



**TOWN OF SOUTHERN SHORES**  
**TOWN COUNCIL SPECIAL MEETING**

5375 N. Virginia Dare Trail, Southern Shores, NC 27949  
Phone 252-261-2394 / Fax 252-255-0876  
[www.southernshores-nc.gov](http://www.southernshores-nc.gov)  
**PITTS CENTER**  
**Tuesday, January 27, 2026 at 5:30 PM**

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**AGENDA**

The sole purpose of this special meeting is to receive the Phase One Report presentation from the Entry Corridor Enhancement Committee.

This is a joint meeting and Members of the Town Council, Planning Board, and Entry Corridor Enhancement Committee will be in attendance.

**Call to Order**

Pledge of Allegiance

Moment of Silence

**Amendments to / Approval of Agenda**

**Business Items**

1. Entry Corridor Enhancement Committee Phase 1 Report Presentation
2. Public Comments & Questions
3. Planning Board and Town Council Member Comments & Questions

**Adjourn**

# Town of Southern Shores, North Carolina Entry Corridor Enhancement Plan

January 16, 2026 DRAFT



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## **Executive Summary**

*Pending Completion of Phase 2*

## **Section 1 – Introduction & Background**

The Town of Southern Shores' Entry Corridor Enhancement Committee (Committee) was formed to study and make recommendations for the long-term vision, design, and function of the Town's primary approach along US 158 (Croatan Highway) and NC Highway 12 (Duck Road). This "gateway" serves as both the first impression for residents and visitors entering Southern Shores and a vital transportation link connecting the community to the broader Outer Banks region.

Southern Shores is a unique coastal community known for its maritime forest, low-density character, and commitment to preserving its natural environment. The Town recognizes that its entry corridor is more than just a roadway and serves as a visual, economic, and cultural statement about the values and identity of the community. Over the past several years, residents and elected officials have expressed growing interest in ensuring that future changes to the corridor, whether in transportation, commercial development, landscaping, or signage, reflect Southern Shores' small-town feel, enhance safety, and contribute to the overall quality and character of the corridor.

The Committee was established by the Town Council on October 1, 2024, as a working group composed of Council members, Town staff, planning representatives, and community stakeholders. The Committee's charge is to evaluate current conditions, identify opportunities and challenges, and develop recommendations that balance aesthetics, safety, economic activity, and environmental stewardship. The Committee's work includes reviewing traffic patterns, streetscape elements, commercial corridor design standards, and pedestrian and bicycle access, as well as considering the integration of natural and built features.

The Town's Comprehensive Land Use Plan serves as the foundation from which the Committee seeks to construct a guide to help manage the evolution of the entry corridor. By combining technical analysis with community feedback, the Committee aims to offer well-informed recommendations to support a welcoming entrance to Southern Shores that reflects the Town's distinct heritage and aspirations.



*Image 1 - Original Wright Memorial Bridge, opened September 27, 1930*

## Section 2 – Goals of the Committee

The Town of Southern Shores Entry Corridor Enhancement Committee was established to evaluate and enhance the appearance, functionality, and overall character of the community's primary entryway along U.S. Highway 158 and the southwest side of NC Highway 12 (the Corridor). The Committee's work is guided by the Town's desire to create an entry experience that reflects the quiet, residential, and natural identity of Southern Shores while welcoming residents and visitors alike.

At the heart of this effort is a commitment to balance community preferences with the Town's Vision Statement and Comprehensive Land Use Plan, ensuring that any recommendations both honor Southern Shores' heritage and provide direction for future growth. Through evaluation and community engagement, the Committee seeks to establish architectural standards rooted in unified design aesthetics, preserve natural settings and promote green space, incentivize diverse development options, and enhance pedestrian accessibility and connectivity.

The Committee's efforts will culminate in the development of a planning document that serves as a guiding framework, not a binding ordinance. This document will reflect a shared vision related to the entry corridor and offer direction, inspiration, and tools for decision-making, while leaving flexibility for adaptation over time.

Through its work, the Committee is helping Southern Shores thoughtfully shape its gateway area, reinforcing the Town's unique identity and supporting a long-term, community-driven vision.

