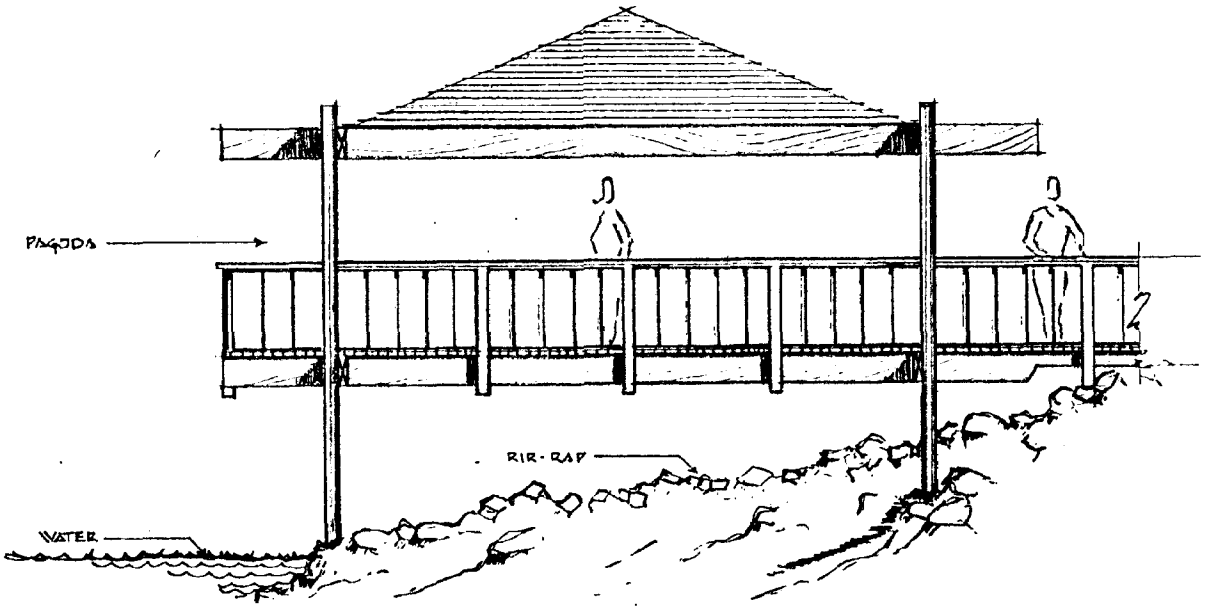
MAR 1987

WATERFRONT ANALYSIS



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CITY OF WAVELAND

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BOB HUBBARD-ALTERMAN

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EATON & ASSOCIATES

601-371-1637 JACKSON, MISS. 39212

March 7, 1987

John L. Longo, Mayor
City of Waveland, MS.
P.O. Box H
301 Coleman Ave.
Waveland, MS 39576

Dear Mayor Longo:

We are pleased to present this Waterfront Analysis to the City of Waveland for your consideration and action regarding the phased development of this Master Plan for the selected project area.

The Waterfront Review Committee worked very closely with the Consultant and contributed many ideas which have been incorporated into the study content. Also, Mr. Jerry Mitchell with the Mississippi Department of Wildlife Conservation-Bureau of Marine Resources in Long Beach provided excellent direction and worked closely with the Consultant in developing several technical ideas and approaches to the overall development plan.

This is a worthwhile project, since it will serve the young people through the senior citizens, as well as a variety of special events and activities which could be carried out on and adjacent to this proposed facility. In addition, it will be a definite added attraction to the tourists who visit the Buccaneer State Park each year. When the tourists and others utilize this facility, it should generate additional revenues for those

ROUTE I BOX 96-I GORE RD.

businesses along Coleman that would provide services and supplies to those individuals fishing or just enjoying the other amenities provided by this proposed facility.

As you and the City Board know, a grant has been applied for to help develop Phase I, which is primarily the extended fishing pier at the end of the existing Ladner Pier. If this grant or grants are received by the end of March, 1987, then the first phase of this overall development plan can be started within a few months. This project could not have been developed at this pace unless the close cooperation had existed between the aforementioned agencies and individuals. Here again, it definitely shows that individuals in Waveland, working together with the city Board and taking full advantage of grant opportunities, can develop needed and worthwhile projects for the citizens and others to enjoy.

We want to thank you for your and Mr. Louis Smolensky's participation on the Waterfront Review Committee. We are looking forward to developing the first phase of this overall project for the City of Waveland in the very near future.

Sincerely,

Ray Eaton

Ray Eaton
dba: Eaton & Associates

RE/ge

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CONCEPTS

Existing Street and Circulation Layout

Proposed Fishing Pier and Related Improvements

PERSPECTIVE

Perspective of Waterfront Development Plan

SUMMARY OF FINDINGS AND RECOMMENDATIONS

FINDINGS

Based on the field work, discussions with city officials, discussions with the Pier committee, and other individuals, the following findings are presented:

1) The proposed project is needed and worthwhile, and will serve all age groups, from the young to the senior citizens.

2) The existing pier and beach areas can be fully utilized and expanded upon to create an attractive setting for the proposed facilities.

3) This project would complement Buccaneer State Park, since no park development along these lines is anticipated.

The State Park would welcome the addition and consider it an asset for the area, based on discussions with Mr. Rozzell, Director, State Bureau of Recreation and Parks.

4) This facility would help draw tourists and local visitors close to the commercial areas on Coleman Ave. This should help increase sales and services, which would support activities being carried out in the proposed project area.

5) These proposed project activities can be completed with grant/local funds and phased over a period of time. By preceeding in this manner, every phased portion of the project can be kept within the city's budget.

6) The proposed project can be utilized for city and related activities, such as Fishing Rodeos, Art Exhibits, Fire Cracker Displays, Gumbo/Seafood Festivities, Musical Concerts, and a variety of other activities which could be conducted on this proposed facility.

RECOMMENDATIONS

Based on discussions with various officials and Review Committee members, field observations, and conclusions drawn from the development of this Analysis, it is recommended that:

1) The proposed project be developed in phases with complete handicap access, as set forth in this Waterfront Analysis.

2) A city-wide contest be held for the naming of this proposed waterfront project. Even though the existing pier is known as Ladner's Pier, an overall waterfront name should be developed as a theme for the project. This name would then appear on any stationery developed for this project, be reflected on directional and informational signs, and would appear on any literature the City would send out of state advertising what type of recreational and waterfront facilities are available in the Waveland area.

   This contest should be advertised and the City Board or a special committee named

by the City Board select a winning name and give a cash prize or gift donated by some of the merchants. The top three names selected should receive a gift or an award of some type.

3) Pamphlets outlining special daily or week-end activities at the pier be left at the State Park, City Information centers, and other key locations throughout the City, so everyone will know, including the tourists, about what functions are planned in any given week.

4) All proposed day and night activities be closely coordinated with the private sector so they would remain open to provide services and supplies to tourists and others using or participating in the events or activities.

5) Merchants along Coleman Ave. work closely with Highway 90 businesses for the purpose of selling some of their merchandise and then sharing in the profit. The reason for this recommendation is it is very possible that many of the tourists and others

enjoying the waterfront facility will shop in the commercial establishments on Coleman Ave. and not venture up to Highway 90 during their stay. By working together, the merchants can keep the front end cost down by not purchasing additional merchandise.

6) Attractive Directional/Informational signs be selectively located starting at Highway 90, which will conveniently lead the tourists through the City, down Coleman Ave. and to the waterfront facility before they turn west on Beach Boulevard and head into the State Park area.

7) Stop lights be located at the intersection of Coleman and Beach Blvd. and at the intersection of Terrace and Beach Blvd. These stop lights should be coordinated on a time lag system, which allows for pedestrians to cross Beach Blvd., as well as signal for the movement of traffic.

If and when the traffic becomes excessive along Beach Blvd., and the traffic lights begin to delay traffic, then an overhead

pedestrian walkway should be developed at one or two locations. The underside of this overhead walkway would need to be high enough so all emergency vehicles, as well as 18 wheeler trucks, could safely pass under this structure.

8) At least once a month, civic groups such as Ladies' Clubs, American Legion, Boy Scouts, Girl Scouts, Senior Citizen groups, Men's Clubs, and other organized groups should help by scheduling a clean-up and/or work project for this proposed facility. For example, the groups could plant shrubbery, trees, flowers, or make other improvements as an on-going activity.

   Before any of these proposed activities are actually carried out, the City Hall should be contacted accordingly and each project coordinated with the City so there is no duplication of projects involved and everything would be acceptable to the City of Waveland.

9) A combination of high and low lighting be installed for effective day and night lighting. There should be flood lights

at the gate entrance, illuminating the directional and informational sign. Also, install lights at each pagoda, restroom facilities, storage area, equipment area, and along the walkways and piers. Eventually, there should be high lighting and low lighting in the parking area between Coleman and Terrace Ave. Special lighting effects in the parking area, interfaced with the low shrubbery, trees, and flowers, would create a very attractive setting for nighttime activity.

In addition, if possible, low lightings along the bottom part of the pier should be installed at a set interval. When these lights are turned on separately, it would create a floating effect of the pier projecting out into the Mississippi Sound. This would result in a very attractive appearance, combined with the low lighting around the shrubbery throughout the project area.

