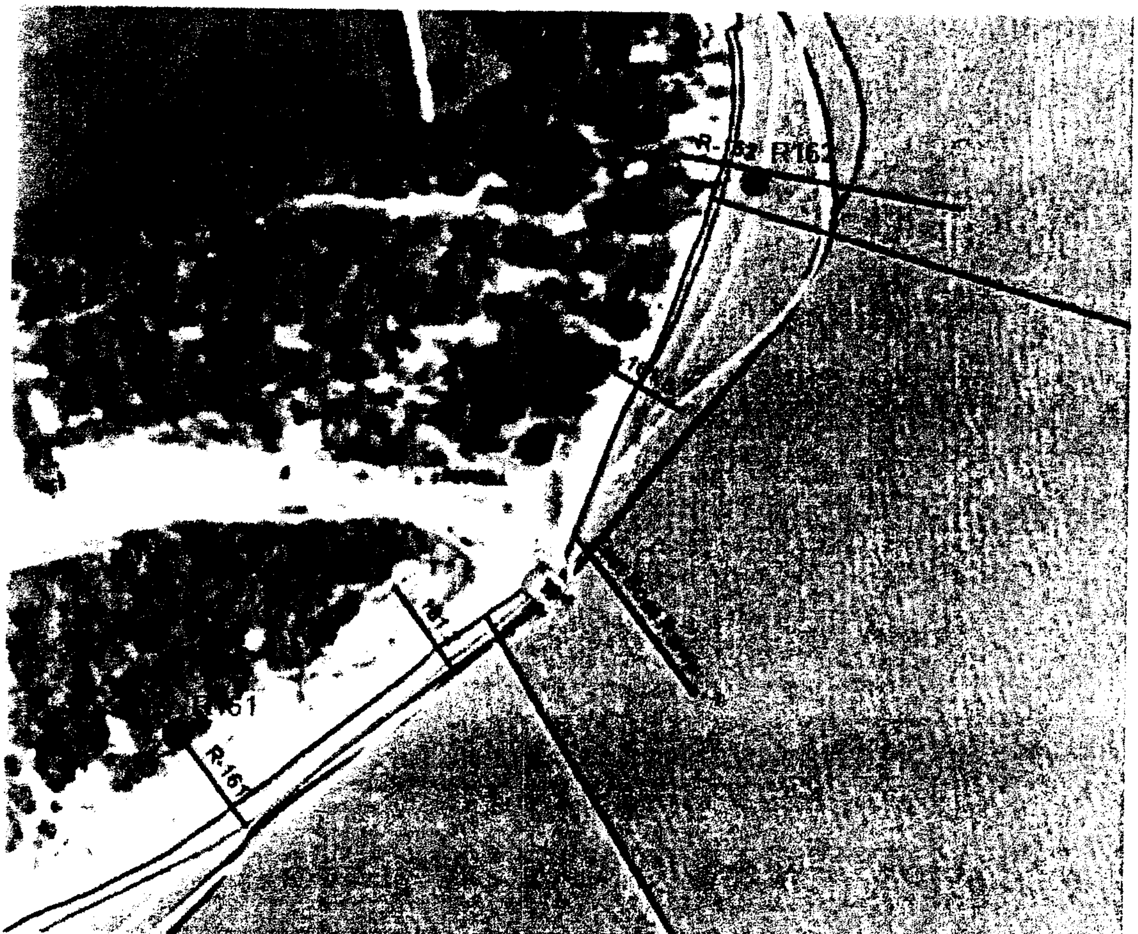


Figure 7: Profile locations

Profile R-161 is on the edge of the stable part of the beach (Figure 7) – to the west is the local 'hot spot'. The beach profile (Figure 8) change between 1983 and 2006 mimics the subdued change. In fact the change in volume only changed by 4.5 cubic yards per linear foot of beach (such that a 100 ft stretch of beach would have lost 450 cubic yards of sediment). This equates to a loss of about 0.25 cubic yards/ft/yr, and includes both the upland (to 5 ft NAVD88) and offshore portion of the beach. The loss between 1993 and 2006 is higher because between 1983 and 1993 there was beach accretion; between 1993 and 2006 the loss was 9.2 cubic yards/ft (or about 0.75 c.yds/ft/yr). It is likely that there was some sand trapping after the ramp was built, similar to a groin, and by 1993 the beach had reached an equilibrium.

Inland of the 5 ft contour, there has been loss to the dune system following 1993. It is likely that the robust dunes here (over 20 ft high) are feeding the beach system and helping keep beach width variations to a minimum. Maintenance of a wide beach in-turn protects the dune from rapid loss.

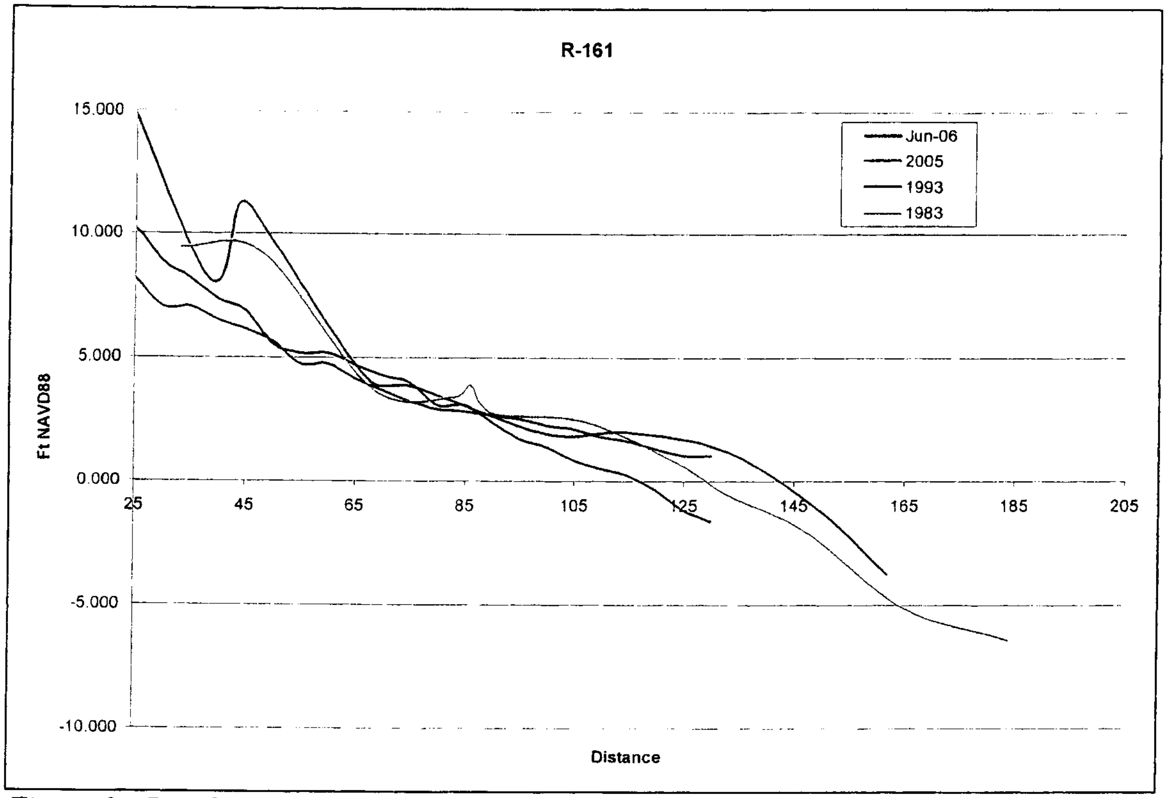


Figure 8: Beach profiles at R-161

In contrast to R-161 where there is moderate shoreline and volume change, R162 (Figure 7) has shown significantly more volume loss (Figure 9), which is exemplified by the loss of the FL DEP monument. From 1983 to 2006 the volume loss was -40.0 cubic yards/ft of shoreline or almost 2 cubic yards/ft/year. That is an order of magnitude higher than the volume change at R-162 during that period. For historical comparison at R-162, the change between 1973 and 1983 was -5.8 cubic yards/ft or -0.58 cubic yards/ft/year.

The slope of the beach has remained fairly constant throughout the period (1973 to 2006) and is significantly more shallow than at R-161. The 'bulb' of sediment present in 1973 as compared to 1983 below about 5 ft NAVD88 is representative of an accretionary stage. By 1983 the accretion had ended and the profile was being eroded, creating a small scarp near the back edge of the previously accretionary 'bulb'. A dramatic change in beach behavior/sedimentation occurred between these two dates.

