

LONG BEACH ACCESS STUDY

CAPE FEAR COUNCIL OF GOVERNMENTS

AUGUST 1979

This report was financed in part by the National Oceanic and Atmospheric Administration and the State of North Carolina.

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1.0 INTRODUCTION

The incorporated area of Long Beach includes the majority of the Brunswick County barrier island known as Oak Island. Located on the southern coast of Brunswick County, the island has an east-west direction. Yaupon Beach and Fort Caswell Beach are incorporated communities east of Long Beach.

Long Beach extends from the Yaupon Beach west limit to Lockwoods Folly Inlet, a distance of approximately 8 miles. The southern boundary is the Atlantic Ocean and the northern boundary is the Intracoastal Waterway.

There are three major land classifications in Long Beach. The first is the ocean shoreline consisting of a sandy beach abutting a rather poorly defined frontal dune system. A second classification known as the Big Davis Canal estuarine system is located behind the shoreline. This system begins near the east limits of the town as a system of brackish fresh water ponds and broadens to an area of extensive marsh and tidal flats near the inlet. The third land classification exists behind the estuarine area. That area is characterized as maritime and loblolly pine - turkey oak forest. This area is the most abundant in the town and is the most stable against any form of erosion.

Developers have promoted the town as an ocean resort. Property on the ocean was the first subdivided and developed. A system of streets behind the frontal dune serves both ocean front and interior lots. The major ocean front development has occurred west of 58th Street East. Shoreline development in some areas has resulted in a constant battle with the elements for preservation. In most cases this has been caused either by the absence of foredune protection or the constant shifting of land around the inlet.

In a Land Use Plan completed and adopted in 1976 by Long Beach, the use and protection of the shoreline was addressed. In response to requests for public input, citizens identified the beach as a natural resource that should be protected for public recreation. Citizens were divided on the issue of encouraging greater public use. The long-time resident was more inclined to encourage more use by improving access and protecting the esthetic and pro-

protective nature of the sand dunes because of a reliance of the town economy on the tourist trade. Absentee owners were in favor of shoreline protection and the improvement of services, but were not inclined to favor more growth, especially commercial growth.

At any rate, the town is mandated by both federal and state statute to provide for and protect the public access to beach areas within its corporate limits. This document will address the problems associated with that mandate and will offer a plan to meet all requirements for the provision of public access.

2.0 PROBLEM IDENTIFICATION

2.1 The need for public access to coastal areas has been recognized for more than four decades. In 1935, the U. S. Department of the Interior recommended that the federal government buy available undeveloped properties along the east coast for public use. At that time, the average cost per mile of beach was \$9,000. Today, depending on the location, that cost could be \$5,000,000.00; progress has been made. The preserves on the North Carolina Outer Banks are a prime example of the federal governments effort.

It is estimated that 50 percent of the U. S. population is within 50 miles or 1 hour's drive of some part of the coastline. When you consider that swimming is the nations number one outdoor recreation and that boating and water-skiing rank third and fifth, that number has increased significance.

North Carolina has a total coastline measurement of 1,326 miles. This includes beach (285 miles), bluff (260 miles), and marsh (781 miles). Eighty-six percent of 1,145 miles of the coastline is privately owned making access to recreational opportunities more difficult. The state does have a total of 139 miles open to recreational pursuits.

In the past, the limited commercial development (motels, restaurants, etc.) coupled with poor highway access has resulted in the relative light use of Long Beach as a commercial resort. It has had a family resort flavor to its development and use. That image is being altered.

The industrial development of areas on the mainland has resulted in more permanent residents on the island. Improved highways and bridges have made it easier for inland residents to own and maintain a second home at the beach. The main traffic artery, Yaupon Drive had an average daily traffic count for the year of 4,100 vehicles per day. This is quite heavy considering the fact that the permanent nine-month population for the town is less than 2,000.

Developable land within the corporate limits is almost totally subdivided. However, only 20 percent of the lots are developed. Increased employment opportunities, the newly constructed municipal water system, the possibility of a municipal sewer system, and crowded conditions of coastal areas north and south of Brunswick County is sure to result in heavy population increases in the near future.

Even prior to development, land owners perceived a need for access. Sixty public and one private access points exist from Ocean Drive. Most of these areas are dedicated street right of way that have not been developed. All are marked and 25 had steps across the first dune. The anticipated development of interior lots, increased day traffic, and the further development of the community as a vacation area will increase demand for the development of these access points.

2.2 What kind of beach access is needed? Generally, the public needs both visual and pedestrian access. The fragile nature of this state's coastline prohibits vehicular access.

Visual access requires that parcels at various points remain vacant of permanent structures. It requires that areas be designated for motorists to park. It also requires that careful consideration be given to protecting the dunes and vegetation at these points.

Pedestrian access requires all of the above considerations plus some method of reaching the beach without contributing to the erosion of the dunes. The construction and use of such structures must follow very strict standards in the interest of public safety.

2.3 Access to the beach should be made available by everyone who does not own property that abuts the shoreline. This includes residents living on interior lots, day visitors to the beach from other parts of the county, and vacationers. At least visual access should be provided to the handicapped.

2.4 There are several economic reasons for providing sufficient public access. First, it is essential for the continued growth of the community. Most of the ocean front properties have been developed. The attraction of buyers to the undeveloped interior lots will be influenced by the availability of developed public access points to the beach at convenient points. Second, commercial development (an increased tax base) will be dependent upon an increased permanent population and an increase in tourist trade. Third, the local tax dollar cannot support the continued maintenance of the shoreline. If federal and state monies are to be used, it will have to be in the public's interest and not for the benefit of a few property owners. Therefore, public access to the beach is essential.

2.5 Without some control over access the frontal dunes risk destruction. Heavy pedestrian use of a dune area results in a loss of vegetation and a rapid increase in erosion.

The loss of frontal dunes opens interior properties to probable significant damage caused by wind and tidal action. Construction should always occur landward of the frontal dune and a systematic plan for the re-vegetation of dunes should be developed and practiced.

The existence of designated access points will maximize a community's efforts to protect frontal dunes. Stiff penalties should exist for using other than designated access points and strict enforcement procedures implemented.

3.0 POLICY MAKING

3.1 The number of people using any beach is greater than the local population. The requirements of the non-resident user are greater than those of the resident. A non-resident has to have a place to park his car, dispose of his trash, to sleep, and to eat. The only contribution the non-resident makes to the maintenance of beach facilities is through the one cent local sales tax levied by the local government on items or services purchased.

The problem of meeting the beach needs of the resident population is relatively simple and inexpensive. Meeting the needs of the non-resident is a far greater task and requires a significant increase on the part of government if public recreation needs are to be met. The government provider is the unanswered question. Should non-resident users be the problem of the federal, state, or local government?

3.2 In 1972, the Congress passed the Coastal Zone Management Act. The act recognized the fact that competing demands on the land and water resources of the coastal areas were resulting in a decrease in marine resources and wildlife, a permanent change in ecological systems, shoreline erosion, and a decrease in open space and recreation areas.

It became the policy of the federal government to assist the various coastal states in preserving, protecting, restoring, enhancing, and where applicable developing the resources of the coastal zone. The act encouraged, with financial incentives, the states to adopt and exercise legal, uniform controls over the development of coastal areas. Federal agencies were directed to assist and support the management controls advanced by cooperating states.

The North Carolina Coastal Area Management Act of 1974 imposed planning and management requirements on each of its 20 coastal counties and the municipalities therein. The act required communities to develop land use plans that specifically identified areas of environmental concern and the development of a planning process to provide beach access.

The state assumed the position that in areas other than state or federal parks, it was the primary responsibility of the local unit of government to provide adequate beach access to the public. The Coastal Resources

Commission, authorized by the Coastal Area Management Act, developed a set of policies designed to strengthen and supplement local efforts. Those policies are:

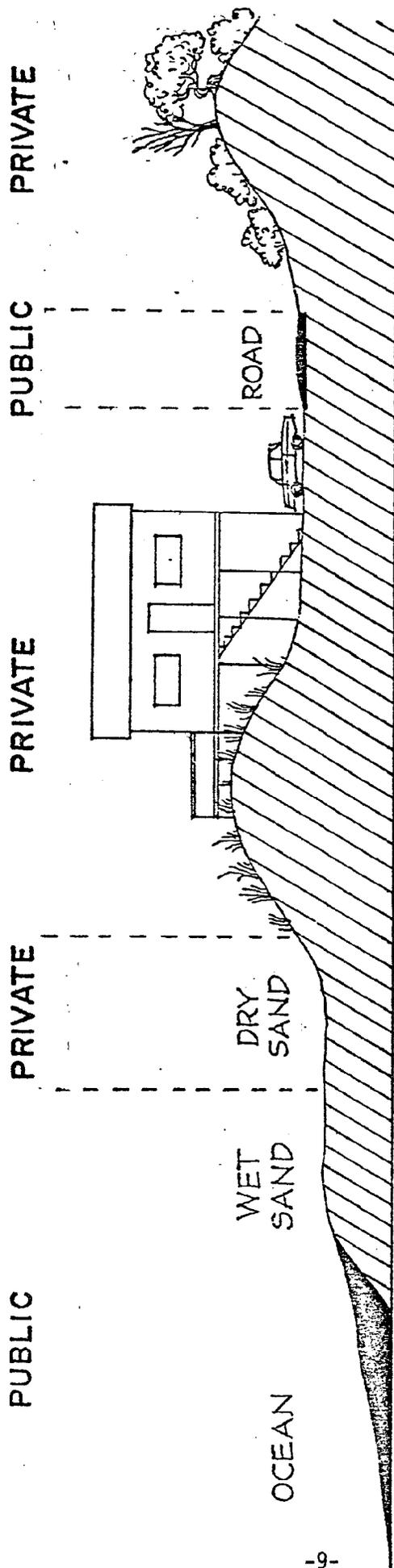
1. It is official policy to foster, protect, improve and ensure optimum access to and recreational opportunities at beach areas consistent with public rights, constitutionally protected rights of private property owners and the need to protect natural resources from overuse.
2. Development shall not interfere with the public's right of access to the shorefront where acquired through public acquisition, dedication, or customary use as established by the courts.
3. The responsibility of insuring that the public can obtain adequate access to public trust resources of the ocean, sounds, rivers and tributaries is primarily that of local governments to be shared and assisted by state and federal units of government.
4. Beach nourishment protection projects funded by the state and federal government will not receive initial or additional funds unless adequate public access is provided. This must include access rights, adequate identification and adequate parking.
5. State properties with shorefront areas intended to be used by the public must encourage, permit and provide public access.
6. State and Federal properties with shorefront areas must maximize public use and benefit of these areas.
7. State and Federal funds for beach access will only be provided to localities that provide parking and protection of the frontal dune as well as access.
8. The state should continue in its efforts to supplement and improve road access to and within the twenty county coastal area.
9. In order to avoid weakening the protective nature of frontal dunes, no development will be permitted which would involve the removal or relocation of frontal dune sand or frontal dune vegetation. 7NCAC 7I .0306(c). The sands held in the frontal dune are recognized as vital for the nourishment and protection of ocean beaches.
10. Highest priority will be given to development projects that will provide access to public beaches, protect nesting sites of beach dependent species and protect or preserve islands.

11. All land use plans and state actions to provide additional shorefront access must recognize the need of providing access in an equitable fashion and consider the needs of all socio-economic groups.

These actions on the part of the federal and state governments have shifted the burden to local units of government. Locals must now implement the policies initiated by those governments or suffer the consequences of limited or no growth and no outside funding for capital projects related to beach access and recreation.

3.3 The effect of these stated policies on other plans and programs is significant. Development plans, subdivision regulations, zoning ordinances, parking regulations, and to a lesser degree building codes must be reviewed to determine consistency with CAMA regulations. That review process must be completed and recommended amendments made if the town is to gain full benefit from a beach access plan.

TYPICAL PATTERN OF BEACH OWNERSHIP



The "beach" is divided into four parts. The area seaward of the mean low tide line is termed the sea, the area between the mean low tide line and the mean high tide line (covered by normal tidal flow) is termed the wet sand, the area between the mean high tide line and the line of vegetation is termed the dry sand area, and the area above the vegetation line is termed upland.

4.0 THE PLAN

4.1 The definition of the term beach is considered in the State's Coastal Management Plan. It describes beaches as "lands consisting of unconsolidated soil materials that extend from the mean low water line landward to a point where either (A) the growth of vegetation occurs, or (B) a distinct change in the slope or elevation of the unconsolidated sands alters the configuration of the land form."

While the above definition is acceptable for regulatory purposes, it lacks the specifics necessary for a clear description of public rights and does not apply to estuarine beaches. The Coastal Resources Commission has adopted the following definition which applies to both shoreline and estuarine beaches.

Beach - land areas extending from the mean low to the mean high water line and beyond this line to where either (a) the growth of the vegetation occurs, or (b) a distinct change in slope or elevation occurs, or (3) riparian owners have specifically restricted access above the mean high water line.

That definition is the most logical for the Town of Long Beach in all plans, programs, and ordinances related to the beach.

4.2 As stated in a previous section, the town has 60 public access points designated on the official map and available for public use. Actually there are 55 defined points. The other 5 are not accessible. Each access point is approximately 50 feet wide and is located at the end of residential streets leading to the beach. No access point is visibly marked. Thirty-one have constructed walkways.

To address specific problems and needs, the beach was divided into three areas:

- I. East Beach; from 79th Street East-West to 40th Street East.
- II. Middle Beach; from 37th Place East-West to Middleton Avenue.
- III. West Beach; from 2nd Place West west to 60th Place West.

Each site was surveyed to determine current conditions and its potential as a component of a beach access plan. What follows is a site assessment for each area and a summary statement.

EAST BEACH

ACCESS POINT LOCATION	DESCRIPTION OF SURROUNDING PROPERTY	WALKWAY	TRASH CANS	PARKING	OTHER NOTES
79th STREET EAST	This Access Point has vacant lots on either side. Property on the north side of the street is vacant behind adjacent lots.	None Provided	None Provided	Roadside Only	Remote area of the beach
78th STREET EAST	This Access Point has a residence on the east side. Property on the west side and on the north side of the street is vacant.	None Provided	None Provided	Roadside Only	Remote area of the beach
77th STREET EAST	This Access Point has both adjacent lots and lots behind adjacent lots on the north side of the street developed with residences.	None Provided	None Provided	Roadside Only	Remote area of the beach
76th STREET EAST	This Access Point has vacant lots on either side. Property on the north side of the street is vacant behind adjacent lots.	None Provided	2 cans Provided	Roadside Only	Remote area of the beach
75th STREET EAST	Same as above	None Provided	1 can Provided	Roadside Only	Remote area of the beach
74th STREET EAST	This Access Point has a residence on the east side. The lot on the west side and adjacent lots on the north side of the street are vacant.	None Provided	None Provided	Roadside Only	Remote area of the beach
73rd STREET EAST	This Access Point has vacant lots on either side. Property on the north side of the street is vacant behind adjacent lots.	None Provided	None Provided	Roadside Only	Remote area of the beach

ACCESS POINT LOCATION	DESCRIPTION OF SURROUNDING PROPERTY	WALKWAY	TRASH CANS	PARKING	OTHER NOTES
72nd STREET EAST	This Access Point is commercially developed on the east side. The west side and adjacent lots on the north side of the street are vacant.	None Provided	None Provided	Roadside Only	Remote area of the beach
71st STREET EAST	This Access Point has vacant lots on either side. Property on the north side of the street is vacant behind the adjacent lots.	None Provided	None Provided	Roadside Only	Remote area of the beach
70th STREET EAST	This Access Point has vacant property on either side. Property on the north side of the street behind adjacent lots is developed with residences.	None Provided	None Provided	Roadside Only	Remote area of the beach
69th STREET EAST	Same as above.	None Provided	None Provided	Roadside Only	Remote area of the beach
68th STREET EAST	Same as above.	None Provided	None Provided	Roadside Only	Remote area of the beach
67th STREET EAST	Same as above.	None Provided	None Provided	Roadside Only	Remote area of the beach
66th STREET EAST	No Access	N.A.	N.A.	N.A.	N.A.

ACCESS POINT LOCATION	DESCRIPTION OF SURROUNDING PROPERTY	WALKWAY	TRASH CANS	PARKING	OTHER NOTES
64th STREET EAST	This Access Point has a motel on the east side and a vacant lot on the west side. The adjacent lots on the north side of the street are vacant.	None Provided	None Provided	4 wheel drive vehicles use this point.	Remote area of the beach
63rd STREET EAST	This Access Point has vacant lots on both sides. Adjacent lots on the north side of the street have commercial structures.	None Provided	None Provided	None Provided	Remote area of the beach
61st STREET EAST	No Access	N.A.	N.A.	N.A.	N.A.
1/4 59th STREET EAST	No Access	N.A.	N.A.	N.A.	N.A.
58th STREET EAST	This Access Point has vacant lots on either side. Property on the north side of the street is vacant behind adjacent lots.	There is a 4' wide walkway provided at this point.	1 can is provided	On a sandy area 71' X 45'	Steps on water side needed. Picnic table provided.
55th STREET EAST	This Access Point has vacant lots on either side. Property on the north side of the street has a residence on the east and is vacant on the west.	Same as above	1 can is provided	On a sandy area 63' X 39'	Same as above.
52nd STREET EAST	This Access Point has residences on both sides. The property on the north side of the street is vacant behind adjacent lots.	Same as above	1 can is provided	On a sandy area 84' X 40'	Major repairs needed picnic table provided.

ACCESS POINT LOCATION	DESCRIPTION OF SURROUNDING PROPERTY	WALKWAY	TRASH CANS	PARKING	OTHER NOTES
49th STREET EAST	This Access Point has residences on both sides. The property on the north side of the street has a commercial structure on the east side and a residence on the west side.	Same as above	2 cans are provided	On a sandy area 75' X 28'	Needs repair. Picnic table provided.
46th STREET EAST	This Access Point has vacant lots on either side. The property on the north side of the street has a residence on the east side and the west side is vacant.	Same as above	1 can is provided	On a sandy area 82' X 28'	In good condition
43rd STREET EAST	This Access Point has residences on either side. The property on the north side of the street has a residence on the east side and the west side is vacant.	Same as above	1 can is provided	On a sandy area 100' X 40'	In good condition. Picnic table provided.
40th STREET EAST	This Access Point has residences on either side. The property on the north side of the street has private parking on the east side and a residence on the west.	Same as above	1 can is provided	On a sandy area 65' X 42'	Same as above.

