

4-21-2022

To BHA Board Members,

I am writing to you to express my strong objection to the current plans for the ADA beach access. As a person with some limited mobility issues I appreciate the fact that the village is looking at developing an ADA beach access, but the current plan is totally inappropriate for the island of Bald Head and the community of homeowners that love the island for its environmentally sensitive development. The current plans include a location that is harmful to our dune structure and parking that is not needed. Lately there have been too many construction projects and maritime forest clearings that have been allowed by the Village. These events are destroying the basic nature of the island and the environment that made so many of us choose to make this island our home.

Please do not approve the current location and parking as planned.

Thank you,
Lois Cassidy
19 Dogwood Trail

4-21-2022

Please add our names to the property owners expressing opposition to the current proposal. The village's commitment to natural preservation of the island and fragile dunes was our top priority in choosing to invest here.

Many have already expressed that other sights would be safer and less destructive to the delicate environment.

Respectfully submitted,

Beth and Jon Ruthenburg
19 Mourning Warbler

4-21-2022

My husband and I have owned our house on the island since 1994. My husband now walks with a cane, so we are acutely aware of the need for better ADA beach access. And what the nature of that access should be.

We also are aware of the need in general for more beach access parking. As the island has been built out, existing accesses and the nearby roads (and front yards in some cases) have become increasingly overwhelmed.

From our experience, any ADA access should be near a board walk and not require much walking. That is an advantage of the village proposal. It should also have railings — especially if it is elevated.

24B is our neighborhood access so we know it well. Paving the path should work. But wouldn't more than 4 ADA parking places be needed, given the numbers now on the island of visitors and residents. Whether it is canes, walkers, crutches or wheelchairs, surely more than 4 such mobility challenged individuals are on the island at any one time. I also imagine parents with children in strollers would want to access a paved walkway as well.

But these are my questions about using 24B— how would it be policed so that only ADA parking is in the paved spots? Won't it be an appealing spot at night for easy beach access for the non-ADA folks out for the evening? And how much more parking can Peppervine handle?

24b is a neighborhood access. I understand there was some reference to the existing parking lot on SBH Wynd across the road as a spot for non-ADA parking. That is not realistic. Please understand that lot is NEVER used for beach parking. In the 28 years we have driven by it to go to our house we rarely if ever see a cart in there. People park on either Silversides Trail and use access 23 with its convenient stairs or park on Peppervine for use of 24B. In recent years more and more carts are on Peppervine and Silversides on summer beach days. Last summer Silversides was so lined with carts at high volume times I often worried if a fire truck would be able to get through in an emergency.

Finally, I am not sure what the intent of the sight line arrows are in the various presentations — that is not an issue I have studied. But it is misleading to not take into account the sightline of those on the dune ridge as well when considering 24b.

Thank you for your consideration. The village has made an interesting proposal and the alternatives are interesting as well. No plan is perfect.

Pamela Bailey
513 South Bald Head Wynd
Sent from my iPhone

4-21-2022

My husband and I do not want a 29-space parking lot by the Village for an ADA access. This seems very excessive and not necessary. How many people would park there who are not handicapped? I am sure the town could find another place and maybe not that many parking spots.

Thanks for your help.
Sincerely
Dolores and Eugene OCallaghan
312 Stede Bonnet Wynd
Bald Head Island, NC. 28461

4-21-2022

Dear Alan,

As you know I attended every single minute of the informative BHA Public Session this past Monday. I was so impressed with all of the speakers including Keith Earnshaw and Marcella who have disabilities. Justin's presentation was definitive.

I just now finished reading every single letter that the BHA has received to date on this issue. Have you ever seen the island more united and all for good reasons?

I know that you love our island and I know that you are very careful in your deliberations, so I hope that all the evidence presented to you will take you to a NO vote.

Thank you so much for serving as BHA President; we appreciate your leadership!

Best,
Betsi

4-21-2022

Thank you for taking up the important issue of providing handicapped-person access to the beach. We think it's important that everyone has access.

However, we do have concerns with the current proposal. First, the access itself seems meandering. We are not experts, but is this the best solution available? Secondly, we appreciate the observation area. We think that's important because we do not think this ramp truly provides beach access for people in wheelchairs. Obviously, they will not be able to actually go onto the beach from there if they are in a wheelchair. Is there a solution to this?

More concerning to us is the Village's plan to attach the ADA ramp to a parcel of land which they will develop into a 29-space parking lot. We do not see the need for this very large parking lot or that this development is in line with the Association's vision of island land usage and conservation. We are also concerned about the precedent this will set.

We hope you will mull these thoughts over before you vote on this issue. Thank you for taking time to read "our two-cents worth"!

FA & Dixon

Carol Collins

From: Justin Gravatt <jsgravatt@gmail.com>
Sent: Thursday, April 21, 2022 3:25 PM
To: alanbriggs1; Andrew Kinney; rbdrumheller; Jennifer Lucas (demondeacs@me.com); tiffany; Carol Collins
Cc: Catherine Gravatt
Subject: Concluding Thoughts
Attachments: Visual Impact Examples.pdf

Dear BHA Board,

Thank you again for your consideration in the matter regarding lifting residential covenants on lot 1319. Following the information meeting this past Monday, I have a few concluding thoughts I would like to share with the Board and Membership (feel free to post).

First, the project seems to attempt to address three primary objectives.