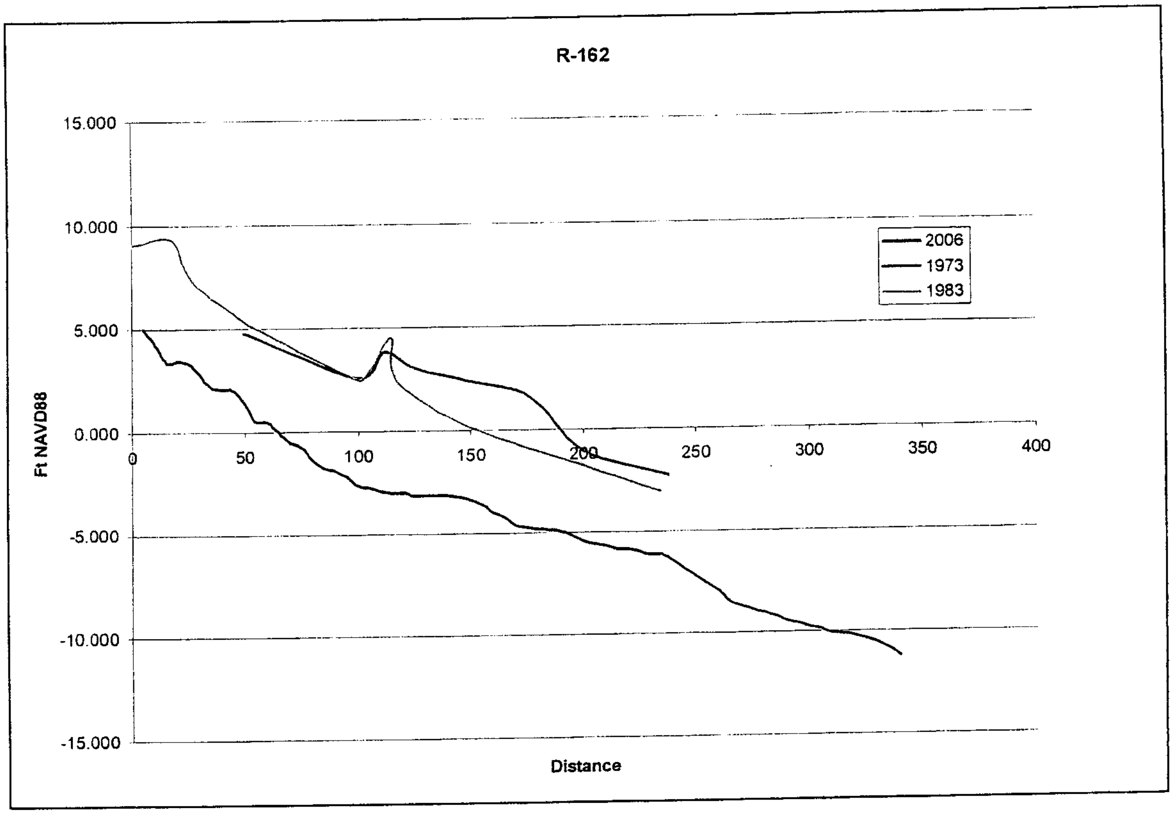


Figure 9: Beach profiles at R-162

Using the volume change at R-161 as representative of the typical beach response east of the boat ramp, the change in volume per foot of shoreline retreat is about 0.3 cubic yards/ft/ft shoreline change (40 cubic yards/ft / 125 ft of shoreline change). The conservative average of shoreline change to east of the boat ramp is about 75 ft from 1980 to present and the shoreline length is about 750 feet between boat ramps. This order of magnitude estimate suggests that over 17,000 cubic yards of sediment has been lost since 1980. This is a rather high volume loss for a shoreline that was previously accreting.

In summary, beach profiles, like shoreline change, suggest a dramatic change in sediment transport patterns following 1980. The comparison of profiles on either side of the boat ramp suggest that the ramp is acting like a terminal groin that, while helping to stabilize the updrift portion of the beach, is effectively cutting off sediment transport to east of it.

Tide and Tidal Currents

The maximum tidal current from (3) was calculated as 2.2 knots (3.73 ft/s) for the 15,400ft^2 channel directly west of the boat ramp. Flood tidal amplitudes and currents appear to be 66% the strength of ebb tidal amplitudes and currents (Figure 10), and therefore the maximum flood current is expected to be in the order of 1.4 knots (2.45 ft/s). Residual currents flowed out toward the Gulf of Mexico from the months of October to March, and into Apalachicola Bay during the spring and summer months from April to September (Figure 10).

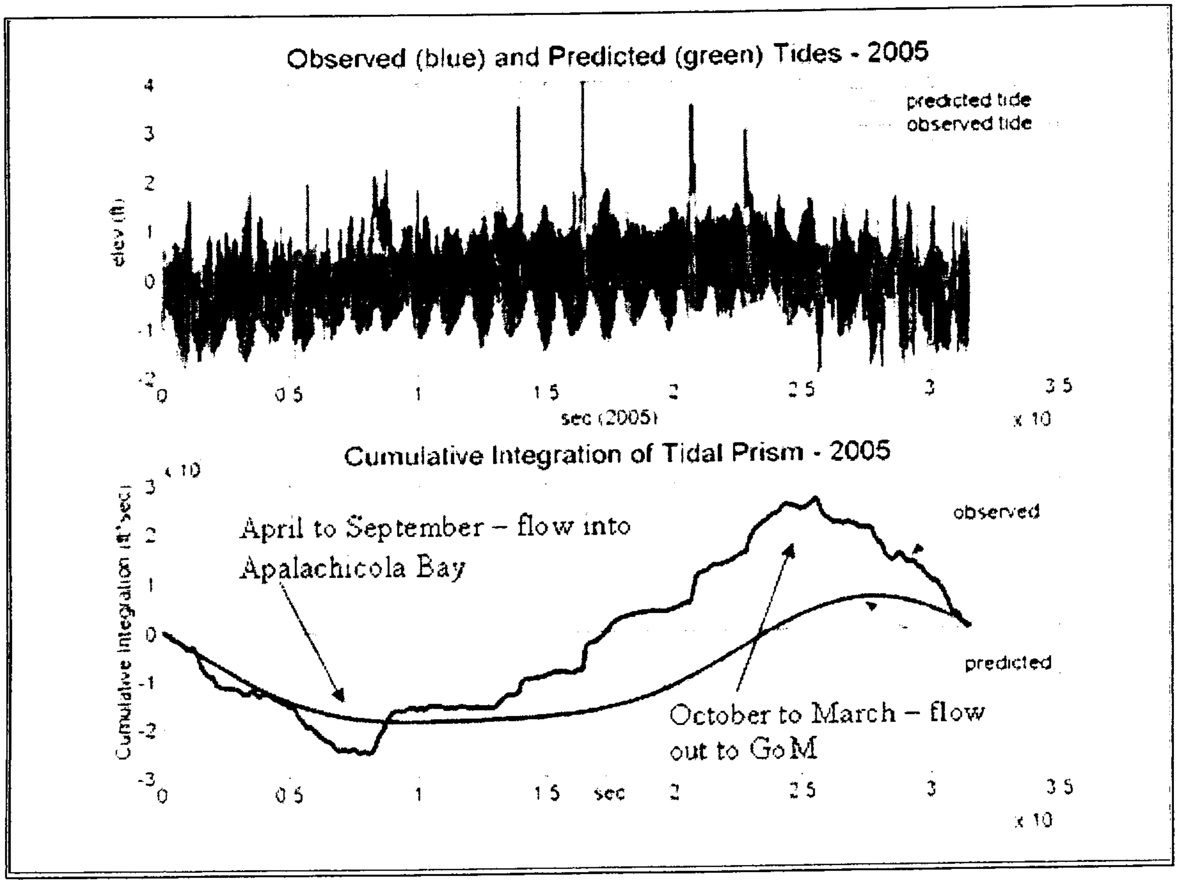


Figure 10: Observed vs. Predicted Tides (2005): Residual flow out to GOM in winter / residual flow into Apalachicola bay in summer.

The cumulative integration of observed tidal elevation (red line, lower box, Figure 11) was compared with Northerly winds (red line, upper box, Figure 11). Here, a correlation is seen between the prevailing winds and the residual flows. When winds are blowing from the North, residual flows are out toward the Gulf of Mexico. This occurs during the winter months. Conversely, during summer months, when prevailing winds are from the south, residual flows are into Apalachicola Bay.

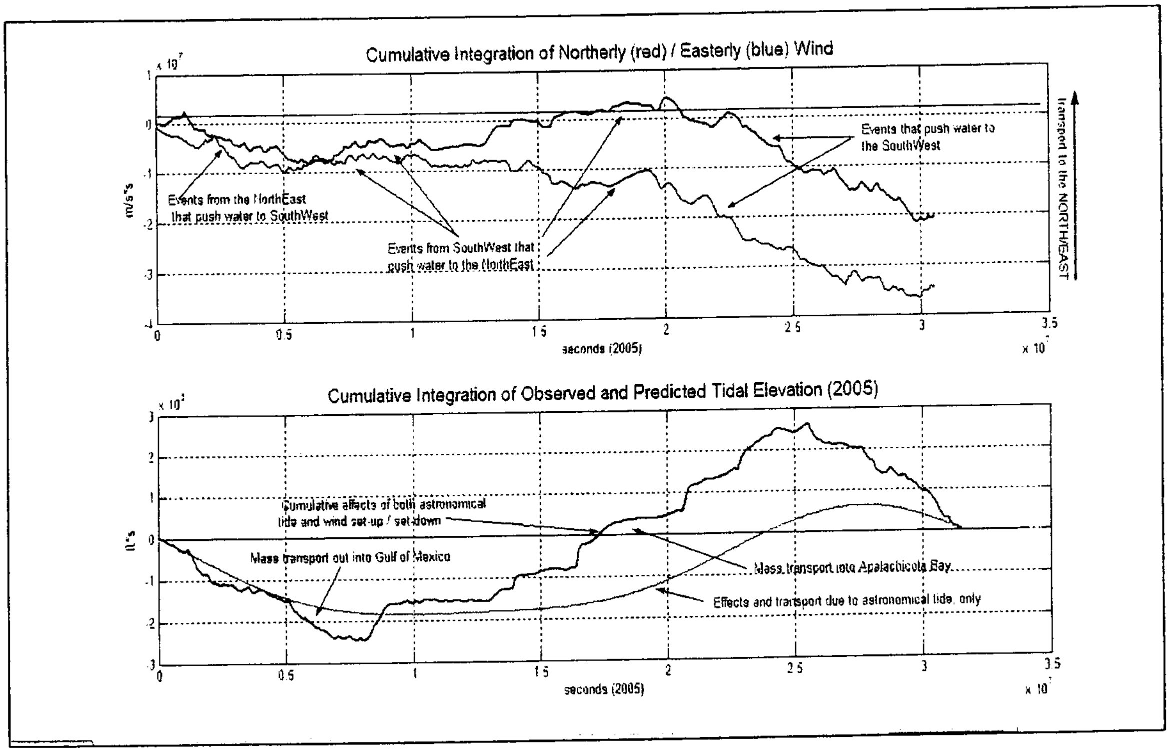


Figure 11: Cumulative Integration of Tides and Wind: Upper Box: Red Line: Wind from the north (winter months) causes residual flow toward the GOM, southerly winds (summer) drives residual flow into Apalachicola Bay. Lower Box: Red Line: Cumulative integration of tidal flows. Note the visual correlation between northerly winds and the net tidal flow.

