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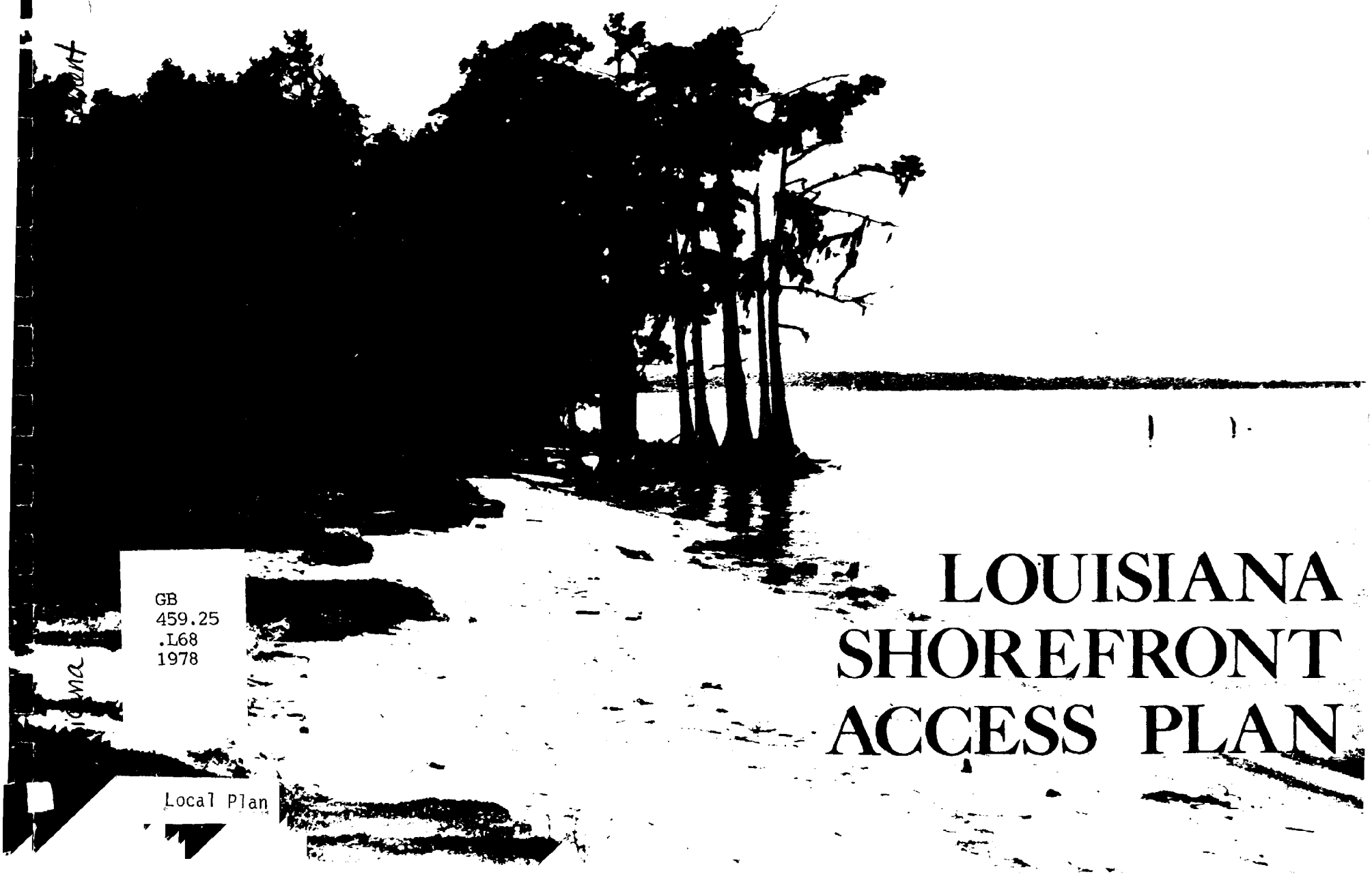

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LOUISIANA SHOREFRONT ACCESS PLAN

Prepared for

Louisiana Department of Transportation and Development

Prepared by

Burk and Associates, Inc.
engineers·planners·environmental scientists

August, 1978

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Contents

FOREWORD.....4
Figure 1: Coastal Parishes 5

INTRODUCTION.....6

CHAPTER 1:
THE LOUISIANA COASTAL SHORE.....8

CHAPTER 2:
PUBLIC USE OF THE SHORE.....12
Table 1: Existing Public Shorefront Areas 14
Figure 2: Existing Public Shorefront Recreation Sites and Access Routes 17
Figure 3: Day Use Area 21
Figure 4: State Planning Regions 23
Table 2: Seashore Related Recreation Needs Calculations Summary 24

CHAPTER 3:
PROBLEMS AND GENERAL POLICY RECOMMENDATIONS RELATING TO PUBLIC USE OF THE LOUISIANA COASTAL SHORE.....30
Plate 1: Grand Isle Camps 33

CHAPTER 4:
FUNDING PROGRAMS.....36

CHAPTER 5:
SITE SPECIFIC ACCESS AND ACQUISITION RECOMMENDATIONS.....40
Table 3: Louisiana Beaches 42
Figure 5: Louisiana Beaches 43
Table 4: Potential Acquisition Sites and Improvement Locations 46
Table 5: Recommended Sites 54
Figure 6: Recommended Acquisition Sites and Access Improvements 55
Plate 2: Grand Isle State Park 62
Plate 3: Grand Isle Access Path 63
Plate 4: Abandoned Camp at Constance Beach 69
Plate 5: Holly Beach--West End, Shelter 73
Plate 6: Fort Pike 83
Figure 7: Lake Pontchartrain Area 87
Figure 8: Grand Isle Area 89
Figure 9: Cameron Area 91

APPENDIX.....93
Appendix I: Sample Letter and Agencies Contacted 94
Appendix II: Site Evaluation 99

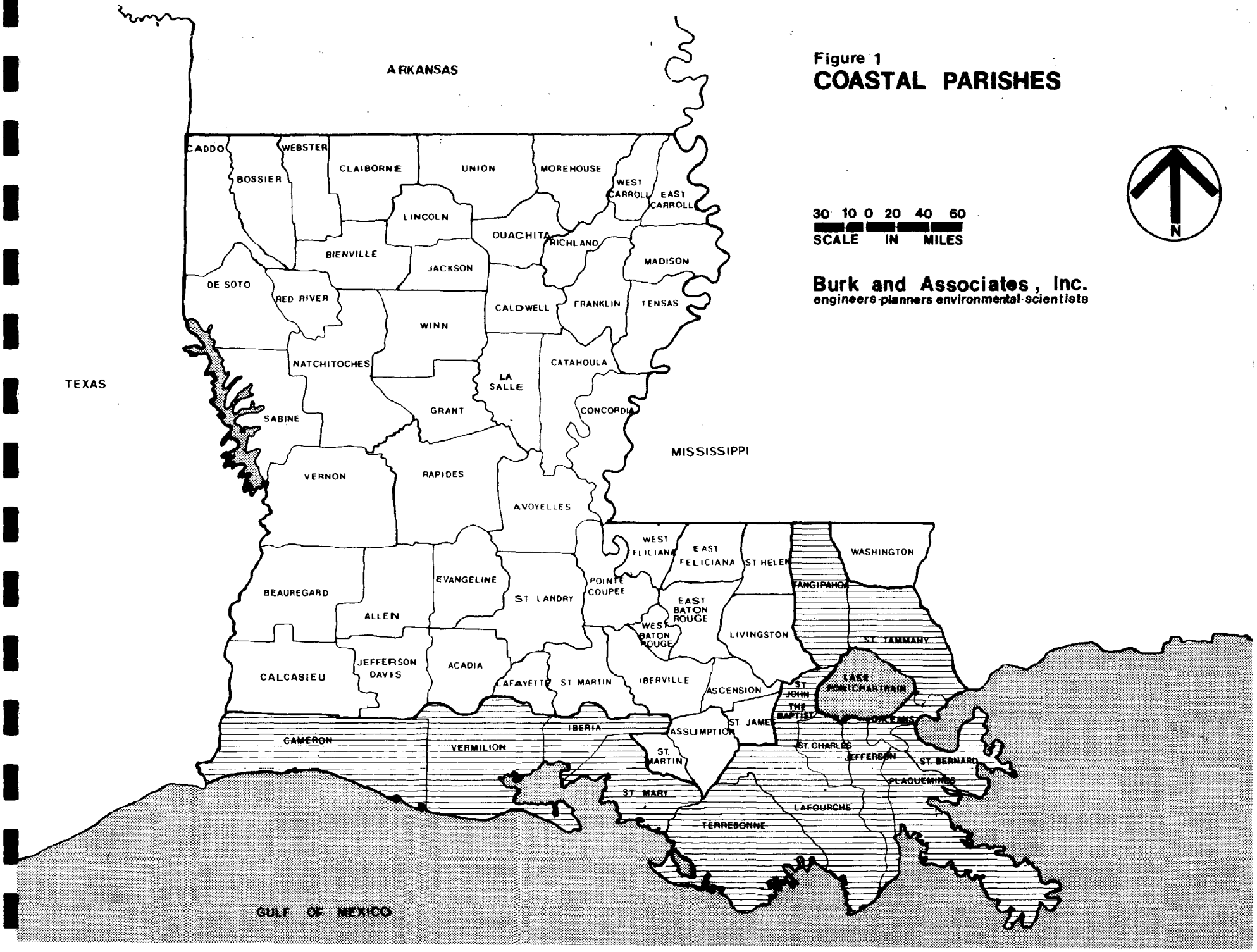
BIBLIOGRAPHY.....126

Foreword

The shorefront access and use plan is called for by the Coastal Zone Management Act (CZMA) Amendment of 1976 in Section 305(b) (7).

The purpose of this document is to provide a means whereby the state can improve coastal shorefront recreational opportunities for its citizens in the years to come. To accomplish this, the report presents a list of Louisiana coastal shorefront locations which are appropriate for acquisition or expansion as public recreation or preservation areas. It also discusses in detail the provision of access to existing and proposed public shorefronts. Facility recommendations, cost estimates for implementing the proposed projects and possible sources of funding are included, as are management guidelines for each of the areas and programs described. The study process includes aesthetic, environmental, historical, cultural, recreational and ecological considerations. It is oriented towards providing increased public access to and awareness of the state's coastal shorefronts and the recreational opportunities they present. The study area is the Gulf of Mexico shoreline including its many bays and indentations within the state of Louisiana. Lake Pontchartrain and Barataria Bay, which are brackish coastal estuaries, are also included. Parishes included in the study area are: Cameron, Vermilion, Iberia, St. Mary, Terrebonne, LaFourche, Jefferson, Plaquemines, St. Bernard, Orleans, St. Tammany, Tangipahoa, St. John the Baptist, and St. Charles.

Figure 1
COASTAL PARISHES



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Introduction

With its many bays, coastal lakes and marshes, Louisiana has a tremendous amount of shoreline. The coast is as diverse as it is long, featuring sandy beaches, marshes, swamps, barrier islands and historic forts. There is much potential for public recreation along the coast, but this potential has not been fully realized for several reasons.

One reason for underutilization is the coastal wetlands which follow the shore and reach many miles inland, making landward access difficult to provide. Another factor hindering public access to the shore, where there are sand beaches, is the development of camps or vacation homes. These second homes present two problems:
1) When they are built adjacent to one another, they block pedestrian access to the beach;
2) Often, camps are poorly built and in the wrong location. The result is abandoned camps which are left to deteriorate in the water or on the public beach.

In Louisiana, all coastal water bottoms are the property of the state. The wet sand beach, the area between the high and low tides, is also the property of the state and open for use by the general public. Thus, any structure(s) or use(s) which unreason-

ably restricts the access to and use of the shoreline should be discouraged.

There are basically five types of existing and potential public recreation sites along the coast: beaches, boat launches, fishing piers, natural areas and historic sites. Some have the possibility for multiple purpose use, thus offering greater recreational opportunities. These areas or sites are not necessarily evenly distributed along the coast. Beaches, for example, are primarily located along the southwest Louisiana coast in Cameron Parish, with another stretch of natural sand beach situated in lower Jefferson and LaFourche Parishes in southestern Louisiana.

Historic sites are concentrated around the passes and bayous leading from the Gulf of Mexico to New Orleans. Only boat launches and natural areas are evenly distributed across the coastal area.

Many coastal recreation sites are in need of improvements so that their full recreational potential can be attained. Improvements range from simple things--such as provision of directional signs leading to the site--to complex--providing access and facilities.

So that the sites can be judged by type of site (beaches, historic sites, ...) all sites suggested for some improvement have been evaluated. Criteria for evaluation included proximity to population centers, cost of suggested improvements, overall aesthetic quality of the site, and thirteen other factors. In this way, the relative merits of one beach can be compared to another and so on for each type of coastal recreation site. In total, forty-four coastal recreation sites are identified and the specific improvements are described. Several non-site specific policy recommendations affecting the future of coastal recreation are also described.

To conduct detailed studies of the sites and improvements and implement these improvements requires money. Over ten federal and state funding programs are identified and briefly described so that the appropriate source of financial assistance for each type of proposed action can be chosen.

While this report is not a detailed comprehensive coastal recreation plan, it does point out existing sites, describes the problems, and offers both general and specific recommendations to meet the future demand for public shorefront recreation.

Chapter 1:

The Louisiana Coastal Shore

Louisiana is a state blessed with an abundance of coastal resources which offer many potential recreational opportunities along the shores of the Gulf of Mexico and the coastal bays and lagoons. While the linear (straight line) distance across the state's Coastal Zone is roughly 300 miles, there are approximately 1,400 to 1,700 miles of actual coastal shoreline. The actual amount of coastal shoreline varies with deposition and erosion.

The Louisiana Shoreline:

The coastal recreational potential for traditional beach activities afforded by this vast amount of shorefront has not been fully utilized for the following reasons:

1) Predominently marsh terrain along the coast
2) Lack of adequate landward access routes
3) Few public recreation areas on the coast
4) Competing land uses (private) along the coast

By far, the predominently marsh soil types along the coast are the principle reason that so few recreational opportunities exist. Of the fifteen soil associations which front the coastal shore, only three are mineral (sandy) soils (U.S.D.A.: 1972). The twelve organic soils are marsh and swamp types, which discourage human use of shorefront because these areas have no beaches. They have a very high water content and subsidence potential and a very low load bearing capacity, thus discouraging most types of construction. Coastal waters along marsh shores have a high amount of organic material in them, thus giving a dirty or murky appearance even though water

quality is generally quite good for swimming. Currently, landward access to many sandy shorelines is not available due to the large marsh area which separates the beach from the nearest highway or town. Finally, marshy coastal areas discourage human use because they are the breeding ground for mosquitoes and other bothersome insects.

While wetland areas are not suitable for traditional shorefront (beach) recreational activities such as swimming, sun bathing or walking along the beach, they are ecologically important because they have such a high biological productivity. As such they are excellent areas for fishing, waterfowl hunting or observation, and general enjoyment of the outdoors, particularly if a boat launch is nearby. Their greatest value, however, is the production of seafood, fur-bearing animals and other organisms.

The lack of adequate landward access to the coast is largely dictated by the marsh soil types and water bodies between the beach and inland areas. Roadway construction and maintenance in these areas is very expensive and the quality of the road is usually mediocre at best. Other reports (Gulf South Research Institute: 1973) have noted the lack of north-south highways running to the coast. Not only would construction be difficult, but in most instances there would be no reason to build a road--no place to go. The coastal marsh terrain also prohibits construction of an east-west highway immediately along the coastline. U.S. Highway 90 is, generally speaking, the major east-west traffic artery closest to the coast. (Refer to the Existing Coastal Recreation Areas and Access Map) This general lack of major hard surface roadways close to the water's edge retards public access to the shore.

The lack of public recreation areas along the coast can also be largely attributed to the marshy terrain and small amount of sandy beaches (refer to Chapter II, Public Use of the Shore) which can be found. According to the Louisiana State Comprehensive Outdoor Recreation Plan (SCORP) (1977), the demand for coastal-related recreational activities is greater than the current supply and this gap will continue to widen unless a coastal recreation program is established. It is important that the state provide access to shorefronts suitable for recreation and acquire key potential recreation sites as soon as possible. This is necessary because:

1) The cost of acquiring recreational land and access routes is rising faster than ordinary land.
2) Litigation involved in providing access to shorefront areas will become more complicated as time goes on.
3) There is little shorefront land in Louisiana which is suitable for traditional beach type recreational pursuits
4) Competing private interests are developing land with recreational potential, thus precluding public acquisition of some sites.

Private development of the Louisiana shoreline is not as extensive as in some states, but it does hinder access in certain areas. Construction of camps (vacation homes) along many shorefronts effectively blocks public access for long stretches and screens the water from the view of the passer-by. The regulation of camp construction and maintenance is not uniform. The result, in some instances, is a cluttered, unappealing view of the shorefront.

Commercial use of recreational shorefronts is not as severe a problem as are private camps. The general lack of a shorefront oriented (commercial) recreation industry is the principle reason for this. However, as the demand for recreational opportunities increases, so will commercial development. This is a desirable situation if commercial recreational development occurs in an orderly fashion and does not hinder the public access to and use of the beach.

Summary:

Louisiana has an abundance of natural shoreline; however, the majority of this shoreline is marsh, as is the area behind the shore. The marsh terrain, more than any other factor, hinders public access to the coastal shorefront and discourages the use of the shorefront for typical beach activities (i.e.: bathing, wading, sun bathing, walking, and surf fishing). To a lesser extent, the small number of public beach areas and conflicting development along the shorefront discourage public use of the coastal shore. Both public and private shorefront recreational development is hindered by the marsh terrain which limits the amount of useable beach and access to it.

Chapter 2:

Public Use of the Shore

In Louisiana, an exact definition of "coast", "seashore" or "beach" is complicated by the wide tidal variation and many lakes, bays and bayous which interface with the Gulf of Mexico. The legally accepted definition of the publicly owned seashore is:

> The area of land which lies between the mean low water mark and the mean high water mark. State ownership and public use of seashores also applies to the shores of water bodies referred to as "arms of the sea". A body of water is considered an arm of the sea if it is located in the immediate vicinity of the open coast and is overflowed by the tides directly.

The foregoing definition is summarized from a paper by the LSU Sea Grant Legal Program which points out two factors that also have a bearing (albeit a minor one) on public use of the shore: 1) Due to land patents issued in the late 1800's and early 1900's parts of the Gulf bottom and shore may be privately owned; 2) As long as they do not conflict with the general public use of the seashore other uses are also allowed. These considerations are minor because Louisiana law construes the seashore to be a public corporeal immovable. "As public property of the public domain, seashore is insusceptible of private ownership; that is, it is owned by the state in the interest of all citizens and its alienation to a private person is prohibited" (Herman, 1978).

Existing Use of the Shorefront:

Basically, there are two types of public use areas along the coastal shorefront: recreational areas and natural areas. The traditional beach, boat launch, state park and historic site are all examples of recreational areas. Wildlife management areas and wildlife refuges are examples of natural areas. The principal differences are the types of activities, intensity of use, number of structures and area size. A recreation area can accomodate a large number of people in a relatively small space. Such an area is more likely to have permanent structures (boat ramps, bath houses, museums, etc.) to support the activities which take place. By contrast a natural area, by virtue of its purpose, can accomodate only a limited number of people in a relatively large area. These extensive areas require few, if any, structures and support only a limited number of activities.

Because the Louisiana coast is to a large extent composed of marsh, there are many large natural areas. For the same reason, there are a limited number of public recreation sites directly on the shore. When considering shorefront or coastal recreation and access, the effect of topography must be weighed. For example, a boat launch three miles inland from the coast can be considered to be a "shorefront" site because it may well be the nearest possible access point to the coast in that area. An inland wildlife refuge, on the other hand, bears no functional relationship to the coast or coastal activities even if it is located on the same bayou as the boat launch. Such an area is not considered to be a "shorefront" site. All sites considered herein are littoral. That is to say they are on or near the seashore or relate directly to it.

For this reason, only fourteen of the twenty-two Coastal Zone parishes are considered in the study area and only the coastal portions of these parishes are included. Calcasieu Lake, Vermilion Bay, Barataria Bay and Lake Pontchartrain are included because they are coastal estuaries and can be considered to be arms of the sea.

Table 1, on the following page, presents an inventory of existing littoral public recreation sites throughout the state, and these are located on Figure 2. These areas represent the total stock of public coastal recreation facilities and sites available today.