1. **Additional Beach Access:** As discussed at length, adding a new access between two existing access points makes lot 1319 a poor choice of locations.
2. **ADA Access:** As discussed at length, and after hearing first-hand feedback from disabled Members, the steep nature of the dunes and the need for switchbacks and extensive ramps makes lot 1319 a poor choice of locations.
3. **Additional Parking:** The Village was transparent during the information meeting that parking for the general public is a key objective. Member feedback points out that due to the high volume of traffic and high speed of carts along this stretch of SBHW, lot 1319 is a poor choice for a parking project. The Village also indicated a parking study was to be completed this coming summer. I think it would be imprudent to approve a large parking project right before a parking study is about to be undertaken. The parking study may determine that a distributed approach to parking may be a better approach to addressing parking needs and the results of the study may recommend against a single, high-volume parking lot. John Fisher made the very insightful observation that high-volume parking lots can attract more carts than the lot is designed to handle, and the resulting overflow could create the unintended consequence of making parking worse along this busy stretch of SBHW when overflow parking spills into the median and along the street. Making a decision to lift covenants to allow a parking project seems to be an outlandish request at face value, and especially since no traffic studies have been performed.

Second, an observation from the meeting: Mayor Quinn several times hedged the outcome of the BHA Board decision and alluded to the BHA Board to provide a counter proposal or recommend a project of reduced scope. I would ask the Board to make a binary decision on whether to recommend to the Membership whether or not to lift the covenants. Providing a counter-proposal, or recommending a project of reduced scope seems to be outside the scope of the Board's responsibility. Again, this is a Village project and the Village should take the lead on designing an appropriate project. I do think the BHA can act as a good partner to the Village and consult with the Village on ideas on how to provide the best ADA Access and consult with the Village on how to help resolve parking constraints. In my presentation, the options that were presented were illustrations that options do exist, however, they were not firm recommendations. If the BHA wants to offer assistance, perhaps the BHA can designate a Member to work with the Village on a task force for seeking a better location. I would be happy to volunteer for this role. If I have learned anything through this process, I have learned that providing ADA beach access is not a simple matter, and many factors need to be considered - first and foremost would be feedback from the ADA community.

Lastly, I would also like to share two more slides - the first slide is a "before and after" of Access 17 - before and after the re-build in 2021. This image counters the Village images that attempt to minimize the visual impact that access boardwalks have over the dunes using low-angle pictures and wide-angle images that minimize objects in the far distance. The second slide shows examples of visual impact assessments that show architectural and landscape visual impact. Slide 2 shows what I would expect to have been presented by the Village and Mayor Quinn should be familiar with the need to provide such illustrations when presenting projects of this scope.

Thank you to the Board for your attention to this matter.

Justin and Catherine Gravatt
332 South Bald Head Wynd

Access 17 and dune view from 332 South Bald Head

Before Access 17
Improvement:



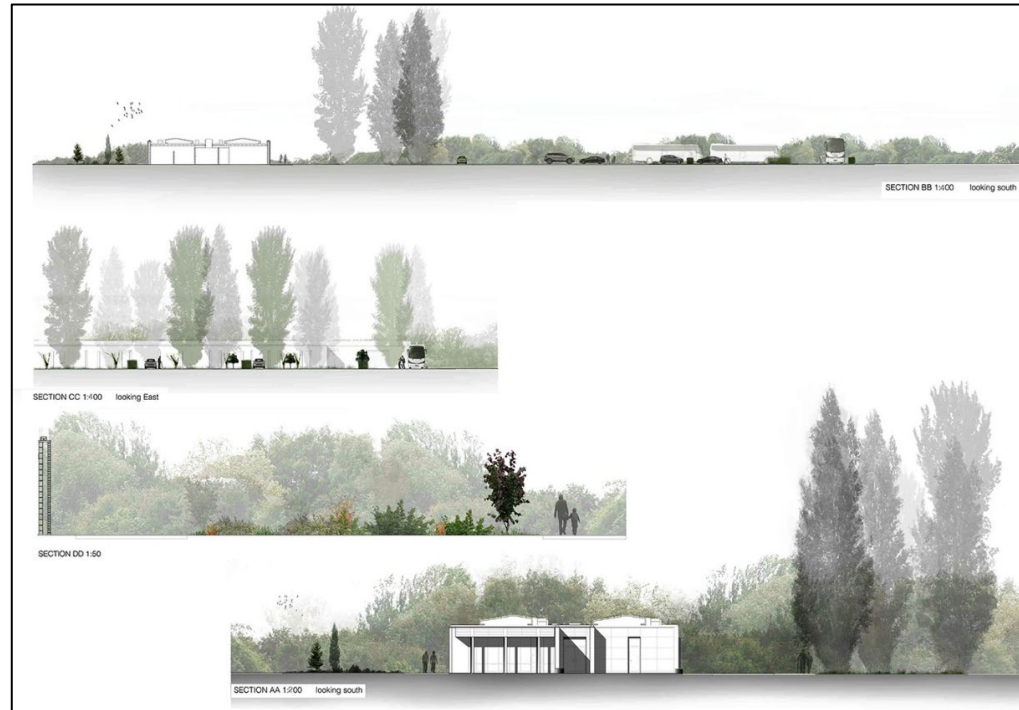
After Access 17
Improvement:



Building over the dune creates visual impact. Also, this picture on the right is in the Winter; during the Summer months, this walkway is lined with people who in our opinion should be out on the beach enjoying the sunset and not standing on a man-made observation deck. Important to note that people did not linger on the path when it was sand – people only started lingering after it was improved with a lifted walkway and rails making a mini-platform. Does the BHA want to encourage platform-viewing of the sunset as the Village admitted was intentional in the design?

Example of Architectural Visual Impact Drawings:

Visual Impact Example 1:



Visual Impact Example 2:

