

## Carol Collins

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**From:** Chris McCall <cmccall@villagebhi.org>  
**Sent:** Thursday, April 21, 2022 3:27 PM  
**To:** alanbriggs1; Carol Collins  
**Cc:** Peter Quinn  
**Subject:** Village Comments Post-BHA Board Meeting & Mr. Gravatt's Presentation on 4/18...  
**Attachments:** Lot 1319 LiDAR Contour Elevation Dune Profile Map\_COPY\_21 APR 2022.jpg; Access 15\_17\_Adjacent Widths-Visuals\_COPY\_20 APR 2022.pdf; E911 Beach Access LiDAR Contour Elevation Dune Profile Map\_21 APR 2022.jpg

**Importance:** High

Alan & Carol – as a follow up to Monday's public information meeting and in reviewing Mr. Gravatt's presentation I wanted to offer on behalf of the Village the following comments (and referenced attached files) for consideration and will leave it to your discretion as to who & how you provide these comments (i.e., BHA Board, ARC, Association members and others etc.)..., thank you in advance;

1. **Slide# 1 & 2** – of interest here is the visuals used to show the proposed location of the new ADA access and notice how the existing beach access #17 boardwalk is somewhat shielded by the dune and beach vegetation..., and the distance from #17 eastward to beach access #15 is such that you do not see the beach access #15 structure.
2. **Slide# 3:**
  - Bullet# 2** – emphasis on “observation deck” and “permanent seating” – the initial design included a gazebo and larger deck which Council wisely requested staff to have reduced and downsized to the present proposal of a seating area for ADA needs. An “observation deck”, in my opinion, is somewhat embellishing the true form & function of the design as simply somewhere for folks to sit & rest either going to or coming from the beach.
  - Bullet# 3** – “Steep grade of dunes” – irrespective of the Village's efforts to show a side elevation/profile on the plan there continues to be this assertion that the structure is going to be excessively high/tall at 14' feet without consideration of the existing grade elevations at both the landward and seawards ends of the structure. The grade elevations based on LiDAR data show a net increase of approximately 5' feet in elevation to cross over the frontal dune.  
(Note: for reference attached is a “Lot 1319 LiDAR Contour Elevation Dune Profile GIS Aerial Map”).
  - Bullet# 4** – In similar fashion as the previous comment..., to reference a 2-story building without taking into consideration the existing grade elevations on both the landward & seaward ends and total net change in elevation creates a false visual perspective. Additionally, the 18” inches to 24” inches referenced is coastal management policy for constructing beach accesses as it gives height for the dune to grow over time. This is a coastal management design standard recognized as a best management practice for beach access construction.
  - Bullet# 5** – The Village has taken into consideration a number of other locations but recognized in many of them that have been referenced that there would not be enough room within the existing platted property to add parking and/or ADA ramp accessibility. Attached are several locations to include Sandspur Trail that was referenced during the meeting where the width of 20' feet would be insufficient to include ramps for ADA accessibility. Additionally, in some locations there are existing groin tubes that the Village would not want to compromise such is the case at beach access# 15 and Lot 1313 – a lot which at one point was under consideration.
  - Bullet# 6** – Note that the initial site plan, including the “conceptual plan” that was included as part of the previous BHA Association member vote to lift the single-family and approved by the membership included the entire parcel being used for parking. Since then the Village has addressed the concerns of

the ARC during its more recent reviews and redesigned the parking area to include removal of half of the parking area and a secondary ingress/egress point down to a single driveway. Also, the Village has prepared a landscape plan to help buffer the parking area.

**Bullet# 7** – While the BHA can reference it “Commercial”, the Village’s position is that it would be considered “Recreation” for public access to the beach.

3. **Slide# 6** – All things relative to a 3.5 square mile island, beach accesses are a need and there are many instances where existing beach accesses have been constructed in close proximity to one another. Case in point, the image below shows how many beach accesses are present just within 500’ feet that cross the frontal dune and BHA “common area”. The Village’s request is not something new or that hasn’t already been done in other areas along the oceanfront shoreline.

Along Peppervine Trail – 6 Private Beach Accesses in less than 500’ feet crossing the frontal dune (and with several of the access falling well short of the seaward side of the frontal dune to the Fir



4. **Slide# 7 (Bullets# 3 & 5)** – As mentioned previously with Slide#3 Bullet# 2 – the intent is not as an “observation deck”, and the steep nature of the 14’ foot dune is actually a +/- 5’ foot net grade increase which has been incorporated into the rise & run of the access ramp to provide ADA accessibility.
5. **Slide# 8** – the design of the ADA access ramp is in keeping with “Best Management Practices” for those who use them..., additionally, at the request of the ARC the Village went back and re-evaluated the numbers of ramps and reduced them from the initial design.