Table 1:
Existing Public Shorefront Area

Parish	Site #	Name & Description
Cameron	(1)	Rockefeller State Wildlife Refuge: 64,500 acres; birdwatching, fishing
	(2)	Sabine National Wildlife Refuge: 142,717 acres; limited hunting, birdwatching, fishing
	(3)	Rutherford Beach State Park: camping, swimming, sun bathing, fishing
	(4)	Hackberry Beach: Swimming, sun bathing, fishing
	(5)	Holly Beach: swimming, sun bathing, fishing
	(6)	Cameron Camping Area: swimming, camping, fishing
	(7)	Sabine Lake Boat Launch
	(8)	Calcasieu Ship Channel Boat Launch
	(9)	Mermentau River Boat Launch
Vermillion	(10)	Paul J. Rainey Private Wildlife Refuge: 27,000 acres; birdwatching
	(11)	Intracoastal City Boat Launch
Iberia	(12)	Marsh Island State Wildlife Refuge: 78,000 acres; birdwatching, fishing
	(13)	Shell Keys Federal Wildlife Refuge: 8 acres; birdwatching
	(14)	Commercial Canal Boat Launch
St. Mary	(15)	Cypremort Beach: 3,000 foot manmade beach; picnicking, swimming, sun bathing, fishing
	(16)	Burns Point: picnicking, swimming, sun bathing, fishing
	(17)	Intracoastal Canal Boat Launch

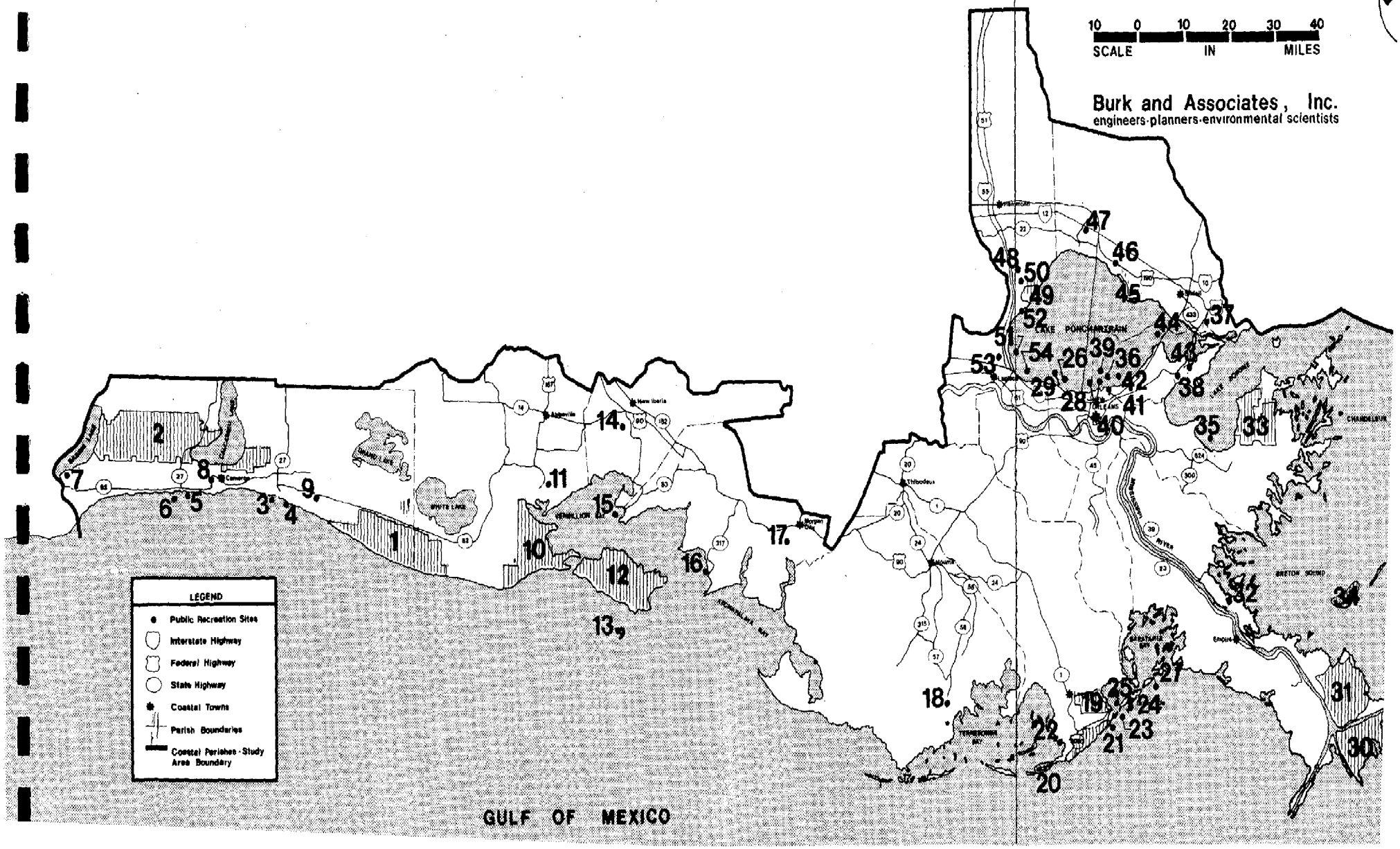
Parish	Site #	Name & Description
Terrebonne	(18)	Cocodrie Boat Launch
LaFourche	(19)	Wisner State Wildlife Management Area: 21,600 acres; hunting, fishing
	(20)	East Timbalier Island National Wildlife Refuge: 337 acres; birdwatching
	(21)	Elmer's Island: swimming, sun bathing, fishing
	(22)	Fourchon: boat launch, swimming, sun bathing, fishing
Jefferson	(23)	Grand Isle State Park: (East End and West End combined) 140 acres; camping, swimming, sun bathing, fishing
	(24)	Grand Isle Beach: swimming, sun bathing, fishing
	(25)	Grand Isle Fishing Pier: (old La. 1 bridge) fishing
	(26)	Linear Park: 10 miles along Lake Pontchartrain; biking, hiking, jogging, picnicking, fishing
	(27)	Fort Livingston: Grand Terre Island; historic fort.
	(28)	Bonnabel Boulevard Boat Launch
	(29)	Williams Boulevard Boat Launch
Plaquemines	(30)	Pass a Loutre State Wildlife Management Area: 66,000 acres; limited hunting, fishing, birdwatching
	(31)	Delta National Wildlife Refuge: 48,800 acres; fishing, birdwatching
	(32)	Bohemia State Wildlife Management Area: 33,000 acres; hunting, fishing, birdwatching

Table 1: Continued

Parish	Site #	Name & Description
St. Bernard	(33)	Biloxi Wildlife Management Area: 39,580 acres; hunting, birdwatching, fishing
	(34)	Breton Islands National Wildlife Refuge: 7,500 acres; birdwatching, fishing
	(35)	Fort Proctor: Lake Borgne historic fort
Orleans	(36)	Pontchartrain Seawall and Lakeshore: swimming, fishing, jogging, walking, biking, picnicking
	(37)	Fort Pike: 125 acres; historic fort, picnicking, fishing, boat launch
	(38)	Fort Macomb: historic fort
	(39)	Municipal Yacht Harbor: public marina
	(40)	Orleans Marina: public marina
	(41)	West End Boat Launch
	(42)	Seabrook Bridge Boat Launch
	(43)	Chef Menteur Pass Boat Launch
	(44)	South Shore Boat Launch
St. Tammany	(45)	St. Tammany Wildlife Refuge: limited hunting, birdwatching, fishing
	(46)	Fountainbleau State Park: 2,755 acres; camping, hiking, biking, swimming, sun bathing, fishing
	(47)	Fairview Riverside State Park: 100 acres; on Tchefuncte River 2 miles from Lake Pontchartrain; camping, swimming, sun bathing, fishing, boat launch
Tangipahoa	(48)	North Pass Boat Launch
St. John	(49)	Manchac State Wildlife Management Area; 5,261 acres; hunting, fishing, boating, crawfishing
	(50)	Akers Fishing Pier: (old U.S. 51 bridge)
	(51)	Frenier Beach: boat launch
	(52)	Ruddock Boat Launch
	(53)	LaPlace Boat Launch
St. Charles	(54)	Bonnet Carre East Levee Small Boat Launch

Figure 2

EXISTING PUBLIC SHOREFRO RECREATION SITES AND ACCESS ROUTES



The influence of the coastal marsh is immediately apparent in the large amount of shorefront wildlife refuge and management areas. Fourteen wildlife refuges or management areas about the coastal shores and take up over 535,603 acres of coastal hinterland. The principle uses of these areas are provision of essential waterfowl and fish habitat, waterfowl hunting, fishing, birdwatching, and sightseeing by boat. Their marsh terrain, inaccessibility by land and functional need to remain remote preclude development for more intensive recreational uses.

Of the fifty-five sites presented in Table 1 nineteen (35 percent) are used solely as public boat launches, making this the most frequently occuring type of public coastal recreation site. Additionally some of the other sites listed, such as state parks, also have boat launches. Fishing is one of the most popular sports in southern Louisiana (La. Dept. of Culture...: 1977). Coinciding with this interest in fishing is a high number of boat registrations which combine to yield a high demand for boat launches.

Bathing beaches are not as randomly distributed along the coast as are wildlife areas or boat launches (refer to Figure 2). The only long stretches of public beach occur in Cameron Parish, in the Holly Beach area and on Grand Isle in lower Jefferson Parish. Smaller bathing beaches are found in Vermilion Bay and along the shores of Lake Pontchartrain.

Four state parks are included in the inventory of existing shorefront sites. Three of these--Rutherford, Grand Isle and Fountainbleau--are directly related to the seashrore. Fairview Riverside State Park is included because its large boat launch provides convenient, quick access to Lake Pontchartrain.

There are four historic shorefront forts in southeastern Louisiana which, at one time, guarded the approaches to New Orleans. Today all but one, Fort Pike, are slowly crumbling into the sea.

Landward Access to the Shore:

A network of state highways touch the seashore at locations throughout the coastal parishes (refer to Figure 2). The majority of these roads run north-south and provide access to only a specific point on the coast. In most cases, these roads follow narrow bayou ridges, which offer a more

suitable roadway base than do the marsh lands. Landward access to the many miles of marshy coast which lie between these dendritic roads is impossible. As Figure 2 shows there are large pockets of coast which are isolated and accessible only by boat.

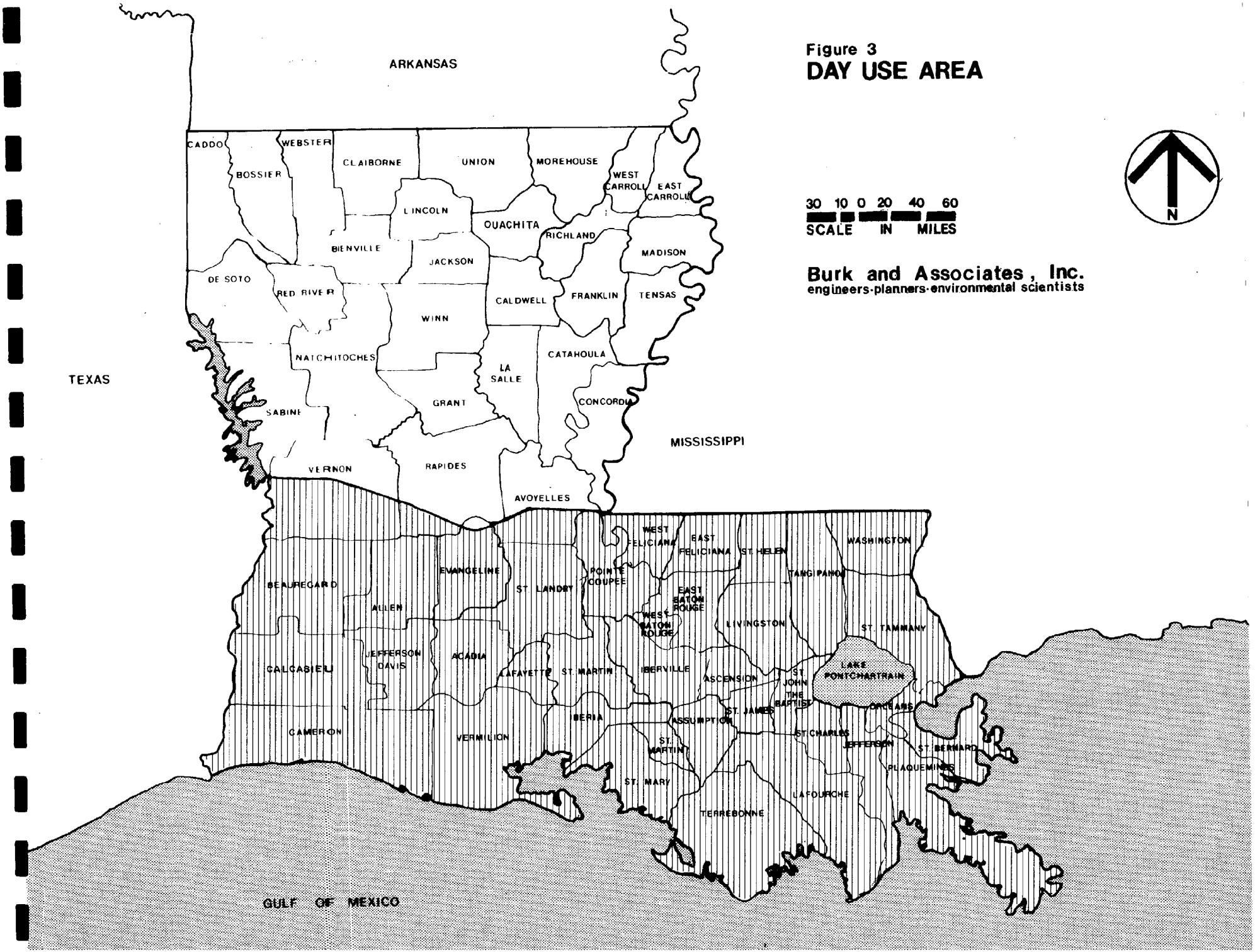
There are a limited number of shorefront locations where state highways follow the coast. In Cameron Parish, La. 82 runs through Holly Beach and Cameron along the shore of the Gulf. This area offers the longest stretch of continuous sandy beach in the state. On Grand Isle, La. 1 traverses the length of the island. This seven-mile stretch of beach is the site of the densest private coastal recreational development. It is also the Louisiana Gulf beach which receives the most use by swimmers and sun bathers.

In Orleans and Jefferson Parishes, park areas border long stretches of Lake Pontchartrain and provide ample public access. In Mandeville, on the northern shore of Lake Pontchartrain, a scenic roadway follows the shore for several miles. At both of these locations public access to the shore is not blocked by private development and public use of the areas is heavy.

Demand For Coastal Recreation Opportunities:

User demand for shorefront recreational opportunities is influenced by geographic and socio-economic factors. Geographic influences include distance (travel time) from the recreation areas, availability (supply) of recreation sites and accessibility of the available sites. Specifically, it has been found that the heaviest demand for seashore recreation is for day use, where the user arrives at the shore in the early part of the day and leaves at the end of the day. Ducsik (1974) found that the greatest demands are placed on areas serving daily or weekend outings approximately 125 miles from the trip origin. Shorefront recreation areas within 125 driving miles of urban population centers receive the heaviest usage. The availability of shorefront sites is an obvious influence. If there are no sites, there is no usage (demand). Similarly, overly crowded facilities discourage visitation and demand. Accessibility is the final geographic consideration. This is relevant to the situation in Louisiana because there are beaches which are inaccessible (to be discussed in Chapter III) by land. Other beaches are separated from the highway by private land which limits public accessibility, thereby limiting public use.

Figure 3
DAY USE AREA



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Socio-economic recreation demand influences include population increase, disposable income, leisure time, mobility, education and standard of living. Population in coastal Louisiana is increasing more rapidly than in the upland areas. There are now approximately 2,498,000 Louisianians within 125 driving miles of the coastal shore.[1] Figure 3 depicts the line which is approximately 125 driving miles from the coast. By 1995 it is projected that 2,925,581 people (Segal: 1976) will be living within 125 miles of the shore. As the population increases so will the demand for recreation facilities. Per capita and family income is higher in the Coastal Zone than in the upland parishes (Renner: 1976) and this trend is expected to continue in the future. The result is, of course, more income to devote to recreational pursuits. Leisure time, mobility, and educational level are all increasing, which will encourage more use of recreational areas.

The Louisiana SCORP (1977) lists the needs calculations for thirty-nine recreational activities in each of the state's eight Planning Regions (refer to Figure 4). Regions 1 through 5 take in the coastal parishes and are all within the previously mentioned 125 mile driving range. Twelve of the 39 included recreational activities relate wholly or partially to shorefront areas. A summary of the needs calculations which pertain to coastal shores is presented in Table 2. The 1980 figures represent the current supply/needs situation, while the 1995 figures depict long range needs which should be considered in the recreation planning process.

[1]Estimate based on parish population projections by Segal (1976)

Figure 4
STATE PLANNING REGIONS

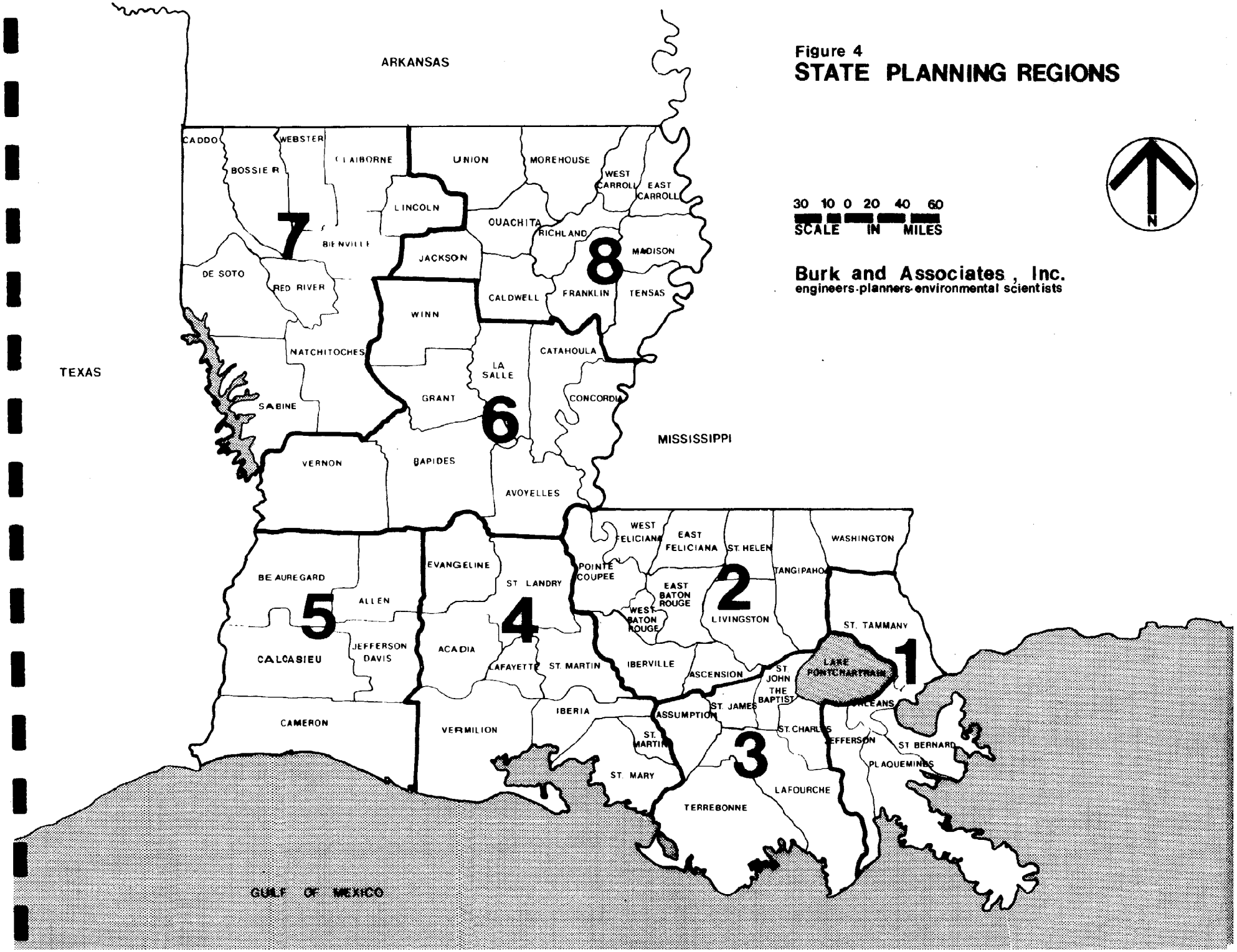

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Table 2:
Seashore Related Recreation Needs Calculations Summary

Region 1:	1980		1995
Activity	Existing Supply	Needs	Needs
Birdwatching	--	--	--
Tent Camping	215	731	912
Trailer Camping	491	16	76
Crabbing	--	--	--
Saltwater Fishing	28	1,378	1,648
Waterfowl Hunting	--	--	--
Motor Boating	28	959	1,149
Picnicking	754	1,872	2,377
Sailing	--	--	--
Gulf Swimming	1,128,240	5,998,399	7,368,343
Walking	--	--	--
Water Skiing	28	312	377

Region 2:	1980		1995
Activity	Existing Supply	Needs	Needs
Birdwatching	--	--	--
Tent Camping	93	1,505	1,789
Trailer Camping	206	342	439
Crabbing	--	--	--
Saltwater Fishing	62	262	319
Waterfowl Hunting	--	--	--
Motor Boating	62	462	556
Picnicking	456	529	704
Sailing	--	--	--
Gulf Swimming	114,525	5,096,307	6,023,105
Walking	--	--	--
Water Skiing	62	61	83

Region 3:	1980		1995
Activity	Existing Supply	Needs	Needs
Birdwatching	--	--	--
Tent Camping	18	66	82
Trailer Camping	42	88	112
Crabbing	--	--	--
Saltwater Fishing	70	198	250
Waterfowl Hunting	--	--	--
Motor Boating	70	150	192
Picnicking	76	130	169
Sailing	--	--	--
Gulf Swimming	0	892,160	1,062,984
Walking	--	--	--
Water Skiing	70	4	18

Region 4:	1980		1995
Activity	Existing Supply	Needs	Needs
Birdwatching	--	--	--
Tent Camping	17	2,271	2,425
Trailer Camping	246	38	57
Crabbing	--	--	--
Saltwater Fishing	82	496	534
Waterfowl Hunting	--	--	--
Motor Boating	82	921	988
Picnicking	305	291	331
Sailing	--	--	--
Gulf Swimming	1,051,860	6,606,709	7,122,463
Walking	--	--	--
Water Skiing	82	67	77

Table 2: Continued

Region 5:	1980		1995
Activity	Existing Supply	Needs	Needs
Birdwatching	--	--	--
Tent Camping	20	752	803
Trailer Camping	90	459	494
Crabbing	--	--	--
Saltwater Fishing	67	164	179
Waterfowl Hunting	--	--	--
Motor Boating	67	357	378
Picnicking	193	481	525
Sailing	--	--	--
Gulf Swimming	896,000	769,644	878,675
Walking	--	--	--
Water Skiing	67	33	40

Total (Regions 1-5):	1980		1995
Activity	Existing Supply	Needs	Needs
Birdwatching	--	--	--
Tent Camping	363	5,325	6,011
Trailer Camping	1,075	943	1,178
Crabbing	--	--	--
Saltwater Fishing	309	2,498	2,930
Waterfowl Hunting	--	--	--
Motor Boating	309	2,849	3,263
Picnicking	1,784	3,303	4,106
Sailing	--	--	--
Gulf Swimming	3,190,625	19,363,219	22,455,570
Walking	--	--	--
Water Skiing	309	477	595

Source: Louisiana State Comprehensive Outdoor Recreation Plan, 1977.

When interpreting these figures several factors should be kept in mind:

1) The methodology used to arrive at the needs figures is imperfect, but it is the best available. (Details about the problems involved may be found in Section 4.03 of the SCORP.)

2) Needs do not consider out of state demand.

3) Supply figures represent both public and private facilities.

4) Use standards[1] for birdwatching, crabbing, walking...have not yet been developed and needs calculations therefore are not available.

5) Saltwater fishing, motor boating and water skiing use the same facilities (boat ramps) and should be combined.

[1]Use Standard: a unit of actual resource requirements. Used to calculate number of acres (etc.) needed for an activity for a day.

While it is not the purpose of this report to dwell on recreational needs calculations, several factors which affect shorefront access planning should be noted:

1) There is a lack of Gulf bathing beaches. Only Region 5, which contains Holly Beach, Rutherford Beach State Park, etc. has adequate beach space. This is the most obvious recreational deficiency from two standpoints: 1) The lack of beach areas (square footage); 2) The uneven geographic distribution of beaches. The SCORP (1977) notes that in 1980, 82 Gulf swimming beaches will be needed to meet demands.

2) Generally speaking, Region 1, which contains the New Orleans Standard Metropolitan Statistical Area (SMSA), has the greatest gap between existing supply and needs. Urban areas have higher recreational facilities requirement per person than do rural areas.

3) Trailer camping, which has the greatest amount of private involvement, is the only category considered where supply exceeds the needs calculations.

Summary:

When considering the existing public shorefront recreational areas along with the needs calculations, several factors which relate to seashore facilities are apparent:

1) The Louisiana coastal shore is not utilized much for the more intensive outdoor recreational pursuits (i.e., swimming, camping...) as opposed to hunting...