Wave Processes

Waves and the currents they generate are the primary factors in transport and deposition of coastal sediments. Waves move material along the bottom and suspend it for weaker currents to transport. During non-storm periods, wave energy is arriving into Indian Pass from the southwest, from the Gulf of Mexico. These waves are refracted and their resultant energy moves toward the northeast, through Indian Pass (Figure 12).

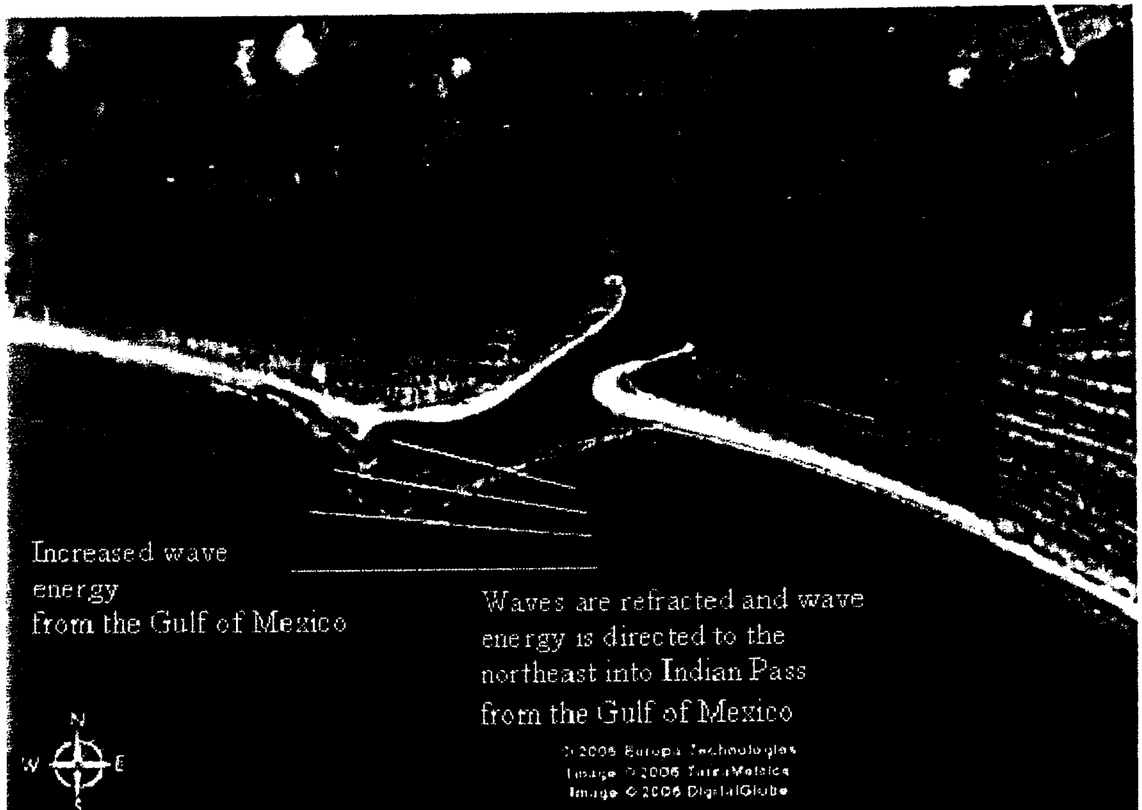


Figure 12: Wave Energy and Energy Flux through Indian Pass

Sediments Histogram
The results of the sediment analysis are presented in Table 1.

TABLE 1: SEDIMENT ANALYSIS RESULTS

	Weight Pecents				
Sample#	Pebble	Gravel	Crs Sand	Med-Fine Sand	Silt
R161-10	0	0	60	40	0
R161-11	10	7	62	21	0
R161-12	13	13	6	69	0
R161.2-4	0	1	13	85	0
R161.2-5	9	3	13	75	0
R161.2-6	9	12	24	55	0
R161.2-7	5	11	58	26	0
R161.8-5	19	1	14	66	0
R161.8-6	13	7	13	66	2
R161.8-7	10	13	13	65	0
R162-4	64	14	9	14	0
R162-6	8	5	10	76	1
R162-7	14	2	10	75	0

An obvious trend of poorer sorting (widely spread percentages within each class) and finer grain sizes are evident in the profiles east of the boat ramp (R-161.8 and R-162). Comparison of the compounded samples (all of the individual samples from a single beach profile) highlights the longshore difference in texture (Figure 13). The eastern profiles have a bimodal signature (two separated peaks) whereas the western profiles have a normal distribution. The eastern profiles have a lower faction of coarse sediment than the western profiles but a higher percentage of pebble-sized material. The pebble-sized material consists mainly of oyster shell and limestone lithoclasts.

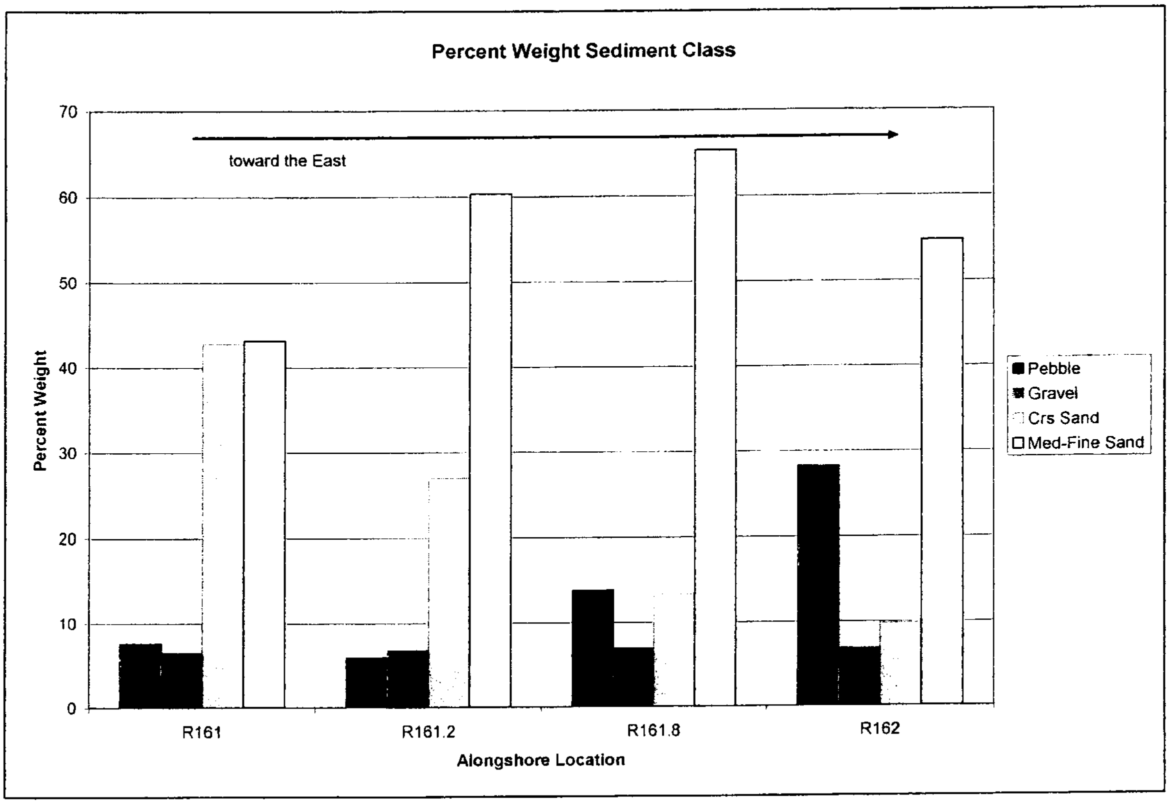


Figure 13: Percent Weight in each Sediment Size Class for each Alongshore Station

Sediment Motion due to Tides and Waves

Shields Criterion (Equations 7, 8, Appendix C) were used to determine which size class of sediments would move under tidal and wave conditions (Table 2). We solved Equation 4 (Appendix C) to determine the force with which sediments would be moved under tidal currents and solved Equations 9 and 10 (Appendix C) to determine the force with which sediments would be moved under wind waves. Here we used typical wave conditions from NOAA BUOY ID 42036 (see climatic summary), H=0.5m and T=4 seconds.

TABLE 2: DETERMINATION OF SEDIMENT MOTION UNDER TIDE/WAVE CONDITIONS

Diameter	S*	ψ	ψ	ψ	Motion/No Motion	Motion/No Motion	Motion/No Motion
mm	non-dim	non-dim	non-dim	non-dim			
		EBB	FLOOD	WAVES	EBB TIDE	FLOOD TIDE	WAVES
4.75	328	0.025	0.01	0.049	NO	NO	NO
3	164	0.04	0.016	0.078	NO	NO	YES
2	89	0.059	0.024	0.11	YES	NO	YES
1	31	0.118	0.048	0.23	YES	NO	YES
0.6	14	0.198	0.08	0.39	YES	YES	YES
0.4	8	0.297	0.12	0.59	YES	YES	YES
0.2	2.8	0.595	0.24	1.18	YES	YES	YES
0.075	0.65	1.58	0.64	3.15	YES	YES	YES

DISCUSSION

Sediment Transport Regimes

Transport due to Tides

Sediment is transported via suspended load by tidal currents. The residual circulation, essentially the net result of months of transport, can either be into or out of the Apalachicola Bay system depending on the prevailing winds. The net flux of sediments is toward the Bay in the summer months when the prevailing winds are from the south and are out of the Bay, and into the Gulf of Mexico in the winter when frontal passages bring winds from the North. This effect can have implications for erosional/accretional patterns on the beaches that line Indian Pass. During the summer months, those sediments that moved toward the Gulf of Mexico may be moved back into Apalachicola Bay. On diurnal cycles, the astronomical tides in the Bay produce enhanced ebb tide flows that accelerate and decelerate relatively quickly and tend to be 33% stronger than flood tide flows (figs. 11 and 14).