SUMMARY

Between 79th Street East and 59th Street East, there are no constructed walkways across dunes to the beach. There is no available access from 75th Street East, 66th Street East, 61st Street East, and 59th Street East. The extreme east end of the beach is characterized by rough topography and limited facilities.

Walkways do exist at seven locations from 58th Street East to 40th Street East. All are four feet wide. Parking is either on the roadside or on the sandy access point. The access points vary in size depending on the erosion factor and the public parking practices of the area. Where walkways are constructed a trash can is made available.

With the exception of the walkways and trash cans, these facilities are limited. They are not marked as public access, have no defined parking arrangement, and offer neither toilet facilities or drinking water. See Section 4.3 for Recommendations.

MIDDLE BEACH

ACCESS POINT LOCATION	DESCRIPTION OF SURROUNDING PROPERTY	WALKWAY	TRASH CANS	PARKING	OTHER NOTES
37th PLACE EAST	This Access Point has a vacant lot on the east side and a residence on the west side. The property on the north side of the street has a residence on the east side and the west side is vacant.	None Provided	None Provided	None Provided	Rough topography. Lot size undetermined.
35th PLACE EAST	This Access Point has a residence on the east side. The west side is vacant. Property on the north side of the street has a residence on the east side and the west side is vacant.	None Provided	None Provided	None Provided	Rough topography. Lot size undetermined.
32nd PLACE EAST	This Access Point has a residence on both sides. Property on the north side of the street is vacant on adjacent lots.	There is a 4' wide walkway at this point.	1 can is Provided	On a sandy area 79' X 40'	The walk could use handrails. A picnic table is provided.
29th PLACE EAST	This Access Point has a residence on the east side and the west side is vacant. On the north side of the street both lots have a residence.	There is a 4' wide walkway at this point.	1 can is Provided	On a sandy area.	Parking limited to a few cars.
26th PLACE EAST	This Access Point has a vacant lot on either side. The property on the north side of the street has a residence on both lots.	There is a 4' wide walkway at this point.	1 can is Provided	None Provided	Walkway in good condition.
25th PLACE EAST	This Access Point has vacant lots on either side. Property on the north side of the street is vacant.	There is a 4' wide walkway at this point.	1 can is Provided	On a sandy area 148' X 44'	Walkway only in fair condition. Sand covering it.

ACCESS POINT LOCATION	DESCRIPTION OF SURROUNDING PROPERTY	WALKWAY	TRASH CANS	PARKING	OTHER NOTES
22nd PLACE EAST	This Access Point has a vacant lot on the east side and a residence on the west side. The property on the north side of the street has a vacant lot on the east and a residence on the west.	None Provided	None Provided	None Provided	Rough topography.
19th PLACE EAST	This Access Point has a residence on either side. Property on the north side of the street has a residence on either side.	There is a 4' wide walkway at this point.	1 can is Provided	On a sandy area 161' X 36'	Minor repair needed. Picnic table provided.
16th PLACE EAST 	This Access Point has a residence on the east side and a vacant lot on the west. Property on the north side of the street has a vacant lot on the east and a residence on the west.	There is a 4' wide walkway at this point.	1 can is Provided	On a sandy area 175' X 32'	Good condition with a picnic table.
14th PLACE EAST	This Access Point has a pier/arcade on the east side and a residence on the west side. Property on the north side of the street is vacant on the adjacent lots.	There is a 4' wide walkway at this point	1 can is Provided	On a sandy area 100' X 95'	Good condition with a picnic table.
11th PLACE EAST	This Access Point has a vacant lot on the east side and a residence on the west side. Property on the north side of the street has a vacant lot on the east side and a residence on the west.	There is a 4' wide walkway at this point.	1 can is Provided	On a sandy area	Walkway needs minor repair. Lot size undetermined. Rough terrain.
9th PLACE EAST	This Access Point has a residence on either side. The property on the north side of the street has a residence on either side.	There is a 6' wide walkway at this point.	1 can is Provided	On a sandy area 100' X 35'	Good condition. Bench and picnic table provided.

ACCESS POINT LOCATION	DESCRIPTION OF SURROUNDING PROPERTY	WALKWAY	TRASH CANS	PARKING	OTHER NOTES
6th PLACE EAST	This Access Point has a vacant lot on the east side and a residence on the west. Property on the north side of the street is vacant	None Provided	None Provided	Sandy area	Rough terrain. Lot size undetermined.
3rd PLACE EAST	This Access Point has a residence on either side. Property on the north side of the street has an apartment building on the east and the west is vacant.	There is a 4' wide walkway at this point.	1 can is provided	On a sandy area 80' X 45'	Walkway needs repair. Picnic table is provided.
MIDDLETON AVENUE	This Access Point has a residence on either side. On the north side of the street there is a residence on the east and the west is vacant.	There is a 4' wide walkway at this point.	1 can is provided	On a sandy lot. 58' X 48'	Picnic table provided

SUMMARY

The Middle Beach area has 15 beach access points. Eleven have constructed walkways to the beach.

This area of the beach lies between the two major points of access from the Ocean Highway to East Beach Drive (40th Street East and Middleton Avenue). These streets will provide access to the large undeveloped area between Ocean Highway and the Intracoastal Waterway. The Middle Beach area also has a large tract of land between the canal and East Dolphin Drive that is undeveloped. It is assumed that this area does and will continue to provide beach access to the most number of people.

These access points generally provide the most area for development on the beach. They range from 80 feet to 150 feet in length. Street plats state that all are 50 feet wide.

Ten of the walkways are 4 feet wide and one is six feet wide. The site usually has a trash can and a picnic table. The parking areas are not improved nor does any site have toilet facilities or drinking fountains.

The access point at 14th Place East is adjacent to a commercial fishing pier. An arcade and grill are offered in addition to fishing. See Section 4.3 for Recommendations.

WEST BEACH

ACCESS POINT LOCATION	DESCRIPTION OF SURROUNDING PROPERTY	WALKWAY	TRASH CANS	PARKING	OTHER NOTES
2nd PLACE WEST	This Access Point has a vacant lot on the east and a residence on the west side. Property on the north side of the street has vacant lots on either side.	None Provided	None Provided	On a sandy area	Rough terrain. Lot size undetermined.
5th PLACE WEST	This Access Point has a residence on either side. Property on the north side of the street is vacant on both east and west sides.	There is a 4' wide walkway at this point.	1 can is provided	On a sandy area 88' X 48'	Walkway in good condition. Picnic table provided.
7th PLACE WEST	This Access Point has a residence on either side. Property on the north side of the street has a residence on either side of the street.	There is a 4' wide walkway at this point.	1 can is Provided.	On a sandy area 97' X 45'	Walkway is in good condition. Picnic table provided.
10th PLACE WEST	This Access Point has a vacant lot on the east and a residence on the west. The property on the north side of the street has a residence on the east and vacant lot on the west.	There is a 4' wide walkway at this point.	1 can is provided	On a sandy area 100' X 50'	Walkway in good condition.
13th PLACE WEST	This Access Point has a residence on either side. Property on the north side of the street has a residence on either side.	There is a 4' wide walkway at this point.	1 can is provided	On a sandy area 85' X 50'	Lot is level and accessible. Walkway is sturdy. Picnic table.
17th PLACE WEST	This Access Point has a vacant lot on either side. Property on the north side of the street has a residence on either side.	None Provided	1 can is Provided	On a sandy area 88' X 50'	Street runs across to creek.

ACCESS POINT LOCATION	DESCRIPTION OF SURROUNDING PROPERTY	WALKWAY	TRASH CANS	PARKING	OTHER NOTES
20th PLACE WEST	This Access Point has a vacant lot on either side. Property on the north side of the street has a residence on the east side and the west is vacant.	There is a 4' wide walkway at this point.	1 can is Provided	On a sandy area. 75' X 45'	Walkway needs repair. Moderately high dune
23rd PLACE WEST	This Access Point has a residence on either side. On the north side of the street there is a vacant lot on the east and a residence on the west.	There is a 4' wide walkway at this point.	1 can is Provided	On a sandy area 85' X 50'	Walkway is like new.
25th PLACE WEST	This Access Point has a residence on either side. The property on the north side of the street has a vacant lot on the east and a residence on the west.	None Provided	None Provided	None Provided	Access is barred by unsigned posts.
27th PLACE WEST	This Access Point has a residence on the east and a vacant lot on the west. Property on the north side of the street is vacant.	There is a 4' wide walkway at this point.	1 can is Provided	On a sandy area 85' X 50'	Walkway is weathered but sturdy. Picnic table provided.
30th PLACE WEST	This Access Point has a pier/arcade on the east and a vacant lot on the west. Property on the north side of the street has a residence on either side.	There is a 4' wide walkway at this point.	1 can is provided plus one dumpster for the pier.	On a sandy area 72' X 50'	Walkway is sturdy.
33rd PLACE WEST	This Access Point has a residence on either side. The property on the north side of the street has a vacant lot on the east side and a residence on the west side.	There is a 4' wide walkway at this point.	1 can is Provided	None Provided	Access is barred by unsigned posts.