2) Topography has dictated a reliance on water access, hence the great number of boat launches. However, current supplies of boat ramps are not adequate.

3) There is a great lack of existing bathing beaches and a great demand for those facilities.

4) Of the many public sites along the coast, few are developed to their full potential. Note that, with the exception of birdwatching and waterfowl hunting, many of the activities listed in the needs calculations table could be accomodated at one site (to some extent).

5) Due primarily to terrain, certain coastal areas are underutilized, thus shifting (in effect) their recreational needs to more suitable areas.

Chapter 3:

Problems and General Policy Recomendations Relating to Public Use of the Louisiana Coastal Shore

This section is a summary of problems which affect public use of the coastal shore. Some have been previously mentioned, while others have not. These non-site specific areas of concern were determined by studying previous reports, speaking with coastal area public officials and residents, and by field inspection of the shore where it is accessible by land.

Problem: Accessibility

There is a limited amount of shore which is easily accessible by land and suitable for use by the general public as bathing beach. The beach areas which are easily reached are unevenly distributed and separated by vast stretches where no landward access is possible. These natural topographic constraints are depicted in Figure 5. To a large extent this condition will limit the scope of recommendations in this area.

General Policy Recommendation:

In areas where no public bathing beaches are available, efforts should be made to construct man-made beaches. Cypremort Beach State Park is an example of such a facility. Implementation of these facilities should be governed by presence of existing major access roads, water conditions, and minimizing environmental damage.

Problem: Lack of Facilities

Public beach areas lack basic facilities, thus discouraging visitation and encouraging misuse. For example, in the approximately twenty-six miles of bathing beach between Johnson's Bayou and Cameron there is but one public beach shelter. This facility has but one picnic table. The sanitary facilities are provided for in a plywood outhouse which is collapsing. The two litter barrels are overflowing and the area is littered. In general, the points on the coast which are accessible by land are littered by beach users because no trash receptacles or sanitary facilities are present.

There is also a lack of parking at these areas, causing motorists to park along the highway, on private property and on the beach itself. This unregulated traffic is a hazard to beach users, an inconvenience to private property owners, and it mars beach dunes and vegetation. These conditions--lack of facilities, lack of parking, and lack of area maintenance--discourage beach use by the general public.

General Policy Recommendation:

At focal points of non-resident beach use, minimum public day-use facilities should be constructed and the surrounding area maintained. Such facilities should include: a designated parking area, a small shelter, restrooms and trash receptacles. These suggested improvements could be duplicated on relatively small sites at appropriate locations along the coast. Small scale facilities like these are found in the neighboring states and all along the nation's coastal shore.

Problem: Waste Disposal

Along certain stretches of coastal beach that front nearby offshore oil and gas platforms there is a great deal of refuse which is apparently dumped by the platforms and their supply vessels. This trash is markedly different from the usual soft drink and beer cans left by beach users. Conversations with shoreline business people revealed that the platforms and supply vessels dump much of their refuse. This apparently is the case as these sizeable concentrations of refuse are found only in areas where numerous platforms are visible from shore. A related problem is the presence of large globs of crude oil which are washed ashore in the vicinity of certain offshore fields. Finding a small number of these tar-like globs is understandable, but when they occur in large numbers they are unsightly and are a nuisance to beach users. It should be stressed that these problems--offshore refuse and crude oil--are found only in certain locations. Where such conditions are found, however, they discourage and limit beach use by the general public.

General Policy Recommendation:

The Environmental Protection Agency (EPA) regulates waste disposal on the seas through the Ocean Dumping Act and requires a permit for all such operations. The EPA, National Oceanic and Atmospheric Administration (NOAA), and Coast Guard also regulate the safety and efficiency of offshore mining activities. State and parish regulations also control those practices which are counter to the health, safety and general welfare of the citizens of Louisiana. The regulations should be vigorously enforced.

Problem: Beach Camps

Waterfront vacation homes or cottages in Louisiana are commonly referred to as camps. In several locations along the coastal shore these camps pose a problem. One problem occurs when camps are abandoned due to storm damage, beach erosion or slow deterioration by the elements. Some camps which were once on dry sand dunes are now on the public beach due to these erosive forces of nature. In this location they hinder the public's use of the shore and are a hazard to those who do use the beach. Another problem related to camps occurs when adjoining owners fence their property, thus preventing access to the beach by the general public. In these instances private development usually occupies all available space so that there is little or no room for access or parking.

General Policy Recommendation:

The parishes of Orleans, Plaquemines and St. Bernard all have ordinances regulating camps and it is recommended that other parishes follow suit. Whereas many camps are on water bottoms or on the wet beach, which are both state owned, the state should assist the parishes. Owners who have abandoned camps in the water or on the wet sand should be required to dismantle them. To avoid future problems of this type, new camp construction should be closely monitored so that structures are not situated in washways or beach areas which are rapidly eroding. In areas of dense shorefront development, public easements for walkways to the shore should be acquired as soon as possible.

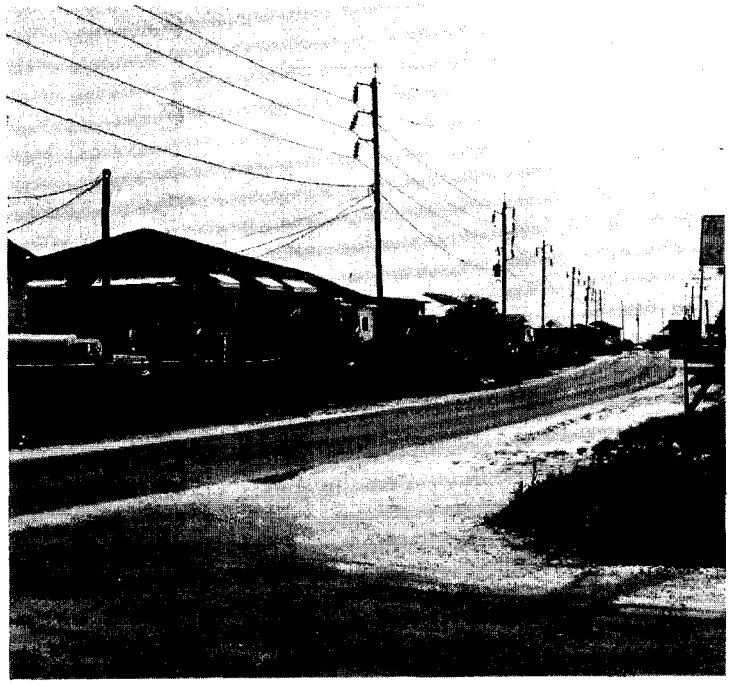

Plate 1: Grand Isle Camps

Problem: Lack of Signs

There are a few signs along the coastal highways which indicate where public shorefront facilities or beaches are located. Beach areas, boat launches and other sites are often located on secondary rural roadways or are screened from highways by vegetation or private development. Without prior knowledge of their existence the general public has difficulty in finding and thus using these sites.

General Policy Recommendation:

Directions to public coastal sites should be indicated by signs which begin at the nearest major access route. The geographic location of each site should dictate the number of directional signs used.

Problem: Lack of Information

There is a general lack of knowledge on the part of the public regarding coastal shoreline sites. This is due, in part, to the largely undeveloped character of the Louisiana shore, but can also be traced to a lack of publicity or information about existing opportunities. The public cannot avail itself of coastal access points and recreation sites without the proper information.

General Policy Recommendation:

The state should produce an information brochure which describes coastal access points and recreational opportunities. Also, efforts should be made to publicize the numerous public improvement projects undertaken by state and parish agencies.

Chapter 4:

Funding Programs

An integral part in the evolution or improvement of any public recreation or preservation area is investigation of possible funding sources. Localities usually have very limited amounts allocated for recreation. Therefore, Federal and State funding sources should be identified and applied for at the appropriate stage of the project. Funding for recreation and natural preservation projects is available for the planning, design, land acquisition, construction, management, promotion and technical assistance of these projects. As the eligibility for these funds varies from agency to agency and within programs, it is important that each source be thoroughly investigated prior to making application. The following is a brief description of possible funding sources, with the most appropriate sources for shorefront access and shorefront recreational projects being listed first.

1) The Heritage Conservation and Recreation Service is a prime source of funding for public shorefront access planning and development. Grants for acquisition and development of public outdoor recreation projects may be used for boat launches, picnic areas, camp grounds and support facilities such as roads, water supply, etc. Generally, priority for such grants is given to projects serving urban populations. These grants provide 50 percent of the cost of acquisition and development.

2) By the authority of the Coastal Zone Management Act, the Coastal Energy Impact Program (CEIP) was created. CEIP is administered by the State Department of Transportation and Development. It provides grants and loans to accomodate growth and other impacts from new and expanded energy developments. Grants for recreational planning (80 percent) and implementation of recreational projects (100 percent) are given a high priority. As the impacts of oil and gas exploration and production are quite evident in most areas of the coastal zone, this program is a particularly appropriate funding source.

3) As part of the U.S. Department of Agriculture, the Soil Conservation Service (SCS) has the authority, through local soil and water conservation districts, to assist in recreation area development in the planning and application of conservation practices. Applicable to shorefront recreational planning development are such things as recreation area development, access roads, protection for heavy use areas, park and lake construction, management of wildlife wetland habitats, grading and shaping of recreation land.

4) Public Law 83-566, the Watershed Protection and Flood Prevention Act of 1954 gives the SCS authority to provide technical and financial assistance for projects involving public water based recreation. Up to 50 percent of the costs for public water-based recreation are available and all installation costs are eligible for loans. In addition, reimbursable advances for preservation sites are available.

5) Resource Conservation and Development areas authorized for assistance by the Soil Conservation Service are eligible for technical and financial assistance for public water-based recreation. Recreation developments may receive up to 50 percent of the cost of land rights acquisition. Fifty percent of construction costs for recreational structures must, in general, be provided by local or state agencies.

6) The National Park Service administers the Historic Preservation Act, Public Law 89-665, which provides up to 70 percent matching funds to states and local governments for the purpose of acquisition, preservation and development of historic sites. This source of funding is particularly appropriate for the forts along the Louisiana Gulf Coast.

7) A new joint funding program between the Federal Office of Coastal Zone Management and the Interior Department's Heritage Conservation and Recreation Service is presently (July, 1978) being finalized. The program will offer the opportunity for urban waterfront revitalization under a demonstration grant scheme.

8) The U.S. Army Corps of Engineers under the Federal Water Project Recreation Act of 1965 (Public Law 89-72) will fund up to 50 percent of the separable costs for recreation facility development at a water resource development project location. The local sponsors of the project must agree to operate, maintain and replace the constructed facilities when needed. It should be noted that due to a recent decision (May, 1978), the cost of lands donated to the Corps for recreational development may not be considered as part of the 50 percent share of local project sponsors. The cost of acquiring the land is the sole responsibility of the local sponsor.

9) The Federal Highway Administration appropriates funds to the State Office of Highways for highway construction and improvements. Providing access to the State's scenic and recreational areas is an important aspect of this program. Also, funds may be used for recreational use of rights-of-way and corridors such as small parks and the designing, planning and construction of access ramps to public boat launching areas from highway bridges. In urban areas, bicycle and pedestrian facilities projects may be eligible for funding on a 70-30 percent matching fund basis.

10) The Louisiana Department of Wildlife and Fisheries is responsible for the management and protection of wildlife and fish resources in the state. Providing outdoor recreational opportunities such as boat launches, adequate access and facility construction are part of the duties of the Department of Wildlife and Fisheries.

11) Another possible source of funding is through the Department of Housing and Urban Development in the form of Community Development Block Grants. Assistance from the grant may be used for: the acquisition of real property, for the provision of recreation; conservation of open space, scenic areas or natural resources; and the installation or construction of public works and related facilities. In order to obtain a CD Block Grant, a summary of a three-year plan which identifies community needs and methods to meet the needs must be supplied by the applicant.

12) The Louisiana Office of Tourism and Promotion assists designated "tourist promotion agencies" with matching funds for approved projects. Applications are submitted to the appropriate Economic Development District by the tourist promotion agency.

13) The Economic Development Agency provides up to 80 percent funding for public works facilities construction. To be eligible for such funding the project must satisfy a pressing need within an area, as the EDA is specifically concerned with economic development and aiding and encouraging employment.

Chapter 5:

Site Specific Access and Acquisition Recommendations

This chapter lists those shorefront sites which were considered for public acquisition, implementation of improvements and provision of access. Sites on this initial list were evaluated to determine the relative value of each. Based on this evaluation, those locations which are deemed as appropriate for acquisition or improvement are presented as recommended sites with specific development suggestions.

Source of Potential Sites:

Those existing public recreation areas and beaches which were judged to be in need of improvements were included in the Potential Acquisition and Improvements Locations (Table 4). Previous reports dealing with coastal area recreation were examined to determine possible locations which were appropriate for consideration. The following reports were consulted (complete references furnished in Appendix III):

Louisiana Coastal Resource Inventory. Burk and Associates, Inc.

Feasibility Study to Determine the Outdoor Recreation Potential of the Louisiana Gulf Coastline. Gulf South Research Institute.

Aesthetic Resources: Inventory and Analysis of the Louisiana Coastal Zone. Urban Transportation and Planning Associates, Inc.

Public Boat Launching Ramps. (Pamphlet) Louisiana Wildlife and Fisheries Commission.

suitable roadway base than do the marsh lands. Landward access to the many miles of marshy coast which lie between these dendritic roads is impossible. As Figure 2 shows there are large pockets of coast which are isolated and accessible only by boat.

There are a limited number of shorefront locations where state highways follow the coast. In Cameron Parish, La. 82 runs through Holly Beach and Cameron along the shore of the Gulf. This area offers the longest stretch of continuous sandy beach in the state. On Grand Isle, La. 1 traverses the length of the island. This seven-mile stretch of beach is the site of the densest private coastal recreational development. It is also the Louisiana Gulf beach which receives the most use by swimmers and sun bathers.

In Orleans and Jefferson Parishes, park areas border long stretches of Lake Pontchartrain and provide ample public access. In Mandeville, on the northern shore of Lake Pontchartrain, a scenic roadway follows the shore for several miles. At both of these locations public access to the shore is not blocked by private development and public use of the areas is heavy.

Demand For Coastal Recreation Opportunities:

User demand for shorefront recreational opportunities is influenced by geographic and socio-economic factors. Geographic influences include distance (travel time) from the recreation areas, availability (supply) of recreation sites and accessibility of the available sites. Specifically, it has been found that the heaviest demand for seashore recreation is for day use, where the user arrives at the shore in the early part of the day and leaves at the end of the day. Ducsik (1974) found that the greatest demands are placed on areas serving daily or weekend outings approximately 125 miles from the trip origin. Shorefront recreation areas within 125 driving miles of urban population centers receive the heaviest usage. The availability of shorefront sites is an obvious influence. If there are no sites, there is no usage (demand). Similarly, overly crowded facilities discourage visitation and demand. Accessibility is the final geographic consideration. This is relevant to the situation in Louisiana because there are beaches which are inaccessible (to be discussed in Chapter III) by land. Other beaches are separated from the highway by private land which limits public accessibility, thereby limiting public use.

Socio-economic recreation demand influences include population increase, disposable income, leisure time, mobility, education and standard of living. Population in coastal Louisiana is increasing more rapidly than in the upland areas. There are now approximately 2,498,000 Louisianians within 125 driving miles of the coastal shore.[1] Figure 3 depicts the line which is approximately 125 driving miles from the coast. By 1995 it is projected that 2,925,581 people (Segal: 1976) will be living within 125 miles of the shore. As the population increases so will the demand for recreation facilities. Per capita and family income is higher in the Coastal Zone than in the upland parishes (Renner: 1976) and this trend is expected to continue in the future. The result is, of course, more income to devote to recreational pursuits. Leisure time, mobility, and educational level are all increasing, which will encourage more use of recreational areas.

The Louisiana SCORP (1977) lists the needs calculations for thirty-nine recreational activities in each of the state's eight Planning Regions (refer to Figure 4). Regions 1 through 5 take in the coastal parishes and are all within the previously mentioned 125 mile driving range. Twelve of the 39 included recreational activities relate wholly or partially to shorefront areas. A summary of the needs calculations which pertain to coastal shores is presented in Table 2. The 1980 figures represent the current supply/needs situation, while the 1995 figures depict long range needs which should be considered in the recreation planning process.

[1]Estimate based on parish population projections by Segal (1976)

Table 2:
Seashore Related Recreation Needs Calculations Summary

Region 1:	1980		1995
Activity	Existing Supply	Needs	Needs
Birdwatching	--	--	--
Tent Camping	215	731	912
Trailer Camping	491	16	76
Crabbing	--	--	--
Saltwater Fishing	28	1,378	1,648
Waterfowl Hunting	--	--	--
Motor Boating	28	959	1,149
Picnicking	754	1,872	2,377
Sailing	--	--	--
Gulf Swimming	1,128,240	5,998,399	7,368,343
Walking	--	--	--
Water Skiing	28	312	377

Region 2:	1980		1995
Activity	Existing Supply	Needs	Needs
Birdwatching	--	--	--
Tent Camping	93	1,505	1,789
Trailer Camping	206	342	439
Crabbing	--	--	--
Saltwater Fishing	62	262	319
Waterfowl Hunting	--	--	--
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Picnicking	456	529	704
Sailing	--	--	--
Gulf Swimming	114,525	5,096,307	6,023,105
Walking	--	--	--
Water Skiing	62	61	83

Table 2: Continued

Region 5:	1980		1995
Activity	Existing Supply	Needs	Needs
Birdwatching	--	--	--
Tent Camping	20	752	803
Trailer Camping	90	459	494
Crabbing	--	--	--
Saltwater Fishing	67	164	179
Waterfowl Hunting	--	--	--
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Water Skiing	67	33	40

Total (Regions 1-5):	1980		1995
Activity	Existing Supply	Needs	Needs
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Tent Camping	363	5,325	6,011
Trailer Camping	1,075	943	1,178
Crabbing	--	--	--
Saltwater Fishing	309	2,498	2,930
Waterfowl Hunting	--	--	--
Motor Boating	309	2,849	3,263
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Source: Louisiana State Comprehensive Outdoor Recreation Plan, 1977.

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1) The Louisiana coastal shore is not utilized much for the more intensive outdoor recreational pursuits (i.e., swimming, camping...) as opposed to hunting...

2) Topography has dictated a reliance on water access, hence the great number of boat launches. However, current supplies of boat ramps are not adequate.

3) There is a great lack of existing bathing beaches and a great demand for those facilities.

4) Of the many public sites along the coast, few are developed to their full potential. Note that, with the exception of birdwatching and waterfowl hunting, many of the activities listed in the needs calculations table could be accomodated at one site (to some extent).

5) Due primarily to terrain, certain coastal areas are underutilized, thus shifting (in effect) their recreational needs to more suitable areas.

Chapter 3:

Problems and General Policy Recomendations Relating to Public Use of the Louisiana Coastal Shore

This section is a summary of problems which affect public use of the coastal shore. Some have been previously mentioned, while others have not. These non-site specific areas of concern were determined by studying previous reports, speaking with coastal area public officials and residents, and by field inspection of the shore where it is accessible by land.

Problem: Accessibility

There is a limited amount of shore which is easily accessible by land and suitable for use by the general public as bathing beach. The beach areas which are easily reached are unevenly distributed and separated by vast stretches where no landward access is possible. These natural topographic constraints are depicted in Figure 5. To a large extent this condition will limit the scope of recommendations in this area.

General Policy Recommendation:

In areas where no public bathing beaches are available, efforts should be made to construct man-made beaches. Cypremort Beach State Park is an example of such a facility. Implementation of these facilities should be governed by presence of existing major access roads, water conditions, and minimizing environmental damage.

Problem: Waste Disposal

Along certain stretches of coastal beach that front nearby offshore oil and gas platforms there is a great deal of refuse which is apparently dumped by the platforms and their supply vessels. This trash is markedly different from the usual soft drink and beer cans left by beach users. Conversations with shoreline business people revealed that the platforms and supply vessels dump much of their refuse. This apparently is the case as these sizeable concentrations of refuse are found only in areas where numerous platforms are visible from shore. A related problem is the presence of large globs of crude oil which are washed ashore in the vicinity of certain offshore fields. Finding a small number of these tar-like globs is understandable, but when they occur in large numbers they are unsightly and are a nuisance to beach users. It should be stressed that these problems--offshore refuse and crude oil--are found only in certain locations. Where such conditions are found, however, they discourage and limit beach use by the general public.

General Policy Recommendation:

The Environmental Protection Agency (EPA) regulates waste disposal on the seas through the Ocean Dumping Act and requires a permit for all such operations. The EPA, National Oceanic and Atmospheric Administration (NOAA), and Coast Guard also regulate the safety and efficiency of offshore mining activities. State and parish regulations also control those practices which are counter to the health, safety and general welfare of the citizens of Louisiana. The regulations should be vigorously enforced.

Problem: Lack of Signs

There are a few signs along the coastal highways which indicate where public shorefront facilities or beaches are located. Beach areas, boat launches and other sites are often located on secondary rural roadways or are screened from highways by vegetation or private development. Without prior knowledge of their existence the general public has difficulty in finding and thus using these sites.

General Policy Recommendation:

Directions to public coastal sites should be indicated by signs which begin at the nearest major access route. The geographic location of each site should dictate the number of directional signs used.

Problem: Lack of Information

There is a general lack of knowledge on the part of the public regarding coastal shoreline sites. This is due, in part, to the largely undeveloped character of the Louisiana shore, but can also be traced to a lack of publicity or information about existing opportunities. The public cannot avail itself of coastal access points and recreation sites without the proper information.

General Policy Recommendation:

The state should produce an information brochure which describes coastal access points and recreational opportunities. Also, efforts should be made to publicize the numerous public improvement projects undertaken by state and parish agencies.

Chapter 4:

Funding Programs

An integral part in the evolution or improvement of any public recreation or preservation area is investigation of possible funding sources. Localities usually have very limited amounts allocated for recreation. Therefore, Federal and State funding sources should be identified and applied for at the appropriate stage of the project. Funding for recreation and natural preservation projects is available for the planning, design, land acquisition, construction, management, promotion and technical assistance of these projects. As the eligibility for these funds varies from agency to agency and within programs, it is important that each source be thoroughly investigated prior to making application. The following is a brief description of possible funding sources, with the most appropriate sources for shorefront access and shorefront recreational projects being listed first.

1) The Heritage Conservation and Recreation Service is a prime source of funding for public shorefront access planning and development. Grants for acquisition and development of public outdoor recreation projects may be used for boat launches, picnic areas, camp grounds and support facilities such as roads, water supply, etc. Generally, priority for such grants is given to projects serving urban populations. These grants provide 50 percent of the cost of acquisition and development.

2) By the authority of the Coastal Zone Management Act, the Coastal Energy Impact Program (CEIP) was created. CEIP is administered by the State Department of Transportation and Development. It provides grants and loans to accomodate growth and other impacts from new and expanded energy developments. Grants for recreational planning (80 percent) and implementation of recreational projects (100 percent) are given a high priority. As the impacts of oil and gas exploration and production are quite evident in most areas of the coastal zone, this program is a particularly appropriate funding source.