### **MISSION STATEMENT**

*The Entry Corridor Committee of Southern Shores is committed to revitalizing and unifying the entry corridor along Highway 158. Through evaluation and engagement we seek to establish architectural standards rooted in unified design aesthetics, including landscaping and green spaces, and incentivizing diverse development options. We aim to create a cohesive, modern, and community-oriented environment that reflects our heritage and values.*

### **GOALS**

- 1. Establish Unified Architectural Standards and District Aesthetics*
- 2. Promote Biodiverse Landscaping and Green Spaces*
- 3. Support Diverse Housing Incentives*
- 4. Foster Community Engagement and Collaboration*
- 5. Advance Economic Development Aligned with Community Values*
- 6. Enhance Accessibility and Connectivity*
- 7. Implement Ongoing Review and Adaptation*

## Alignment with the Comprehensive Plan

As noted, it is important to align and balance the goals of this initiative with the Town's recently updated Comprehensive Land Use Plan. As part of its work, the Committee identified the following policies contained in the Comprehensive Land Use Plan as being relevant to the goals of the Entry Corridor Enhancement Plan. As used below, "LUC" is an acronym for "Land Use Compatibility," while "MB" is an acronym for "Transportation and Mobility," both referring to categories of goals and policies included in the Comprehensive Plan



**LUC 3.1:** Support development design and approvals that reinforce the low-density nature of the community and are at an appropriate scale for the commercial development.



**LUC 6:** Continue to encourage commercial development and redevelopment primarily along U.S. 158 and the southern end of Highway 12.



**LUC 7:** Continue to enforce community design standards such as regulating building height, lot coverage, building size and capacity, and other standards that preserve local character.



**LUC 8:** Create standards so that existing commercial sites can be redeveloped and intensified in ways that encourage a family-friendly commercial experience where people can gather, shop, etc.



**LUC 8.1:** Consider enhanced commercial standards including:

- Frontage and/or landscaping requirements
- Façade materials and articulation
- Ground level details, such as, transparent glazing, minimal blank walls, presence of canopies/awnings, etc.



**LUC 9:** Enhance entryway, directional, and marker signage.



**LUC 12:** Consider establishment of a corridor overlay with landscaping and site design requirements along U.S. 158. This may involve coordination with Kitty Hawk and Dare County (Martin's Point) along shared boundaries.



**MB 2:** Enhance pedestrian connectivity, trails, and non-automobile mobility.



**MB 2.3:** Connect multi-use paths to the Marketplace and Southern Shores Crossing.

### Section 3 – Community & Context

Southern Shores is a low-density residential community located on the northern Outer Banks of Dare County, North Carolina. The Town covers 4.2 square miles between the Atlantic Ocean and the Currituck Sound and is bordered by the towns of Kitty Hawk and Duck. With a landscape of maritime forests, canals, and beaches, Southern Shores has developed as a quiet, family-oriented community where single-family homes on large lots predominate, supported by open spaces, recreational facilities, and about forty miles of local roads.

The community was first envisioned in 1946 by developer Frank Stick, who sought to balance vacation living with the preservation of the coastal environment. Stick and the Kitty Hawk Land Company initiated the canal and lagoon system that continues to define the Town's soundside areas. In the 1970s, the Southern Shores Civic Association was created to manage beach accesses and community land, and the Chicahauk subdivision was established as a model of open-space planning. The Town was incorporated in 1979, with Kern P. Pitts serving as its first mayor.

Demographically, Southern Shores is home to 3,090 residents as of the 2020 U.S. Census, with 1,225 households and 915 families. The population density is approximately 783 people per square mile, with a large proportion of older adults and a significant seasonal increase due to second homes, vacation rental homes and tourism.

