

April 4, 2022
To the BHA Board,

We have visited both the proposed site of Access 16 and an alternative site at the current emergency access (24B). Because we will be out of the country at the time of the Association meetings, we would like to convey our views in advance.

The proposal seems to try to solve two problems at once: the lack of an ADA-compliant beach access and the overall lack of beach access parking. In our opinion, the proposal is not the right solution to either problem.

Comparing ADA Access Proposals

First, there has been limited transparency about the latest Village proposal; in particular, there are varying estimates of the cost of the project and there has been no street elevation of the project that will give a clearer idea of the obviously substantial impact of the dune crossing on the viewshed. To the extent that the plans shared to date are to scale, it appears that there will be some 50 horizontal feet of switchback structure erected on the road side of the dune, and a similar wide and visually intrusive structure on the ocean side. We are left to imagine what the switchback ramps will actually look like.

What we do know is that the proposed ADA access goes over one of the particularly high parts of the frontal dune at a site where a lot of natural dune remodeling continues to occur. The relative steep dune slopes require a switchback design with a ramp with slope of over 8%, requiring handrails and lateral protection. The switchback design and the slope of the ramp make the access somewhat hard to negotiate in a wheelchair and very hard to negotiate in a beach chair. We hope that the Village and the Association will seek out the views and the expertise of actual users of handicap access ramps in deciding which location should become the access site. As we know, merely meeting the technical requirements set out in federal guidance, while important, does not assure that it is the best solution for the users themselves.

Contrast that design with an ADA ramp at access 24B. A handicapped permit only parking area could be entered from the right side of the 911 access road about halfway to the beach, with a ramp leading from there either directly to the beach or to the beach after joining the existing route of beach access 24A where it crosses the frontal dune. The frontal dune here is far lower than the dune at Access 16. It appears that a straight ramp can be built with a slope of *less than* 5%, which is far easier for handicapped access. We understand that a slope of under 5% may also make railings and handrails optional. The street entrance to the 911 road would then be posted "No vehicles allowed without a Village permit. Violators will be ticketed and booted or towed." Public Safety, who currently provide the beach access chairs, can issue parking permits for named guests and permanent permits for named property owners.

In short, we believe **the alternative beach access at 24B would be substantially shorter and less visually intrusive, would conform closely to the dune slopes, would be much less**

expensive to build and less expensive to maintain, and most importantly, would be easier for the users of the ADA-compliant access.

Comparing Parking Solutions

The proposed parking creates a visually intrusive parking lot and structure where there is currently a beautiful stretch of dune. The large crossing structure is unlike any beach access on the island in scale and is in the immediate viewshed of at least 8 homes. The proposed Access 16 is *less than 200'* from existing Access 17. If the ADA access were located at a better site, there would be no need for a new beach access at this location, and a single row of the customary front-in roadside parking area could be placed on the Village's property adjacent to SBHW - and indeed, could be extended as parallel parking along the road right of way between Access 15 and Access 17.

But before making site specific decisions about adding additional large parking lots, the Village should complete its parking study to generate an island-wide strategy to address the parking shortage and resulting public safety issues, holding at least one public meeting to discuss alternatives. Personally, we would prefer to see "distributed parking solutions" that spread the access parking, coupled with greater parking enforcement to ensure safety, rather than creating large parking lots like Access 42 that impose a substantial and concentrated visual, audible, and practical burden on nearby homes.

Respectfully submitted,
Rex Cowdry and Donna Patterson
17 East Beach Drive

4-6-2022
Good Morning:

We are homeowners on Palm Court and my husband and I oppose the site currently being proposed by the Village for the new Handicap Access. Thank you.

Kristen Moyer and Tally Hair

4-6-2022
Carol, I am writing to ask you to give my opinion or whatever procedure is appropriate to request we do not change the building code from Residential of 327 SBHW in order to build a handicap ramp. The Dune is fragile as it has been breached, but it is in good shape right now. This is a residential lot that is being turned into a parking lot. It floods during hurricanes and removing the vegetation would only cause more destruction and debris on SBHW. The dune is high and it would be less expensive to build the ramp with switchbacks on a lot that does not cross an already compromised dune. I have heard there are considerations for another spot beyond Muscadine that is also used by Public Safety. SBHW is a primary road with lots of traffic

and this lot intersects with another road across the street. In the busy season, this could create a hazardous area. It is beyond my comprehension why we would want a parking area off of one of our major Wynds.