Chapter 5:

Site Specific Access and Acquisition Recommendations

This chapter lists those shorefront sites which were considered for public acquisition, implementation of improvements and provision of access. Sites on this initial list were evaluated to determine the relative value of each. Based on this evaluation, those locations which are deemed as appropriate for acquisition or improvement are presented as recommended sites with specific development suggestions.

Source of Potential Sites:

Those existing public recreation areas and beaches which were judged to be in need of improvements were included in the Potential Acquisition and Improvements Locations (Table 4). Previous reports dealing with coastal area recreation were examined to determine possible locations which were appropriate for consideration. The following reports were consulted (complete references furnished in Appendix III):

Louisiana Coastal Resource Inventory. Burk and Associates, Inc.

Feasibility Study to Determine the Outdoor Recreation Potential of the Louisiana Gulf Coastline. Gulf South Research Institute.

Aesthetic Resources: Inventory and Analysis of the Louisiana Coastal Zone. Urban Transportation and Planning Associates, Inc.

Public Boat Launching Ramps. (Pamphlet) Louisiana Wildlife and Fisheries Commission.

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Public Boat Launching Ramps. (Pamphlet) Louisiana Wildlife and Fisheries Commission.

National Shoreline Study. U.S. Army, Corps of Engineers.

Lakeshore Park Study. Urban Studies Institute, UNO.

Letters were sent to public agencies and parish officials. Refer to Appendix I which contains a sample letter and list of agencies contacted. Replies received from these agencies and parishes described potential access improvements and acquisition sites.

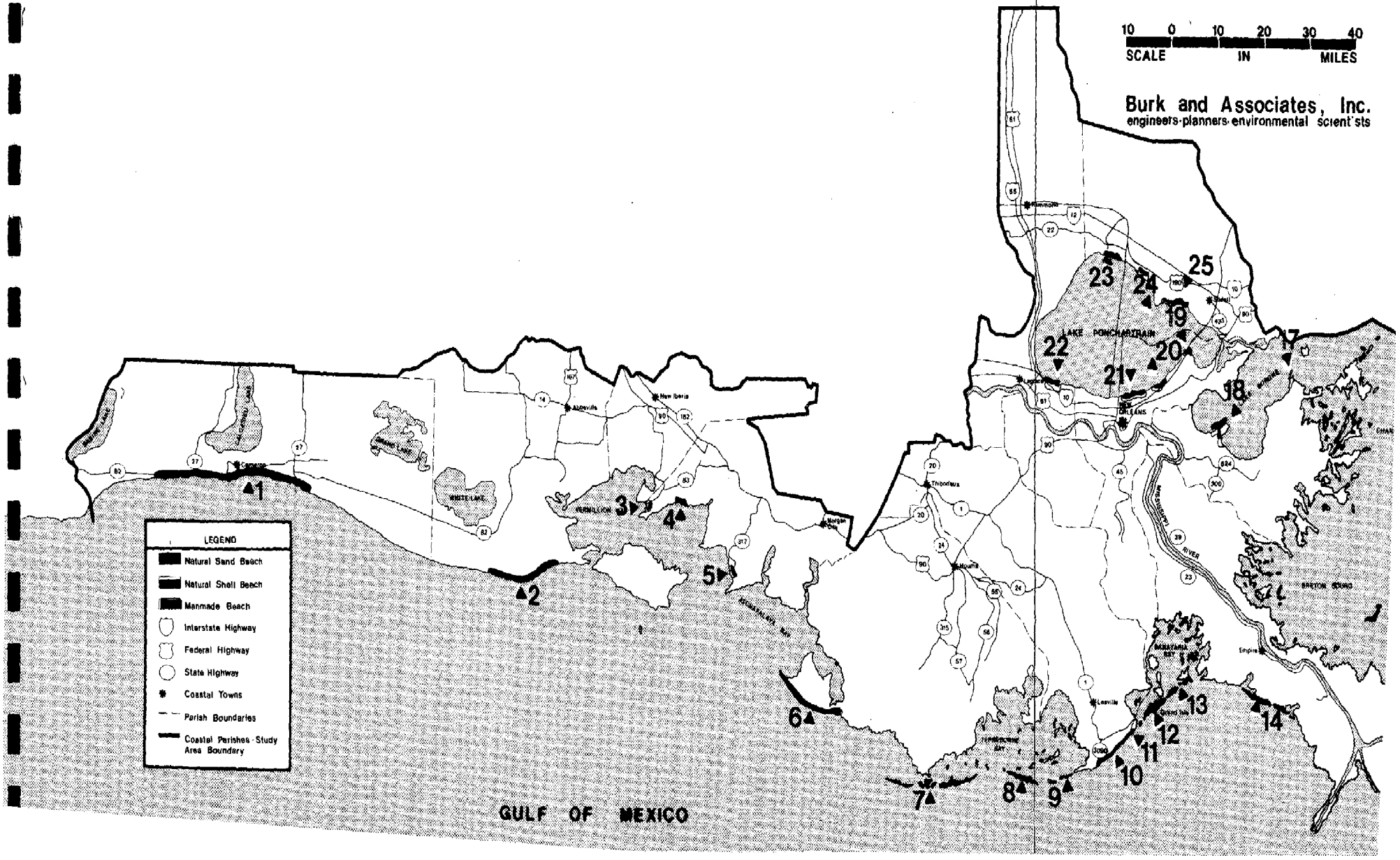
The United States Geologic Survey (USGS) topographic maps, NASA color infrared aerial photographs and Soil Conservation Service Parish Soil Maps of the coastal parishes provided information regarding potential sites. The air photos were particularly helpful in determining which shorefront areas were sand or shell beaches (refer to Figure 5) as opposed to marsh shoreline.

Field inspection and conversations with coastal area residents and officials provided the final source of input. This method provided first-hand knowledge of the coast and was used to verify other sources.

Table 3:
Louisiana Beaches

#	Location	Type
1	Cameron Parish Beaches	Sand
2	Cheniere Au Tigre	Sand
3	Cypremort Beach	Manmade
4	Cote Blanche Island	Sand
5	Burns Point	Manmade
6	Point Au Fer Island	Sand
7	Isles Dernieres	Sand
8	Timbalier Island	Sand
9	East Timbalier Island	Sand
10	Fourchon Beach	Sand
11	Elmer's Island	Sand
12	Grand Isle	Sand
13	Grand Terre	Sand
14	Lanaux Island	Sand
15	Chandeleur Island	Sand
16	North Island	Shell
17	Malheureux Point	Shell
18	Proctor Point	Shell
19	South Shore	Manmade
20	Lincoln Beach	Manmade
21	Lakeshore Park	Manmade
22	LaBranche	Shell
23	St. Tammany	Sand
24	Fountainbleau State Park	Manmade
25	St. Tammany	Sand

Figure 5
LOUISIANA BEACHES



Potential Sites:

The sites initially considered for public acquisition, improvement of facilities or provision of access are presented in Table 4. Existing public shorefront areas are included only if suggestions for improvements were received or the need for such improvements observed. The list provides only the name of the locations and a general description of the potential use(s). All five types of coastal recreation areas--beaches, boat launches, fishing piers, natural areas and historic sites-are represented.

Table 4:
Potential Acquisition Sites and Improvement Locations
West to East by Parish

Parish	Site Number and Site	Description
Cameron	1. Johnson's Bayou (West End)	Beach Access, acquire
	2. Johnson's Bayou (East End)	Beach Access, improve
	3. Ocean View Beach	Beach Access, improve
	4. Constance Beach	Beach Access, improve
	5. Peveto Beach	Beach Access, improve
	6. Holly Beach (West End)	Facilities, improve
	7. Holly Beach (Town)	Beach Access, improve
	8. Holly Beach (East End)	Beach Access, improve
	9. Holly Beach to Cameron	Beach Access, acquire
	10. Hackberry (Town)	Boat Launch, acquire & construct
	11. Calcasieu Ship Channel Jetties	Fishing Pier, construct
	12. Cameron (Town)	Boat Launch, acquire & construct
	13. Cameron (Town-South)	Beach Access, acquire
	14. Rutherford Beach St. Park	Beach Access, improve; Facilities, improve
	15. Hackberry Beach	Beach Access, acquire
Vermilion	16. Chenier Au Tigre	Beach Access, acquire
	17. Intracoastal Waterway (Gum Island)	Boat Launch, acquire & construct

Parish	Site Number and Site	Description
St. Mary	18. Cypremort Beach St. Park	Facilities, improve
	19. Cote Blanche Island	Natural Area, regulate
	20. Burns Point	Facilities, improve
	21. Big Hog Bayou Swamp	Natural Area, acquire & regulate
Terrebonne	22. Creole Bayou Marsh	Natural Area, acquire
	23. Isle Dernieres	Natural Area, acquire
	24. Cocodrie	Boat Launch, improve
	25. Timbalier Island	Natural Area, acquire
LaFourche	26. Fourchon (Bayou)	Boat Launch, improve
	27. Fourchon (Beach)	Beach Access, improve
Jefferson	28. Elmer's Island	Beach Access, acquire
	29. Grand Isle	Beach Access, improve
	30. Fort Livingston	Historic Site, improve
	31. Queen Bess Island	Natural Area, acquire
	32. St. Charles Parish Line Canal	Boat Launch, construct

Table 4: Continued

Parish	Site Number and Site	Description
St. Bernard	33. Hopedale	Fishing Area, improve
	34. Fort Beauregard	Historic Site, improve
	35. Martello Castle	Historic Site, improve
Orleans	36. Lakeshore Park	Beach, construct
	37. Edgelake	Beach Access, improve
	38. Lincoln Beach	Beach Access, acquire
	39. South Shore	Beach Access, improve
	40. Fort Macomb	Historic Site, improve
St. Tammany	41. North Shore	Beach Access, acquire
	42. Bayou LaCombe	Boat Launch, acquire
	43. Fountainbleau St. Park	Beach, improve
	44. Tchefuncte River	Boat Launch, acquire
St. John	45. Manchac (Galva)	Fishing Pier, improve
	46. Frenier Beach	Boat Launch, improve
St. Charles	47. St. Charles Marsh & Swamp	Natural Area, regulate

Evaluation of Potential Sites:

In order to evaluate the relative merits of each of the potential coastal sites, sixteen factors were considered. Each factor bears a direct relationship to coastal recreation. This section contains a brief explanation of the methodology used and includes an evaluation sheet. Appendix II contains the Shorefront Site Evaluation Criteria sheets for each of the potential sites.

To more objectively consider the potential of each site a numeric weighting scale was used for each of the sixteen criterion. A site could be weighted from 1 (worst) to five (best) in all of the sixteen factors depending on the degree to which it satisfied the criterion. This weighting is a measure of the overall quality of the site.

The criteria are separated from one another by a ranking system which shows the relative importance of one criterion as compared to another. For example, the overall scenic or aesthetic quality of a site is more important than the ease of improving parking conditions and is therefore ranked higher. The numeric criterion rank is multiplied by the weight to produce a score. These scores are added for a total site score.

Five criteria are weighted in a reverse manner from the others. Proximity to similar sites, potential loss of site to development, degree of development on site, (potential) environmental damage from improvement, and cost (low-high) by site type are negative factors. If a site possesses a high degree of any one of these factors, they are weighted low so that the resulting scores are low. All other criteria are weighted in a positive manner.

Shorefront Site Evaluation Criteria

Site Name:
Type of Site:
Improvement Suggested:
Ownership:

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers						
3.6	Proximity to Major Access Roads						
2.9	Proximity to Similar Sites						
2.1	Potential Loss of Site to Development						
2.3	Degree of Private Development on Site						
1.4	Compatibility with Adjacent Uses						
2.6	Availability of Landward Access						
2.5	Ease of Improving Landward Access						
1.7	Availability of Parking						
1.6	Ease of Improving Parking						
3.5	Overall Scenic (Aesthetic) Quality						
4.0	Relative Importance of Site by Type						
3.1	Potential as a Multiple Use Area						
3.5	Environmental Damage from Improvements						
1.2	Ease of Phasing Improvements						
1.8	Cost (Low-High) by Site Type						
	TOTAL SITE SCORE						

Site Name:
Type of Site:
Improvement Suggested:
Ownership:

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers						
3.6	Proximity to Major Access Roads						
2.9	Proximity to Similar Sites						
2.1	Potential Loss of Site to Development						
2.3	Degree of Private Development on Site						
1.4	Compatibility with Adjacent Uses						
2.6	Availability of Landward Access						
2.5	Ease of Improving Landward Access						
1.7	Availability of Parking						
1.6	Ease of Improving Parking						
3.5	Overall Scenic (Aesthetic) Quality						
4.0	Relative Importance of Site by Type						
3.1	Potential as a Multiple Use Area						
3.5	Environmental Damage from Improvements						
1.2	Ease of Phasing Improvements						
1.8	Cost (Low-High) by Site Type						
	TOTAI SITE SCORE						

Types of Shorefront Sites:

The natural and man-made features of a site should determine, to a large extent, the use of that site. This consideration of a site and its surroundings has three main benefits: (1) less ecological damage, (2) lower implementation/ maintenance costs, and (3) higher quality facilities and more user satisfaction. There are five basic types of shorefront areas: beaches, boat launches, fishing piers, historic sites and natural areas. Each is different from the other and yet they are at times found together, thus creating a multiple use area. Public policy towards each of these use area types must therefore be guided by the situation of each.

Beaches are most frequently envisioned when the word "seashore" is mentioned. They are suitable for extensive use for such activities as swimming, sun bathing, surf fishing, games or merely walking along the shore. Beaches are linear landforms with little width. They are also temporary landforms, easily changed or moved by wind and water. Any recreational access or facilities improvements contemplated must consider these natural factors.

Boat launches are comparatively small intensive use sites which may or may not be on the coastal shore. They are important in Louisiana because they provide access to areas which are not reachable by land. The nature of the activities at a launch require that most of the area be devoted to parking and that the water be of sufficient depth to accomodate trailerable boats.

Public fishing piers are similiar areas in that they are relatively small sites which require substantial parking space with a minimum of other facilities. Fishing piers can be constructed of wood or concrete, or they can utilize abandoned highway bridges. They can be used for both fishing and crabbing.

Historic sites are a cultural resource that also take up a comparatively smaller area. The type of recreational satisfaction provided by these sites is unlike that of a beach or boat launch, but it is nevertheless important. Like a boat launch, relatively large numbers of people can use the site in one day.

Natural areas are the coastal swamps, marshes and barrier islands. They are valuable because of the vital role they play in the ecosystem. These areas are also very fragile and vulnerable to damage resulting from over-use and development by man. The nature of these areas requires that development, recreational or otherwise, be kept to a minimum lest the resource be lost.

Because the types of shoreline recreation sites are different in nature and function, the scores should only be compared within each category. Historic sites cannot be compared with boat launches or beaches. Natural areas are particularly different since landward access is not a key issue. The scores of the various sites are best for discerning the differences in similar sites in a region.

Recommended Sites and Action:

After inspecting the potential sites and evaluating them, the following sites and actions were arrived at. Recommendations are arranged by site category (type) and sites are ranked based on the results of the Shorefront Site Evaluation Criteria (refer to Appendix II). The site within each category which received the highest score is listed first and the rest follow in desending order. The scores (in Appendix II) for each site should only be compared to other sites within the same category. Suggested actions and improvements are broken into phases where possible, emphasizing first those actions which would yield the greatest recreational user benefit at the least cost to the agency (s) responsible for the location.

Table 5:
Recommended Sites

Numbers Correspond to Figures 6,7,8&9

BEACHES

1	Fountainbleau State Park
2	Lakeshore Park
3	Burn's Point
4	Edgelake/Little Woods (New Orleans)
5	Rutherford Beach State Park
6	Elmer's Island
7	Grand Isle
8	Cypremort Beach State Park
9	Lincoln Beach (New Orleans)
10	Cameron - Town, beach
11	North Shore - Old Coast Guard Station
12	Fourchon Beach
13	Holly Beach to Cameron
14	Holly Beach - east end
15	Constance Beach
16	Johnson's Bayou - east end
17	Holly Beach - west end
18	Ocean View Beach
19	Holly Beach - town
20	Peveto Beach

BOAT LAUNCHES

21	Bonnet Carre' East Levee Launch
22	Frenier Beach
23	St. Charles/Jefferson Parish Canal
24	Fourchon
25	Tchefuncte River/Lake Pontchartrain
26	Cocodrie
27	Cameron - Town
28	Bayou LaCombe
29	Hackberry - Town
30	Intracoastal Waterway - Gum Island Vicinity

FISHING PIERS

31	Hopedale
32	Manchac (Akers)
33	Calcasieu Ship Channel Jetties

NATURAL AREAS

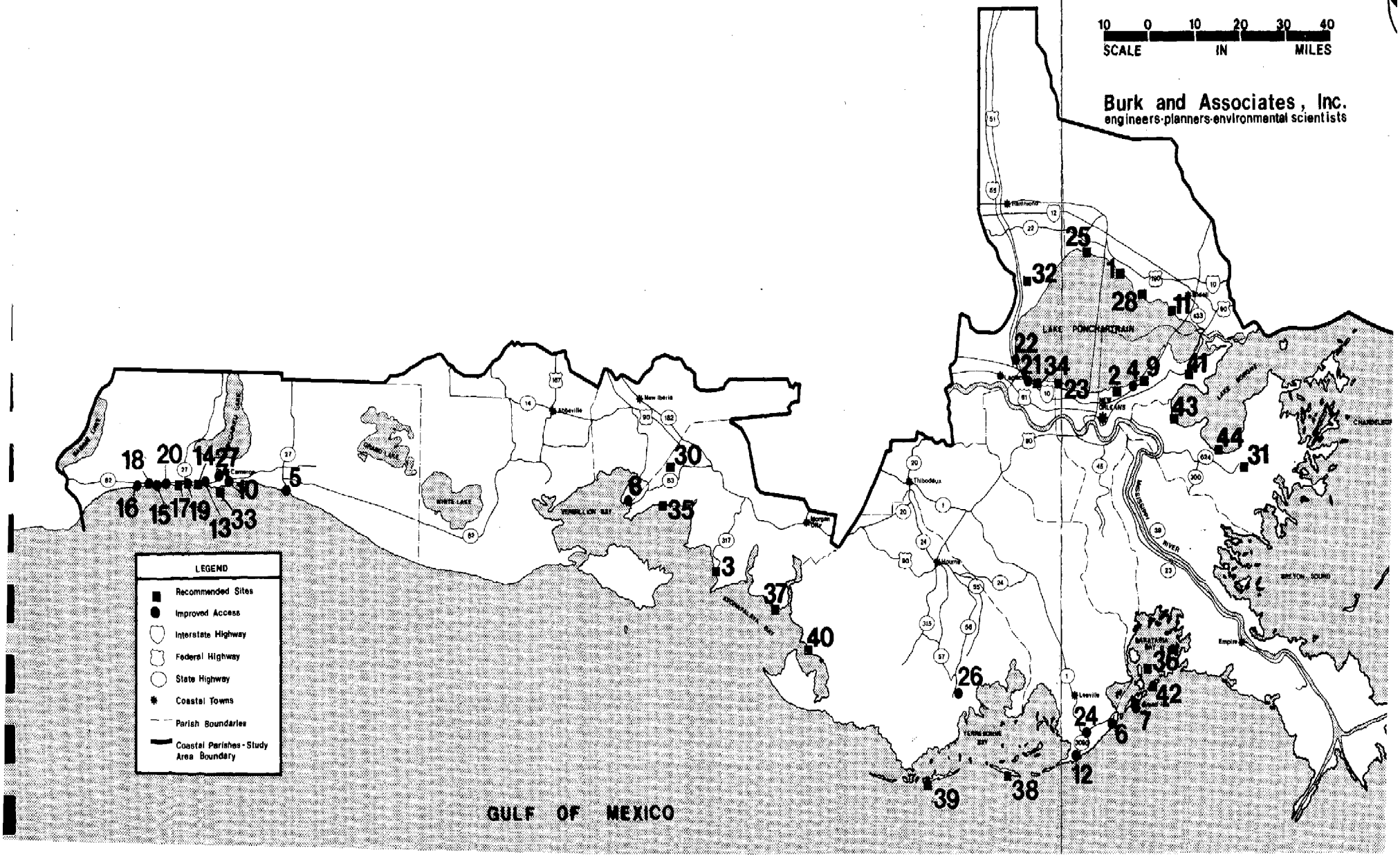
34	St. Charles Parish Swamp and Marsh
35	Cote Blanche Island
36	Queen Bess Island
37	Big Hog Bayou Swamp
38	Timbalier Island
39	Isles Dernieres
40	Creole Bayou Marsh

HISTORIC SITES

41	Fort Macomb
42	Fort Livingston
43	Martello Castle
44	Fort Beauregard

Figure 6

RECOMMENDED ACQUISITIO
AND ACCESS IMPROVEMEN



Beaches

1 Fountainbleau State Park

The beach in this state park (refer to Figure 7) has the potential to be the nicest bathing area on Lake Pontchartrain. At the present time, the beach and swimming area are in need of maintenance and improvement. There is a sign in the middle of the bathing area which proclaims, "Swim at Your Own Risk" as well as litter, old piles, tree stumps and cement blocks. The presence of these factors discourages access to the water and use of the area.

Suggested Improvements:

(Phase 1)-Remove tree stumps, bricks, cement blocks, old piles and trash from the bathing area.
(Phase II)-Improve the beach area by dumping and spreading sand along the shore. These improvements would give the park a first-class beach along with its other facilities which are among the best in the state.

Preliminary Cost Estimate:

Phase I: Remove obstacles	$6,200.00
Phase II: Dump and spread sand	$1,300.00

2 Lakeshore Park in New Orleans

This is the most used coastal shore (refer to Figure 7) in the state and it is coincidently one of the best in terms of public facilities. One type of use area which is in short supply is the swimming area. At present there are only two designated swimming areas. Both are man-made and both are severely overcrowded on holidays and weekends. Summer weekday use is also heavy.

Suggested Improvements:

The Orleans Levee Board should construct at least one additional man-made swimming beach. The location(s) should be left to the discretion of the Orleans Levee Board based on engineering feasibility, parking availability, user demand and other considerations. A preliminary cost estimate would be misleading due to the wide range of possible improvements and locations.

3 Burn's Point

Burn's Point is one of the most scenic locations (refer to Figure 6) along the Louisiana Gulf Coast and presently functions as a boat launch, picnic area, limited camping area and fishing area. It is an improved clay bank shore which has been bulkheaded.

Suggested Improvements:

(Phase I)-Provide two directional signs at the intersection of U. S. Hwy. 190 and La. Hwy. 317. The site is presently known only to local residents and the only sign is at the shell access road leading to the Point. (Phase II)-Construct a man-made beach. The nearest bathing beach is approximately forty-eight highway miles away, at Cypremort Beach State Park. The water at Burn's Point is generally shallow but given the existing facilities, scenic nature of the location and lack of swimming areas, a beach should be constructed.