**6. Slide# 9:**

**Bullet# 1-3** – given site conditions and growth of the dune, to rehab Access #15 would have likely required the need to remove a good portion of the existing boardwalk at the landward side nearest the road. Also, as referenced in the prior comment on Slide# 3, Bullet# 5, that the existing width of the

platted property under Village ownership would not have been enough to incorporate the ADA ramps without encroaching into the adjacent properties.

**Bullet# 4-8** – the last bid process the Village went through included a low bid of \$132,014 and was evaluated on the initial site plan design with the full parking area and without the reduced ADA ramp design. With the reduced scope of work in removing almost half of the parking area and a good portion of the wooden ADA access ramps it would be logical to deduce that a new cost proposal would come in somewhere less than the \$132,014 bid initially received..., but Village does recognize the current market and increase in costs for materials & labor that will have an impact on the bid process.

7. **Slide# 10** – again, emphasis on the “observation platform at 16’ feet in elevation” being nearly two stories does not take into consideration the surrounding/existing grade elevations of +/- 8’-9’ feet on the landward and seaward ends of the frontal dune system. For purposes of responding here, again I have attached a GIS aerial map showing the 1’ foot contour elevations above mean sea level from elevations of 6’ feet to 14’ feet.
8. **Slide# 11** – reference comments on prior slides relative to existing elevations.
9. **Slide# 12-13** – note that the damage to the dune was not as a result of oceanfront storm surge from Hurricane Florence but was from the opening of the Village’s emergency ocean outfall pipes to pump floodwater trapped on the landward side of the frontal dune system. This floodwater was due to the massive amount of rainfall the island received over the duration of the event..., in some reports (including the Hurricane Florence Task Force Final Report JUL 2019) in excess of 40” inches of rainfall.
10. **Slide# 14** – the Village did look at other alternative locations for this project, but specific to areas with existing beach access points along Sandspur Trail & Silversides Trail, in some instances there was not enough width to incorporate the ADA ramp design within the existing platted parcel boundaries at those location in addition to other existing site conditions with the topography of the dune profile in close proximity to the roadway. For reference are some visuals showing Sandspur Trail on Page 3 of the attached .pdf (“Access 15 & 17 Adjacent-Widths-Visuals COPY 20 APR 2022”).
11. **Slide# 16** – with respect to Item# 2, again, the platform has been reduced in scope & design from the initial design to provide only a place for an individual to rest..., it is not intended to be a viewing/observation platform. Item# 4, it should be noted that there are many instances along south beach where multiple beach access points exist in close proximity to one another..., to re-emphasize the point see response above to Slide# 6.
12. **Slide# 17** – as previously referenced..., the proposed use of a public beach access is not, in the opinion of the Village, a “commercial use” but rather a “recreational use”. At present there are golf carts that park off the edge of the road, sometimes in the road, and within the medians at existing beach access locations along South Bald Head Wynd. In some instances the golf carts parked in these locations present a public safety hazard and at times, for those golf carts parked partially on the paved road, are issued citations. The proposed beach access parking area would provide a parking area with a single point of ingress & egress and a safe place to pull into for parking rather than having people continuing to park in the aforementioned locations that pose a higher risk for an accident.
13. **Slide# 20** – for some of the same reasons as referenced on Slide# 14, this location would not be suitable for an ADA access. As recognized in the Alternative Option 1 scenario, it does not take into account the ADA ramp component of the design..., it is a simple linear straight access across the dune to the beach.
14. **Slide# 22** – as mentioned previously and with this Alternative Option 2, the distance to get from the paved road of Peppervine Trail to the proposed ADA parking spaces would require a surface that is something other than the existing sandy path to provide functional ADA accessibility..., and this alternative does not include the ADA access ramps but again is a straight linear boardwalk to the oceanfront beach. To note that Beach Access# 24A does have an existing seating area that would be somewhat complimentary to the seating area proposed in the ADA beach access and is not used as an “observation deck”. Last, the distance from the parking area at the corner of Muscadine Wynd and South Bald Head Wynd is approximately +/- 525’ feet from the parking area to the seaward side of the frontal dune which is too long of a distance for many, much less those with ADA needs.
15. **Slide# 23** – to suggest the 8 homes at the Peppervine Trail location would have “minimally modified views” of the access while the 11 homes on Slide# 10 would have “highly impacted views” is not, in the opinion of the Village, a valid point. Whether an existing or new beach access, the one proposed at Lot 1319 is in a location that is not in the immediate vicinity of an adjacent existing home.