ACCESS POINT LOCATION	DESCRIPTION OF SURROUNDING PROPERTY	WALKWAY	TRASH CANS	PARKING	OTHER NOTES
36th PLACE WEST	This Access Point has a residence on either side. On the north side of the street residences are on both lots.	There is a 4' wide walkway at this point.	1 can is Provided	None Provided	Auto access barred by posts. Lot drops sharply on east side
39th PLACE WEST	This Access Point has residences on either side. The property on the north side of the street has a residence on either lot.	There is a 4' wide walkway at this point.	1 can is Provided	None Provided	Auto access barred. Access to Creek on same street.
42nd PLACE WEST	This Access Point has a residence on the east side and a vacant lot on the west. The property on the north side of the street has a residence on the east and the west is vacant.	There is a 4' wide walkway at this point.	1 can is Provided	Limited to two cars maximum	West lot on the north side of the street has high dunes.
45th PLACE WEST	This Access Point has no structures on adjacent property nor on the north side of the street.	None Provided	None Provided	None Provided	Access Point almost non-existent.
48th PLACE WEST	This Access Point has residences on either side. Property on the north side of the street is not developed.	None Provided	None Provided	None Provided	Access Point almost non-existent.
51st PLACE WEST	This Access Point has a vacant lot on the east side and a residence on the west side. Property on the north side of the street has a residence on either side of the undeveloped street.	None Provided	None Provided	Sandy lot area available 71' X 100'	51st Place not developed. Could be used for parking.

ACCESS POINT LOCATION	DESCRIPTION OF SURROUNDING PROPERTY	WALKWAY	TRASH CANS	PARKING	OTHER NOTES
54th PLACE WEST	This Access Point has a residence on the east side and a vacant lot on the west. Property on the north side of the street has residences on either side.	None Provided	None Provided	None Provided	Access barred to autos. 54th Place goes to Creek.
57th PLACE WEST	This Access Point has a residence on the east side and the west side is vacant. Property on the north side of the street is vacant.	There is a 4' wide walkway at this point.	1 can is Provided	On a sandy area 43' X 76'	Marina and motel at north end of street. Boat launch.
60th PLACE WEST	This Access Point is virtually non-existent.	None Provided	None Provided	None Provided	Could not definitely locate.

SUMMARY

The West Beach is experiencing some severe erosion problems. Seven access points bar vehicular access with posts placed across the right of way. This precaution is taken for the persons safety and to protect the area from unnecessary damage. The majority of these points are located at the extreme western end.

Thirteen of the access points provide 4 foot wide walkways. The depth of the access point ranges from approximately 100 feet to almost nothing. All points having a constructed walkway provide at least one trash can. No site has toilet facilities or drinking water available.

There are two commercial sites in the area; a pier adjacent to the 30th Place West access point and a marina/motel/boat ramp north of the 57th Place West access point. The former could be improved but the latter is suffering from the beach's erosion factor.

The extreme west end of the beach is adjacent to the inlet. A small park area (parking with picnic tables) exists in the center of the turn-around. The unstable conditions of this area inhibits the further recreational development of this point.

See Section 4.3 for Recommendations.

4.3 The Town of Long Beach has a total of 55 defined access points with 31 or 56 percent being improved to some degree. This total averages almost 7 access points per mile of beach. The number of improved sites averages almost 4 per mile of beach. Clearly the problem of public access is not the number of locations.

The problems most obvious are; (1) parking and (2) the availability of facilities. Cars must either be parked on the soft shoulder of the road or on the sandy access point. There are no toilet facilities or drinking fountains outside of the two commercial piers on the beach. In addition visual access is limited because the walkways are designed for getting across the dune and down to the beach only. Handicapped and elderly persons are particularly interested in access points for viewing.

An access plan must do two things. It must address the needs of local residents and it must address the needs of day visitors and vacationers. The present access meets the needs of the residents so far as getting to the beach. Permanent residents, like visitors, need certain facilities for comfort.

To meet the visitors needs, the town should designate parking areas (to include the handicapped) and improve them to acceptable standards. Toilet facilities, drinking water and viewing locations should also be established and maintained.

It would be both expensive and unnecessary to provide these facilities at all locations. A phased approach is recommended to provide for present needs and future needs.

During the first phase, facility improvements should be concentrated in the Middle Beach area. All three areas currently have adequate access to the beach for permanent and seasonal residents. The Middle Beach Area is most accessible to day visitors and tourist. The following recommendations apply to that area:

- Phase I
1. Develop the 40th Street East Access Point as an access way to the beach and as a viewing point. A deck should be constructed over the dune with benches. Handicapped access would be advisable (parking space, access ramp inclined with sufficient room to maneuver a wheel chair). The site should also include a drinking fountain and toilet facilities. Bike racks and trash disposal should also be provided. See Attached Design.
 2. The Middleton Avenue Access Point should be developed in the same manner as the 40th Street East location. See Attached Design.

Because parking is a major problem at the beach two other improvements should be made to provide more parking during this phase.

3. The 43rd Street East Access Point is one block east of 40th Street. The lot should be improved to provide for the maximum number of off-street spaces. The vacant lot on the west corner of the north side of East Beach Drive should also be purchased and developed for parking. See Attached Design.
4. The 3rd Place East Access Point should be developed as #3 above. See attached design.

- Phase II
1. Develop the 58th Street East Access Point in the same manner as the 40th Street East location. See attached design.
 2. Develop the 19th Place East Access Point in the same manner as the 40th Street East location. See attached design.

- Phase III
1. Develop the 30th Place West Access Point in the same manner as the 40th Street East location. This point can also provide access to the Big Davis Canal. See attached design.
 2. Develop the 17th Place West Access Point in the same manner as the 30th Place West location. See attached design.

All locations should be on a strict annual maintenance schedule. Replacement should be scheduled for about one-fourth of the sites every two years. Efforts should be made to stabilize an off-street parking area at seventy-five percent of the sites within five years.

The individual phases should be scheduled one year apart beginning with the FY-'80-'81 budget. All suggested and implied improvements can be made within a five-year period without a significant strain on the local tax dollar.

LOCATION:

40th STREET EAST

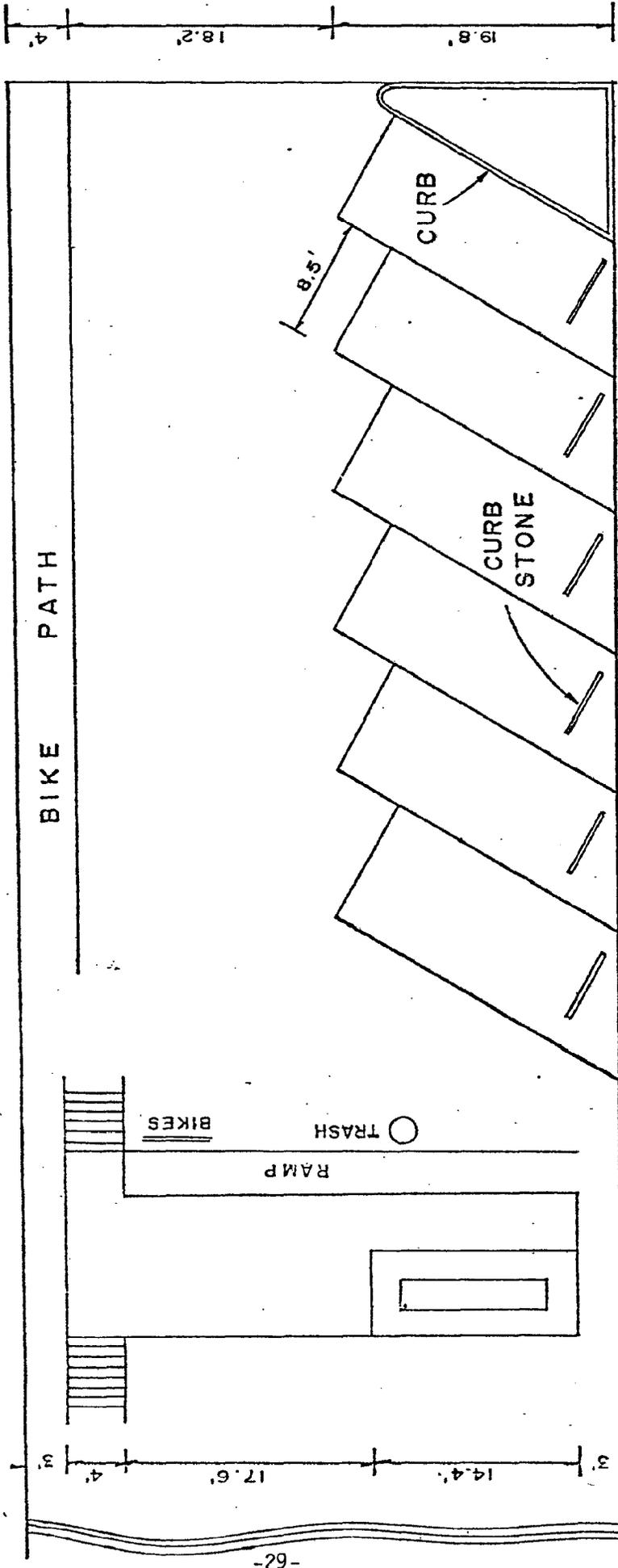
DESCRIPTION:

SANDY LOT
APPROXIMATELY 42' x 75'