Preliminary Cost Estimate:

Phase I:	(2) 24" x 18" signs, installed	$ 200.00
Phase II:	Construct man-made beach	$72,000.00

4 Edgelake/Little Woods in New Orleans

The Edgelake/Little Woods strip of shoreline on Lake Pontchartrain is located in the rapidly developing eastern section of New Orleans. (Refer to Figure 7) No public use areas or access points currently exist along this six mile stretch of coast line. The area has great potential for multiple recreation opportunities such as fishing, swimming, biking, etc. These opportunities have not been realized largely because there are many private camps located immediately adjacent to the shoreline which conflict with public recreational use of the shore.

Suggested Improvements:

(Phase I)-Enforce existing City ordinances which forbid new camp construction or maintenance and repair work on existing camps. While no new camps (apparently) are being constructed, old ones are being repaired. This responsibility should rest with the City of New Orleans and the Orleans Levee Board. (Phase II)-Implement program which would remove the camps from the Edgelake area thus allowing public recreational access to and use of the shore. The camp owners are, in essence, squatters because their structures are located on a state owned water bottom, Lake Pontchartrain. Recreational access to and use of this shoreline is also undesireable at this time because most of the camps are not tied into the city sewerage system and discharge directly into the lake. (Phase III)-Develop public recreational master plan for the area. This six-mile stretch of lakefront between the Lakefront Airport and Little Woods (refer to Figure 7) has great potential for a variety of recreational uses: swimming-beaches, boat launches, bike paths, fishing piers, etc. The cost of implementation depends on the type and number of facilities provided.

5 Rutherford Beach State Park

This state park is located on the Gulf of Mexico (refer to Figure 9) and has a good sand beach. It is largely undeveloped and has much potential as a multiple-use area. The lack of adequate directional signs and access road hinders public use of the area.

Suggested Improvements:

(Phase I)-Install two 24" x 18" signs at the intersection of La. Hwys. 27 and 82 in Creole and two similar signs on La. Hwy. 82, where the access road from the park enters the La. Hwy 82. (Phase II)-Pave the access road leading from La. Hwy. 82 to the park. The present unimproved road is rough, has pot holes and is generally inadequate. (Phase III)-Follow the Louisiana State Parks and Recreation Commission development plan for Rutherford Beach State Park. This will add new facilities and improve recreational opportunities.

Preliminary Cost Estimate:

Phase I:	(4) 24" x 18" signs installed	$ 400.00
Phase II:	Construct 26' wide hard surface access road	$72,022.00

6 Elmer's Island

Elmer's Island (refer to Figure 8) has the best swimming beach, which is accessible by land, in the state. Landward access, however, is privately controlled. Presently a toll of $1.00 is assessed and as the sign proclaims, "Charge is for use of road only."

Suggested Improvements:

(Phase I)-Acquire access right-of-way to the beach. This should be done however the state sees fit (buy, lease, use of police powers, etc.) Cost will vary depending on the method used. The state can recoup some of its expenses by charging a fee for access as it does at Grand Isle State Park. Install "Public Beach" directional signs on La. Hwy. 1. (Phase II)-Basic facilities and services should be provided. At present, the sand access road is in need of grading and there are no litter barrels or sanitary facilities on the beach. One central bathhouse facility, with restrooms and outside showers should be provided. Litter barrels should be placed every 300 feet for one-half mile on both sides of the bath house. This area can be administered and maintained by the same State Park employees who maintain Grand Isle State Park (east end) eight miles away. The site is a bathing beach with opportunities for surf fishing and primitive camping along the beach. It basically has a five-month use period per year. (Phase III)-Construct a hard surface access road from La. Hwy. 1 to the beach area.

Preliminary Cost Estimate:

Phase I: Acquire access (cost is dependent on method used).
Install (2) 24" x 18" signs on Louisiana Hwy. 1 $200.00

Phase II: Construct bath house, to include two (2) outside showers and men's and women's rest rooms (does not include cost of running sewerage and water lines to site) $21,000.00

Provide eighteen (18) litter barrels $1,350.00

Personnel required:
- Toll booth operator (6 mons.) $7,560.00
- Grounds keeper (12 mos.) $9,280.00
- Police and safety (from Grand Isle State Park)
- Supervisor (from Grand Isle State Park)

Phase III: Construct 26' wide hard surface access road $115,533.00

7 Grand Isle

Grand Isle (refer to Figure 8) is the most popular beach in Louisiana because it is relatively close to New Orleans and is easily reached via La. Hwy. 1. The state park (refer to Plate 1) at the eastern end of the island is easily accessible and provides opportunities for camping as well as swimming and surf fishing. Access to the remainder of the seven-mile-long beach is in danger of being lost to the general public because this island is also the site of the most intense private shoreline development in the state. Private camps (refer to Plate 2) with continuous fences along La. Hwy. 1 have already made public access to the beach for day use very difficult. There are only two access alleys (refer to Plate 3) which currently provide a walkway to the beach. Both are at the eastern side of the island and relatively close together. There is still vacant land between the beach and La. Hwy. 1 but beachfront development is occurring at a rapid pace.

Plate 2: Grand Isle State Park

Suggested Improvements:

Acquire at least five additional footpath right-of-ways to the beach to better accommodate public use. These paths should utilize currently vacant lots but efforts should be made to space the paths approximately one mile from each other for greater user convenience and even distribution of beach users. The beach access program should begin at the central part of the island, where developmental pressure is greatest.

Preliminary Cost Estimate:
Cost per pathway: (purchase) $16,500.00

Plate 3: Grand Isle Access Path

8 Cypremort Beach State Park

Cypremort Beach (refer to Figure 6) is like many Louisiana shoreline public areas in that it is hard to find. The user must know where it is because there are few directional signs. This state park is a day use area which features a man-made beach, picnic area and support facilities.

Suggested Improvements:

Install directional signs at the intersections of major highways leading to the site. Place two major signs on U.S. Hwy. 90 at the intersection with La. Hwy 85 and two signs on U.S. 90, in Baldwin, where La. Hwy. 83 enters. Two directional signs should also be placed on La. hwy. 83 where the local site access road La. Hwy. 319 begins.

Preliminary Cost Estimate:
Six (6) 24" x 16" signs, installed $600.00

9 Lincoln Beach, New Orleans

This site (refer to Figure 7) is a deserted amusement park which has a concrete fishing pier and man-made beach. Even though the area has the eery atmosphere of a ghost town, it is used daily by fishermen and swimmers. The beach, which has not been maintained since the early 1960's, is still in very good condition, as is the fishing pier. The site is owned by the Orleans Levee Board and leased to the Lake Forest Corporation. The corporation intends to build a 600 slip public marina on the 539 acre property.

Suggested Improvements:

Public marina spaces are sorely needed in the New Orleans area and the Lincoln Beach site is an appropriate location. It is also a good location for expansion of existing public shoreline uses such as the fishing pier and man-made beach. These features should be worked into the plan for development if it is physically possible.

10 Cameron - beach

The Gulf beach south of the town of Cameron (refer to Figure 9) is located just off of La. Hwy. 1142 (Beach Road) and is largely undeveloped at present.

The land fronting on the shore, however, is marked "For Sale." At present it is a short walk from the road, through knee-high brush to the shore, for there are no dedicated public access paths leading from the road to the Gulf beach.

Suggested Improvements:

Before private beach front property is developed for vacation homes, public access paths should be acquired. The right-of-way on Beach Road should be maintained so as to accommodate shoulder parking. Two access paths should be adequate to meet future user demand. (There are other beaches in the general areas, as is depicted by Figure 9.)

Preliminary Cost Estimate:
Cost per pathway: (purchase) $9,500.00

11 North Shore - Lake Pontchartrain

The old Coast Guard station at the end of Carr Dr., south of Slidell (refer to Figure 7) was actively used by swimmers, fishermen and small boat operators until the Saray Club took over the site for use as a private club. This club is now closed due to financial problems and public access is prohibited. The site offers the potential to serve as a multiple use recreational area in the fastest growing parish (St. Tammany) in the state.

Suggested Improvements:

(Phase I)-Acquire or lease site for use as a multiple purpose public recreation area. (Phase II)-Improve shoreline by dumping and leveling sand along the shoreline. (Phase III)-Conduct a structural survey of the old Coast Guard Station to determine its future possible uses, if any. Other improvements are dependent on this survey.

Preliminary Cost Estimate:

Phase I:	Cost depends on method used	
Phase III	Dump and spread sand	$1,100.00
Phase III:	Structural survey	$ 560.00

12 Fourchon Beach

Fourchon Beach (refer to Figure 8) is one of several sandy beaches in the Grand Isle vicinity. It is currently used by many people for swimming, surf-fishing and primitive camping. There are two problems concerning use of Fourchon Beach: it is not widely known and it is very littered.

Suggested Improvements:

(Phase I)-Install two directional signs on La. Hwy. 1, one on each side of the junction with La. Hwy. 3090. (Phase II)-A beach cleanup and maintenance program should be undertaken. This should be aimed at the two offending groups: the beach users and the offshore mineral extraction industry. The regulation of beach users' refuse can be accomplished by providing a large dumpster bin where La. Hwy. 3090 ends at the beach. This should be emptied as need be. Additionally, the beach should have "No Littering" signs posted at the entrance and along the beach. (Phase III)-A cooperative enforcement program among federal, state and local governmental agencies, and offshore installations and supply vessels should be undertaken in order to eliminate trash which results from offshore operations.

Preliminary Cost Estimate:

Phase I:	two (2) 24" x 18" signs, installed	$200.00
Phase II:	one (1) large trash bin (annual collection fee)	$540.00
	six (6) 18" x 18" signs, installed	$420.00
Phase III:	administrative and enforcement effort; cost must be studied in detail	

13 Holly Beach to Cameron

The stretch of beach between Holly Beach and Cameron (refer to Figure 9) is totally undeveloped and offers a continuous five-mile sand beach. There are approximately 100 feet of salt marsh and sand dunes between La. Hwy. 82 and the Gulf shore. An access problem exists because a barb wire fence follows the southern edge of the La. Hwy. 82 right-of-way.

Suggested Improvements:

Provide eight access paths from La. Hwy. 82 to the sea shore. There is ample space on the shoulder to accommodate parking. One trash can should be located on the highway shoulder at the head of each access path. The land between the beach and the highway is not used for any visible purpose and leasing several access path right-of-ways should be the most feasible method of acquiring access.

Preliminary Cost Estimate:

Lease eight (8) access paths (annual cost per path)	$100.00
Eight (8) litter barrels	$680.00

14 Holly Beach - east end

This beach (refer to Figure 9) is part of an almost continuous 27 mile long stretch of beach between Johnson's Bayou and the town of Cameron. It is a good beach with the exception of a car dump which is positioned in the wet sand beach area east of Holly Beach. The dump is situated directly behind the new Holly Beach sanitary landfill.

Suggested Improvements:

Remove the junked cars and buses from the beach.

Preliminary Cost Estimate:

Cost of removing vehicles	$375.00

15 Constance Beach

Constance Beach (refer to Figure 9) is one of five small beach-front vacation home communities between Johnson's Bayou and Cameron. It has a good swimming beach and is typical of the other beach communities in this area. Problems associated with the public's use of the beach at Constance Beach are also found, to one extent or another, in other area beaches. Solutions to these problems are likewise similar.

The beach area is separated from La. Hwy. 82 by a narrow band of marsh and vegetation which screens the view of shore from the highway. A small, unmarshed gravel road connects the highway with the shoreline community. The motorist who is not familiar with the area has no way of knowing whether the gravel road is a street leading to an oil company installation or other private use, or to a beach area.

Camp or vacation home development is not regulated adequately enough and thus conflicts, in some cases, with the public use of the shore. Camp development is permitted too close to the beach area which is a temporary feature of the landscape. The result (refer to Plate 4) is that some camps end up in the public beach area or in the water and hinder use of that location. As these structures deteriorate, their debris remains and is strewn about the beach creating hazards to beach users. The lack of regulation of private development has also created a parking problem for the general public. No parking areas are provided and the streets are very narrow. The result is that only landowners have a place to park their vehicle in close proximity to the shore.

The beach area is littered with the refuse from beach users and the offshore petroleum activities. There are no trash receptacles provided for beach users. Offshore rigs, platforms and supply vessels apparently ignore the laws governing waste disposal at sea and the results of this dumping can be seen on the beach. The litter situation restricts the public's use of the beach because it presents a health and safety hazard. It also limits the size (width in particular) of the useable beach.

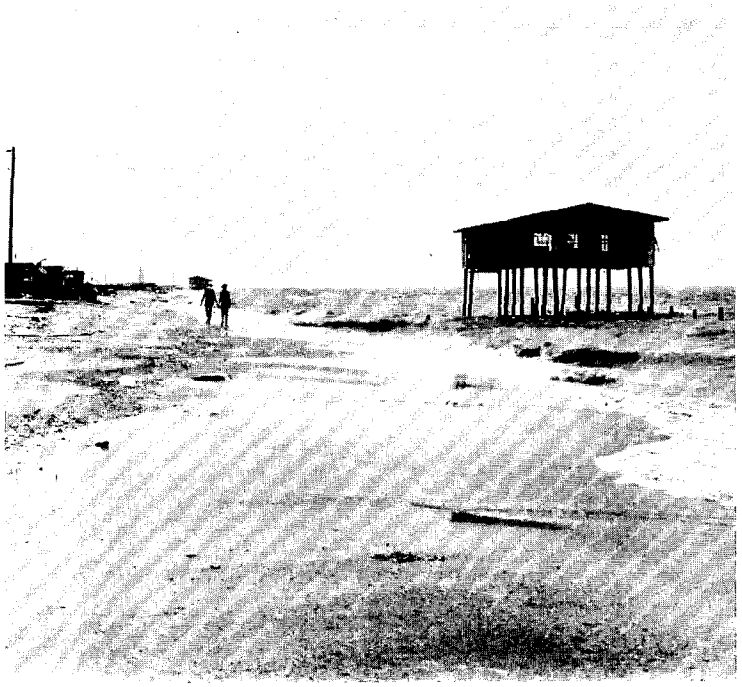


Plate 4: Abandoned Camp at Constance Beach

Suggested Improvements:

(Phase I)-Place one directional sign ("BEACH") on each side of the access road at La. Hwy. 82. This is important because these small beachfront community roads are the only way for the general public to get through the narrow marsh buffer zone between the highway and the shore. (Phase II)-Develop local controls over development in the beach areas. Subdivision regulations and zoning ordinances should reflect (1) the physical or natural setting of the location and its relationship to development (2) the rights of the public to access and use of the shoreline (3) the rights of the area land holders. Model building codes, subdivision regulations and zoning ordinances designed specifically for beach communities are readily available from the American Insurance Association, American Society of Planning Officials (ASPO) and American Institute of Planners (AIP). An understanding of the natural setting and forces (wind, storms, currents, tides, etc.) at work in relationship to development can be gained from Design With Nature, by Ian McHarg.[1] Drafting such regulations and enforcing them is a local

[1]McHarg, Ian (1971) Design With Nature. Garden City, N.Y.: Doubleday & Co., Inc.

responsibility, but if this action is not taken the state should intercede to the extent that its land and the use of it is affected. (Phase III)-Provide trash bins (dumpsters) for beach users, as suggested for Site #12, Fourchon Beach. In this type of location this method is recommended because (1) large volumes can be accommodated, (2) pickup is easy, and (3) it requires little or no maintenance or replacement, thus keeping costs low. (Phase IV)-Regulate offshore dumping, as suggested for Site #12, Fourchon Beach.

Preliminary Cost Estimate:

Phase I:	two (2) 24' x 18" directional signs installed	$200.00
Phase II:	Requires in-depth analysis	
Phase III:	two (2) trash bins, annual service	$1,080.00

16 Johnson's Bayou - East End

This beach (refer to Figure 9) is actually between Johnson's Bayou and Ocean View Beach. An unmarked gravel road leads to the beach. The General American Oil Company maintains a pier which is used daily for crew boats and can easily be walked under or even driven under at low tide. The beach is an excellent swimming beach except for the user litter and offshore debris and oil globs. Cottages are located well away from the beach.

Suggested Improvements:

(Phase I)-Install one "BEACH" directional sign on La. 82 on either side of the access road. (Phase II)-As described previously at Sites #12 & 15, place one dumpster trash bin at the end of the access road. (Phase III)-As described previously at Sites #12 & 15, regulate offshore dumping. (Phase IV)-Should the oil company cease using the pier, it could be acquired and used as a fishing and crabbing pier.

Preliminary Cost Estimate:

Phase I: two (2) directional signs installed $200.00

Phase II: one (1) trash bin, annual service $600.00

Phase III: requires in-depth analysis

Phase IV: requires in-depth analysis

17 Holly Beach - West End

The west end of Holly Beach (refer to Figure 9) is the site of the only public shelter (refer to Plate 5) along the 27 mile long stretch of sandy (swimming) beach between Cameron and Johnson's Bayou. Ironically, it is located in a place where the state has been forced to dump rip-rap on the sand to prevent the erosion of La. Hwy. 82. Still, the location is well used by swimmers, picnickers and surf fishermen.

Suggested Improvements:

The site needs to be better maintained by the Office of Highways. Specifically, the trash cans should be emptied regularly and the restroom facilities improved.

18 Ocean View Beach

Ocean View Beach (refer to Figure 9) is a small vacation home community in Cameron Parish. The narrow gravel access road leading from La. Hwy. 82 to the beach is unmarked. The beach is an excellent swimming beach with the exception of user litter.

Suggested Improvements:

Install one "BEACH" directional sign on La. Hwy. 82 on either side of the access road. Provide one dumpster trash bin at the beach end of the access road.

Preliminary Cost Estimate:

Phase I:	Two (2) 24" x 18" directional signs, installed	$200.00
Phase II:	One (1) trash bin, annual service	$600.00

19 Holly Beach - Town

Holly Beach (refer to Figure 9) is the largest of the Cameron Parish beach communities. Many homes are located on the wet sand beach or in the Gulf surf and the presence of these homes makes lateral movement along the beach difficult. Sand and water quality are good and parking is available, making this an excellent bathing beach except for the homes in the water.

Suggested Improvements:

Place stricter development controls on future construction, as recommended for Site #15.

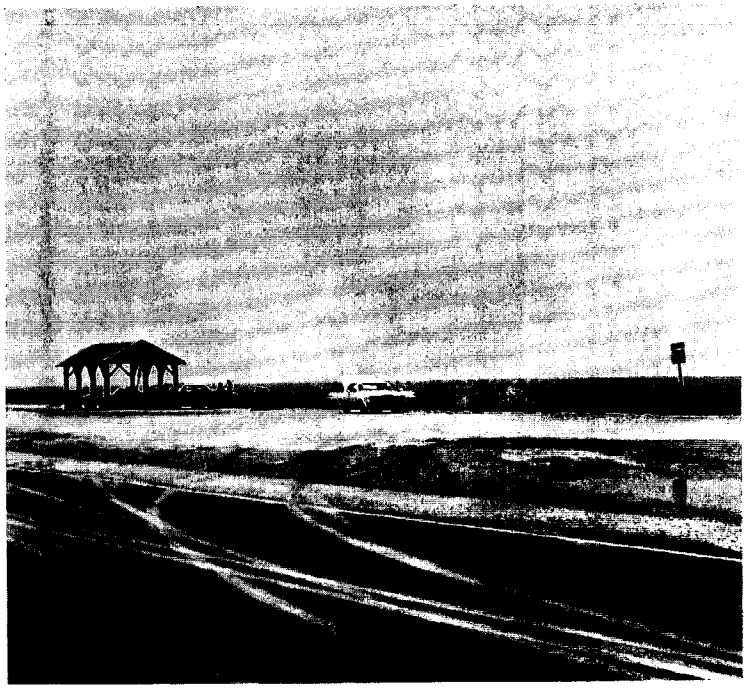


Plate 5: Holly Beach - West End, Shelter

20 Peveto Beach

Peveto Beach (refer to Figure 9) is the smallest of the Cameron Parish beach communities. There are a few abandoned camps which encroach on the public shore. This beach seems to be largely unused and no new development is evident.

Suggested Improvements:

As recommended for Site #15, place stricter development controls on new construction.

BEACH SITES NOT RECOMMENDED:

Three beaches listed under Potential Sites, Table 4 are not recommended for access improvement or acquisition.

Although the beach at Johnson's Bayou (west end) is a good swimming beach in terms of both sand and water quality it is presently separated from La. Hwy. 82 by a privately-held cattle pasture and marsh area. Since the beach is lateraly accessible by foot from an access road approximately three miles away no action is recommended for this Cameron Parish site.

Hackberry Beach, located on the Gulf of Mexico, on the eastern side of the Mermentau River is reputed to be the nicest swimming beach in the state. Unfortunately it is separated from La. Hwy. 82 by the Mermentau River and a large expanse of marsh. Provision of landward access would be very expensive in terms of both construction and maintenance and severe environmental damage would also result from the provision of landward access. Furthermore, it should be considered that Rutherford Beach State Park is located just across the mouth of the Mermentau River.

Chenier au Tigre, located in lower Vermilion Parish has a sand beach (refer to Figure 5) but is separated from the nearest access road by miles of marshland. Just as at Hackberry Beach the cost of road construction and maintenance would be tremendous as would be environmental damage resulting from the provision of access. This location is also remotely situated in terms of proximity to population centers.

Boat Launches

21 Bonnet Carre East Levee Launch

The Bonnet Carre east levee boat launch (refer to Figure 7) is an existing small launch which provides access to both Lake Pontchartrain and the St. Charles Parish Swamp and Marsh (Site #34). The launch can accommodate only small boats such as aluminum flats, canoes or pirogues. One reason is the shallow water depth in the bayous and canals which lead to the swamp and the lake. Another is the low clearance of the Illinois Central Railroad bridge over Bayou LaBranche which leads to Lake Pontchartrain. The launch is used infrequently at present. This may be attributed partially to the fact that few people know of its existence and the facility is in need of maintenance.

Suggested Improvements:

(Phase I)-Install one directional sign on U.S. Hwy. 61 on either side of the levee access road. (Phase II)-Improve launch area by removing sunken vessels and deteriorated boat shed from the water. Refurbish parking area by dumping and spreading shells.

Preliminary Cost Estimate:

Phase I:	two (2) 24" x 18" signs, installed	$200.00
Phase II:	clean-out debris in water	$275.00
	dump and spread shells	$185.00

22 Frenier Beach

Frenier Beach (refer to Figure 7) provides access to the remote shoreline and swamps of western Lake Pontchartrain. Like many other Louisiana coastal recreation sites, it is not widely known to the general public because it is unmarked. The launch itself is in good condition but parking should be improved.

Suggested Improvements:

(Phase I)-Install one directional sign on U.S. Hwy. 51 on each side of the access road. (Phase II)-St. John Parish, which maintains the launch, should either purchase adjacent property or widen the shoulder of the access road to improve parking.

Preliminary Cost Estimate:

Phase I:	two (2) 24" x 18" directional signs, installed	$200.00
Phase II:	widen shoulder and spread shells	$425.00

23 St. Charles/Jefferson Parish Canal

This proposed launch (refer to Figure 7) would provide access to the urban shore Lake Pontchartrain as well as the adjacent St. Charles Parish Swamp and Marsh. The launch would be located in Jefferson Parish where the canal meets the lake.

Suggested Improvements:

Jefferson Parish should undertake a site study at the above described location and determine the best site and design requirements. Construction of a boat launch and related facilities should be based on the findings of the study.

24 Bayou Fourchon

The Fourchon boat launch (refer to figure 8) is an existing launch which provides access to the Gulf of Mexico in the Grand Isle vicinity. Facilities are excellent with the exception of a lack of directional signs and inadequate parking space.

Suggested Improvements:

(Phase I)-Install two "Public Boat Launch" signs on La. Hwy. 1, one on either side of La. Hwy. 3090. (Phase II)-Acquire additional land for an enlarged parking area. (Phase III)-Spread shells over new area.

Preliminary Cost Estimate:

Phase I:	two (2) 24" x 18" directional signs, installed	$200.00
Phase II & Phase III:	requires in-depth analysis	

25 Tchefuncte River/Lake Pontchartrain

This existing boat launch at the end of La. Hwy. 1077 is located south of Madisonville on the western side of the Tchefuncte River. (refer to Figure 7) It is an excellent facility but is difficult to find due to a lack of directional signs.

Suggested Improvements:

Install "Public Boat Launch" signs, as needed, on the streets leading to the launch.

26 Cocodrie

The existing Cocodrie launch (refer to Figure 6) is an excellent facility providing water access to the marshes of lower Terrebonne Parish and the Gulf of Mexico. It lacks only directional signs so that the general public an find it without first-hand knowledge of the area.

Suggested Improvements:

Install one (1) "Public Boat Launch" sign facing north on La. Hwy. 56, as the launch area is screened from the highway by vegetation.

Preliminary Cost Estimate:
One (1) 24" x 18" sign, installed $100.00

27 Cameron

An additional public boat launch in the town of Cameron (refer to Figure 9) was suggested by area planning officials. Several possible sites are available and these should be studied in detail to determine which is best.

28 Bayou Lacombe

At present, there are no public launches in the Slidell area which lead directly to Lake Pontchartrain. The launch proposed at Bayou Lacombe (refer to Figure 7) would serve this area. There are several possible locations along the bayou and La. Hwy. 434 which roughly parallels it. These sites should be studied in detail to determine the best location.

29 Hackberry

The town of Hackberry is on the shore of Calcasieu Lake (refer to Figure 6) and there are no public launches in the vicinity at present. There are several possible launch sites along the shore of the Calcasieu Ship Channel which leads to Calcasieu Lake and the marsh areas of the Sabine National Wildlife Refuge. A detailed study should be undertaken to determine which of these sites is best.

30 Intracoastal Waterway-Gum Island Vicinity

This proposed launch site (refer to Figure 6) would provide water access to the Intracoastal Canal, Cote Blanche Bay, Vermilion Bay and the area marshes. A detailed site study should be undertaken to determine the extent of preparation necessary and design of the facility.

Fishing Piers

Fishing piers, like boat launches, are specialized coastal recreation sites which encompass a small area. Also like boat launches, it is difficult to assess the cost of construction or renovation without an engineering analysis of the many on-site considerations.

31 Hopedale

Hopedale (refer to Figure 7) is located at the end of La. Hwy. 624 in the St. Bernard Parish coastal marsh near the junction of Bayou La Loutre and the Mississippi River Gulf Outlet (MRGO). The site adjacent to the MRGO is presently used by many fishermen who stand on the bank. This informal arrangement is very inconvenient but it does point out the demand for a fishing pier at this location.

32 Manchac (Alkers)

This existing fishing pier (refer to Figure 7) is actually the old U.S. Hwy. 51 bridge over Pass Manchac. The pier is well used but is now deteriorating and in need of repairs. Several large holes have appeared in the bridge and present a hazard to users. A structural survey should be taken to determine the extent of repairs necessary. Like the old La. Hwy. 1 bridge at Grand Isle, this structure is a coastal recreation facility which requires no financial outlay for its present use and it would be a shame to lose this opportunity due to neglect.

33 Calcasieu Ship Channel Jetties

This proposed fishing pier is located at the mouth of the Calcasieu Ship Channel (refer to figure 9) on the Gulf of Mexico. The area is popular with fishermen even though no fishing pier currently exists. This situation is very inconvenient but it does indicate the popularity of the location and the potential for the suggested facility.

Natural Areas

Natural areas are unlike other coastal recreation areas in that they are large and do not require landward access. Formal (developed) facilities are unnecessary as the major emphasis is on maintaining the areas in their natural or wilderness condition. Regulation of the areas is, therefore, the major concern and this can be accomplished by acquisition, long term lease, agreement with land owners or other method. The cost of maintaining an area in its natural state varies with the method used.

34 St. Charles Parish Swamp and Marsh

This area (refer to Figure 7) is roughly bounded by Lake Pontchartrain, the Jefferson Parish boundary canal, U.S. Hwy. 61 and the Bonnet Carre' Spillway Levee. It is a fresh and intermediate marsh and cypress - tupelo gum swamp which is very important to the ecology of Lake Pontchartrain. It offers many passive recreational opportunities and features a wide variety of flora and fauna. The area is easily accessible to users via Lake Pontchartrain, the Spillway east levee launch and U.S. Hwy. 61. The area is under great developmental pressure from U.S. Hwy. 61. It should be preserved as a management area in order to maintain a healthy ecosystem for Lake Pontchartrain and provide continued recreational opportunities. The method of regulating the area (acquisition, leasing, etc.) should be studied in detail as there are numerous land owners.

35 Cote Blanche Island

Cote Blanche Island (refer to Figure 6) is actually a salt dome surrounded by coastal marsh on three sides and West Cote Blanche Bay to the south. It offers a unique upland type of environment, in terms of elevation, flora and fauna, which is bordered by a typical Louisiana coastal marsh. The island is presently leased by the Domtar Salt Company which conducts salt mining operations. These operations, however, do not take-up the entire island nor would they preclude officially designating part of it as a management area.

36 Queen Bess Island

This mangrove and saline marsh island in Barataria Bay (refer to Figure 8) is the last remaining nesting area of the brown pelican, the state bird, in Louisiana. The island is privately owned but apparently is used only by the pelicans and other seabirds. The Department of Wildlife and Fisheries is evaluating the pelican population on Queen Bess Island. If it feels that additional regulation through leasing or acquiring the island would be beneficial then those ends should be pursued.

37 Big Hog Bayou Swamp

This freshwater marsh and swamp in the lower Atchafalaya Basin (refer to Figure 6) is inaccessible by land and very remote. It features a wide variety of flora and fauna, including black bear. The area would be an excellent addition to the existing state or federal wildlife management areas in the state.

38 Timbalier Island

Timbalier Island is one of several Louisiana barrier islands (refer to Figure 6) which is privately owned. It is not part of the East Timbalier Island Wildlife Refuge. Current private uses (petroleum extraction and storage) do not prevent numerous coastal birds from frequenting the islands. The Louisiana Department of Wildlife and Fisheries should evaluate the merits of including the island in its system of management units.

39 Isles Dernieres

The Isles Dernieres, (refer to Figure 6) like Timbalier Island, are privately owned barrier islands. They are used to a very limited extent for petroleum extraction. These islands are used by a variety of seabirds, shorebirds and wading birds as a nesting area. They are also occassionally used by campers and surf fishermen. The feasibility of acquiring or leasing these islands as additions to the existing management areas should be studied in detail.

40 Creole Bayou Marsh

The Creole Bayou Marsh (refer to Figure 6) is a freshwater marsh in the southwest part of Terrebonne Parish. It is relatively unaltered by man and is home to a wide variety of animal life. Like the previously described Big Hog Bayou Swamp, it is affected by the flow of water from the Atchafalaya River. This natural area should be evaluated by the Department of Wildlife and Fisheries for possible inclusion in its system of management units.

Historic Sites

The historic sites recommended in order of priority herein are all coastal forts. They are all in various states of disrepair and essentially no restoration work has been done on any of them. Unlike Fort Pike (Plate 6), which is undergoing an extensive renovation, these sites have been neglected. Information regarding the amount of work, time and money required to refurbish these forts is incomplete. The Louisiana Department of Art, History and Cultural Preservation, and the State Parks and Recreation Commission are in the process of evaluating the future uses of these sites which once guarded the water routes leading to New Orleans.

41 Fort Macomb

Fort Macomb is located at Chef Pass, just off of U.S. Hwy. 90 (refer to Figure 7) and is similar in design and construction to nearby Fort Pike. It is easily accessible from the highway and is frequently visited even though it is overgrown with weeds and totally unrestored. The fort is, at present, the center of controversy between a private marina operator and the state. One thing is certain: the marina construction has damaged the fort considerably.

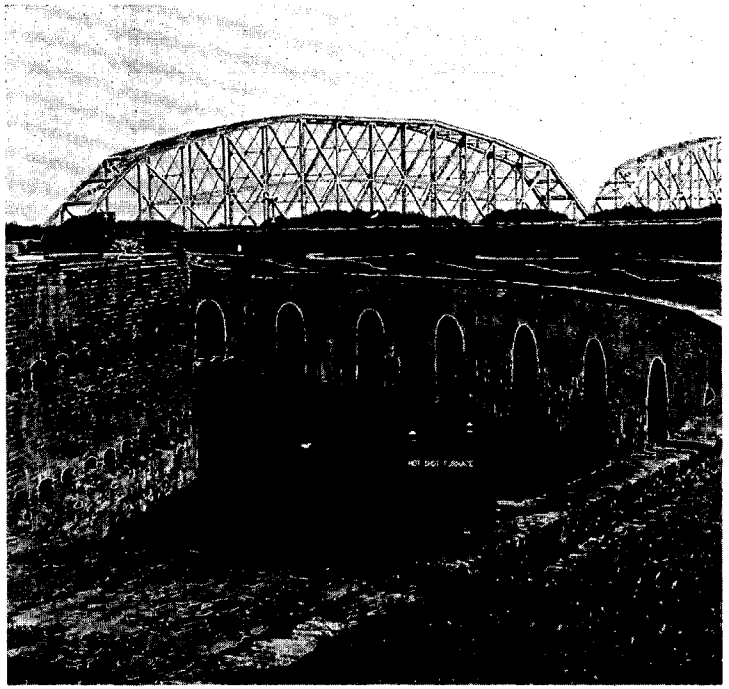


Plate 6: Fort Pike

Suggested Improvements:

(Phase I)-Closely monitor the actions of the marina operators to avoid future damage. Erect a gate at the entrance to prevent further vandalism and looting. (Phase II)-Plans for actual restoration work are unclear at this time, but the fort will probably be preserved as a historic ruin, as opposed to being renovated for the following reasons: (1) Fort Pike is nearby and in much better physical condition. (2) A tremendous amount of money is required for this type of renovation. For example, it is estimated that $1.7 million[1] would be required merely to stabilize the walls of the fort. This improvement would be invisible, as opposed to an action such as cutting down the weeds which yields a cosmetic but highly visible benefit. In summary, the Department of Art, History and Cultural Preservation, and the Department of State Parks and Recreation deem it wiser to concentrate on Fort Pike for renovation. Fort Macomb should, however, be maintained as a ruin and as such would offer the visitor an interesting comparison with Fort Pike in terms of design, construction methods and materials used. Before the public is encouraged to visit Fort Macomb basic improvements need to be made and action should be taken as soon as possible to halt further deterioration.

[1]Phone conversation with State Parks and Recreation Commission.

42 Fort Livingston

Fort Livingston is on Grand Terre Island (refer to Figure 8) across Barataria Pass from Grand Isle State Park. It is inaccessible by land and shares the island with the Department of Wildlife and Fisheries experiment station. The fort is rapidly deteriorating due to the wave and tidal action of the Gulf of Mexico. As with Fort Macomb, preliminary study indicates that restoration would be extremely expensive. Unlike Fort Macomb, there is little change of large numbers of visitors due to the lack of landward access.

Suggested Improvements:

(Phase I)-Thoroughly investigate the condition of Fort Livingston and estimate the amount of work necessary to prevent further erosion and deterioration. While restoration may be physically or financially impossible at this time the fort should at least be preserved as a historic ruin. (Phase II)-In the long run the fate of Fort Livingston as a historic site could be changed by the state. Grand Isle is only one half mile (approximate) away and is Louisiana's most heavily used Gulf beach. However, recreational opportunities on Grand Isle are limited

to fishing, swimming and camping. If Fort Livingston could be stabilized and preserved as a historic ruin, a ferry, perhaps a refitted shrimp boat, could depart from the harbor at the east end of Grand Isle during the summer months and shuttle tourists to and from Grand Terre. The trip is approximately one mile and would serve to diversify the recreational offerings of Grand Isle and give the unique fort a true role in Louisiana's history. There are other features on Grand Terre which could make the boat ride worthwhile for the potential visitors. A small museum could be constructed emphasizing not only the role of Fort Livingston but the use of Grand Terre by Jean Lafitte's pirate band and the history of the Barataria area. Furthermore, the Department of Wildlife and Fisheries could take-up part of the museum with a coastal ecology display--wildlife, plants, fish, etc.--focusing on the Barataria Bay area. As it is one of the most productive estuaries in the world, the story of Barataria Bay and its associated shrimping, fishing and oyster harvesting activities would be of great interest to all. This story is not adequately displayed anywhere in the state. The feasibility of such ideas must be studied in detail, but the potential for a first class, multiple use recreational complex is present when the resources of both Grand Terre and Grand Isle are considered together.

43 Martello Castle

Martello Castle (refer to Figure 7) is located in Lake Borgne southwest of Proctor Point. It is different in design and size from any of the other forts in the coastal area. It is also in better physical condition than neighboring Fort Beauregard due to private maintenance. It is surrounded by water and the most remote of the four historic sites recommended herein.

Suggested Improvements:

Because the site is in reasonably good physical condition, preservation as a historic ruin should not be as difficult as with the other sites. Chances of visitation are slim because of its remote location in Lake Borgne and because Fort Beauregard, also very remote and in poor condition, is the only recreational attraction in the immediate area. It is possible that in the long run future a ferry tour of both Martello Castle and Fort Beauregard could be combined in a manner similar to that suggested for Grand Isle. St. Bernard Parish is also a hub of the fishing industry in Louisiana and it may be possible to add this attraction to the package. The idea should be studied in great detail because the diversity of existing recreational opportunities and frequency of visitation are not as great as on Grand Isle.

44 Fort Beauregard (Proctor)

Fort Beauregard, also known as Fort Proctor, is located southeast of Proctor Point in Lake Borgne (refer to Figure 7) in St. Bernard Parish. It was at one time connected to the village of Shell Beach, but has since been insulated from this settlement by the MRGO and an eroding marsh. A recent report by Coastal Environments, Inc. (1978) briefly examined the physical condition of the Fort Beauregard and other historical and cultural sites in St. Bernard Parish. The condition of the fort can be summarized as rapidly deteriorating and in need of immediate help.

Suggested Improvements:

A detailed survey of Fort Beauregard should be conducted to determine the amount of work required for preservation and maintenance as a historic ruin, specifically prevention of further erosion. To increase visits by the general public the possibility of a joint tour with Martello Castle, as previously described (refer to Site #43) should be studied.

The sites and recommendations for each site which preceded this summary are grouped by recreational site or facility type: Beaches, Boat Launches, Fishing Piers, Natural Areas and Historic Sites. Sites within each of these categories are arranged in order of priority based on the scores which resulted from the Shorefront Site Evaluation Criteria sheets found in Appendix II. The site which received the highest score within each category is listed first and the remaining sites are listed in descending order. A comparison of scores for different sites should only be made within each category. The resulting list reflects the overall relevance of each site in comparison with the others.

15 Constance Beach

Constance Beach (refer to Figure 9) is one of five small beach-front vacation home communities between Johnson's Bayou and Cameron. It has a good swimming beach and is typical of the other beach communities in this area. Problems associated with the public's use of the beach at Constance Beach are also found, to one extent or another, in other area beaches. Solutions to these problems are likewise similar.

The beach area is separated from La. Hwy. 82 by a narrow band of marsh and vegetation which screens the view of shore from the highway. A small, unmarshed gravel road connects the highway with the shoreline community. The motorist who is not familiar with the area has no way of knowing whether the gravel road is a street leading to an oil company installation or other private use, or to a beach area.

Camp or vacation home development is not regulated adequately enough and thus conflicts, in some cases, with the public use of the shore. Camp development is permitted too close to the beach area which is a temporary feature of the landscape. The result (refer to Plate 4) is that some camps end up in the public beach area or in the water and hinder use of that location. As these structures deteriorate, their debris remains and is strewn about the beach creating hazards to beach users. The lack of regulation of private development has also created a parking problem for the general public. No parking areas are provided and the streets are very narrow. The result is that only landowners have a place to park their vehicle in close proximity to the shore.

The beach area is littered with the refuse from beach users and the offshore petroleum activities. There are no trash receptacles provided for beach users. Offshore rigs, platforms and supply vessels apparently ignore the laws governing waste disposal at sea and the results of this dumping can be seen on the beach. The litter situation restricts the public's use of the beach because it presents a health and safety hazard. It also limits the size (width in particular) of the useable beach.

responsibility, but if this action is not taken the state should intercede to the extent that its land and the use of it is affected. (Phase III)-Provide trash bins (dumpsters) for beach users, as suggested for Site #12, Fourchon Beach. In this type of location this method is recommended because (1) large volumes can be accommodated, (2) pickup is easy, and (3) it requires little or no maintenance or replacement, thus keeping costs low. (Phase IV)-Regulate offshore dumping, as suggested for Site #12, Fourchon Beach.

Preliminary Cost Estimate:

Phase I:	two (2) 24' x 18" directional signs installed	$200.00
Phase II:	Requires in-depth analysis	
Phase III:	two (2) trash bins, annual service	$1,080.00

16 Johnson's Bayou - East End

This beach (refer to Figure 9) is actually between Johnson's Bayou and Ocean View Beach. An unmarked gravel road leads to the beach. The General American Oil Company maintains a pier which is used daily for crew boats and can easily be walked under or even driven under at low tide. The beach is an excellent swimming beach except for the user litter and offshore debris and oil globs. Cottages are located well away from the beach.

18 Ocean View Beach

Ocean View Beach (refer to Figure 9) is a small vacation home community in Cameron Parish. The narrow gravel access road leading from La. Hwy. 82 to the beach is unmarked. The beach is an excellent swimming beach with the exception of user litter.

Suggested Improvements:

Install one "BEACH" directional sign on La. Hwy. 82 on either side of the access road. Provide one dumpster trash bin at the beach end of the access road.

Preliminary Cost Estimate:

Phase I:	Two (2) 24" x 18" directional signs, installed	$200.00
Phase II:	One (1) trash bin, annual service	$600.00

19 Holly Beach - Town

Holly Beach (refer to Figure 9) is the largest of the Cameron Parish beach communities. Many homes are located on the wet sand beach or in the Gulf surf and the presence of these homes makes lateral movement along the beach difficult. Sand and water quality are good and parking is available, making this an excellent bathing beach except for the homes in the water.

Suggested Improvements:

Place stricter development controls on future construction, as recommended for Site #15.

BEACH SITES NOT RECOMMENDED:

Three beaches listed under Potential Sites, Table 4 are not recommended for access improvement or acquisition.

Although the beach at Johnson's Bayou (west end) is a good swimming beach in terms of both sand and water quality it is presently separated from La. Hwy. 82 by a privately-held cattle pasture and marsh area. Since the beach is lateraly accessible by foot from an access road approximately three miles away no action is recommended for this Cameron Parish site.

Hackberry Beach, located on the Gulf of Mexico, on the eastern side of the Mermentau River is reputed to be the nicest swimming beach in the state. Unfortunately it is separated from La. Hwy. 82 by the Mermentau River and a large expanse of marsh. Provision of landward access would be very expensive in terms of both construction and maintenance and severe environmental damage would also result from the provision of landward access. Furthermore, it should be considered that Rutherford Beach State Park is located just across the mouth of the Mermentau River.

Chenier au Tigre, located in lower Vermilion Parish has a sand beach (refer to Figure 5) but is separated from the nearest access road by miles of marshland. Just as at Hackberry Beach the cost of road construction and maintenance would be tremendous as would be environmental damage resulting from the provision of access. This location is also remotely situated in terms of proximity to population centers.

23 St. Charles/Jefferson Parish Canal

This proposed launch (refer to Figure 7) would provide access to the urban shore Lake Pontchartrain as well as the adjacent St. Charles Parish Swamp and Marsh. The launch would be located in Jefferson Parish where the canal meets the lake.

Suggested Improvements:

Jefferson Parish should undertake a site study at the above described location and determine the best site and design requirements. Construction of a boat launch and related facilities should be based on the findings of the study.

24 Bayou Fourchon

The Fourchon boat launch (refer to figure 8) is an existing launch which provides access to the Gulf of Mexico in the Grand Isle vicinity. Facilities are excellent with the exception of a lack of directional signs and inadequate parking space.

Suggested Improvements:

(Phase I)-Install two "Public Boat Launch" signs on La. Hwy. 1, one on either side of La. Hwy. 3090. (Phase II)-Acquire additional land for an enlarged parking area. (Phase III)-Spread shells over new area.

Preliminary Cost Estimate:

Phase I:	two (2) 24" x 18" directional signs, installed	$200.00
Phase II & Phase III:	requires in-depth analysis	

27 Cameron

An additional public boat launch in the town of Cameron (refer to Figure 9) was suggested by area planning officials. Several possible sites are available and these should be studied in detail to determine which is best.

28 Bayou Lacombe

At present, there are no public launches in the Slidell area which lead directly to Lake Pontchartrain. The launch proposed at Bayou Lacombe (refer to Figure 7) would serve this area. There are several possible locations along the bayou and La. Hwy. 434 which roughly parallels it. These sites should be studied in detail to determine the best location.

29 Hackberry

The town of Hackberry is on the shore of Calcasieu Lake (refer to Figure 6) and there are no public launches in the vicinity at present. There are several possible launch sites along the shore of the Calcasieu Ship Channel which leads to Calcasieu Lake and the marsh areas of the Sabine National Wildlife Refuge. A detailed study should be undertaken to determine which of these sites is best.

30 Intracoastal Waterway-Gum Island Vicinity

This proposed launch site (refer to Figure 6) would provide water access to the Intracoastal Canal, Cote Blanche Bay, Vermilion Bay and the area marshes. A detailed site study should be undertaken to determine the extent of preparation necessary and design of the facility.

Natural Areas

Natural areas are unlike other coastal recreation areas in that they are large and do not require landward access. Formal (developed) facilities are unnecessary as the major emphasis is on maintaining the areas in their natural or wilderness condition. Regulation of the areas is, therefore, the major concern and this can be accomplished by acquisition, long term lease, agreement with land owners or other method. The cost of maintaining an area in its natural state varies with the method used.