16. **Slide# 24** - with respect to Alternative Option 2b, the need for additional boardwalk to get to the parking from the paved road of Peppervine Trail would be required and for reference, attached is the E911 Beach Access LiDAR Contour Elevations Dune Profile Map of the dune at that location which shows varying elevations that are similar to Lot 1319 (between +/- 6' feet to 14' feet) that would require the same, or similar like, design to provide ADA access to the beach.
17. **Slide# 25** – similar comments to Slide# 23..., existing adjacent homes are much closer to the beach access.
18. **Slide# 26** – similar to comments expressed on Slide# 14 that there is not enough platted property width to incorporate an ADA beach access with the required ramps in addition to the current E911 emergency beach access to East Beach.
19. **Slide# 28** – to clarify that the guidance given to the public as referenced on this slide was intended as a “temporary” location for ADA access by use of/with the beach wheelchair until such time as the new ADA beach access was constructed. This was never intended to be the long-term solution and has been taken out of context.
20. **Slide# 29** – to reemphasize on the various points included within the Conclusion slide that the use is not considered a “commercial use” but rather more of a “recreational use”. The proposed access height continues to discount the existing grade elevations at the landward and seaward ends of the frontal dune system. To the contrary, we may find that having to retrofit and/or completely disassemble an existing beach access to retrofit it for ADA accessibility may be more costly if you also have to consider the installation of a drivable surface to get to the proposed parking area as with Alternative Options 2a and 2b.

To conclude, while some may see this project as a “Village project”, the fact is that it’s a “BHI project” with a purpose & need to provide beach access to all who live and visit BHI.

Regards,

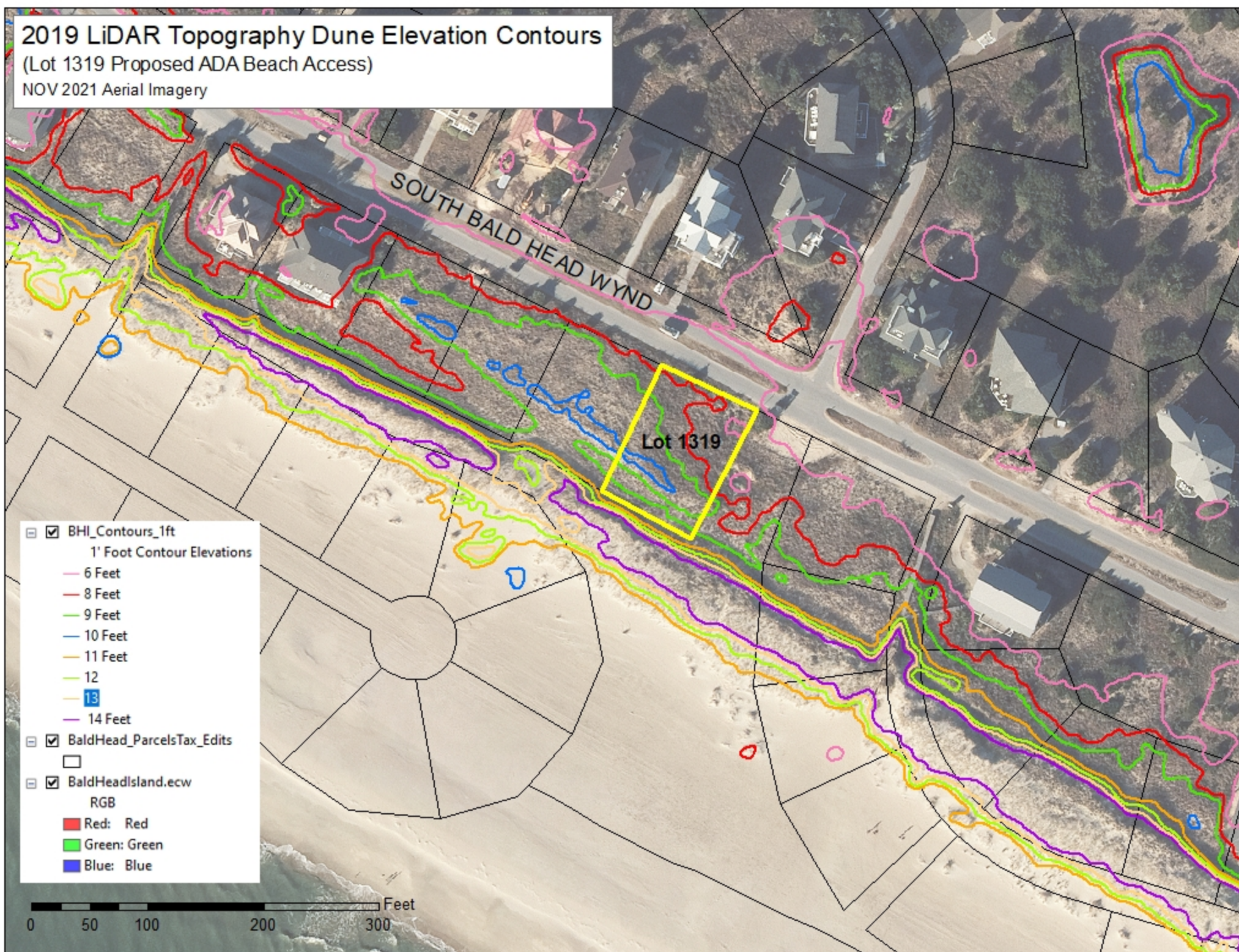
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# 2019 LiDAR Topography Dune Elevation Contours