The night lighting effect of all the aforementioned features would be a most attractive

item that the local residents and tourists, as well as the fishermen, would enjoy when using this facility or driving by this specific area.

10) The City, civic groups, and merchants prepare special events, night shows, week-end activities, fishing and crabbing competition, kid days, food bazzars, and related entertainment to coincide with the eight day annual meeting of the International Pioneers Camping Club planned in 1990 at Buccaneer State Park. All activities should be coordinated with Mr. Rozzell, Director, State Bureau of Recreation and Parks. These types of entertainment and activities should be an ongoing function, starting when the pier opens.

11) The City and County elected officials continue to work with both State and Federal Representatives to improve the Beach Road, as well as the protective sand beach and other beach improvements. The timing and width of beach nourishment and road improvements await future studies

by the U.S. Corps of Engineers and County Engineers. (The proposed beach and parking facilities shown on the Conceptual Layout are optimum in size and could vary, based on costs and permitting concerns expressed by State and Federal Regulatory Agencies).

WATERFRONT ANALYSIS

FOR

WAVELAND, MISSISSIPPI

I. PURPOSE

The purpose of this Waterfront Analysis and related Conceptual Layouts is to set forth how the City of Waveland could upgrade, enhance, and/or expand its urban waterfront adjacent to the Mississippi Sound for public use, economic re-development, conservation, and preservation of the City's near-shore areas.

The primary focus of this analysis will be on the possible waterfront facilities, which would include the existing Ladner Pier and the adjacent water and sand beach areas. The secondary emphasis of this analysis would address the traffic and related circulation

facilities on Coleman, Terrace, St. Joseph, Central Ave. (between St. Joseph and Terrace), and Beach Boulevard (between St. Joseph and Terrace). Detailed improvements regarding the traffic circulation, streets, and other related features will be covered under a Phase II Analysis presently being developed.

One of the main reasons this project area was initially selected is the majority of tourists which visit Buccaneer State Park travel down Coleman Ave. to Beach Boulevard before turning west on Beach Boulevard to the State Park. At the present time, there are very few facilities along Coleman or on the beach area that would make the tourists stop, shop, sight see, and mainly spend money.

Once the tourists traveling to Buccaneer State Park would see proposed fishing and related amenities, as shown on the Conceptual Layout, they would more than likely return and utilize this facility after they check into the Buccaneer State Park. By drawing many of the tourists back to the downtown area,

they would more than likely spend money for gas, food, and related supplies while fishing on the pier, enjoying the sand beach, crabbing, or just sitting under the pagodas and enjoying the view.

Since the heaviest tourist season is normally during the summer months, the city's civic organizations, special event organizations, and others could plan special week-ends or daily events. These activities could include fireworks, art exhibits, a display of some type, and other local activities, which could be carried on during the daytime or night time so the tourists and local citizens would enjoy watching or actually participating. Special programs could be left at several locations around the City, Information Centers, and the State Park showing the forthcoming activities.

Since there will be night lighting throughout the proposed development area, evening activities should be coordinated with the

private business sector so they would remain open to provide services and/or supplies to the tourists and county citizens that would be utilizing the pier and related facilities.

II. OBJECTIVES

Some of the initial overall objectives which this analysis has identified and addressed include:

A) Take advantage of the annual tourist traffic.

B) Assist existing commercial and other private establishments to enjoy some monetary benefits.

C) Work with private developers who are or will be developing projects in this area or adjacent areas so that everyone is working together regarding the initial and future development of these proposed facilities.

III. REVIEW COMMITTEE

The Mayor and City Board appointed a Review Committee to work with the Consultant during the development of the Waterfront Analysis

The Review Committee consisted of the following individuals:

1) Mayor John Longo, Jr.
2) Alderman Louis Smolensky
3) Vincent Schott
4) Nancy Gex
5) Donald Caserta
6) Ray Kidd
7) Buddy Klein

The Review Committee met with the Consultant and assisted in establishing overall goals and project direction for the Mayor and City Board's consideration. They also reviewed preliminary information and related layouts when developed by the Consultant, and continued to define goals and additional project development prior to the final submission of the study and related conceptual layouts to the City Board.

The Review Committee will be present when the final presentation is made to the Mayor and City Board regarding the overall project development for the selected waterfront area.

Mr. Jerry Mitchell was not a committee member, but acted as a special advisor to the committee and the Consultant. Mr. Mitchell was present at every Review Committee Meeting and provided valuable assistance during these meetings, as well as throughout the development of the overall project.