#### The Corridor

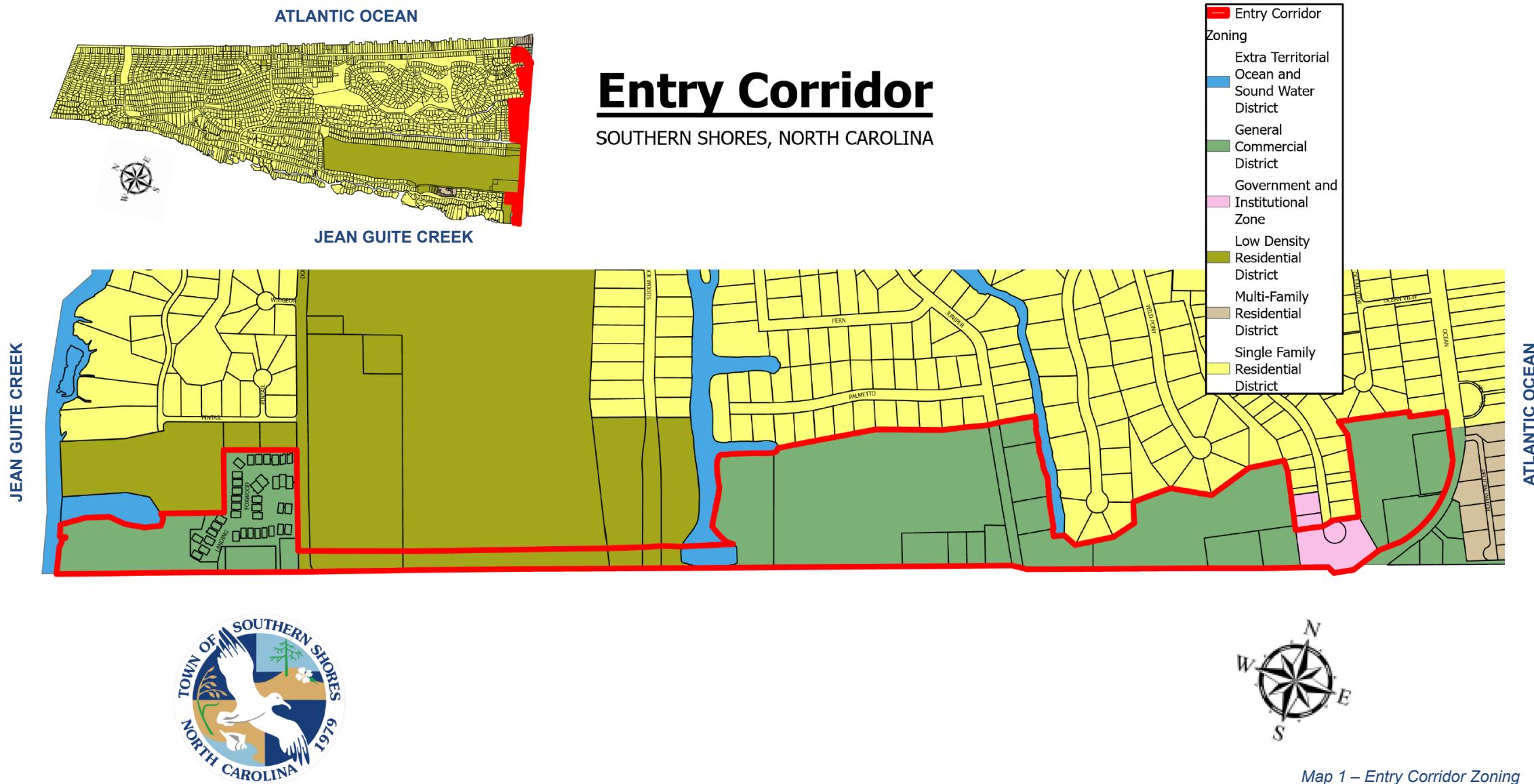
The entry corridor focus of this Plan consists of the Town's two main vehicular entry points, U.S. Highway 158 at the southern gateway and NC Highway 12 along the eastern coastline. The General Commercial District is primarily located along the northern edge of U.S. 158, at the southernmost area of Town, with minor roads, public multi-use paths, and privately maintained walkways providing multimodal access to the compact service hub. In this area, residents

#### The Corridor By The Numbers

- Approximately 1.6 miles long
- Comprised of thirty (30) parcels
- 68 acres, or roughly 3.1% of the Town's total area of 2,175 acres
- Approx. 93% zoned Commercial; 4 parcels zoned RS-1 Low-Density Single Family Residential District (2.9% of the Town is zoned Commercial)
- 260,072 sq. ft. of finished commercial floor area in the Corridor

and visitors can find a mix of convenience retail, dining, personal services, professional offices, and medical provider offices. Whereas a smaller stretch along the northwest side of NC Highway 12 contains the Town's government offices, police department, realty property management offices, and mixed retail. Throughout the Corridor, commercial design standards encourage a coastal aesthetic which integrates well with the surrounding residential environment.