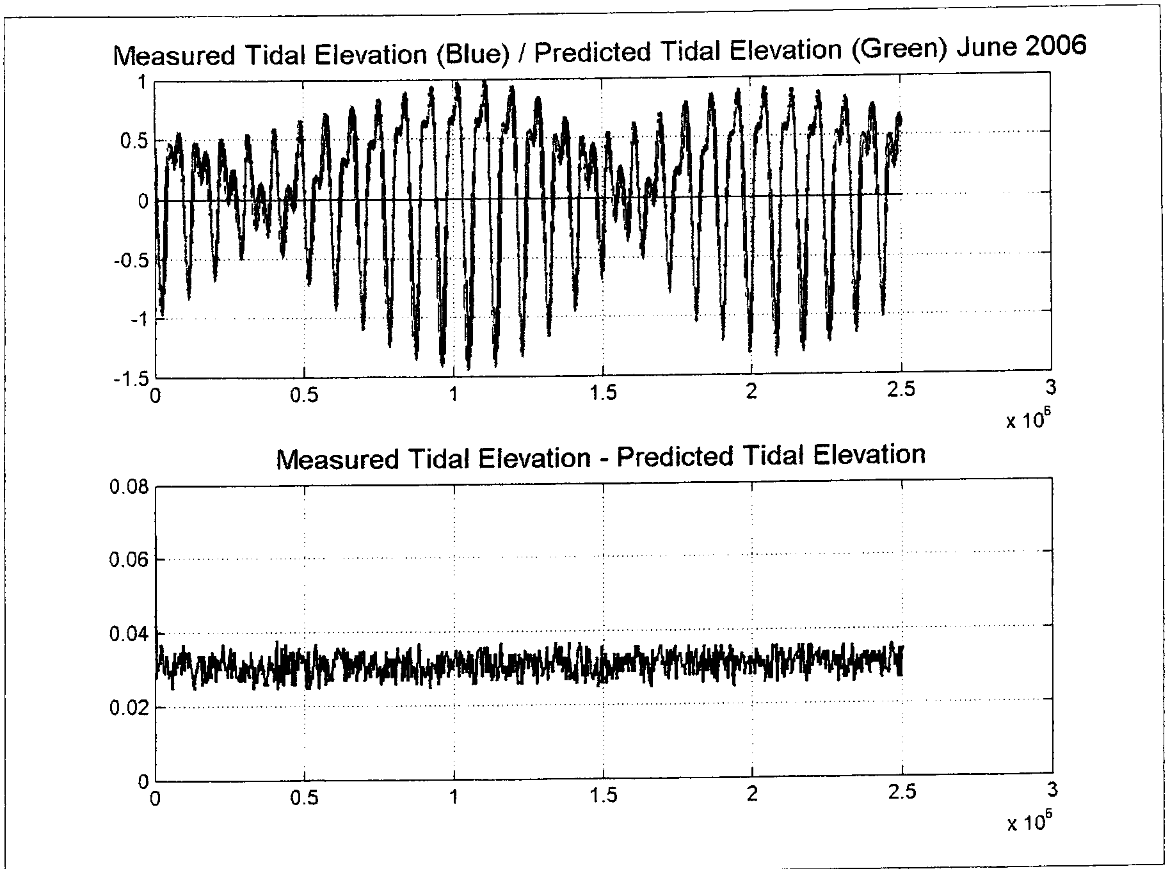


Figure 14: Predicted and Observed Tides June 2006, Apalachicola Bay, FL

Further, the fresh water influx from the Apalachicola River enhances and reinforces ebb tide flows, especially during storm events. These combined fresh water and ocean water ebb flows have the capacity to transport vast amounts of sediments toward the Gulf of Mexico. Primarily, transport due to tidal currents is via suspended load in the lower part of the water column. The ebb currents are capable of transporting the fine to coarse sand that is found in the ebb shoals that line the entrance of Indian Pass. The flood currents, however, are too weak to transport sediments from the ebb shoals, and instead are strong enough to only transport very find sands and silts, which are deposited on the weakly-defined flood shoal at the northeast terminus of Indian Pass. Tidal currents have the capacity to both erode and accrete beaches along Indian Pass. Mainly, the tidal currents act to sort the sediments along Indian Pass, bringing coarser sediments toward the Gulf of Mexico and carrying and depositing fine sands and silts toward Apalachicola Bay.

Transport due to Waves

Sediment is transported via bedload by wind waves that arrive into Indian Pass primarily from the southwest, driving sediments as bedload to the northeast. These sediments are transported alongshore, in the swash zone, which is the most active zone of transport for the barrier spit on the west side of Indian Pass. Typically, when energy in Apalachicola is low (during non-storm days), the transport is toward the Bay, from the southwest to the northeast. During non-storm days, the wave transport is primarily accretionary and the waves have the capacity (see Results: Wave Processes) to transport the coarse and medium sands toward Apalachicola Bay and back to the beaches along Indian Pass. Essentially, coarse sands can move toward the Gulf of Mexico on the ebb tide, but they cannot move toward the Apalachicola Bay on the flood tide; there must be wave action to return these sediments to the beaches in Apalachicola Bay.

Transport due to Storms

Sediment is transported via bedload and suspended load during winter Nor'easters and by Tropical Hurricanes. Excessive wind stress, storm surge and fresh water influx from the Apalachicola River cause elevated Apalachicola Bay levels which drives water and vast amounts of sediment through Indian Pass into the Gulf of Mexico. These events are usually erosional and will erode the north and east facing shorelines within the Bay system.

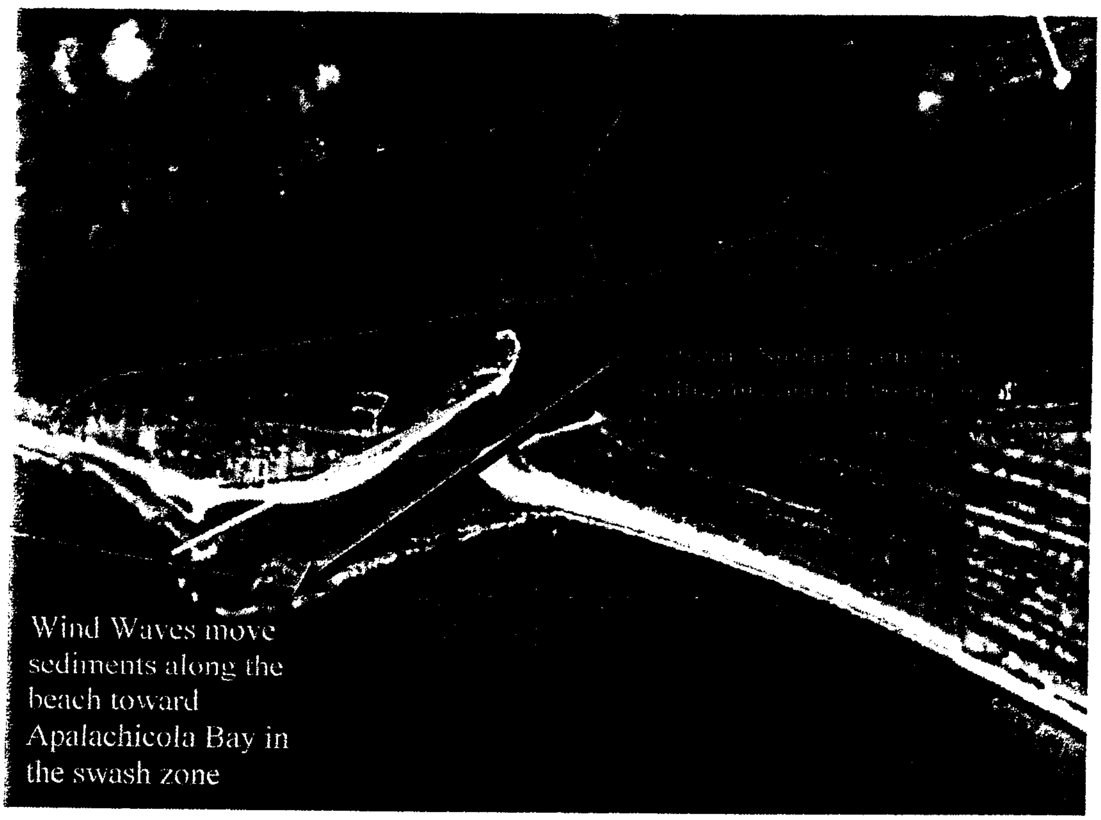


Figure 12: General Schematic of Sediment Transport Regimes

Erosion vs. Recovery – Impediments to Alongshore Transport

Although the boat ramp may not be specifically eroding the beach to the north, it is certainly an impediment to that beach's recovery. The erosion of this region appears to be relatively large scale, and is most likely due to recent severe hurricane activity.

However, for most beaches, there is ample possibility for recovery. In this case, the boat ramp is indeed an impediment for recovery because of the impermeable concrete walls on either side of the ramp (which are deemed necessary because the ebb tide can be so strong it would be extremely difficult to land a craft onto a trailer at the ramp if no protection from the prevailing current was present).