The Mayor was a member of the Review Committee, so when any suggestions were made regarding funding or public improvements, he was able to advise the committee on possible city participation. Also, if necessary, he could call or arrange a meeting with the full City Board for their review, discussion, and possible approval. By approaching the project in this manner, the City Administration was aware of the planning progress as the program developed.

The Mayor and City Board will make all final decisions regarding the study content and related development. As previously mentioned,

one action the Board has already taken was to apply for grant funds to assist in the development of Phase I of this proposed waterfront improvement project.

IV. DEVELOPMENT PLAN

The Conceptual Development Plan is outlined in sketch form located in the back of this report on two layout sheets. One Conceptual Layout delineates primarily the street patterns and circulation of the project area, and the second Conceptual Layout depicts the existing shore line and the proposed improvements regarding the Waterfront Development Plan. The last exhibit in this report is a copy of the perspective rendering showing how the Development Plan could possibly look once the overall construction is completed.

As previously stated, the Conceptual Layout showing the streets and circulation patterns has been discussed on the following pages and recommendations made as to possible improvements. However, since this will be

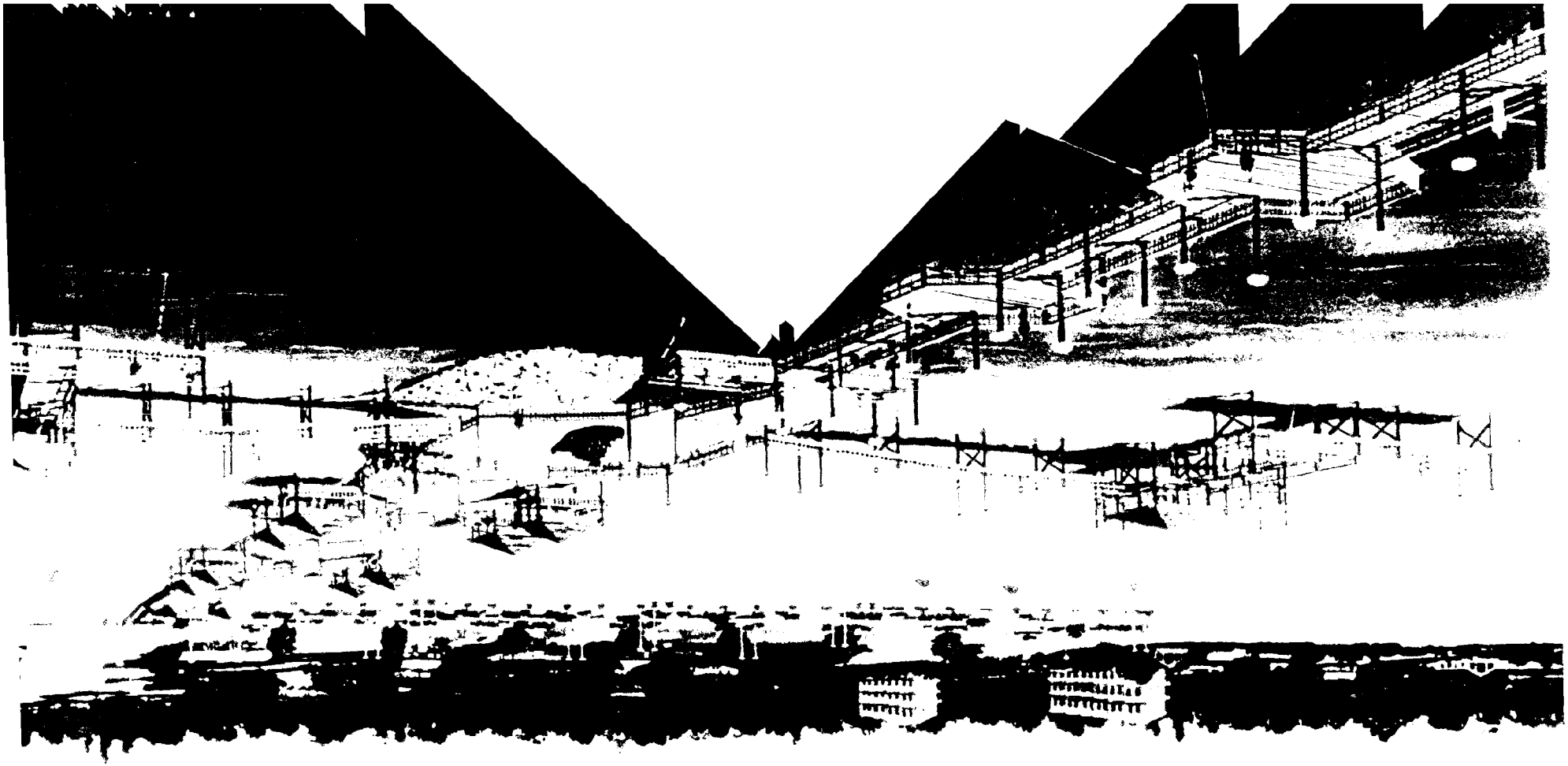
the secondary impact regarding this Analysis, no cost estimates or detailed analysis will be made at this time. This work activity will be included in the next study phase, which is being developed at the present time.