The U.S. 158 and NC Highway 12 rights-of-way are under the jurisdiction of the North Carolina Department of Transportation. Additionally, while the Town of Southern Shores is located along the northern side of U.S. 158, the entirety of the U.S. 158 right-of-way is actually located within the Town of Kitty Hawk, with the northern edge of the right-of-way serving as the boundary between Southern Shores and Kitty Hawk. The multi-use path, grass and landscaping along U.S. 158 are located within the Town of Kitty Hawk, with their maintenance and use subject to a Memorandum of Understanding (MOU) between the two towns. Recognizing this shared boundary and jurisdiction, the



Committee intends to work closely with the Town of Kitty Hawk and NCDOT to ensure coordination and consistency, which will be essential to the success of the plan.

### Current Development Regulations

Current regulations that are related to the Committee's goals are established in the Town's Zoning Ordinance, which include permitted uses, special uses, and requirements for landscaping, parking, and signage in the C (General Commercial), G&I (Government and Institutional), and R-1 (Low-Density Single Family Residential) zoning districts. Permitted uses include but are not limited to offices, retail stores, service establishments, and governmental offices. Special uses include but are not limited to restaurants, drive-through facilities or establishments, group development of commercial buildings, mixed use group developments, planned unit developments, and country clubs. (Please see Appendix A for a complete list of permitted and special uses allowed in the zoning districts comprising the Entry Corridor).

The Town's parking requirements establish a minimum number of required spaces for specific uses, minimum dimensional requirements for drive aisle width and parking spaces, and allow shared parking agreements, provisions for compact parking spaces, and parking space credits for providing bicycle racks and/or trees.

Additional relevant ordinances include landscaping requirements, requiring landscaping plans and vegetative buffers, and sign regulations addressing permanent signs, such as wall signs, freestanding signs, canopy signs, and window signs, as well as temporary signs, such as small freestanding signs, flags, and banners.



Image 1 – U.S. 158 and multi-purpose path, looking west



Map 2 – Entry Corridor  
Aerial

## **Regulatory Context**

Southern Shores stands as a testament to the value of thoughtful planning and strong community engagement. With its maritime forests, soundside waterways, and welcoming neighborhoods, the Town offers both residents and visitors a rare sense of place along the Outer Banks. Currently, the Town's modest commercial corridor meets many local needs without overshadowing the quiet character that defines Southern Shores. Looking ahead, the Town's challenges and opportunities lie in maintaining this balance: protecting its coastal environment and small-town character while thoughtfully managing growth and ensuring that its commercial corridor remains functional, attractive, and aligned with community values.



*Image 2 – TowneBank, located at the northeast corner of U.S. 158 and Juniper Trail*



*Image 3 – Existing landscaping between the Marketplace and U.S. 158*



*Image 4 – Jean Guite Creek*

## Section 4 – Public Engagement Summary

### Introduction

As part of Phase 1 of the Entry Corridor Study, the Entry Corridor Enhancement Committee (Committee) recognized the importance of engaging the public and key stakeholders to gain deeper insight into existing conditions, perceptions, and aspirations related to the Corridor. Public engagement was intended to provide an understanding of how the Corridor is currently experienced, how the Corridor and the public's perspectives align with the Committee's identified goals and objectives, and how the Corridor might evolve in the future.

To facilitate this engagement, the Committee identified three primary tasks:

- 1. Conduct stakeholder interviews with commercial property owners located within the Corridor;*
- 2. Administer a community-wide survey to collect broad public input; and*
- 3. Host a public open house to gather additional feedback and promote direct community dialogue.*

### Stakeholder Interviews & Engagement

As noted, the Committee's Phase 1 engagement efforts included interviews with key stakeholders, primarily owners of commercial property located within the Corridor. These interviews were intended to provide deeper insight into the perspectives, concerns, and aspirations of those with direct economic and land use interests in the area.

The first interview was held during the Committee's January 13, 2025 meeting and included Mike Stone of Southern Shores Realty, who has ownership interest in both the Southern Shores Crossing shopping center and a large

undeveloped parcel adjacent to TowneBank. The same session also included Erin Dunigan, a representative of SAGA Realty, owner of the vacant property abutting Jean Guite Creek. A second interview was conducted during the Committee's February 25, 2025 meeting, with Devin Gerhart and Kent Darrell of Klein Enterprises, owners of The Marketplace shopping center.

