

From: Coastland Skipper mdavis@coastlandbuilt.com 
Subject: SITE VISIT - 114 N PERMUDA WYND
Date: January 25, 2024 at 8:43 AM
To: jonathan.lucas@deq.nc.gov
Bcc: Kristen Buckley kristen@1918.me



Jonathan,

Thank you for your swift response and availability for the site visit today at 114 N Permuda Wynd. We definitely make every effort to be up-to-date and informed as possible so we can provide as a resource to our customers while attempting to make your agency portions as seamless as possible. Your response time and knowledge base was certainly a welcomed treat and I personally appreciate it.

To recap:

1. We reviewed the previous deck and stair configuration to which we applied for and were issued CAMA EX 53-23 Maintenance and Repair Exemption in November 2023.
2. We reviewed the necessary building codes and zoning side setbacks that prompted the need to reconfigure/reconstruct the stair layout.
3. We reviewed the impeding portions of the dune, the "footprint" and available options to address.
4. We discussed the pending "action items" and the follow-up items required, which were:
 - a. Consult and inquire with second level DEQ about stair and subsequent walkway to stairs (JL)
 - b. Provide digital copies of deck layout (MD)
 - c. Provide digital copies of revised deck layout for CAMA Exemption as "Beach Access Walkway" (MD)

In a separate and independent email, I will provide the revised CAD deck layout from action item b. and c. Each will be titled as such so each individual item is appropriately provided.

As a point of review for your consideration on the existing CAMA EX 53-23 and prior to your commencement and conclusion of action item a., I further researched some additional CAMA guidelines in confluence with NC Existing Building Code regarding the area of the platform providing access to the stairs and I think it may be beneficial. I will share some of the sources below:

1. The job, in its entirety (CAMA & NTB Building Safety) is permitted as Maintenance and Repair.
2. Both provisions outline we cannot expand the building footprint.
3. NC Existing Building code requires: (BS) 606.1 ... *Regardless of the extent of structural and non-structural damage, dangerous conditions shall be eliminated. Regardless of the scope of repair, new structural members used for repair or rehab shall comply with the detailing provisions of International Building Code for new buildings of similar structure, purpose and location.*
4. NC Existing Building Code also states: 605.1 General. *Repairs shall be done in a manner that maintains the level of accessibility that exists.*
5. In review of the necessity to reposition the stairs because of the existing non-conforming layout, I was reminded that the building footprint not only excludes stairs BUT ALSO ramps that provide access.
6. For Stairs, building code R311.7.6 Landings for Stairs, *There shall be a floor or landing at the top and bottom of each stairway. The width perpendicular to the direction of travel shall be not less than the width of the flight served. . Where the stairway has a straight run, the depth in the direction of travel shall be not less than 36 inches.*
- 7.

Ramps that provide access initially felt like a stretch but in review of the detailing provisions of International Building Code required of us in the Maintenance and Repair, Existing Building Code, the defining terms of a "ramp that provides access" threshold is that the MAXIMUM slope of 1:12, 1" rise per 12" travel, apply. There is no minimum. The only logical way to recreate the same level of accessibility within the confines and constraints of each applicable code is to connect the requisite stairs and landings back to the Level 1 deck. A ramp by its very assumed nature is sloped, or inclined plane, connecting 2 different surfaces. Ironically, so is the platform connecting the LEVEL 1 deck to the stair landings.

8.

In lieu of speculation and my erroneous interpretation, I sought to find precedent of a similar layout, with a similar proximity to the dune, constructed in a relevant timeframe where a ramp was classified and considered exclusionary of the building footprint and its presence excluded.

9.

Attached, along with the contents of this email:

a.

114 N Permuda Wynd ocean facing total area of Deck and Stairs with dimensions.

b.

114 N Permuda Wynd proposed layout under conditions of CAMA EX 53-23

c.

Precedent Property in North Topsail Beach constructed in 2021. (<1/2 mile south of 114 N Permuda Wynd). Project Includes:

I.

70+ Linear Foot Ramp with intermittent landings that terminates beyond the Toe of Frontal Dune (seaward)

II.

Ramp sisters 6' wide Walkway

III.

Termination Landing results in 12'x12' elevated deck prior to stair exit and over the toe of dune.

IV.

Ramp is excluded from footprint.

I hope the contents of this email provide some assistance and relevancy in your inquiry. A follow-up email with the applied revisions for "beach access walkway" will be attached. We do not wish to seek 1 over the other as much as we are under some strict time constraints and seek the ultimate path of least resistance as it relates to time and the long term sustainability of the property and its resources.

Thank you again and I look forward to your feedback!



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"A true leader has the confidence to stand alone, the courage to make tough decisions, and the compassion to listen to the needs of others. He does not set out to be a leader, but becomes one by the equality of his actions and the integrity of his intent." -Douglas McArthur

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