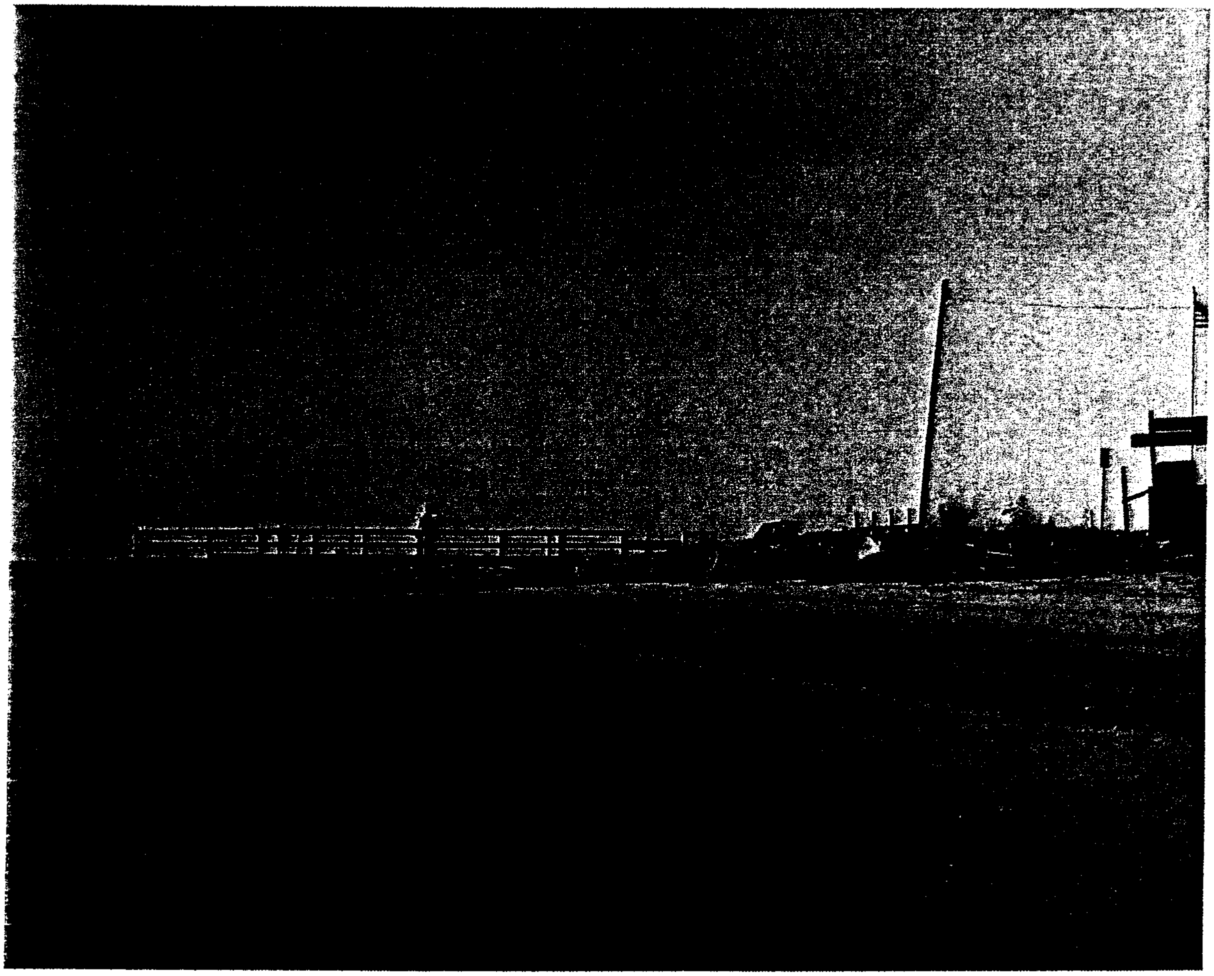


Figure 13: Photograph of property looking south, toward boat ramp.

RECOMMENDATIONS

The project area is a highly dynamic region due to a combination of tidal currents and wave action. In such an area, shore perpendicular structures that impede sediment flow can have a profound impact on shoreline position. Based on our understanding of the littoral system in Indian Pass, the boat ramp, and more specifically the concrete walls, impacts the local shoreline morphology. Recession of the shoreline to the north of the boat ramp is due, at least in part, to the presence of the boat ramp.

There are several remedial measures below that can be considered. Each alternative should consider both the construction costs and maintenance costs. A solution that minimizes future costs of maintenance, permitting, and construction would likely have the least impact on the shoreline and would be the most self-sustaining. Therefore, while several options are presented below, the preferred alternative is to relocate the boat ramp to the bay side and allow the natural sediment transport functions to re-establish a quasi-equilibrium.

1. **Relocation of the County Boat Ramp:**
   Relocation of the County Boat Ramp to the north-west side of the island, with access into Apalachicola Bay instead of its present configuration with access into Indian Pass, will directly address issues regarding the Boat Ramp's impediment to sediment flow and beach recovery to its north and east.

   Benefits: Benefits of this configuration includes the facilitation of post storm recovery and of long-term net motion of the coarse fraction of sand through the swash zone along the entire section of beach lining the north shoreline of Indian Pass – including the northeastern most spit. Data is already in place for the initiation of the permit process.

   Negative: Channels through shallow back-bay areas may need to be established for boaters and for the Ferry to St. Vincent's Island (i.e. dredging).

2. **Modification of the County Boat Ramp:**
   Modification of the County Boat Ramp to include the removal of the concrete walls lining the structure will also address issues regarding the Boat Ramp's impediment to sediment flow and beach recovery to its north and east.

   Benefits: Benefits of this configuration includes the removal of the impediment to the movement of the coarse fraction of sand through the swash to the beach on the northeastern most spit of the north shoreline of Indian Pass. This configuration will be relatively easy to facilitate and to permit.

   Negative: Sediment motion will not be as efficient as it would be if the structure were completely removed and it will be much more difficult to land a craft on a trailer during strong tidal flows.

3. **Periodic Beach Nourishment to the Study Property**
Periodic nourishment of appropriate (in kind) volume to compensate for impediment/losses at the spit on the most northeastern beach along the north shoreline of Indian Pass due to the walls lining the Boat Ramp. Nourishment can be in the form of mechanical bypassing of the sand from south of the ramp to north (trucking) or through hydraulic pumping of sand from within the inlet.

Benefits: Benefits of this configuration includes immediate beach recovery for the spit along Indian Pass to the north and east of the boat ramp.

Negative: A cycle of periodic nourishment and maintenance will need to be established. Further study will be needed to determine an appropriate volume for the nourishment volumes. This option may not address the loss of sand from the near shore to deeper water where it is potentially removed from the system. Residence time of sand placed on the beach is not known.

4. **Periodic Beach Nourishment with Structures**
To increase the residence time of sand placed to the north of the boat ramp (Option 3), shore perpendicular structures such as low profile groins or an offshore detached breakwater could be constructed. The design of such a structure would be intended to encourage post-storm recovery and limit erosion of the beach fill.

Benefits: Benefits of this configuration includes immediate beach recovery for the spit along Indian Pass to the north and east of the boat ramp, and a presumed increase in the time between nourishment events.

Negative: A cycle of periodic nourishment and maintenance will need to be established. Further study will be needed to determine an appropriate volume for the nourishment volumes.

Erosion and Storms

Several options can be considered to protect the upland against future erosion and storm damage. Beach nourishment accomplishes this by providing a wider buffer against wave action. A dune adds elevation but is only viable with adequate beach width in front of it.

Shore parallel geotextile tubes or large sand bags can be used to reinforce the dune line and serve as a last line of defense during storm events when storm surge and high-energy waves erode large volumes of sand. In their non-storm configuration, the geotextile structures would be covered with a minimum of one foot of sand to serve as a storm berm.

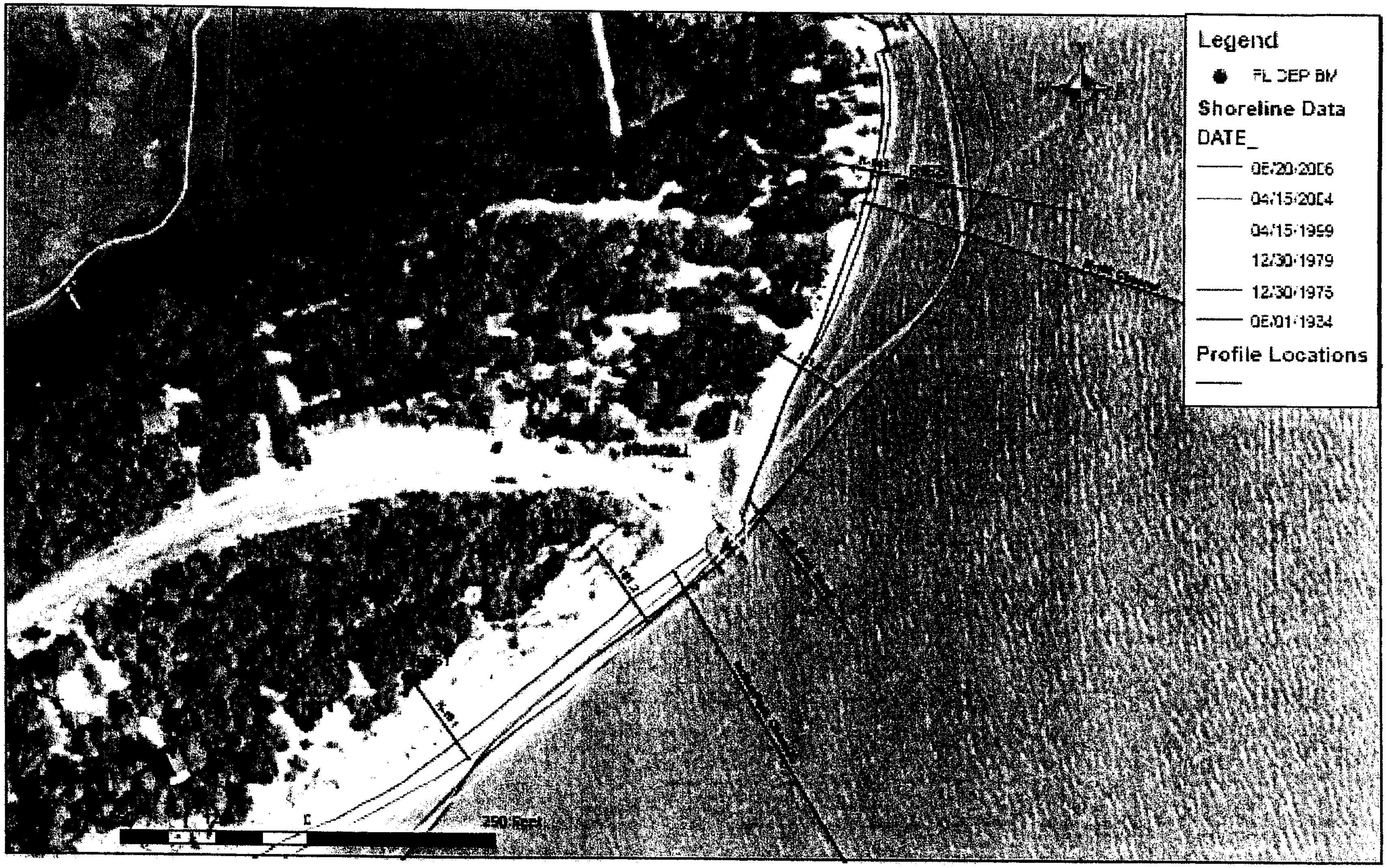
Benefit: The geotextile tubes will absorb some of the wave energy that would otherwise erode upland property. The dune height will prevent a certain level of wave run up and overtopping from impacting the upland as well.