Following the conclusion of the community survey (discussed further below), the Committee evaluated whether the engagement efforts to date adequately reflected the range of perspectives pertaining to the Corridor. During this discussion, it was recognized that certain key stakeholder groups, particularly commercial property owners, business operators, and their employees, were underrepresented in the survey responses. Additionally, the Committee acknowledged that only a limited number of commercial property owners had participated in initial stakeholder interviews.

In response, the Committee elected to undertake additional targeted outreach efforts to better engage commercial interests along the Corridor. These additional steps were intended to ensure that the needs, challenges, and aspirations of commercial property owners and the business community were more fully understood and incorporated into the study process.

In mid-September 2025, additional messages and questions were sent to commercial property and business owners in Town. Responses to these questions, along with topics discussed from the original interviews are summarized on the following page.

### Supportive Perspectives

**Openness to Mixed-Use Development:** Several stakeholders expressed interest in allowing for a mix of residential and commercial uses within the corridor.

**Sidewalk Dining:** There was support for allowing restaurant seating on sidewalks and even within parking areas to create more vibrant and usable public spaces.

**Reduced Parking Requirements:** Many stakeholders were in favor of relaxing or eliminating parking minimums, especially in conjunction with incentives such as landscaping or shared green spaces.

### Merchant Association and Community Engagement

**Merchant Collaboration:** Owners emphasized the value of the informal merchant association, which has organized events like the “5 O’Clock Shop” and could play a role in future corridor initiatives.

**Public Safety Partnership:** Suggestions included enhanced collaboration between the association and local law enforcement, particularly around shoplifting concerns.

### Commercial Property and Business Owner Input

#### Identified Constraints

**Wastewater/Septic Limitations:** Concerns were raised about development restrictions caused by limited wastewater capacity and the reliance on septic systems.

**Lot Sizes and Zoning:** Several owners noted that existing lot configurations and zoning ordinances restrict potential commercial development and infill.

**Signage Restrictions:** Owners highlighted issues with current sign regulations, including limitations on freestanding signs and visibility blocked by vegetation.

#### Visibility and Branding Concerns

**Business Visibility:** Due to shared ZIP codes with Kitty Hawk and limited signage, some businesses are difficult to find through GPS or by passersby.

**Corridor Identity and Wayfinding:** Stakeholders recommended improvements to corridor branding, including the use of banners, flags, and cohesive signage.

#### Additional Feedback

**Golf Cart Use:** Opinions were mixed, with some stakeholders viewing increased golf cart use along the corridor as a safety concern. Ideas such as a dedicated lane were proposed.

**Cost Considerations:** While there was some interest in aesthetic enhancements (e.g., pocket parks), cost implications were a concern. Cost-sharing programs were suggested as a potential solution.

## Community Survey

The Committee developed a community survey to gather input on current conditions and future opportunities for the Corridor. The survey included eighteen (18) questions focused on perceptions, preferences, and priorities for the Corridor, as well as optional demographic questions.

**The survey was introduced with the following message:**

*The Town of Southern Shores is launching an initiative to revitalize and enhance the Highway 158 Entry Corridor, and your voice matters. Whether you're a resident, business owner, visitor, or property owner, your ideas will help shape a community-oriented, beautiful, and functional entryway that reflects our Town's heritage and values.*

*What is the Entry Corridor? Essentially the Town's frontage along Highway 158, which is the North side from just east of Martin's Point to Town Hall; for the purposes of this plan, we are also including the area fronting Highway 12 to includes Southern Shores Crossing and the Southern Shores Realty properties.*

*What's the Entry Corridor Plan About? The Town of Southern Shores is aiming to: promote a welcoming identity for the Town; enhance green spaces and landscaping; improve accessibility and safety; and establish cohesive architectural standards.*

*Thank you for taking the time to share your thoughts on the future of our Town's entrance corridor. Your input is vital to creating a plan that reflects the community's values and priorities. This survey should take about 5-10 minutes.*

*For more information, please visit <https://www.southernshores-nc.gov/bc/page/entry-corridor-enhancement-committee>*

*Questions or comments, please contact Wes Haskett, Deputy Town Manager/Planning Director [EMAIL](mailto:EMAIL)*

The survey was open from May 8 to June 10, 2025, and received 542 responses. The level of community participation was significant, and the feedback provided a strong foundation for understanding public sentiment and priorities. A follow-up email was distributed to survey participants on August 30, 2025, expressing appreciation for their input, providing an update on the study and planning process, outlining anticipated next steps, and encouraging continued engagement as the project progresses.