PROPOSED IMPROVEMENTS:

PARKING AREA, DECK/RESTROOMS, WALKWAY, BICYCLE RACK
TRASH BARREL, DRINKING FOUNTAIN

APPROXIMATE SCALE: 1:128.00



LONG BEACH ACCESS PLAN

CAPE FEAR COG - JUNE, 1979

LOCATION:

MIDDLETON AVENUE

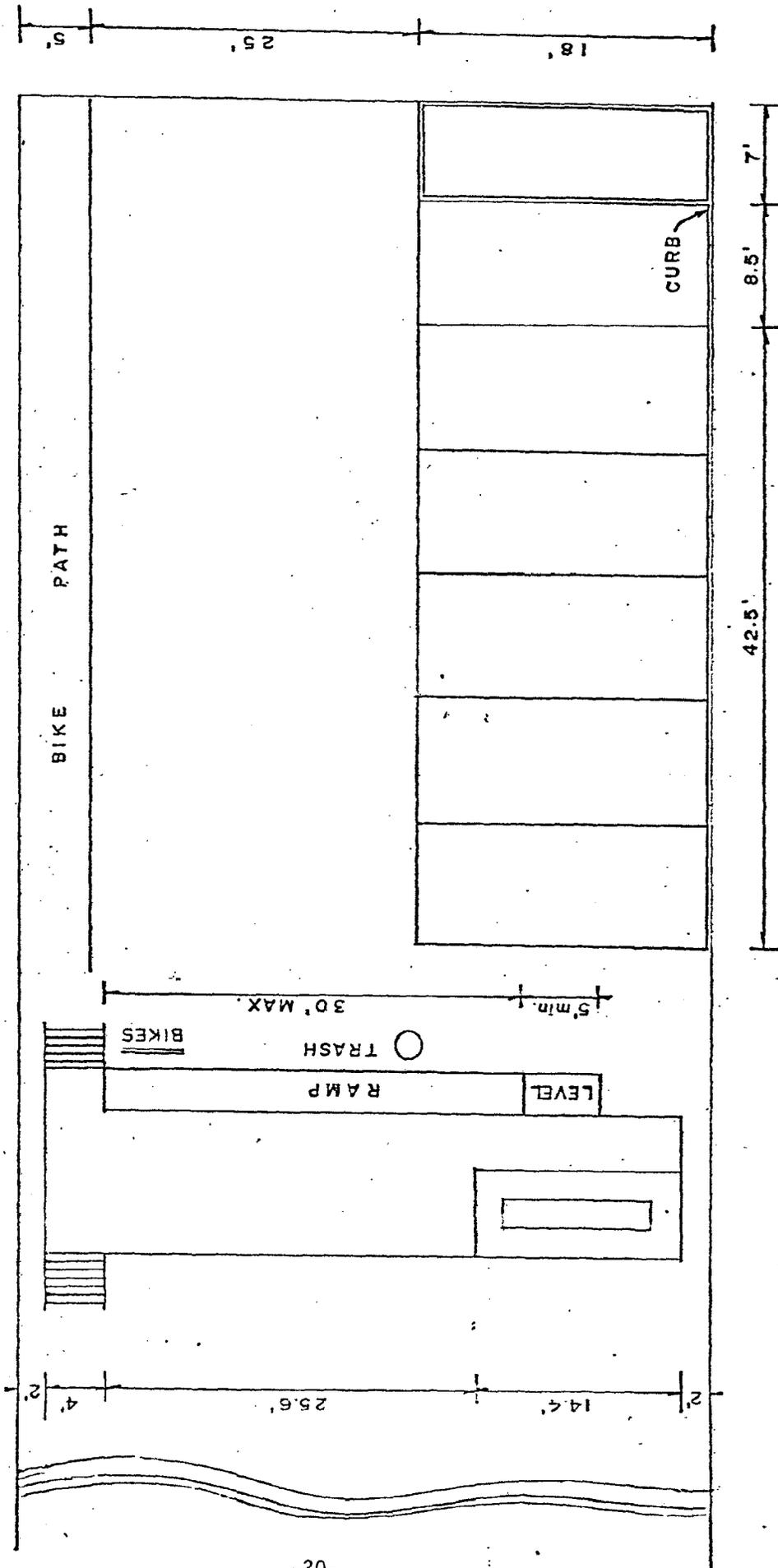
DESCRIPTION:

SANDY LOT

PROPOSED IMPROVEMENTS:

PARKING AREA, DECK/WALKWAY, RESTROOMS, DRINKING FOUNTAIN, BICYCLE RACK, TRASH BARREL(S)

APPROXIMATE SCALE: 1:128.00



LONG BEACH ACCESS PLAN

CAPE FEAR COG - JUNE, 1979

LOCATION:

43rd PLACE EAST

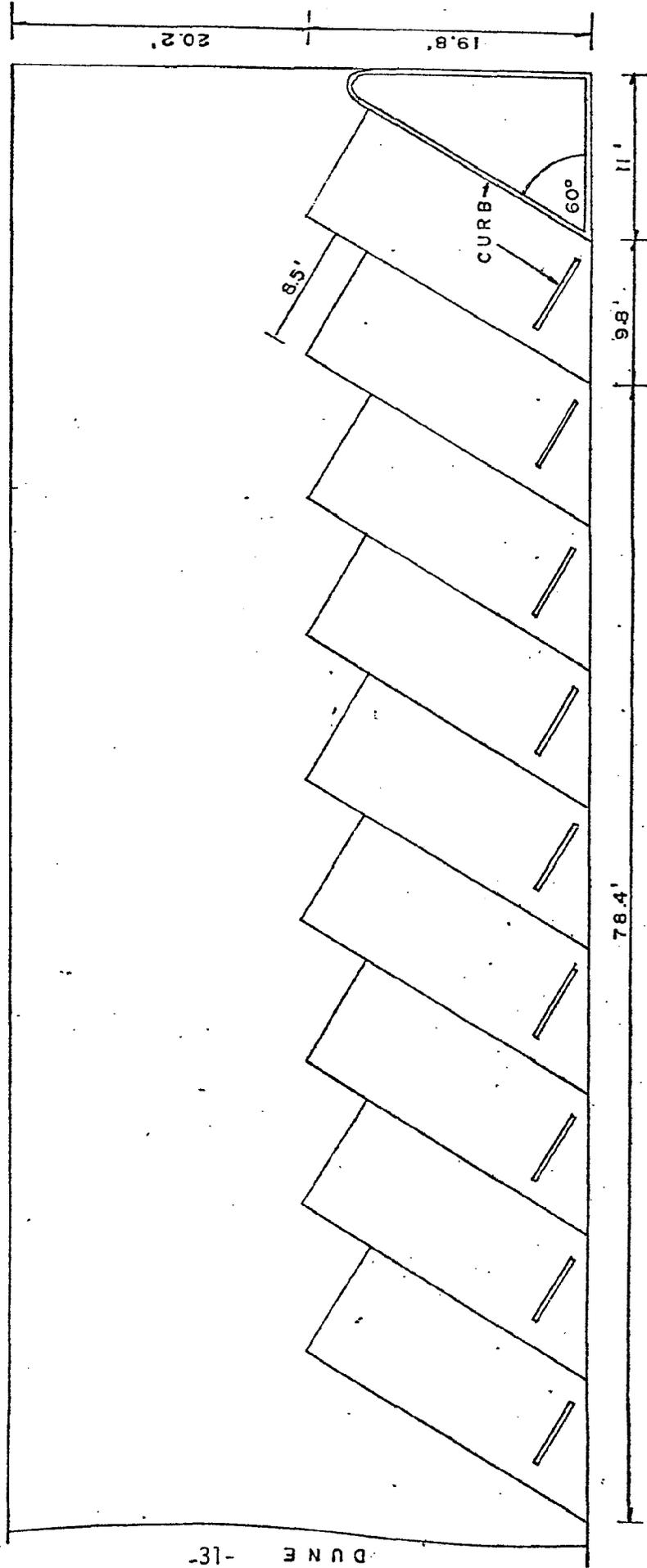
DESCRIPTION:

SANDY LOT
100' x 40'

PROPOSED IMPROVEMENTS:

PARKING AREA (AS BELOW)

APPROXIMATE SCALE: 1:128.00



-13- DUNE

LONG BEACH ACCESS PLAN

CAPE FEAR COG - JUNE, 1979

LOCATION:

N.W. CORNER OF 43rd PLACE EAST &
EAST BEACH DRIVE INTERSECTION

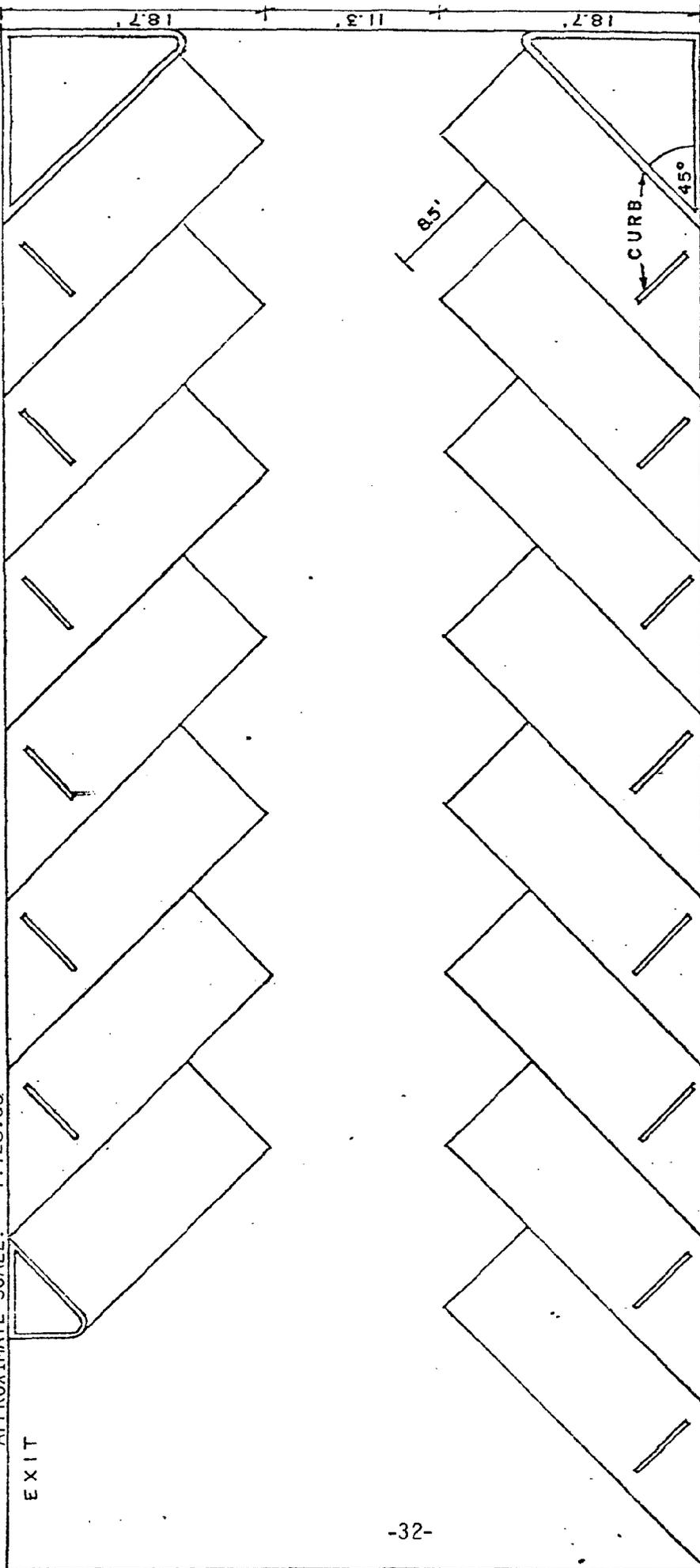
DESCRIPTION:

VACANT LOT/SOME VEGETATION
110' X 50'

PROPOSED IMPROVEMENTS:

PARKING AREA

APPROXIMATE SCALE: 1:128.00



LOCATION:

3rd PLACE EAST

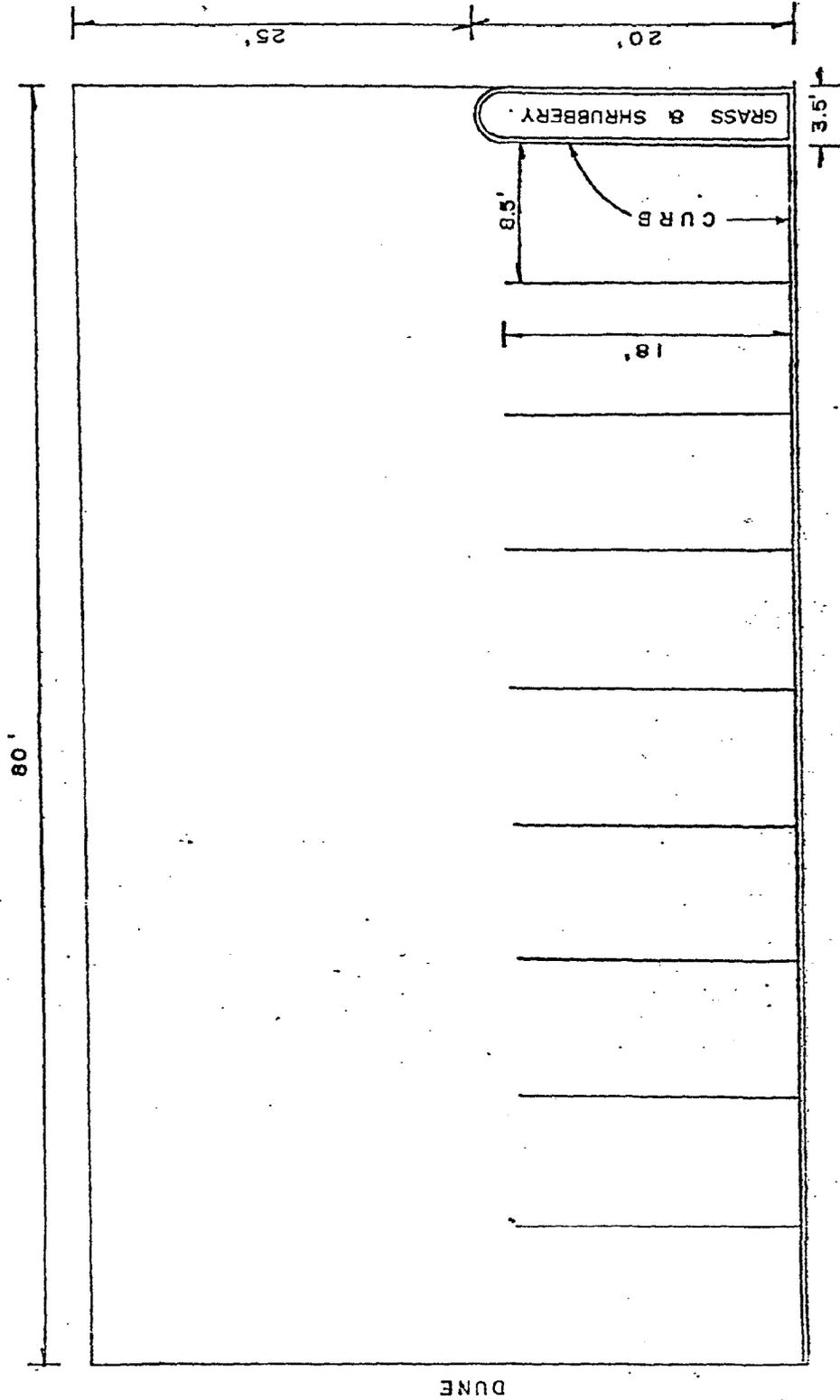
DESCRIPTION:

SANDY LOT
45' x 80'

PROPOSED IMPROVEMENTS:

PARKING AREA

APPROXIMATE SCALE: 1:128.00



LOCATION:

INTERSECTION OF 3rd PLACE EAST &
EAST BEACH DRIVE, N.W. LOT

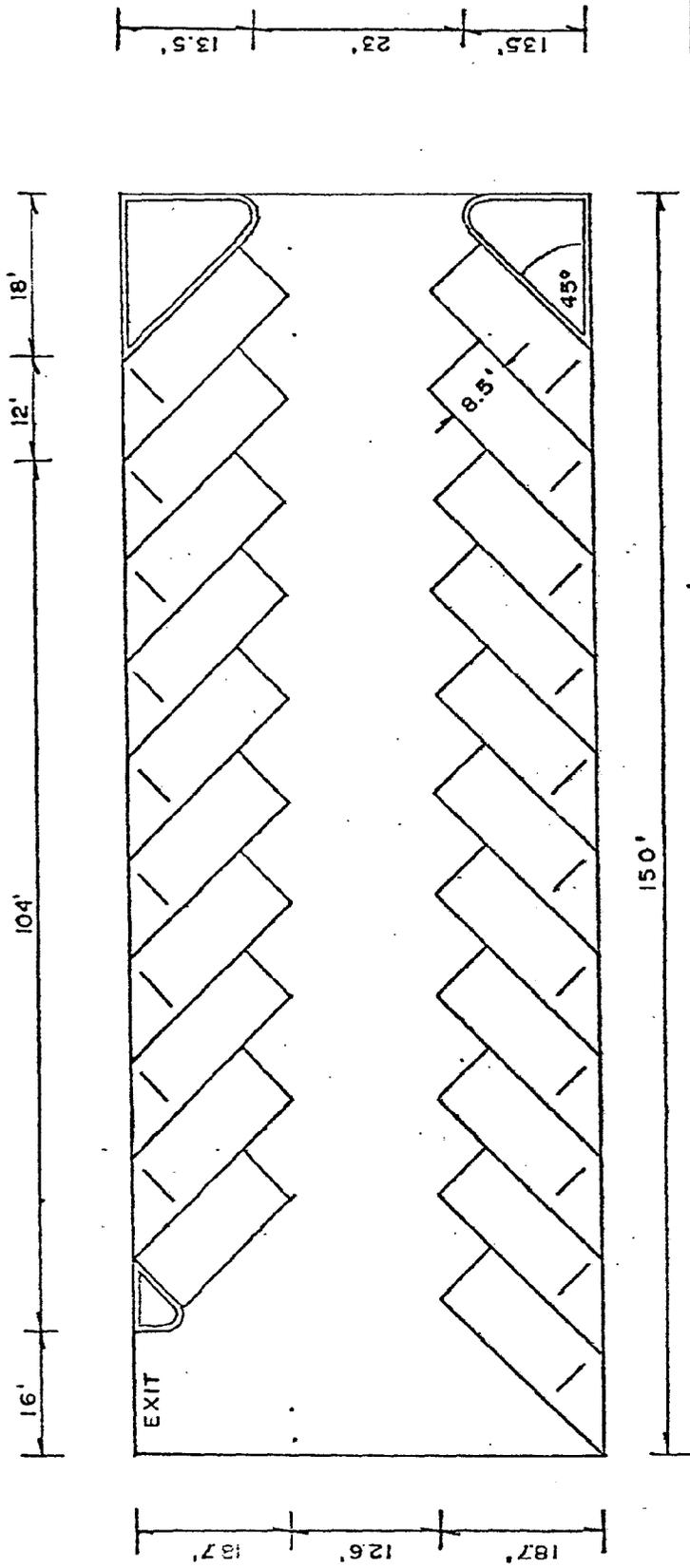
DESCRIPTION:

SANDY LOT
50' x 150'

PROPOSED IMPROVEMENTS:

PARKING AREA

APPROXIMATE SCALE: 1:256.00



LONG BEACH ACCESS PLAN

CAPE FEAR COG - JUNE, 1979

LOCATION:

58th PLACE WEST

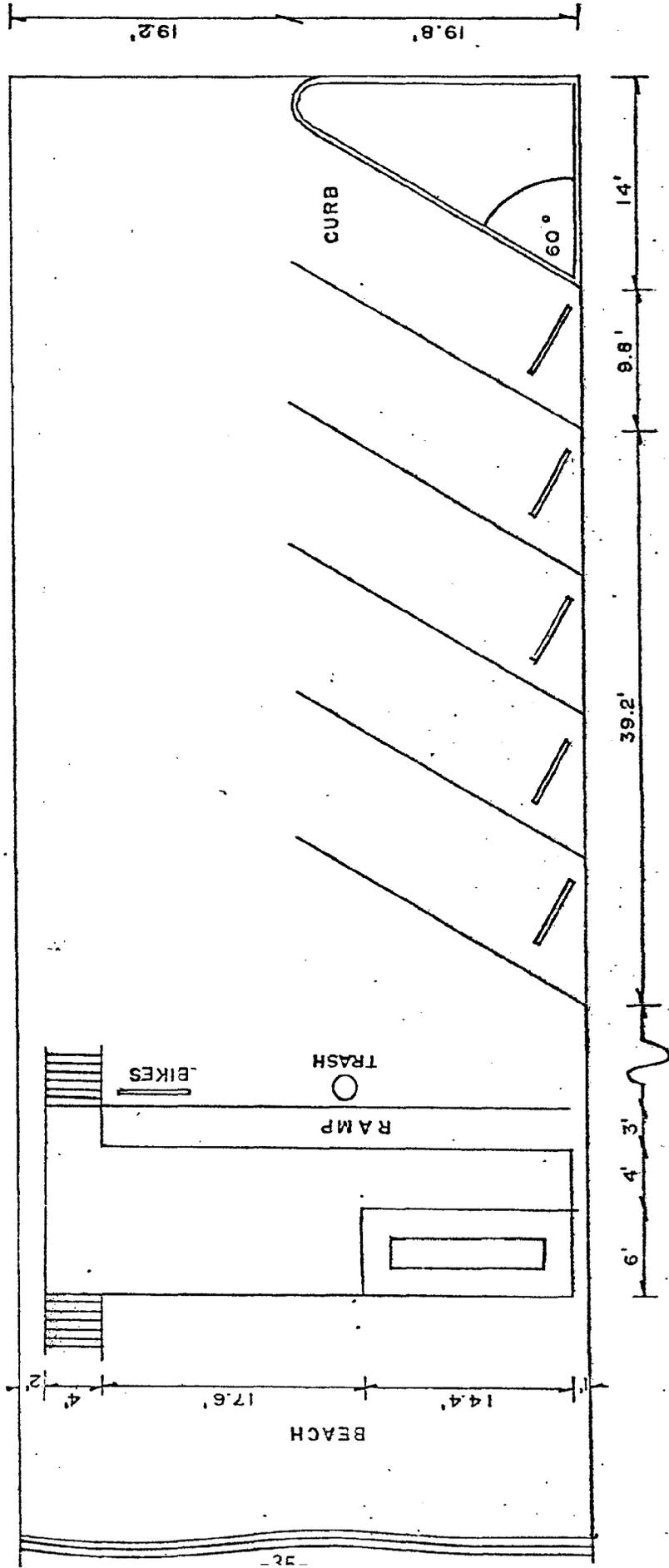
DESCRIPTION:

SANDY LOT
APPROXIMATELY 39' x 63'

PROPOSED IMPROVEMENTS:

- RESTROOMS, DRINKING FOUNTAIN, DECK/WALKWAY
- BICYCLE RACK, TRASH BARREL(S), PARKING AREA

APPROXIMATE SCALE: 1:128.00



LONG BEACH ACCESS PLAN

CAPE FEAR COG - JUNE, 1979

LOCATION:

19th PLACE EAST

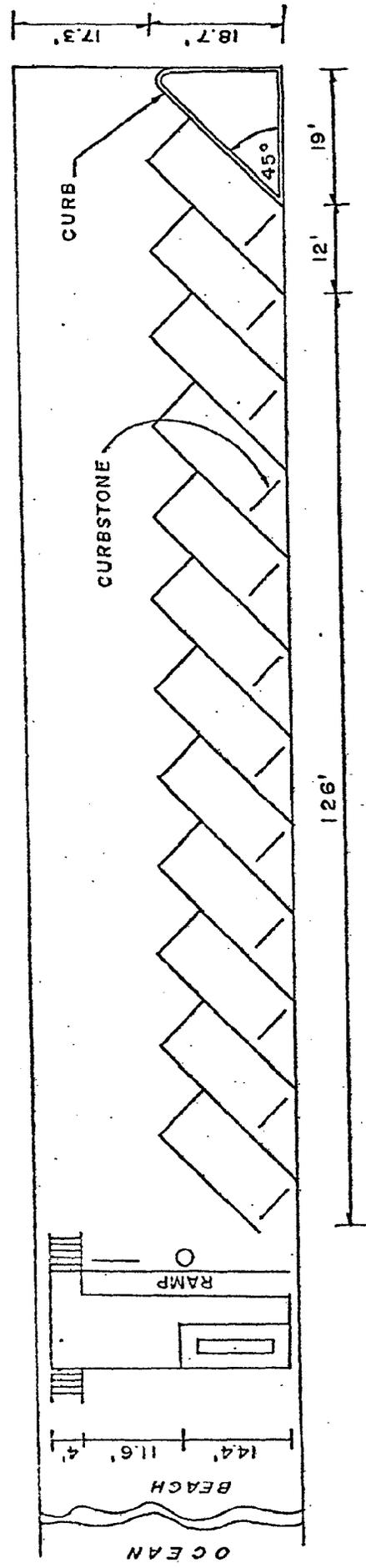
DESCRIPTION:

SANDY LOT
APPROXIMATELY 36' x 160'

PROPOSED IMPROVEMENTS:

- RESTROOMS, DRINKING FOUNTAIN, DECK/WALKWAY
- BICYCLE RACK, TRASH BARREL(S), PARKING AREA

APPROXIMATE SCALE: 1:256.00



LONG BEACH ACCESS PLAN

CAPE FEAR COG - JUNE, 1979

LOCATION:

30th PLACE WEST

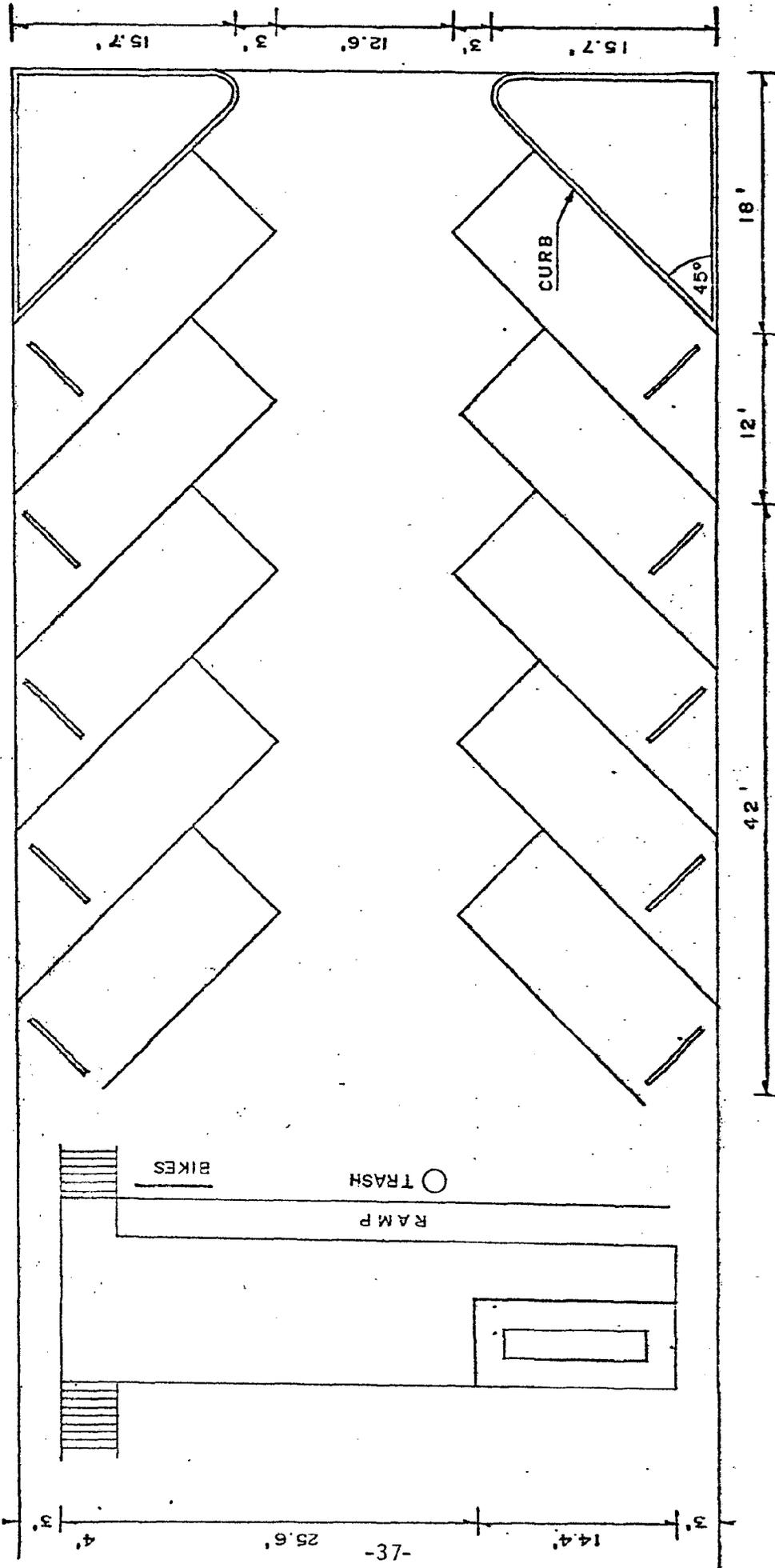
DESCRIPTION:

SANDY LOT
APPROXIMATELY 50' x 75'

PROPOSED IMPROVEMENTS:

- RESTROOMS, DRINKING FOUNTAIN, DECK/WALKWAY
- BICYCLE RACK, TRASH BARREL(S), PARKING AREA

APPROXIMATE SCALE: 1:128.00



LONG BEACH ACCESS PLAN

CAPE FEAR COG - JUNE, 1979

LOCATION:

17th PLACE WEST

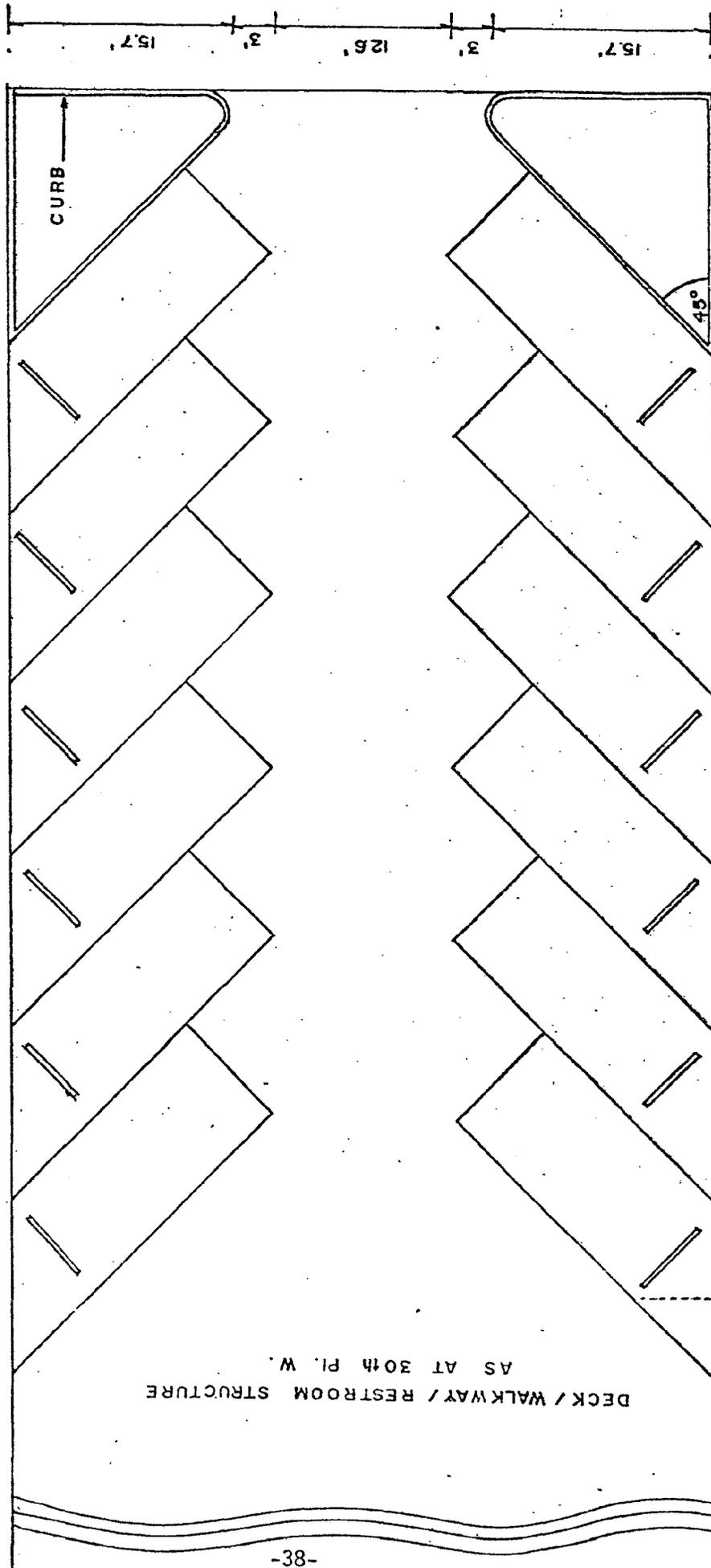
DESCRIPTION:

SANDY LOT
APPROXIMATELY 50' x 95'

PROPOSED IMPROVEMENTS:

PARKING AREA

APPROXIMATE SCALE: 1:128.00



5.0 IMPLEMENTATION

5.1 Management of the access points to include a period evaluation of use, schedules for repair, maintenance, and code enforcement should remain the responsibility of Long Beach. Cooperation with the county through its recreation department is recommended. Beach access should play a high priority role in county recreation plans since the ocean is so easily accessible in Brunswick County. The county could play a funding role if a well developed plan were presented and promoted.

5.2 Financing existing facilities and proposed improvements is the immediate program. A combination of local tax dollars and other non-local resources is the most logical approach. Consideration of the county as a non-local source might prove impractical since Long Beach residents pay Brunswick County taxes. However, if Brunswick County were convinced to participate in the provision of access, the per capita burden of recreation cost would be reduced, since the whole county would participate.

In addition to advalorem or property tax, the county could create a special service district or impose special assessments. These methods would not benefit Long Beach residents.

The most practical approach to securing non-local funds for improvements is from grants. The North Carolina Department of Natural Resources and Community Development and the Heritage Conservation and Recreation Service administer the U. S. Department of Interior's Land and Water Conservation Fund. Beach access development and improvements are an eligible project expense. These grants are on a 50/50 match basis. Funding follows two cycles per year; one in November and the other in March. The Parks/ Recreation Consultant in the NRCDC Wilmington Area Office should be contacted.

The Federal Coastal Zone Management Act (Section 315[2]) authorized 50 percent grants to local units of government for providing beach access at 25 million per fiscal year through 1980. These funds have never been appropriated but Long Beach should monitor this program and be prepared to submit an application.

A third alternative toward reducing local cash commitments is through the use of CETA employees. Public service employment slots could be utilized to hire carpenters, plumbers, maintenance personnel to construct and

maintain the access points. This alternative cannot be relied upon over a long period of time.

5.3 The provision of beach access points must be coordinated with other local regulations and programs. Since the total shoreline has been subdivided and access points have been provided for, there is no need to make changes in the towns subdivision regulations or zoning ordinance. An ordinance against public access over dunes at points other than those designated, against litter, and against vehicular traffic on the beach should be strictly enforced. However, a program of public information and education should be implemented to insure compliance through cooperation.

Town management should coordinate all access programs with the county and state. This type of cooperation, although not required, keeps possible avenues of funding open and may give the town an edge over others in obtaining limited resources.

BIBLIOGRAPHY

Brower, D., Access to the Nations Beaches, Legal and Planning Perspectives, UNC, February 1978.

Brower, D. S., and Owens, D. W., Public Use of Coastal Beaches, Sea Grant Publication, UNC, August 1978.

Long Beach Land Use Plan, Coastal Zone Resources Corporation, 1975.

N. C. Administrative Code, Title 15, Chapter 7, Coastal Resources Commission, "General Policy Guidelines for the Coastal Area."

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