Negative: Routine maintenance would need to be performed on the tubes or bags to ensure their integrity, and the maintenance of the storm berm will be necessary. By themselves, shore parallel tubes and bags do nothing to improve the condition of the beach.

REFERENCES:

1. Coastal Classification Atlas: Eastern Panhandle of Florida Coastal Classification Maps - Lighthouse Point to St. Andrew Bay Entrance Channel USGS Open File Report 2004-1044 Robert A. Morton, Russell L. Peterson
2. Davis, R.A., 1994, Barriers of the Florida Gulf peninsula, in Davis, R. A., ed., Geology of Holocene Barrier Islands: Springer-Verlag, Berlin, p. 167-205.
3. Thieler, E.R., Himmelstoss, E.A., Zichichi, J.L., and Miller, T.L., 2005, Digital Shoreline Analysis System (DSAS) version 3.0: An ArcGIS extension for calculating shoreline change: U.S. Geological Survey Open-File Report 2005-1304.

APPENDIX A: *Historic and recent shoreline data for the study site and locations of profiles.*



31

APPENDIX B:

Here, the Tidal Prism, or the volume of water that is drawn into the bay from the ocean through the inlet during flood tide can be calculated using a relation that exists between the equilibrium minimum channel cross-sectional area, Ac (area below mean tide level) and Tidal Prism, P (during spring tide).

Solving the equilibrium equation for P where,

$$P = \left(\frac{A_c}{5.02x10^{-4}} \right)^{\left(\frac{1}{0.84}\right)} \tag{1}$$

and equating (1) to an expression for the tidal prism (found by integrating a sinusoidal discharge over flood or ebb tide)

$$P = \left(\frac{TV_{max} A_c}{\pi} \right)^{\left(\frac{1}{0.84}\right)} \tag{2}$$

Equating and solving for V_{max}

$$V_{max} = \frac{\pi}{A_c T} \left(\frac{A_c}{5.02x10^{-4}} \right)^{\left(\frac{1}{0.84}\right)} \tag{3}$$

Rick Scott
GOVERNOR

FLORIDA DEPARTMENT of ECONOMIC OPPORTUNITY

Jesse Panuccio
EXECUTIVE DIRECTOR

January 8, 2013

The Honorable Tan Smiley
Chairman, Gulf County Commission
Board of County Commissioners
1000 Cecil G. Costin, Sr. Boulevard
Port St. Joe, Florida 32456

Dear Chairman Smiley:

The Department has completed its review of the comprehensive plan amendment adopted by Gulf County on November 27, 2012 (Ordinance No. 2012-09, DEO Amendment No. 12-1ESR). We have reviewed the amendment in accordance with the expedited state review process set forth in Sections 163.3184(2), (3) and (5), Florida Statutes, and have identified no provision that necessitates a challenge of the Ordinance adopting the amendment.

If this plan amendment is not challenged by an affected person, the amendment will become effective 31 days after December 10, 2012, which was when the Department notified the Gulf County Planning Department the plan amendment package was complete. If this plan amendment is challenged by an affected person, the amendment will not become effective until the Department or the Administration Commission enters a final order determining the amendment to be "In Compliance." No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective.

We appreciate the opportunity to work with Gulf County Planning staff in the review of the amendment. If you have any questions relating to this review, please contact Mark Yelland, AICP, at (850) 717-8517, or by email at mark.yelland@deo.myflorida.com.

Sincerely,

Anastasia Richmond

Anastasia Richmond
Regional Planning Administrator

AR/my

cc: David Richardson, Planner, Gulf County Planning Department
Charles D. Blume, Executive Director, Apalachee Regional Planning Council

1-22-13 LL

Florida Fish and Wildlife Conservation Commission

Division of Habitat & Species Conservation
Eric Sutton, Director

(850) 488-3831
(850) 921-7793 FAX

620 South Meridian Street
Tallahassee, Florida
32399-1600
Voice: (850) 488-4676

Hearing/speech-impaired:
(800) 955-8771 (T)
(800) 955-8770 (V)

MyFWC.com

January 10, 2013

Mr. Jeremy T. M. Novak, Esq.
402 Reid Avenue
Port St. Joe, Florida 32456

RE: Gulf County Habitat Conservation Plan

Dear Mr. Novak:

We have reviewed your suggested modifications to the proposed Gulf County Habitat Conservation Plan Contract between the County and the Florida Fish and Wildlife Conservation Commission (FWC). We understand that the County is dealing with severe revenue reductions that may affect your ability to participate in the Habitat Conservation Plan (HCP) effort. I would like to reiterate the points made at our June 5, 2012 meeting at the U.S. Fish and Wildlife Service's (FWS) Field Office. The required match to support the grant can come in the form of a variety of in-kind services. These include: the amortized costs of any County equipment, GIS data, or County facilities used to develop the HCP that were not procured with federal funds, and the cost of staff time (including salary and benefits compensation), as well as the time of any stakeholders who participate in the process. In calculating the cost of facilities and volunteer contributions, the County may estimate the costs based on the market rate for procuring said services. I believe meeting the original match requirements outlined in the awarded grant is realistic and attainable, but I do understand the County's reticence in the current economic climate. Rest assured that FWC will work with you continuously to help ensure that you are able to find mechanisms within your existing financial framework to fulfill your grant obligations.

After review and discussion of the suggested contract modifications outlined in your letter, I regret to inform you that FWC cannot agree to the proposed changes. In your letter you outline a proposal that the in-kind match be "requested" by FWC and FWS, but that this match would not be guaranteed to be fulfilled by Gulf County. A 50% state/local match ratio is a requirement established by FWS for all Habitat Conservation Planning Grants and cannot be waived under any circumstances. The grant cannot be awarded unless the match is guaranteed. Moreover, FWC cannot accept responsibility for subsidizing the HCP planning effort in the amount of $91,250 of in-kind match, as your proposal suggests. FWC's primary role in the development and implementation of HCP planning grants is that of a partner to the process, facilitating the flow of information and funding between FWS and the applicant. We do not possess sufficient funds to subsidize any HCP planning process to the extent that you request, and

1-22-13 LL

moreover, to do so would be to disproportionately contribute to the Gulf County effort to the exclusion of the many HCP planning efforts currently being conducted around the state.

FWC feels the implementation of an HCP and associated Incidental Take permit will greatly benefit the citizens of Gulf County, while providing on the ground conservation for listed species. While we cannot accept the proposed contractual changes, we hope to continue to work with the County to find a mutually acceptable plan for development of the HCP. With this being said, we respectfully request that you provide us with a clear and definite answer as to whether the County will move forward with the HCP planning process. If you do not intend to develop an HCP as outlined in your original grant, we will be forced to return the awarded grant funds to the FWS. This action may negatively affect the County's ability to secure Section 6 funds in the future. Failure to develop an HCP will also abrogate the Memorandum of Understanding, which was signed by Gulf County; FWC; FWS; Bay to Beaches, LLC; and Ovation on Cape San Blas HOA, and which outlined mitigation requirements for unpermitted activities at the Ovation development on Cape San Blas. This may result in legal consequences for Bay to Beaches, Ovation, and the County should the FWS determine that take has occurred as a result of the unpermitted development on the Ovation site.

Please feel free to contact me at 850- 921-1033 if you have any questions.

Best Regards

Thomas E. Ostertag

Thomas E. Ostertag
Division of Habitat and Species Conservation
Florida Fish and Wildlife Conservation Commission
620 S. Meridian St./MS 2-A
Tallahassee, Florida 32399-1600
(850) 921-1033 Cell (850) 251-0385 Fax (850) 921-18471

Cc: Warren Yeager, Jr.
Don Butler
Louie Roberson
Katherine Diersen
Don Imm

GULF COUNTY ARC & TRANSPORTATION
P.O. Box 8
Port St. Joe, Florida 32457
ARC (850)229-6327
Transportation (850)229-6550
Fax (850) 227-2084

Dianna Harrison
ARC Administrator

Kathy Balentine
Transportation Director

January 4, 2013

Chairman Tan Smiley
And the Gulf County Board of County Commissioners
1000 Cecil G. Costin, Sr. Blvd.
Port St. Joe, FL 32456

Dear Chairman Smiley and County Commissioners:

Gulf County ARC & Transportation has learned of the availability of funding through the Florida Department of Transportation Public Transit Service Development Program. The Public Transit Service Development Program is authorized in Chapter 341 of the Florida Statutes and provides for funding agreements between FDOT and local governments for projects which would improve or expand public transit services. We would like to pursue this funding source in order to purchase mobile surveillance camera systems for all of our 12 transit vehicles at a total cost of approximately $35,000. We believe that these camera systems would greatly improve the safety and security of our passengers and drivers. I have attached copies of our proposed Service Development Project Request and Project Budget that we must submit to FDOT by January 23, 2013 to be considered for this grant cycle. Because Gulf County is in the Northwest Rural Area of Critical Economic Concern, the match requirement would be waived making this funding source all the more attractive.