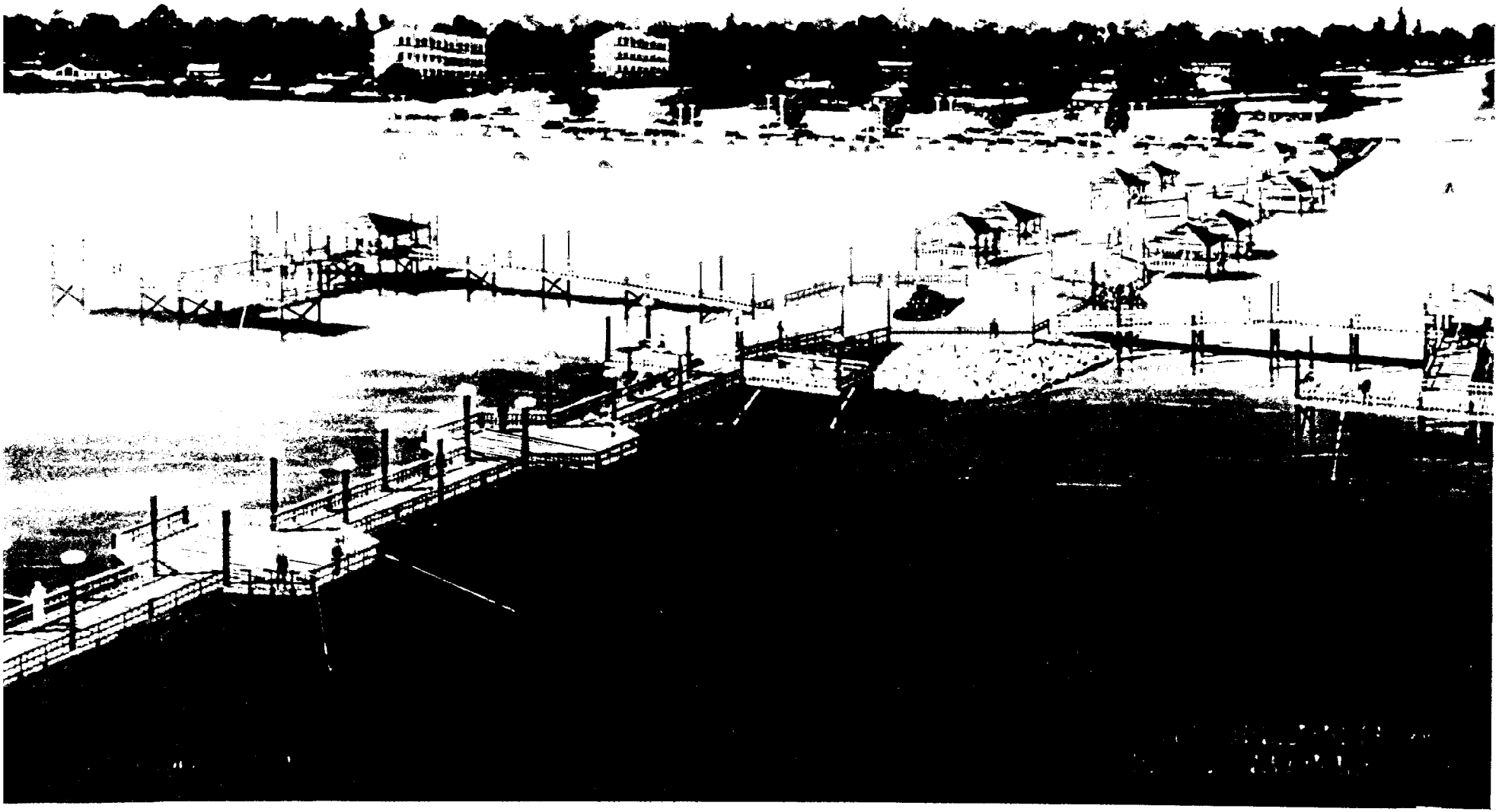
The enlarged Conceptual Layout showing the pier expansion and related development activities has been discussed in detail on the following pages. Cost estimates have been prepared showing the possible phasing of the overall project. Phase I, as discussed herein, will be initiated this year, provided the grant funds, as requested, are secured by the City of Waveland.