34 St. Charles Parish Swamp and Marsh

This area (refer to Figure 7) is roughly bounded by Lake Pontchartrain, the Jefferson Parish boundary canal, U.S. Hwy. 61 and the Bonnet Carre' Spillway Levee. It is a fresh and intermediate marsh and cypress - tupelo gum swamp which is very important to the ecology of Lake Pontchartrain. It offers many passive recreational opportunities and features a wide variety of flora and fauna. The area is easily accessible to users via Lake Pontchartrain, the Spillway east levee launch and U.S. Hwy. 61. The area is under great developmental pressure from U.S. Hwy. 61. It should be preserved as a management area in order to maintain a healthy ecosystem for Lake Pontchartrain and provide continued recreational opportunities. The method of regulating the area (acquisition, leasing, etc.) should be studied in detail as there are numerous land owners.

39 Isles Dernieres

The Isles Dernieres, (refer to Figure 6) like Timbalier Island, are privately owned barrier islands. They are used to a very limited extent for petroleum extraction. These islands are used by a variety of seabirds, shorebirds and wading birds as a nesting area. They are also occassionally used by campers and surf fishermen. The feasibility of acquiring or leasing these islands as additions to the existing management areas should be studied in detail.

40 Creole Bayou Marsh

The Creole Bayou Marsh (refer to Figure 6) is a freshwater marsh in the southwest part of Terrebonne Parish. It is relatively unaltered by man and is home to a wide variety of animal life. Like the previously described Big Hog Bayou Swamp, it is affected by the flow of water from the Atchafalaya River. This natural area should be evaluated by the Department of Wildlife and Fisheries for possible inclusion in its system of management units.

Suggested Improvements:

(Phase I)-Closely monitor the actions of the marina operators to avoid future damage. Erect a gate at the entrance to prevent further vandalism and looting. (Phase II)-Plans for actual restoration work are unclear at this time, but the fort will probably be preserved as a historic ruin, as opposed to being renovated for the following reasons: (1) Fort Pike is nearby and in much better physical condition. (2) A tremendous amount of money is required for this type of renovation. For example, it is estimated that $1.7 million[1] would be required merely to stabilize the walls of the fort. This improvement would be invisible, as opposed to an action such as cutting down the weeds which yields a cosmetic but highly visible benefit. In summary, the Department of Art, History and Cultural Preservation, and the Department of State Parks and Recreation deem it wiser to concentrate on Fort Pike for renovation. Fort Macomb should, however, be maintained as a ruin and as such would offer the visitor an interesting comparison with Fort Pike in terms of design, construction methods and materials used. Before the public is encouraged to visit Fort Macomb basic improvements need to be made and action should be taken as soon as possible to halt further deterioration.

[1]Phone conversation with State Parks and Recreation Commission.

42 Fort Livingston

Fort Livingston is on Grand Terre Island (refer to Figure 8) across Barataria Pass from Grand Isle State Park. It is inaccessible by land and shares the island with the Department of Wildlife and Fisheries experiment station. The fort is rapidly deteriorating due to the wave and tidal action of the Gulf of Mexico. As with Fort Macomb, preliminary study indicates that restoration would be extremely expensive. Unlike Fort Macomb, there is little change of large numbers of visitors due to the lack of landward access.

Suggested Improvements:

(Phase I)-Thoroughly investigate the condition of Fort Livingston and estimate the amount of work necessary to prevent further erosion and deterioration. While restoration may be physically or financially impossible at this time the fort should at least be preserved as a historic ruin. (Phase II)-In the long run the fate of Fort Livingston as a historic site could be changed by the state. Grand Isle is only one half mile (approximate) away and is Louisiana's most heavily used Gulf beach. However, recreational opportunities on Grand Isle are limited

44 Fort Beauregard (Proctor)

Fort Beauregard, also known as Fort Proctor, is located southeast of Proctor Point in Lake Borgne (refer to Figure 7) in St. Bernard Parish. It was at one time connected to the village of Shell Beach, but has since been insulated from this settlement by the MRGO and an eroding marsh. A recent report by Coastal Environments, Inc. (1978) briefly examined the physical condition of the Fort Beauregard and other historical and cultural sites in St. Bernard Parish. The condition of the fort can be summarized as rapidly deteriorating and in need of immediate help.

Suggested Improvements:

A detailed survey of Fort Beauregard should be conducted to determine the amount of work required for preservation and maintenance as a historic ruin, specifically prevention of further erosion. To increase visits by the general public the possibility of a joint tour with Martello Castle, as previously described (refer to Site #43) should be studied.

The sites and recommendations for each site which preceded this summary are grouped by recreational site or facility type: Beaches, Boat Launches, Fishing Piers, Natural Areas and Historic Sites. Sites within each of these categories are arranged in order of priority based on the scores which resulted from the Shorefront Site Evaluation Criteria sheets found in Appendix II. The site which received the highest score within each category is listed first and the remaining sites are listed in descending order. A comparison of scores for different sites should only be made within each category. The resulting list reflects the overall relevance of each site in comparison with the others.

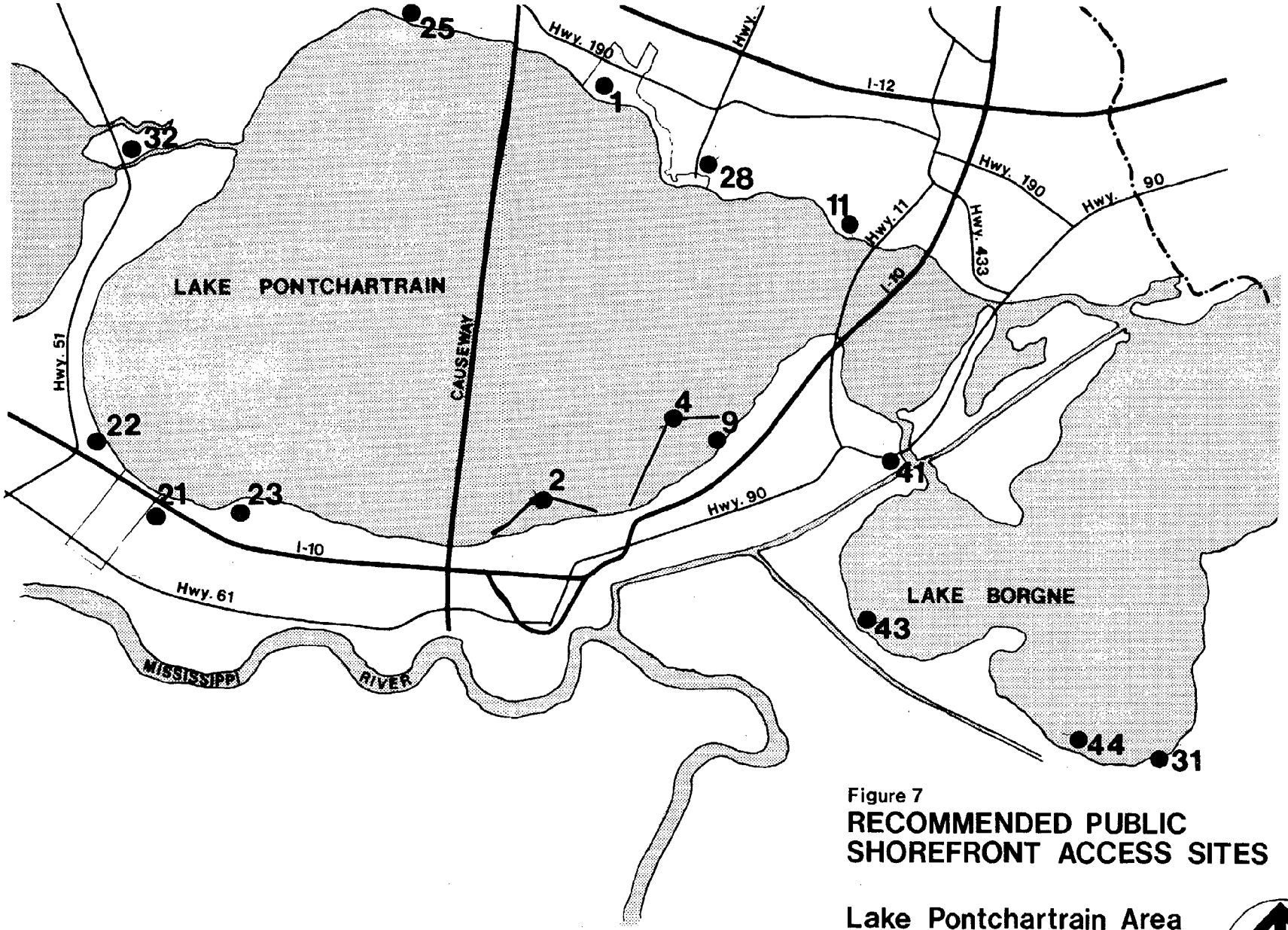


Figure 7

RECOMMENDED PUBLIC SHOREFRONT ACCESS SITES

Lake Pontchartrain Area

5 4 3 2 1 0 5 10
SCALE IN MILES

N

Burk and Associates, Inc.
engineers·planners environmental scientists

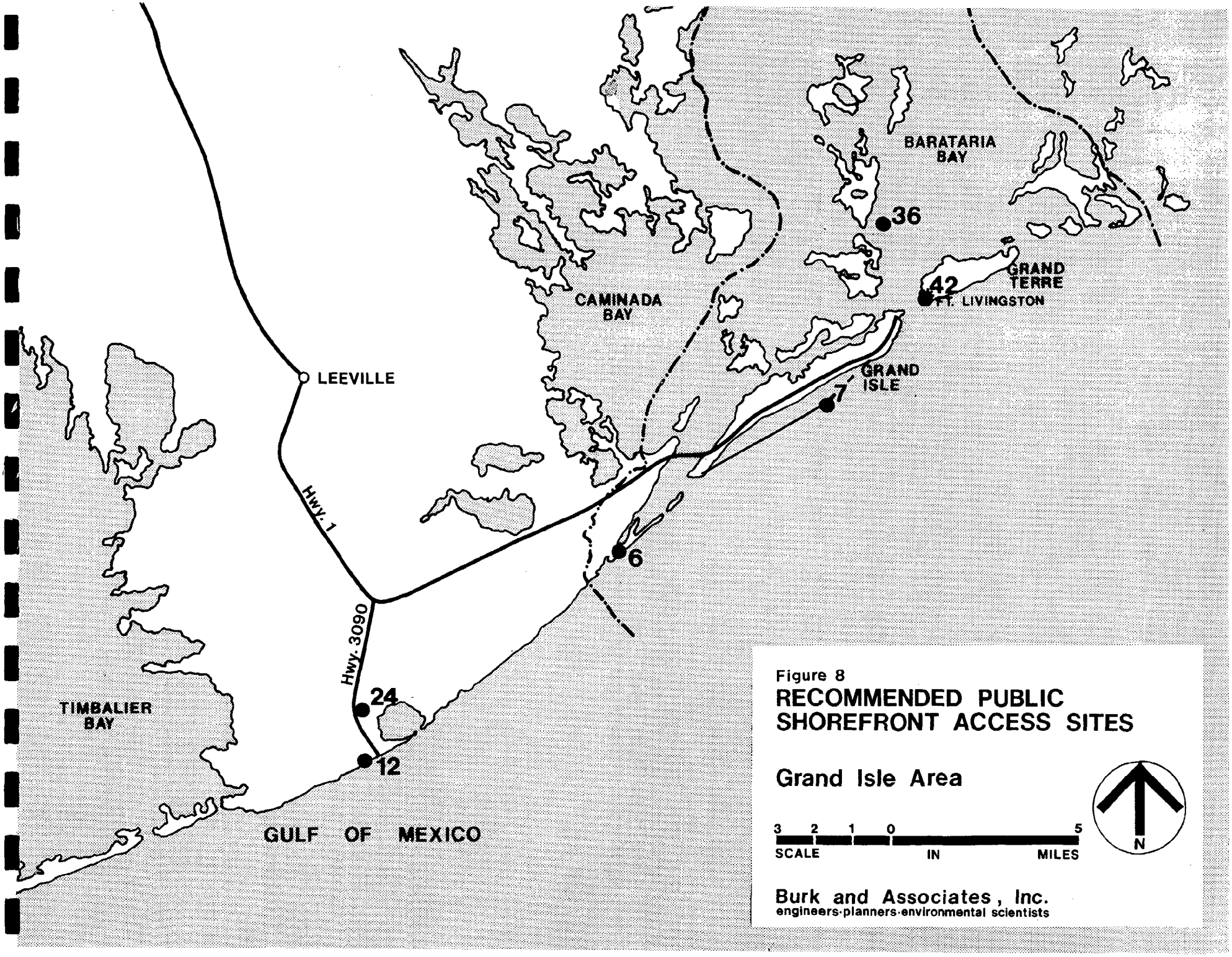


Figure 8
RECOMMENDED PUBLIC SHOREFRONT ACCESS SITES

Grand Isle Area

Burk and Associates, Inc.
engineers·planners·environmental scientists

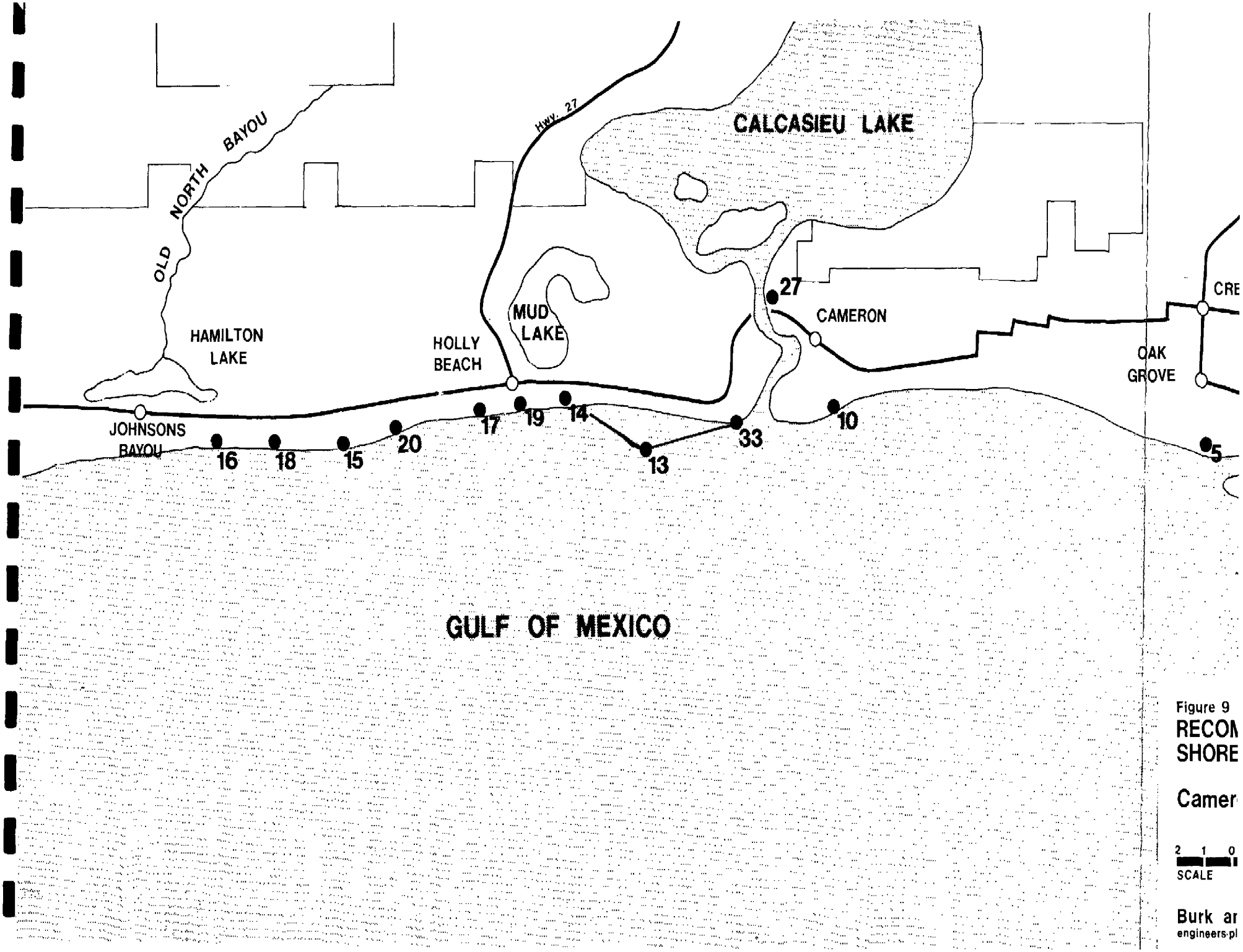


Figure 9
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Appendix

Appendix I

SAMPLE LETTER AND AGENCIES CONTACTED

The sample letter which follows was sent to twenty-six local, regional and state agencies which deal with coastal recreation. The list of agencies contacted is also provided. Note that an * on the left side of an agency address indicates that a reply was received from the agency.

May 8, 1978

Dear :

Burk and Associates is preparing a Shorefront Access Report for the Louisiana Department of Transportation and Development's Coastal Zone Management Program. Briefly, the objectives of the project are to identify and describe existing public shorefront recreation areas, to ascertain the type of access to these areas, to identify sites which are deemed as potential public shorefront recreation areas, and to identify shorefront areas which are in need of protection. The cultural, historical, aesthetic, environmental and recreational value of shorefront areas will be considered when determining the need for public access or protection.

Shorefront recreation and preservation areas are any sites which are immediately adjacent to the Gulf of Mexico, bay, major lake, bayou or river which empties into the Gulf. Public shorefront recreation or preservation areas include: beaches, boat launches, hunting areas and other water-related sites.

In order to thoroughly document the aforementioned areas we would appreciate input from your office regarding its shorefront related recreation or preservation efforts. This would include the following:

1. Location of existing public shorefront, beach or water related recreational facilities;

2. Description of current facilities, at the site or area;

3. The agency or group that maintains or manages the facility;

4. Sources of funding utilized by your agency for implementing new areas, expanding old areas and providing access to these areas.

5. Future policies and plans for expansion, or elimination of aforementioned areas and new areas;

6. Legislation or ordinances of your agency regarding water related recreational facilities and preservation areas;

7. Any areas in your professional judgement that may be worthy of consideration as a potential site for some type of shorefront recreation or for preservation and to what degree;

8. Comments and suggestions regarding the role of your agency in the provision of shorefront recreation and preservation sites and access to these sites.

Please be as specific as possible when describing the location of existing recreation areas and sites which you feel may be worthy for public acquisition. Include a simple map if it would help us to locate the site.

Your cooperation in this matter will be greatly appreciated and we look forward to your reply. We would appreciate a reply by Friday, May 26, so that we may review materials and meet our work schedule. If, in the interim, you have any questions please do not hesitate to contact us.

Sincerely,

BURK & ASSOCIATES, INC.
Engineers, Planners,
Environmental Scientists

AGENCIES CONTACTED

*Edward Durabb
South Central Planning & Development Commission
P.O. Box 846
Thibodaux, Louisiana 70301

*Gus Stacy
Imperial Calcasieu Regional Planning
& Development Commission
P.O. Box 3164
Lake Charles, Louisiana 70601

Layton Miller, Planning Director
Evangeline Economic Development District
P. O. Box 3322
Lafayette, Louisiana 70502

Regional Planning Commission for
Jefferson, Orleans, St. Bernard & St. Tammany
333 St. Charles Avenue, Suite 900
New Orleans, Louisiana 70130

Lawrence Gros, President
Assumption Parish Police Jury
P. O. Box 518
Napoleonville, Louisiana 70390

E. James Nunez, Treasurer
Cameron Parish Police Jury
P. O. Box 366
Cameron, Louisiana 70631

*Ernest Freyou, Secretary/Treasurer
Iberia Parish Police Jury
P. O. Box 970
New Iberia, Louisiana 70560

*Hugh Ford, Director
Jefferson Parish Planning Commission
3330 N. Causeway Blvd.
Metairie, Louisiana 70002

Bob Simons
Public Works Director
Lafourche Parish Police Jury
P. O. Box 507
Thibodaux, Louisiana 70301

Harold R. Katner
Director/Secretary
New Orleans City Planning Commission
Room 4W04, 1300 Perdido Street
New Orleans, Louisiana 70113

*Jack Stephens, Director/Secretary
St. Bernard Parish Planning Commission
2nd. Floor, Courthouse Annex
Chalmette, Louisiana 70043

Kevin Friloux
Parish Administrator
St. Charles Parish Police Jury
P. O. Box 302
Hahnville, Louisiana 70057

*Carey J. Roussel
Parish Manager
St. James Parish
Convent, Louisiana 70723

Robert M. Becnel
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St. John the Baptist Police Jury
P. O. Box 359
LaPlace, Louisiana 70068

Carroll Fuselier
Secretary/Treasurer
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P.O. Box 9
St. Martinville, Louisiana 70582

John Swiley
Parish Engineer
St. Mary Parish Police Jury
Courthouse
Franklin, Louisiana 70538

Craig Sindon, Director
St. Tammany Parish Planning Commission
Room M3, Courthouse
Covington, Louisiana 70433

Joseph A. Monistere
Federal Grant Administrator
P. O. Box 1556
Hammond, Louisiana 70404

Jewlitt P. Hulin
Secretary/Treasurer
Vermillion Parish Police Jury
P. O. Box 430
Abbeville, Louisiana 70510

*Arthur Theis, Chief Engineer
Office of Public Works
Box 4455
Capital Station
Baton Rouge, Louisiana 70804

*Dave Grouchy
Department of Transportation and Development
P. O. Box 44245
Capitol Station
Baton Rouge, Louisiana 70804

*Mark Northington
Office of Program Development
P. O. Box 44247
Baton Rouge, Louisiana 70804

*Joe Herring, Chief Game Division
Department of Wildlife & Fisheries
Box 44095
Capitol Station
Baton Rouge, Louisiana 70804

*Villere Reggio
Bureau of Land Management
New Orleans, Louisiana

*Kenneth Smith, Chief
Fish Division
Department of Wildlife & Fisheries
Box 44095
Baton Rouge, Louisiana 70804

*Jeep Snyder
Cultural Resources Section
U.S. Army Corps of Engineers
New Orleans District

NOTE: *Indicates that a response was received from the agency.