In order for Gulf County ARC & Transportation to secure this funding, we request that the Gulf County Board of County Commissioners be willing to sign the Joint Participation (funding) Agreement with FDOT on our behalf. Gulf County ARC & Transportation would be responsible for submitting all of the project request documents, securing the bids for the equipment once the project has been approved, receiving approval from FDOT for purchase, and arranging for the installation of the equipment . Because the funding agreement would be between FDOT and Gulf County, Gulf County would pay for the camera systems once they have been satisfactorily installed. Gulf County ARC & Transportation would then request reimbursement for the County from FDOT. Based on our past experience with FDOT, the usual turnaround time for reimbursement is no more than 45 days from the date of request.

I am available to discuss this request at your earliest convenience. I look forward to your favorable response by January 23, 2013 so that we can continue to improve transportation services in Gulf County.

Sincerely,

Kathy Balentine

Kathy Balentine
Transportation Director

1-22-12 LL

SERVICE DEVELOPMENT PROJECT REQUEST

PROJECT TITLE: Purchase and Installation of Mobile Surveillance Camera Systems in all (12) Gulf County Association for Retarded Citizens, Inc. Transit Vehicles

PROJECT TYPE: Improve System Operations and Technology

PROJECT DURATION: The project will be initiated during the Third Quarter, 2013 and will take approximately 2-3 months to complete.

RECIPIENT INFORMATION:

Gulf County Association for Retarded Citizens, Inc.
Kathy Balentine
P.O. Box 8
Port St. Joe, FL 32457
(850) 229-6550 gtran@fairpoint.net

PROJECT DESCRIPTION AND JUSTIFICATION:

Gulf County Association for Retarded Citizens, Inc. is a private non-profit entity which operates as the Community Transportation Coordinator (CTC) for Gulf County. Gulf County Association for Retarded Citizens, Inc. has been providing efficient and effective transportation services to Gulf County residents since being designated as the CTC by the Commission for the Transportation Disadvantaged in November, 1990.

At Gulf County Association for Retarded Citizens, Inc., the safety and security of our passengers is our top priority. All transit riders have concerns about safety and security. For transportation disadvantaged persons (the elderly, persons with disabilities, and low income individuals), these concerns are amplified by the vulnerability of these individuals. Safety and security threats, whether actual or perceived, diminish the value and potential of public transit. Ridership drops, revenue decreases, equipment is damaged, workdays are lost, and compensation payments increase all as direct consequences. Safety and security can be improved for the transportation disadvantaged population through the use of technology. In order to accomplish improved safety and security, we are requesting service development funding to purchase and install mobile surveillance camera systems in each of our transit vehicles. The purchase of mobile surveillance systems is identified as an improvement project in The Five-Year Transportation Disadvantaged Improvement Plan section included in our Transportation Disadvantaged Service Plan.

This proposed project will not only improve our system technology but will also enhance our overall system operations by providing a wide variety of benefits. These benefits include:

- Improved data collection.
- Increased passenger satisfaction by creating a safer and more secure environment.
- Enhanced accident and/or incident investigation.
- Litigation mitigation.
- Lowered insurance costs.
- Improved driver behavior and safer driving.
- Reduction in fraudulent injury and driver unprofessional conduct claims.
- Increased operational efficiency through use of the surveillance data for driver training and driver behavior modification.

Over the past five years, our vehicles and/or drivers have been involved in six accidents. Two of these accidents resulted in passenger injuries, along with the threat of lawsuits from these passengers. If mobile surveillance camera systems had been installed on these vehicles, we would have been able to determine whether the actions of the passenger in any way contributed to their injuries (i.e., not using their seatbelt, passenger not properly seated while the vehicle is in motion). And, in some cases, surveillance cameras could possibly give information regarding the actions of the other driver(s)/vehicle(s) involved in the accident. This would, in turn, allow for better defense of frivolous lawsuits. Therefore, we believe that the purchase and installation of mobile surveillance camera systems in our vehicles is much needed and justified.

PROJECT OBJECTIVES: The objectives for this project are:

- Increased passenger satisfaction by creating a safer and more secure environment.
- Improved driver behavior and safer driving.
- Enhanced accident and/or incident investigation.

Listed below are the measurable criteria that will be used to determine whether the desired results are achieved:

- After each accident and/or incident, the audio/video information will be gathered from the vehicle surveillance equipment to determine the cause of the accident and/or incident. This information will be used to work with authorities and insurance companies for a fair and true resolution. This information will also be entered into an accident/incident monitoring system in order to track patterns in driver behavior, passenger behavior, safety concerns so that the proper training and education can occur to prevent recurring similar accidents/incidents.
- Satisfactory passenger survey results regarding safety and security.
- Completion of driver training programs based on information gathered from vehicle surveillance equipment.

SERVICE DEVELOPMENT PROJECT BUDGET

GULF COUNTY ASSOCIATION FOR RETARDED CITIZENS, INC.

Mobile Surveillance Camera Systems for 12 Transit Vehicles

COST ITEM	TOTAL PROJECT COST	REVENUE & FEDERAL FUNDS	NET PROJECT COST	LOCAL FUNDS	STATE SHARE
CAPITAL EQUIPMENT	$ 35,000.00	$ -	$ 35,000.00	$ -	$ 35,000.00
OPERATING COSTS	$ -	$ -	$ -	$ -	$ -
ADMINISTRATION	$ -	$ -	$ -	$ -	$ -
TOTAL	$ 35,000.00	$ -	$ 35,000.00	$ -	$ 35,000.00

1598 N. Balboa Ave
Panama City, Florida 32405
Ph 850-914-BFIT (2348)
Fx 850-914-2398
PanamaCityHealthClub.com

Panama City Health Club & Spa

Fax

To:	Kari Summers	**From:**	Olga Cemore
Fax:	229-1990	**Pages:**	1+4
Phone:		**Date:**	January 8, 2013
Re:	Permit to County Meeting	**cc:**	

☐ **Urgent** ☐ **For Review** ☐ **Please Comment** ☐ **Please Reply** ☐ **Please Recycle**

Messages:

Hello Kari,

I am submitting two events to the Board; for Hot Cocoa Run on February 16 and Beach Blast Triathlon & Duathlon on April 27.

I would love to speak on these two issue at the meeting please.

Please let me know if there is anything I can or need to do. My email is Director@BeachBlastTriathlon.com, my work phone 914-2348 or cell 867-0117.

Thank you for your time,

Olga

2013 JAN -8 PM 4: 10

1-22-13 LL

HOT COCOA RUN

To the Gulf County Commissioner Meeting attendees

I would like to apply for your approval to organize a family 5K, 10K, and 15K run

Name of event: Hot Cocoa Run

Location: Beacon Hill Park

Date: February 16, 2013

Contact: Olga Cemore, Race Director, ph: 850-914-2348 or cell 850-867-0117

Approximate schedule: Race packet pick up 8:30 am, run start 10:00 am, run ends11:30 am, awards ceremony starts 11:30 and ends at 12:00pm.

Details:

1. All social gatherings will take place at Beacon Hill Park, run will take place inside the park, immediate neighborhood, shoulder of HWY 98, and Gulf Air neighborhood.

2. No road closure of HWY 98 or any other road will be needed, road shoulder will be used.

3. Traffic cones, appropriate signage and volunteers will be used to inform other traffic participants of the event.

The primary goal is to create a new event that will bring athletes to Gulf County and introduce the welcoming recreational environment. As less people travel to far away places, many are not aware of the great vacation destination that awaits only a short driving distance and offers many family activities.