The following outline identifies existing conditions, outlines possible improvements, and recommends development strategy for public and possible private areas within or adjacent to the project area:

A) STREETS AND CIRCULATION SYSTEM

The Street Layout Map located in the back of this report covers the project





area and existing circulation system. The project area is bound to the north by Central Ave., to the south by Beach Boulevard, to the east by Terrace Ave., and to the west by St. Joseph Street. This map also shows a portion of Ladner Pier at the end of Terrace Ave. and a smaller pier at the end of Coleman Ave. These two piers have been enlarged in scale and are shown on a separate conceptual layout.

The Street and Circulation Conceptual Layout show the general location of sidewalks, streets, driveways, drainage areas, houses, and the aforementioned pier areas. The streets are outlined as follows:

1) <u>COLEMAN AVENUE</u> - An asphalt overlay should be considered for the entirety of Coleman Ave., crowning the center and spreading the drainage to the east and west side of Coleman. All parking bays

along Coleman on the east and west side should be re-asphalted so the proper slope is developed and drainage will be carried down each side of the street to the drop inlets or to an existing major drainage ditch. While this work is being undertaken, it is recommended that the area around the City Hall be upgraded with asphalt, striping, sidewalks, shrubbery, and other improvements which will be developed under the Phase II Study Program. Also, additional parking should be considered for the library and the multi-purpose building. Other city and county owned facilities along Coleman should be improved when this street is upgraded overall. Selected areas should be identified for placement of trees, shrubs, grass, etc.

Before the asphalt improvements are made, the drainage structure which crosses Coleman from the northwest corner of the railroad track side to the southeast corner on the Central side should be corrected and possibly enlarged to adequately handle the existing and proposed drainage conditions. All other surface or underground drainage culverts, inlets, or open ditches crossing or running parallel to Coleman Ave. should be checked and upgraded accordingly prior to any asphalt being initiated.

2) TERRACE AVENUE - Terrace Ave. is low from Central Ave. to Beach Blvd. During heavy periods of rain, over half the length of the street is completely inundated. In addition, the grass and gravel shoulders on each side of Terrace Street are higher than the street surface in many areas. This makes

the water pond in many areas along Terrace Ave. after each rain, which tends to deteriorate the asphalt surface. It is recommended that Terrace Street be raised in height, based on a detailed instrument survey and related design. This increased height would have to be carefully coordinated with driveways, street intersections, and other existing features along Terrace Ave. between Central and Beach Blvd. The shoulders along the improved roadway must be kept lower than the street so the water from each rain will travel immediately off the street across the shoulders, and into the existing drainage ditches on each side of Terrace Ave. The underground and on-grade drainage ditches need to be cleaned and checked for slope so all surface run-off on both sides of the street will drain properly. If necessary,

additional drop inlets, culverts, and other improvements should be made as appropriate to adequately correct the drainage conditions.

3) ST. JOSEPH STREET - St. Joseph Street has recently been widened with an asphalt overlay, and surface drainage conditions have been improved as much as possible in some areas between Bourgeois St. and Beach Blvd. However, there still are some drainage inlets and drainage ditches in this same area which need to be corrected and upgraded so the water during future rains do not pond unnecessarily.

It is very important that the natural and major drainage way crossing around and underneath the condominium complex facing on Beach Blvd. be kept open so the water can reach the large underground drainage pipe on St. Joseph. Once the water reaches this area, it can

drain from St. Joseph underground to Coleman, then under Coleman Ave. eastward along Arlington Street.

St. Joseph Street from Bourgeois Street to Central Ave. has several problems which must be addressed and corrected as economically feasible. The existing fence lines and right-of-way lines make it virtually impossible to widen the street unless a curb and drop inlet system replace the partial drainage ditch system along both sides of St. Joseph. If the curb and street system are widened out with drop inlets, it would eliminate many of the problems the residents are now experiencing. Some of the residents' yards pond after a rain, and probably will do so after these improvements are made. The reason for the ponding is their yard is lower than the

street. However, with the new drop inlet system, it will give them a chance to either raise their yard or tie an inlet system from their yard to the new street inlet system.

This is a more costly way of approaching the situation, but due to the rights-of-ways, fencelines, and other existing conditions, it will be the best solution to upgrading this area, as well as trying to maintain approximately the same street width as presently exists between Beach Blvd. and Bourgeois along St. Joseph.

The majority of the tourists which visit Buccaneer State Park either come down Coleman or Nicholson, and then travel westward along Beach Boulevard to the Buccaneer State Park. Due to this situation, it means that virtually all tourists except those approaching the Buccaneer State Park from the westward direction

will drive by the proposed waterfront improvements, which will be located between Terrace and St. Joseph Streets on the Gulf side.