Shorefront Site Evaluation Criteria

Site Name: Fountainbleau State Park
Type of Site: Beach
Improvement Suggested: Improve Facility
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers				■		15.2
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites					■	14.5
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking					■	8.5
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area					■	15.5
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type				■		7.2
	TOTAL SITE SCORE						190.4

Site Name: Lakeshore Park
Type of Site: Man-made Beach
Improvement Suggested: Construct Beach
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers					■	19.0
3.6	Proximity to Major Access Roads					■	18.0
2.9	Proximity to Similar Sites				■		11.6
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking			■			4.8
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area				■		12.4
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type				■		7.2
	TOTAL SITE SCORE						186.9

Shorefront Site Evaluation Criteria

Site Name: Burn's Point
Type of Site: Boat Launch, Beach, Camping Area
Improvement Suggested: Man-made Beach
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads			■			10.8
2.9	Proximity to Similar Sites					■	14.5
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access				■		10.4
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area					■	15.5
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type			■			5.4
	TOTAL SITE SCORE						176.9

Site Name: Edgelake/Little Woods in New Orleans
Type of Site: Urban Shoreline
Improvement Suggested: Regulate Use, Improve Access
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers					■	19.0
3.6	Proximity to Major Access Roads					■	18.0
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development					■	10.5
2.3	Degree of Private Development on Site	■					2.3
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area					■	15.5
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type			■			5.4
	TOTAL SITE SCORE						176.7

Shorefront Site Evaluation Criteria

Site Name: Rutherford Beach State Park
Type of Site: Beach
Improvement Suggested: Access and Facilities Improvement
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access				■		10.4
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking					■	8.5
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area					■	15.5
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type				■		7.2
	TOTAL SITE SCORE						174.7

Site Name: Elmer's Island
Type of Site: Beach
Improvement Suggested: Acquire and Improve Access
Ownership: Public/Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers				■		15.2
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site			■			6.9
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access			■			7.8
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area		■				6.2
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type				■		7.2
	TOTAL SITE SCORE						170.1

Shorefront Site Evaluation Criteria

Site Name: Grand Isle
Type of Site: Beach
Improvement Suggested: Acquire and Improve Access, Parking
Ownership: Public/Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers				■		15.2
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development					■	10.5
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access			■			7.8
2.5	Ease of Improving Landward Access				■		10.0
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type					■	16.0
3.1	Potential as a Multiple Use Area		■				6.2
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type					■	9.0
	TOTAL SITE SCORE						166.9

Site Name: Cypremont Beach State Park
Type of Site: Man- made Beach
Improvement Suggested: Improve Facilities
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads			■			10.8
2.9	Proximity to Similar Sites					■	14.5
2.1	Potential Loss of Site to Development	■				■	2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access				■		10.4
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking					■	8.5
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area			■			9.3
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type			■			5.4
	TOTAL SITE SCORE						165.4

Shorefront Site Evaluation Criteria

Site Name: Lincoln Beach
Type of Site: Beach
Improvement Suggested: Improve Access
Ownership: Public (Leased to Private)

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers					■	19.0
3.6	Proximity to Major Access Roads					■	18.0
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development					■	10.5
2.3	Degree of Private Development on Site	■					2.3
1.4	Compatibility with Adjacent Uses				■		5.6
2.6	Availability of Landward Access				■		10.4
2.5	Ease of Improving Landward Access				■		10.0
1.7	Availability of Parking					■	8.5
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality		■				7.0
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area				■		12.4
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements	■					12.0
1.8	Cost (Low-High) by Site Type	■					1.8
	TOTAL SITE SCORE						164.9

Site Name: Cameron-town South
Type of Site: Beach
Improvement Suggested: Acquire Access, Improve Parking
Ownership: Private/Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers				■		15.2
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access				■		10.4
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type					■	9.0
	TOTAL SITE SCORE						164.5

Shorefront Site Evaluation Criteria

Site Name: North Shore (Old Coast Guard Station)
Type of Site: Beach and Fishing Pier
Improvement Suggested: Acquire and Construct Man-made Beach
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers				■		15.2
3.6	Proximity to Major Access Roads			■			10.8
2.9	Proximity to Similar Sites				■		11.6
2.1	Potential Loss of Site to Development					■	10.5
2.3	Degree of Private Development on Site	■					2.3
1.4	Compatibility with Adjacent Uses			■			4.3
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking					■	8.5
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area			■			9.3
3.5	Environmental Damage from Improvements			■		■	17.5
1.2	Ease of Phasing Improvements			■			3.6
1.8	Cost (Low-High) by Site Type		■				3.6
						TOTAL SITE SCORE	160.7

Site Name: Fourchon
Type of Site: Beach
Improvement Suggested: Access Improvement
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site			■			6.9
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	10.4
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area		■				6.2
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type				■		7.2
						TOTAL SITE SCORE	157.2

Shorefront Site Evaluation Criteria

Site Name: Holly Beach to Cameron
Type of Site: Beach
Improvement Suggested: Provide Beach Access
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access			■			7.8
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements				■		14.0
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type				■		7.2
						TOTAL SITE SCORE	152.1

Site Name: Holly Beach - East End
Type of Site: Beach
Improvement Suggested: Provide Access
Ownership: Public/Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites		■				5.8
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access			■			7.8
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type					■	9.0
						TOTAL SITE SCORE	151.0

Shorefront Site Evaluation Criteria

Site Name: Constance Beach
Type of Site: Beach
Improvement Suggested: Improve Access to Beach, Parking
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites		■				5.8
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site			■			6.9
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type					■	9.0
	TOTAL SITE SCORE						150.3

Site Name: Johnson's Bayou - East End
Type of Site: Beach
Improvement Suggested: Improve Access to Beach, Parking
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites		■				5.8
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site			■			6.9
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type					■	9.0
	TOTAL SITE SCORE						148.5

Shorefront Site Evaluation Criteria

Site Name: Holly Beach - West End
Type of Site: Beach
Improvement Suggested: Improve Facilities
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking					■	8.5
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality		■				7.0
4.0	Relative Importance of Site by Type		■				8.0
3.1	Potential as a Multiple Use Area		■				6.2
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type					■	9.0
	TOTAL SITE SCORE						147.0

Site Name: Ocean View Beach
Type of Site: Beach
Improvement Suggested: Improve Access to Beach, Parking
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites		■				5.8
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site			■			6.9
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type					■	9.0
	TOTAL SITE SCORE						146.8

Shorefront Site Evaluation Criteria

Site Name: Holly Beach
Type of Site: Beach
Improvement Suggested: Improve Beach Access, Parking
Ownership: Public/Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites		■				5.8
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site		■				4.6
1.4	Compatibility with Adjacent Uses				■		5.6
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access				■		10.0
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking			■			4.8
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area		■				6.2
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type				■		7.2
	TOTAL SITE SCORE						142.5

Site Name: Peveto Beach
Type of Site: Beach
Improvement Suggested: Improve Access to Beach, Parking
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites	■					2.9
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site				■		9.2
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality		■				7.0
4.0	Relative Importance of Site by Type		■				8.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type					■	9.0
	TOTAL SITE SCORE						134.5

Shorefront Site Evaluation Criteria

Site Name: Johnson's Bayou - West End
Type of Site: Beach
Improvement Suggested: Acquire 700' Public Access Over Private Land
Ownership: Private

NOT RECOMMENDED

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads			■			10.8
2.9	Proximity to Similar Sites	■					2.9
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site				■		9.2
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access	■					2.6
2.5	Ease of Improving Landward Access				■		10.0
1.7	Availability of Parking	■					1.7
1.6	Ease of improving Parking				■		6.4
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type		■				8.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements			■			10.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type		■				3.6
	TOTAL SITE SCORE						107.6

Site Name: Hackberry Beach
Type of Site: Beach
Improvement Suggested: Acquire and Construct Access
Ownership: Private

NOT RECOMMENDED

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads		■				7.2
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access	■					2.6
2.5	Ease of Improving Landward Access	■					2.5
1.7	Availability of Parking	■					1.7
1.6	Ease of improving Parking	■					1.6
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements	■					3.5
1.2	Ease of Phasing Improvements	■					1.2
1.8	Cost (Low-High) by Site Type	■					1.8
	TOTAL SITE SCORE						97.7

Shorefront Site Evaluation Criteria

Site Name: Chenier au Tigre
Type of Site: Beach
Improvement Suggested: Acquire and Construct Access
Ownership: Private

NOT RECOMMENDED

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers	■					3.8
3.6	Proximity to Major Access Roads	■					3.6
2.9	Proximity to Similar Sites				■		11.6
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site		■				4.6
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access	■					2.6
2.5	Ease of Improving Landward Access	■					2.5
1.7	Availability of Parking	■					1.7
1.6	Ease of improving Parking		■				3.2
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements	■					3.5
1.2	Ease of Phasing Improvements		■				2.4
1.8	Cost (Low-High) by Site Type	■					1.8
	TOTAL SITE SCORE						81.6

Site Name:
Type of Site:
Improvement Suggested:
Ownership:

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers						
3.6	Proximity to Major Access Roads						
2.9	Proximity to Similar Sites						
2.1	Potential Loss of Site to Development						
2.3	Degree of Private Development on Site						
1.4	Compatibility with Adjacent Uses						
2.6	Availability of Landward Access						
2.5	Ease of Improving Landward Access						
1.7	Availability of Parking						
1.6	Ease of improving Parking						
3.5	Overall Scenic (Aesthetic) Quality						
4.0	Relative Importance of Site by Type						
3.1	Potential as a Multiple Use Area						
3.5	Environmental Damage from Improvements						
1.2	Ease of Phasing Improvements						
1.8	Cost (Low-High) by Site Type						
	TOTAL SITE SCORE						

Shorefront Site Evaluation Criteria

Site Name: Tchefuncte River/Lake Pontchartrain
Type of Site: Boat Launch
Improvement Suggested: Construct
Ownership: Public/Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site				■		9.2
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking				■		6.4
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area		■				6.2
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type				■		7.2
	TOTAL SITE SCORE						155.3

Site Name: Cocodrie
Type of Site: Boat Launch
Improvement Suggested: Improve Facilities
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites				■		11.6
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	10.4
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking				■		6.4
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements				■		14.0
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type					■	9.0
	TOTAL SITE SCORE						148.9

Shorefront Site Evaluation Criteria

Site Name: Cameron - Town
Type of Site: Boat Launch
Improvement Suggested: Acquire and Construct
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers				■		15.2
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites	■					2.9
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site			■			6.9
1.4	Compatibility with Adjacent Uses			■			4.2
2.6	Availability of Landward Access				■		10.4
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking			■			4.8
3.5	Overall Scenic (Aesthetic) Quality		■				7.0
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements		■				2.4
1.8	Cost (Low-High) by Site Type			■			5.4
						TOTAL SITE SCORE	132.2

Site Name: Bayou LaCombe
Type of Site: Boat Launch
Improvement Suggested: Acquire and Construct
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites				■		11.6
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site		■				4.6
1.4	Compatibility with Adjacent Uses				■		5.6
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking		■				3.2
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type		■				8.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements			■			10.5
1.2	Ease of Phasing Improvements			■			3.6
1.8	Cost (Low-High) by Site Type			■			5.4
						TOTAL SITE SCORE	130.9

Shorefront Site Evaluation Criteria

Site Name: Hackberry
Type of Site: Boat Launch
Improvement Suggested: Acquire and Construct
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites		■				5.8
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses				■		5.6
2.6	Availability of Landward Access				■		10.4
2.5	Ease of Improving Landward Access				■		10.0
1.7	Availability of Parking		■				3.4
1.6	Ease of improving Parking			■			4.8
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type		■				8.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements			■			10.5
1.2	Ease of Phasing Improvements			■			3.6
1.8	Cost (Low-High) by Site Type			■			5.4
	TOTAL SITE SCORE						122.6

Site Name: Intracoastal Waterway - Gum Island
Type of Site: Boat Launch
Improvement Suggested: Acquire and Construct
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads			■			10.8
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access				■		10.4
2.5	Ease of Improving Landward Access				■		10.0
1.7	Availability of Parking		■				3.4
1.6	Ease of improving Parking				■		6.4
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type		■				8.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements				■		14.0
1.2	Ease of Phasing Improvements		■				2.4
1.8	Cost (Low-High) by Site Type			■			5.4
	TOTAL SITE SCORE						105.4

Shorefront Site Evaluation Criteria

Site Name: Bonnet Carre Spillway East Levee Launch
Type of Site: Boat Launch
Improvement Suggested: Improve Access
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers				■		15.2
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites				■		11.6
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking					■	8.5
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area		■				6.2
3.5	Environmental Damage from Improvements	■					17.5
1.2	Ease of Phasing Improvements	■					6.0
1.8	Cost (Low-High) by Site Type	■					9.0
	TOTAL SITE SCORE						178.1

Site Name: Frenier Beach
Type of Site: Boat Launch
Improvement Suggested: Improve Facility, Parking
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites					■	14.5
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site				■		9.2
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area		■				6.2
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type					■	9.0
	TOTAL SITE SCORE						176.2

Shorefront Site Evaluation Criteria

Site Name: St. Charles/Jefferson Parish Canal
Type of Site: Boat Launch
Improvement Suggested: Construct
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers					■	19.0
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site		■				4.6
1.4	Compatibility with Adjacent Uses				■		5.6
2.6	Availability of Landward Access				■		10.4
2.5	Ease of Improving Landward Access				■		10.0
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area		■				6.2
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements				■		4.8
1.8	Cost (Low-High) by Site Type				■		7.2
	TOTAL SITE SCORE						161.4

Site Name: Fourchon
Type of Site: Boat Launch
Improvement Suggested: Facilities Improvement
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites				■		11.6
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	10.4
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type					■	9.0
	TOTAL SITE SCORE						156.1

Shorefront Site Evaluation Criteria

Site Name: Hopedale
Type of Site: Fishing Pier
Improvement Suggested: Construct Pier, Improve Parking
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers				■		15.2
3.6	Proximity to Major Access Roads				■		14.4
2.9	Proximity to Similar Sites				■		11.6
2.1	Potential Loss of Site to Development			■			6.3
2.3	Degree of Private Development on Site		■				4.6
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area		■				7.2
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type			■			5.4
	TOTAL SITE SCORE						159.3

Site Name: Manchac Fishing Pier
Type of Site: Fishing Pier
Improvement Suggested: Improve Facility
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads					■	18.0
2.9	Proximity to Similar Sites		■				5.8
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site				■		9.2
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking			■			4.8
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type		■				8.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements					■	6.0
1.8	Cost (Low-High) by Site Type				■		7.2
	TOTAL SITE SCORE						142.9

Shorefront Site Evaluation Criteria

Site Name: Calcasieu Ship Channel Jetties
Type of Site: Fishing Pier
Improvement Suggested: Construct
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads			■			10.8
2.9	Proximity to Similar Sites		■				5.8
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access			■			7.8
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking				■		6.4
3.5	Overall Scenic (Aesthetic) Quality				■		14.0
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements				■		14.0
1.2	Ease of Phasing Improvements			■			3.6
1.8	Cost (Low–High) by Site Type		■				3.6
	TOTAL SITE SCORE						136.4

Site Name:
Type of Site:
Improvement Suggested:
Ownership:

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers						
3.6	Proximity to Major Access Roads						
2.9	Proximity to Similar Sites						
2.1	Potential Loss of Site to Development						
2.3	Degree of Private Development on Site						
1.4	Compatibility with Adjacent Uses						
2.6	Availability of Landward Access						
2.5	Ease of Improving Landward Access						
1.7	Availability of Parking						
1.6	Ease of improving Parking						
3.5	Overall Scenic (Aesthetic) Quality						
4.0	Relative Importance of Site by Type						
3.1	Potential as a Multiple Use Area						
3.5	Environmental Damage from Improvements						
1.2	Ease of Phasing Improvements						
1.8	Cost (Low–High) by Site Type						
	TOTAL SITE SCORE						

Shorefront Site Evaluation Criteria

Site Name: St. Charles Parish Marsh and Swamp
Type of Site: Natural Area
Improvement Suggested: Acquire or Lease (Regulate Use)
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers					■	19.0
3.6	Proximity to Major Access Roads					■	18.0
2.9	Proximity to Similar Sites		■				5.8
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access				■		10.0
1.7	Availability of Parking				■		6.4
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements				■		4.8
1.8	Cost (Low-High) by Site Type			■			5.4
	TOTAL SITE SCORE						175.4

Site Name: Cote Blanche Island
Type of Site: Natural Area
Improvement Suggested: Acquire or Lease (Regulate Use
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads			■			10.8
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site			■			6.9
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access				■		10.4
2.5	Ease of Improving Landward Access				■		10.0
1.7	Availability of Parking			■			5.1
1.6	Ease of improving Parking				■		6.4
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area		■				6.2
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements				■		4.8
1.8	Cost (Low-High) by Site Type		■				3.6
	TOTAL SITE SCORE						136.9

Shorefront Site Evaluation Criteria

Site Name: Queen Bess Island
Type of Site: Natural Area
Improvement Suggested: Acquire or Lease (Regulate Use)
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads	■					3.6
2.9	Proximity to Similar Sites						14.5
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site	■					2.3
1.4	Compatibility with Adjacent Uses				■		7.0
2.6	Availability of Landward Access	■					2.6
2.5	Ease of Improving Landward Access	■					2.5
1.7	Availability of Parking	■					1.7
1.6	Ease of improving Parking	■					1.6
3.5	Overall Scenic (Aesthetic) Quality				■		17.5
4.0	Relative Importance of Site by Type				■		20.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements				■		17.5
1.2	Ease of Phasing Improvements				■		6.0
1.8	Cost (Low-High) by Site Type			■			5.4
	TOTAL SITE SCORE						117.1

Site Name: Big Hog Bayou Swamp
Type of Site: Natural Area
Improvement Suggested: Acquire or Lease (Regulate Use)
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads	■					3.6
2.9	Proximity to Similar Sites		■				5.8
2.1	Potential Loss of Site to Development		■				4.2
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access	■					2.6
2.5	Ease of Improving Landward Access	■					2.5
1.7	Availability of Parking	■					1.7
1.6	Ease of improving Parking	■					1.6
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements				■		4.8
1.8	Cost (Low-High) by Site Type		■				3.6
	TOTAL SITE SCORE						114.6

Shorefront Site Evaluation Criteria

Site Name: Timbalier Island
Type of Site: Natural Area
Improvement Suggested: Acquire or Lease (Regulate Use)
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers	■					3.8
3.6	Proximity to Major Access Roads	■					3.6
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access	■					2.6
2.5	Ease of Improving Landward Access	■					2.5
1.7	Availability of Parking	■					1.7
1.6	Ease of improving Parking	■					1.6
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements				■		4.8
1.8	Cost (Low-High) by Site Type		■				3.6
						TOTAL SITE SCORE	107.6

Site Name: Isles Dernieres
Type of Site: Natural Area
Improvement Suggested: Acquire or Lease (Regulate Use)
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers	■					3.8
3.6	Proximity to Major Access Roads	■					3.6
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access	■					2.6
2.5	Ease of Improving Landward Access	■					2.5
1.7	Availability of Parking	■					1.7
1.6	Ease of improving Parking	■					1.6
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type				■		16.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements				■		4.8
1.8	Cost (Low-High) by Site Type		■				3.6
						TOTAL SITE SCORE	107.6

Shorefront Site Evaluation Criteria

Site Name: Creole Bayou Marsh
Type of Site: Natural Area
Improvement Suggested: Acquire or Lease (Regulate Use)
Ownership: Private

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers	■					3.8
3.6	Proximity to Major Access Roads	■					3.6
2.9	Proximity to Similar Sites	■					2.9
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access	■					2.6
2.5	Ease of Improving Landward Access	■					2.5
1.7	Availability of Parking	■					1.7
1.6	Ease of improving Parking	■					1.6
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements				■		4.8
1.8	Cost (Low-High) by Site Type		■				3.6
	TOTAL SITE SCORE						105.8

Site Name:
Type of Site:
Improvement Suggested:
Ownership:

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers						
3.6	Proximity to Major Access Roads						
2.9	Proximity to Similar Sites						
2.1	Potential Loss of Site to Development						
2.3	Degree of Private Development on Site						
1.4	Compatibility with Adjacent Uses						
2.6	Availability of Landward Access						
2.5	Ease of Improving Landward Access						
1.7	Availability of Parking						
1.6	Ease of improving Parking						
3.5	Overall Scenic (Aesthetic) Quality						
4.0	Relative Importance of Site by Type						
3.1	Potential as a Multiple Use Area						
3.5	Environmental Damage from Improvements						
1.2	Ease of Phasing Improvements						
1.8	Cost (Low-High) by Site Type						
	TOTAL SITE SCORE						

Shorefront Site Evaluation Criteria

Site Name: Fort Macomb
Type of Site: Historic Fort
Improvement Suggested: Improve Facility
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers					■	19.0
3.6	Proximity to Major Access Roads					■	18.0
2.9	Proximity to Similar Sites		■				5.8
2.1	Potential Loss of Site to Development				■		8.4
2.3	Degree of Private Development on Site			■			6.9
1.4	Compatibility with Adjacent Uses			■			4.2
2.6	Availability of Landward Access					■	13.0
2.5	Ease of Improving Landward Access					■	12.5
1.7	Availability of Parking				■		6.8
1.6	Ease of improving Parking					■	8.0
3.5	Overall Scenic (Aesthetic) Quality			■			10.5
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements			■			3.6
1.8	Cost (Low-High) by Site Type		■				3.6
	TOTAL SITE SCORE						152.9

Site Name: Fort Livingston
Type of Site: Historic Fort
Improvement Suggested: Improve Facility
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers		■				7.6
3.6	Proximity to Major Access Roads	■					3.6
2.9	Proximity to Similar Sites					■	14.5
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access	■					2.6
2.5	Ease of Improving Landward Access	■					2.5
1.7	Availability of Parking	■					1.7
1.6	Ease of improving Parking	■					1.6
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type					■	20.0
3.1	Potential as a Multiple Use Area		■				6.2
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements		■				2.4
1.8	Cost (Low-High) by Site Type	■					1.8
	TOTAL SITE SCORE						120.1

Shorefront Site Evaluation Criteria

Site Name: Martello Castle
Type of Site: Historic Fort
Improvement Suggested: Improve Facility
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads	■					3.6
2.9	Proximity to Similar Sites				■		11.6
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access	■					2.6
2.5	Ease of Improving Landward Access	■					2.5
1.7	Availability of Parking	■					1.7
1.6	Ease of improving Parking	■					1.6
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements			■			3.6
1.8	Cost (Low-High) by Site Type		■				5.4
						TOTAL SITE SCORE	114.7

Site Name: Fort Bequregard (Proctor)
Type of Site: Historic Fort
Improvement Suggested: Improve Facility
Ownership: Public

CRITERION RANK	CRITERION	1	2	3	4	5	SCORE
3.8	Proximity to Population Centers			■			11.4
3.6	Proximity to Major Access Roads	■					3.6
2.9	Proximity to Similar Sites			■			8.7
2.1	Potential Loss of Site to Development	■					2.1
2.3	Degree of Private Development on Site					■	11.5
1.4	Compatibility with Adjacent Uses					■	7.0
2.6	Availability of Landward Access	■					2.6
2.5	Ease of Improving Landward Access	■					2.5
1.7	Availability of Parking	■					1.7
1.6	Ease of improving Parking	■					1.6
3.5	Overall Scenic (Aesthetic) Quality					■	17.5
4.0	Relative Importance of Site by Type			■			12.0
3.1	Potential as a Multiple Use Area	■					3.1
3.5	Environmental Damage from Improvements					■	17.5
1.2	Ease of Phasing Improvements			■			3.6
1.8	Cost (Low-High) by Site Type	■					1.8
						TOTAL SITE SCORE	108.2

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