Olga Cemore
January 3, 2013

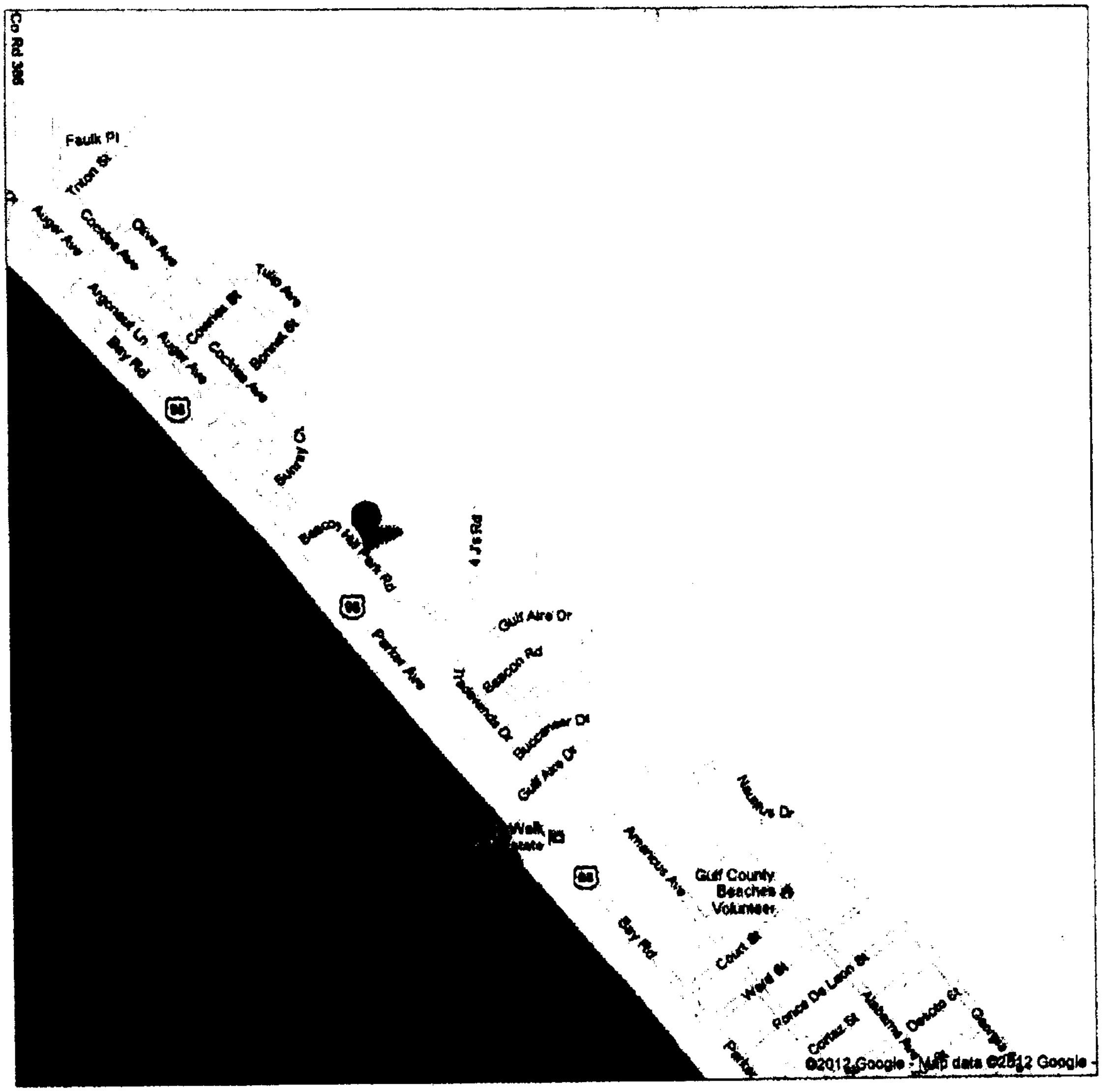
Olga Cemore
P.O. Box 864
Panama City, FL 32402
www.PanamaCityHealthClub.com

Ph 850.867.0117

Fax 850.914.2398

Google Address Beacon Hill Park Rd
Port St Joe, FL 32456

Hot Cocoa 5K Run



Beach
Blast Triathlon and Duathlon

To the Gulf County Commissioner Meeting attendees

I would like to apply for your approval to temporarily close U.S. Highway 98 for an athletic event.

Name of event: Beach Blast Sprint and Olympic Distance Triathlon and Duathlon
Sprint Distance 0.35mile swim, 15mile bike, 6.1 mile run
Olympic Distance 0.7mile swim, 25mile bike, 6.2mile run

Date: April 27, 2013

Contact: Olga Cemore, Race Director, ph: 850-914-2348 or cell 850-867-0117

Approximate schedule: First start - Olympic distance 8:00am,
Second start - Sprint Distance 8:30am.
Last finisher of Olympic distance in at 11:45am,
Last finisher of Sprint distance 11:30am. All ET.

Details:

1. For safety of everyone involved, race participants, volunteers and spectators, we need uniformed men to assist when athletes cross U.S. Highway 98 after the swim part of the race. There will be a carpet laid on the road to keep everyone on the same path. Carpet is to be removed after the event.

2. Bicycles leaving Beacon Hill Park entering U.S. Highway 98 will face potential hazard of entering the open traffic. Due to a significant decline of the road when leaving the Park, we need to be able to permit cyclists safely make a turn (East U.S. Highway 98).
Traffic is not to be stopped unless an officer is letting race participants make the turn on U.S. Highway 98, no more than 10 minutes at the time.

Traffic control at major intersections will be provided by Highway Patrol to safe the local law enforcement office a burden. Sergeant Richard V. Warden may be reached at (850) 873-7020 to verify this information.
This event has been bringing hundreds of athletes to the area for 8 years. It is a great community event, locals love to volunteer and small business enjoy athletes and their families coming to their establishments.

Olga Cemore
December 19, 2012

Olga Cemore
P.O. Box 864
Panama City, FL 32402
www.BeachBlastTriathlon.com

Ph 850.867.0117

Fax 850.914.2398

Beach Blast Triathlon & Duathlon

Panhandle Florida

BeachBlastTriathlon.com

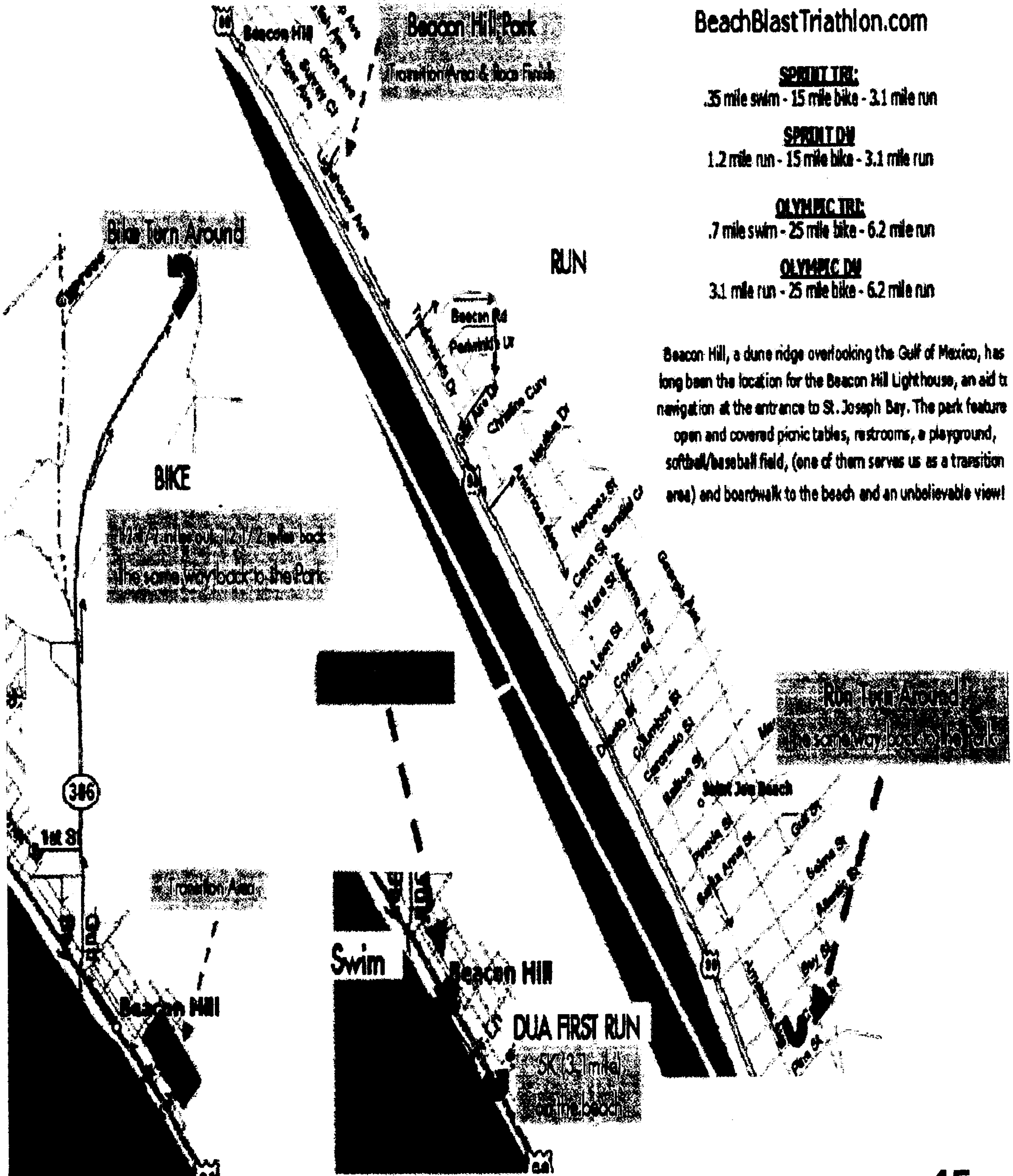
SPRINT TRI:
.35 mile swim - 15 mile bike - 3.1 mile run

SPRINT DU
1.2 mile run - 15 mile bike - 3.1 mile run

OLYMPIC TRI:
.7 mile swim - 25 mile bike - 6.2 mile run

OLYMPIC DU
3.1 mile run - 25 mile bike - 6.2 mile run

Beacon Hill, a dune ridge overlooking the Gulf of Mexico, has long been the location for the Beacon Hill Lighthouse, an aid t navigation at the entrance to St. Joseph Bay. The park feature open and covered picnic tables, restrooms, a playground, softball/baseball field, (one of them serves us as a transition area) and boardwalk to the beach and an unbelievable view!



WHS PROJECT GRADUATION 2013

Dear Friend:

Each year, a number of fresh high school graduates are tragically lost to foolhardy post-graduation celebrations. To prevent such tragedies among our area students, Project Graduation sponsors an all-night, alcohol-free, locked-in celebration for graduates. After the commencement exercises, graduates will be taken to Taunton Family Gym for a fun-filled night of door prizes, games, and food resulting in happy memories to last a lifetime. We need your support to make this project a success. Your gift of an appropriate door prize, monetary donation, or gift bag items would be greatly appreciated. If you need more information about Project Graduation and its impact on our graduating seniors, please do not hesitate to contact any member of Project Graduation Committee. Again, any assistance you or your company may be able to provide would be very welcome. Thank you for your consideration of this project.

Appreciatively,

Heather Holley

Heather Holley, President
850-625-7859 or heatherlholley@yahoo.com
LaDonna Price
Tonya Cox
Karen Turner
Misty Harper
Holly Smith

WHS Project Graduation 2013 * PO Box 565-Wewahitchka, FL 32465