At present, when the tourists travel across the Beach Road or come down Nicholson, and especially Coleman, there are few attractions enticing them to stop and spend money. Even though this trade will be seasonal, the existing commercial outlets should expand their merchandise lines to include the type of products which tourists can purchase daily along Highway 90. In order to keep the front end costs down, the commercial outlets along Coleman should work out an agreement with businesses along Highway 90 to sell their products and share in the revenues. This aspect, incorporated with the pier, fishing areas, swimming, parking, displays, and civic entertainment should make the tourists stop, investigate the nice facilities, and possibly spend money at this location before or after proceeding to the State Park.

Any new facilities to be located in this area must be designed in a manner so that they can be used or rented out during the winter months as much as possible, thereby making this type of venture more economically possible. Some of the possibilities which should be explored include: the City of Waveland or Hancock County Government Agencies utilizing these new facilities on a temporary basis during the winter months, either for storage of equipment or a temporary location of maintenance facilities, police, fire, training facilities, etc. Also, depending on the design of any proposed facilities, private organizations such as civic groups, Boy Scouts, Girl Scouts, schools, and other public and semi-public agencies could rent these facilities during the off season. If enough groups would sign up for rental of these facilities during the off-season, a set revenue could be projected that would be economical to

each individual agency involved, and at the same time, collectively show how the annual debt would be amortized over a reasonable period of time.

By developing the pier and related facilities, and also providing room for future expansion of all facilities, Waveland and Hancock County will be able to take maximum advantage of this tourist trade and the future expansions which Buccaneer State Park is anticipating.

It is very important that the traffic circulation and parking not be bottle-necked where Coleman and Beach Boulevard intersect. Therefore, as the tourists come down Coleman, there should be adequate circulation for them to move into parking areas or to turn and go toward Buccaneer Park without creating a bottleneck in this immediate vicinity. It is possible that Beach Boulevard will have to be widened another lane toward the north side for approximately one

block between Coleman and Terrace and Coleman and St. Joseph, thereby allowing the traffic to adequately accelerate and decelerate into the normal lanes. This means any obstructions that are illegally placed in the right of ways at the present time would have to be removed or the City would have to remove them and charge the property owners accordingly for time and effort of removing items and other obstructions from the public right-of-way; then the City Attorney would have to deal with these specific items accordingly.

B) COORDINATION WITH BUCCANEER STATE PARK

Mr. Aubrey Rozzell, Director of the Bureau of Recreation and Parks for the Mississippi Department of Natural Resources, provided excellent information regarding Buccaneer State Park. This park has an annual visitation of several hundred thousand each year. In 1985, the park had a total of 659,450 visitors. There was a slight drop in 1986 to approximately 520,000

visitors. As can be easily determined from these statistics, there is a tremendous amount of vehicular traffic over the city streets, especially Coleman Ave. and Beach Blvd. each year.

There are proposed expansions at the park, which possibly include a new restaurant and motel constructed by private enterprise. These expansions, including the private development, will definitely attract additional visitors to the park and will increase local traffic conditions.

Mr. Rozzell also stated that the Buccaneer State Park collected $590,664 in revenues in 1985, but in 1986, the revenue decreased to $505,903. Even though there was a revenue reduction in 1986, Mr. Rozzell considered both years excellent, considering the economic condition of the state. This fiscal year, 1987, (which began July 1, 1986), will probably reach the $600.000 fighure, which proves the visitors are returning to Buccaneer and the Gulf Coast. In order to generate

this type of revenues, you must have constant visitation (which the park has had for several years), and provide good facilities and services to all visitors.

Last summer, Mr. Rozzell was assured after personally speaking to the International Pioneers Camping Club in Boling Green, Kentucky that they will hold their annual meeting at Buccaneer State Park in 1990. This group could be as large as 500 to 800 big, expensive camping rigs. They will be camping at Buccaneer for approximately eight days, and will be spending a substantial amount of money in the immediate area, as well as all along the Coast.

Based on this aspect alone, and the information that the annual visitation should increase each year, attractive directional/informational signs should be carefully located, starting at Highway 90 and placed in special locations, which will guide the campers and visitors

through the City, down Coleman Ave., and past the proposed pier development before they turn west on Beach Blvd. and continue on to the Buccaneer State Park. The pier development should also be placed on this same informational/directional sign, thereby showing the visitors that new facilities have been added for their enjoyment.

In addition, Mr. Rozzell said the State Park and proposed pier development would compliment one another. He believed the pier development would be an asset, since the State Park is not anticipating any construction along these lines to serve the visitors.

Grant funds could be requested from his agency for assistance on future construction phases, since this project would meet the eligibility criteria. In order to secure grant funds, a project must rate high on a priority list and grant funds must be available.

C) PIER AND RELATED DEVELOPMENT

The Pier/Waterfront Development Plan is shown in map form on the Conceptual Layout in the back of this Analysis. This project is the first, or one of the first, multi-use fishing piers completely laid out for handicap access along the Coast.

The following phases of construction with related cost estimates are based on present day labor and material rates and should be escalated accordingly after September, 1987. If any of the following phases cannot be completed, due to grant or local participation as shown, that uncompleted portion will be carried over with the next phase. The next phase will then be adjusted accordingly.

1) PHASE I

- o 520 foot fishing pier with piling, lights, fish cleaning area,

bait holders, handicap ramping to pier, benches, and some fill at the end of the existing Ladner Pier.

- o Water Line and Electrical Panel
- o Survey, Soil Investigation, Design, Contingency

----------$131,000.00

2) PHASE II

- o Sewer Lines
- o Water Lines
- o Electrical Lines/ Lighting
- o Restroom Building, Handicap Accessible
- o Watchman/Electrical Area Storage Area and Supply Area Building, Handicap Accessible
- o Signs
- o Fence
- o Sidewalk
- o Ramps

- o Benches
- o Trash Recepticles
- o Water Fountains
- o Walkway and Emergency Lane Improvements
- o Piling/Retaining Wall/ Rip-Rap
- o Survey, Soils Investigation, Design, Contingency

----------$154,000.00

3) PHASE III

- o Emergency Access Road, Fill Material, Base Material, and Surface Course
- o Rip-Rap/Piling
- o Pier/Hand Rail/Benches/ Lighting
- o Survey, Soils Investigation, Design, Contingency

----------$154,000.00

4) PHASE IV

- o Four (4) Pagodas With Walkway, Stairs, Piling, and Handicap Accessible
- o Trash Recepticle
- o Water Fountains
- o Lights
- o Benches
- o Tables
- o Survey, Soil Investigation, Design, Contingency

----------$136,000.00

5) PHASE V

- o Both Side Piers with Observation/Pagodas, Fishing, Crabbing, Lighting, and Handicap Accessible
- o Survey, Soil Investigation, Design, Contingency

----------$130,000.00

6) PHASE VI

- o Four (4) Pagodas With Walkway, Stairs, Piling, and Handicap Accessible
- o Trash Recepticle
- o Water Fountains
- o Lights
- o Benches
- o Tables
- o Survey, Soil Investigation, Design, Contingency

----------$136,000.00

7) PHASE VII

- o Parking Area Fill Material, Base Material, Surface Course, Concrete Curbs, Concrete Walks, Concrete Bumper Stops for each Car, Railing, Ramps, and Handicap Accessible
- o High and Low Lighting, Landscaping, Showers, Railroad Tie Fence,

- Signs, Stop Lights, Water Line
- Survey, Soils Investigation, Design, Contingency

----------$152,000.00

V. POSSIBLE SOURCES OF FINANCING

The previous section, which contained the Development Plan with related cost estimates and a phase by phase implementation schedule was tentatively established to coincide with possible sources of financing which can be determined at this time. Since the grant funds vary from year to year, none of the contacted agencies could specify specific amounts of anticipated grant funds any one entity would receive. Therefore, the amount of grant funds from each source will not be indicated.

Based on contacting City, County, State, and Federal agencies, the immediate source of funds for the various phasing is outlined as follows:

1) PHASE I

- o Bureau of Marine Resource - Grants
- o Waveland - Local Funds

2) PHASE II

- o Bureau of Marine Resource - Grants
- o Bureau of Outdoor Recreation - Grants
- o Waveland - Local Funds

3) PHASE III

- o Bureau of Marine Resource - Grants
- o Bureau of Outdoor Recreation - Grants
- o Waveland - Local Funds

4) PHASE IV

- o Bureau of Marine Resource - Grants
- o Bureau of Outdoor Recreation - Grants
- o Waveland - Local Funds

5) PHASE V

- o Bureau of Marine Resource - Grants
- o Bureau of Outdoor Recreation - Grants
- o Waveland - Local Funds

6) PHASE VI

- o Bureau of Marine Resource - Grants
- o Bureau of Outdoor Recreation - Grants
- o Waveland - Local Funds

7) PHASE VII

- o Bureau of Marine Resource - Grants
- o Bureau of Outdoor Recreation - Grants
- o Waveland - Local Funds

Other sources of funds which could not be committed at this time, but could possibly be developed beginning with Phase II through Phase VII, include county participation, special recreational levy, a local private bill, private donations, and special assessments. In addition, it is possible that during Phase II through Phase VII, new State/Federal Programs (Grants/Loans) would be developed, thereby providing an additional source of funding for this type of development.

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