(Lot 1319 Proposed ADA Beach Access)

NOV 2021 Aerial Imagery



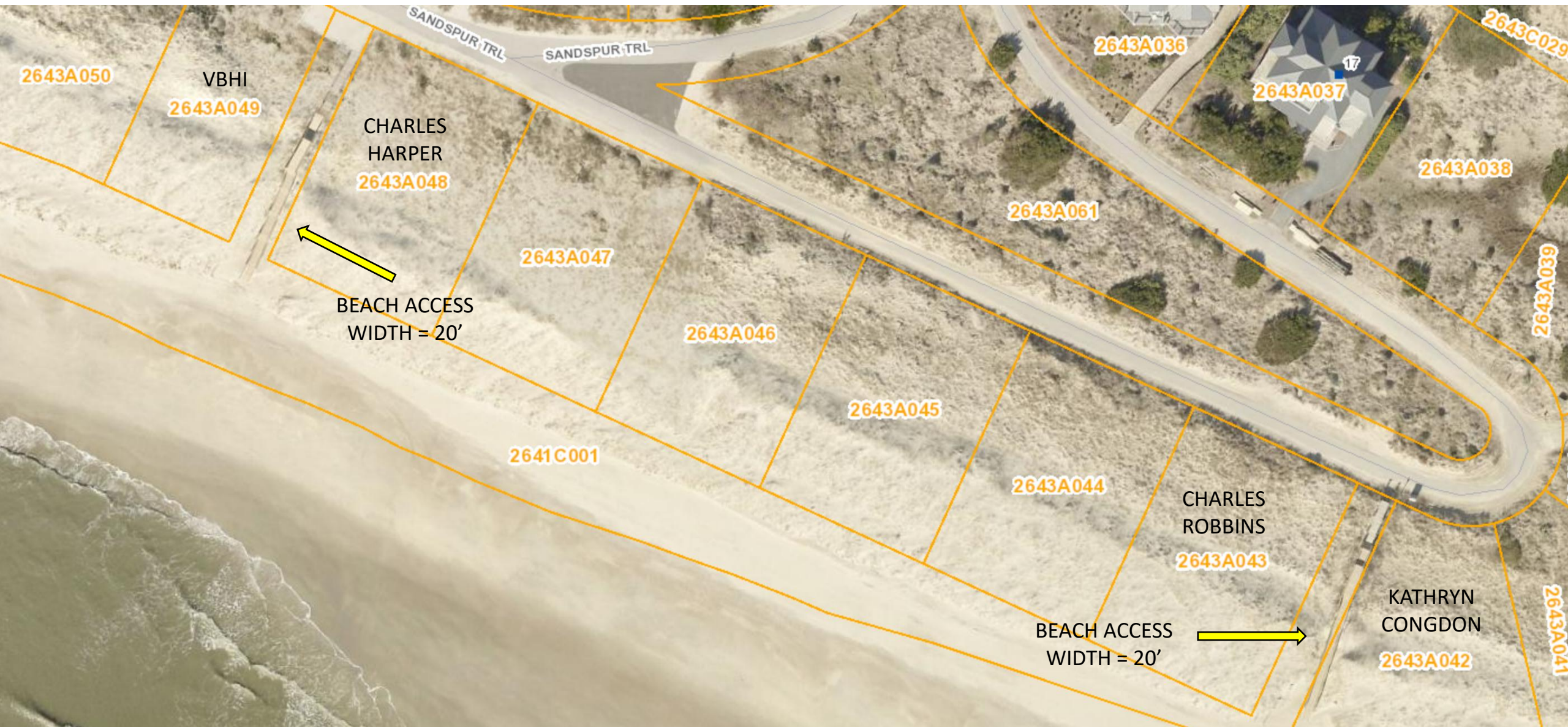














# 2019 LiDAR Topography Dune Elevation Contours

(E911 Emergency Beach Access)

NOV 2021 Aerial Imagery

☒ BHI\_Contours\_1ft  
1' Foot Contour Elevations

6 Feet  
8 Feet  
9 Feet  
10 Feet  
11 Feet  
12 Feet  
13 Feet  
14 Feet

☒ BaldHead\_ParcelsTax\_Edits

☒ BaldHeadIsland.ecw

RGB

Red: Red  
Green: Green  
Blue: Blue

80 40 0 80 160 Feet

Peppervine Trail