I will be at the meeting but am hoping to avert even considering placing a parking lot where there is such beauty.

Thank you,
Pat Miller

4-6-2022

I **oppose** the site currently being proposed by the Village for the new Handicap Access. I believe we can find a more appropriate site for the handicap access, which I wholeheartedly support.

Sincerely,

Cherrie Murphy
7 Spikerush Court
434-841-5637

4-6-2022

Hi Carol,

I live on South Bald Head Wynd near the Muscadine intersection. I am writing on behalf of our family to express our disapproval of the current proposed location for the much needed Handicap Access.

I would like to thank the Board for giving the membership an opportunity to comment on the Village Council's proposal. It means a great deal to us to be included in the decision-making process.

Sandra Gleich

4-6-2022

I oppose the proposed site on S Bald Head Wynd for a handicap beach access. There are other more appropriate sites that would not be as detrimental to our environment. Let's practice what we say we do-live in harmony with nature.

Thanks
Ann Cathcart

4-6-2022

Hello-

We are at 314 SBHW and would like to express that we do not think the proposed location for the handicapped access is a safe location.

SBHW is far too busy- especially in the summer months. Carts whizzing by.... it's an accident waiting to happen.

We also don't think that anything should be placed on that non-rebuildable lot. It is "non-rebuildable" for a reason.

I have photos of our house (which is right near your proposed area) from the 1990's with the ocean rolling right up under the house. The island has worked hard to renourish the beach and to build the dunes to prevent further erosion. We personally have planted sea oats and installed sand fences since we purchased put home in 2013. Our dune is big now and it has held strong through several hurricanes.

The dune across from 327 should not be touched. South beach has a rapid erosion rate.... it's a vulnerable spot.

A handicapped access is needed but this is not the right spot. SBHW is simply too busy and the dunes should not be touched in this vulnerable and non-rebuildable area.

Thank you

Dr.Heather Ruland
410-991-0993

4-6-2022

We are writing to voice our objection to the Village's proposed site for the handicap access. Not only are the dunes in needs of protection, but that area of the island is extraordinarily busy with traffic, etc. during the summer months. Please protect our environment and find an alternative solution. Thank you.

Stephanie & David Preston
4 Live Oak Trail
Bald Head Island

4-6-2022

"Responses by Village to Questions/Statements by Members"

Alan – on this particular post I offer the following;

Early on in this process (2018-19) the Village had considered alternatives to include the 911 emergency beach access at Peppervine Trail. As you know, this included a recent site visit last Wednesday w/ the BHA Board at that specific location where discussion with BHA Board members on its potential use was considered..., and for this response I have copied & pasted the points that were shared prior to the site visit (see below).

The distance from a potential parking area to the start of the dune system traversing up & over the back-dune profile to the primary frontal dune would require construction & installation of some type of surface (i.e., likely a wooden boardwalk), to get folks over the dune onto the beach. As we have heard from folks who have needed and used the beach access wheelchairs that they are not easy to push on the sandy footpaths and having a better/solid surface and at the shortest distance possible to the beach is a key component to the design of the ADA beach access..., this is to say the “closer from Point A to Point B” on a solid surface would be the ideal and preferred option.

For reference I’ve attached the visual I shared with the Board specific to the Peppervine Trail 911 Emergency and Public Beach Access #24A site compared to the Lot 1319 parcel that shows the distances from proposed parking areas to get onto the beach at both locations. This also includes the referenced parking area at the corner of Muscadine Wynd and SBHW adjacent to the Mastec spoil basin..., approximately 545’ feet.

Also to reemphasize the amount of available parking that the proposed ADA access is not only providing parking for ADA..., but also for others to have a place to park and access the beach.

As for the reference to the “astronomical price tag” ..., this may be in reference to the initial bid proposals received before the Village redesigned the parking area and boardwalk in removing almost half of the parking area, a secondary access driveway, and reducing the amount of boardwalk that was included in the initial design. This redesign effort was done after the Village received initial feedback from the ARC following its meeting back in September 2021.

BHA Board March 30th, 2022 Site Visit w/ the Village - Points of Emphasis on Consideration of the Emergency Beach Access Location off Peppervine Trail and Beach Access# 24A:

The Village would emphasize the main points on the difference between the Lot 1319 site selected and the 911 Emergency Beach Access and Access# 24A at Peppervine Trail site to include; (1) the amount of existing residential development surrounding the access that would likely be in opposition of the project (approximately 8-9 homes), (2) the distance from any practical location that would offer & support the additional parking required (currently golf carts park off the edge of pavement in the bend/corner of the road – any more than 4-6 golf carts and it’s considered full), and (3) adequate space for parking for ADA and other users of the beach access.

Additionally, the Village would like to maintain emergency 911 beach accesses separate & distinct from other public beach accesses for a number of reasons, primarily to maintain free & clear ingress & egress for Public Safety QRV’s needing to access for 911 water rescue and other emergency related 911 calls.

Regards,

Chris McCall
Village Manager
P.O. Box 3009
106 Lighthouse Wynd
Bald Head Island NC 28461
Phone: (910) 457-9700 ext. 1002

4-6-2022 RED responses from Chris McCall, Village Manager

Alan, John, Robert, Tiffany, Joe and Jennifer. I am requesting consideration for not pursuing changing the residential status of 327 SBHW to a handicap/parking area. Here are my reasons:

1. I have watched this Dune since 1995. The Dune is fragile as it has been breached, but it is in good shape right now. **Agreed..., much effort on the part of the Village over the last +/- 20 years including a substantial financial investment by island taxpayers has positioned the Village with a very robust primary frontal dune (both in width & height), to the extent that the Village would certainly NOT propose anything that would jeopardize all of the hard work & effort. I would again note also that the design and construction of beach accesses in general that meet the design standards of the NC Division of Coastal Management are such that they promote the protection of the frontal dune system to afford accessibility by all public users of the beach.**
2. If changed to a Handicap/20 cart Parking lot, it should be noted that there is flooding and over-wash during storms and hurricanes. Removing the vegetation would only cause more destruction and debris on SBHW. **I would counter this point to say that since the growth of the primary dune in this area/location over the last 20 years that has created a dune system that has held back storm induced wave run-up, or over-washing of the dune, and that any recent flooding has not come from the ocean landward, but has come from rainfall above coupled with instances where the water table has been extremely elevated due to persistent/more frequent periods of rain (ex: Hurricane Florence). Also, the plan for construction is to minimize the disturbance to existing vegetation along the primary frontal dune and to remediate per the landscape plan.**
3. The dune is high and it would be less expensive to build the ramp with switchbacks on a lot that does not cross an already compromised lovely dune. **In my opinion, the costs to build an ADA compliant access is going to be similar regardless of location..., but in some instances it could cost more as we see with potential longer distances in other locations being questioned to provide a good surface for ADA access just to get to the dune system.**
4. Considerations of SBHW being a primary Wynd with lots of traffic, this lot intersects with another road across the street. In the busy season, this could create an unsafe traffic area. **At present, and in other locations along SBHW folks are already parking in the medians and along the edge of pavement..., sometimes even encroaching within the paved road. The proposed parking lot has a single point of ingress & egress off of SBHW at which point golf carts (and people) are completely out of the way with respect to traffic flow passing by the designated parking area – not sure how this can create an unsafe traffic area..., in my opinion the parking area located off SBHW gets folks who presently park in the medians who have to cross SBHW out of potential harm's way.**
5. Riding down SBHW - one of the most traveled roads on the Island, should it be part of our goal to line up with our stated Original Vision of "Living in Harmony with Nature". This is a beautiful area of the Island and it is past my understanding how a 20 cart parking area with a switchback ramp at this location could be considered "Living in Harmony with Nature" as it destroys nature. **The oceanfront is a part of nature as are the creeks and other areas including the trails within the Maritime Forest which we also try to provide parking for..., and providing access to the ocean for the enjoyment of island residents and others should be considered.**

6. I am aware that there are other areas being considered that are more consistent with the goal of accommodating parking and providing needed access for handicap entrance to our wonderful beach. It is not like this is the only option. **Agree that there are other areas as options to be considered and whether after all is said we have ADA access at Lot 1319 or at some other location..., overall there will be the need for more parking and beach access as the island continues to build out.**

Last, as I think the attached visual continues to show the negative effects when you do not have adequate access to the oceanfront..., or in this case when beach accesses are not continuously maintained with extensions as the dune continues to grow in height & width.

I would appreciate consideration of the points I have made. I love this Island and desire a welcoming atmosphere that focuses on the reasons most of us call this home - Nature and Humans enjoying Paradise.

Thank you,
Pat Miller

PS: I could not resist! <https://youtu.be/0LoenypUcml>
Thank you for all the hard work you do for our Island Paradise!

SOUTH BALD HEAD WYND

PEPPERVINE TRAIL

+/- 545'

+/- 400'



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2

3

4

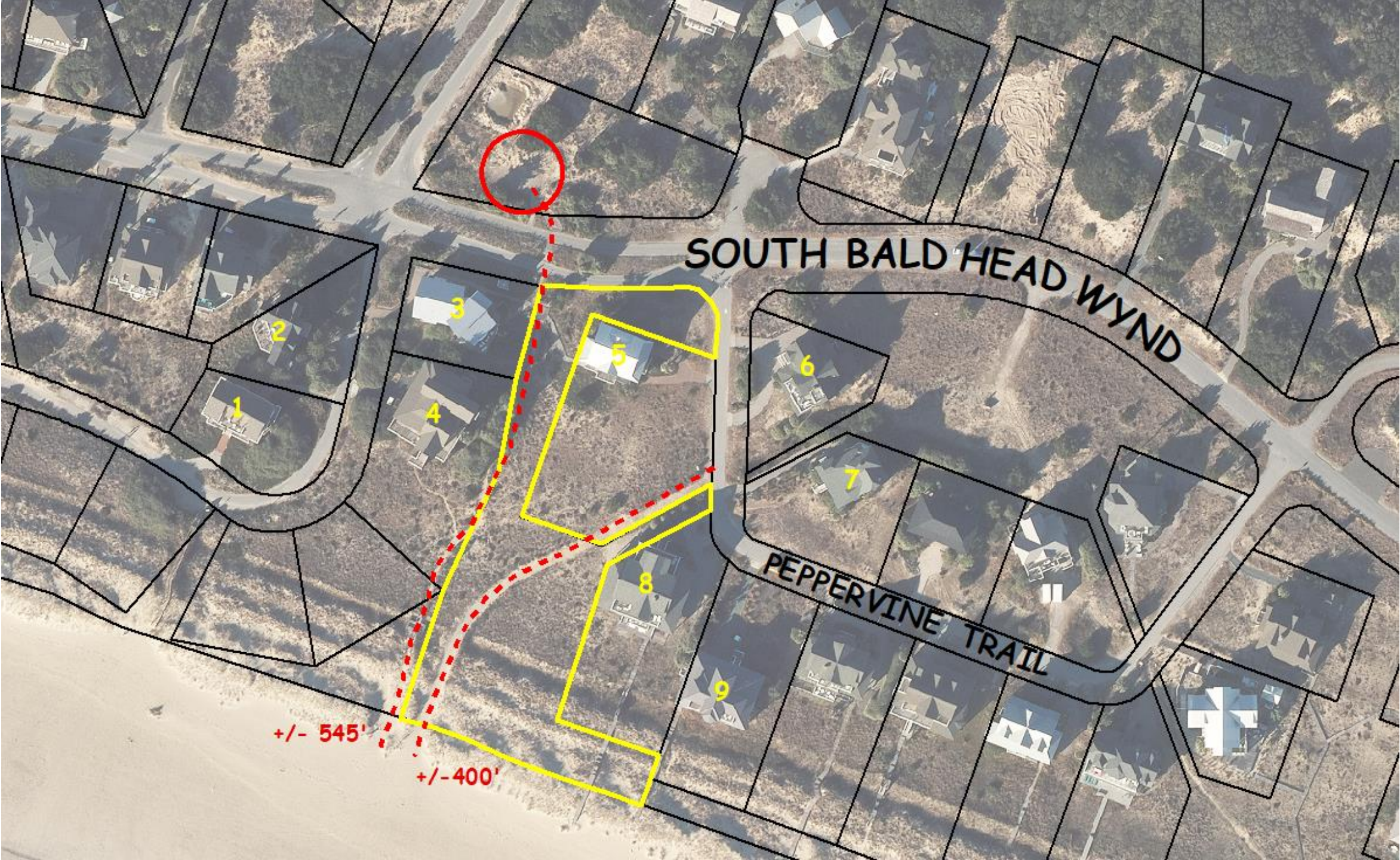
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SOUTH BALD HEAD WYND

LOT 1319

+/-200'