A summary of key responses is as follows, with a full report of survey results included in Appendix B.

### Tell Us About Yourself

- Based upon responses indicating *Resident, Youth (under 18) Resident, or Responding as a Resident Household*, **401 respondents, or approximately 73%, are residents of the Town.**
- **360 respondents, or approximately 66%, have been connected to Southern Shores for eleven (11) or more years, and 279 respondents, or approximately 52% visit or travel along the entry corridor daily.**
- The **majority of respondents** either **use the entry corridor for shopping (232 or 43%) or for passing through (127 or 23%)**.
- A **significant majority** of survey respondents were **older adults: 294 respondents (54.2%) were aged 65 and over, while 148 respondents (27.3%) were between the ages of 55 and 64.**

## Perception of the Corridor

- Respondents were asked to **describe the entry corridor in one word or phrase**; responses are highlighted in the following word cloud:



- When asked to rate their **satisfaction with the current appearance of the entry corridor** on a scale from 1 (Very Dissatisfied) to 5 (Very Satisfied), a majority of respondents, 303 individuals, or approximately 56%, selected a neutral rating of 3. In contrast, only 29 respondents (approximately 5%) indicated they were very dissatisfied, while 48 respondents (approximately 9%) reported being very satisfied.
- Respondents were asked **which aspects of the corridor currently work well** (select up to three). The top three responses were: proximity to services and amenities (286 responses, 52.8%), access to businesses (280 responses, 51.7%), and parking availability (193 responses, 35.6%).
- Conversely, when asked **which aspects of the corridor most need improvement** (select up to three), the top responses were: visual appeal and beautification (e.g., architecture, landscaping, signage, and public art) (354 responses, 65.3%), traffic flow and safety (263 responses, 48.5%), and the availability of green spaces or parks (240 responses, 44.3%).

## Vision and Priorities

- Respondents were asked to **rate the importance of priorities for the corridor on a scale from 1 (“Not important”) to 5 (“Very important”)**. The **top three priorities** receiving the highest number of “Very Important” ratings were:
  - **Preserving the town’s heritage and character – 217 respondents**
  - **Improving pedestrian and bicycle access, 187 respondents**
  - **Creating a unified and visually appealing design – 177 respondents**

The priority **“Supporting diverse housing options” received the most “Not Important” ratings, with 206 respondents** selecting it as a low priority (rating of 1).
- Respondents were asked: **“What new features or amenities would you like to see along the corridor?”** (Select all that apply). The top selections were:
  - **Sidewalks and bike lanes selected by 311 respondents (57%)**
  - **Public parks, gathering spaces, outdoor dining, and similar amenities selected by 301 respondents (55%)**
  - **More restaurants, shops, and entertainment options selected by 226 respondents (41%)**
- Respondents were asked: **“To what extent would you support new development along the entry corridor if it included the following features?”** (Each feature was rated on a scale from 1 to 5, where 1 = Strongly Oppose and 5 = Strongly Support.)

The features that received the **highest number of “Strongly Support” ratings** were:
  - **Limitations on building height and density to maintain an open and cohesive feel – 309 respondents**
  - **Adherence to architectural standards that reflect the town’s character – 227 respondents**
  - **Integration of green spaces, landscaping, or pocket parks – 215 respondents**

Conversely, the features receiving the **highest number of “Strongly Oppose” ratings** were:
  - **Mixed-use design (e.g., retail on the ground floor with apartments above) – 165 respondents**
  - **Housing that is attainable for individuals and families with a range of incomes – 139 respondents**

- Respondents were asked to **identify any specific features or design standards that would make them more likely to support new development or redevelopment along the corridor**. Respondents emphasized maintaining Southern Shores' coastal character, preserving open space, and promoting landscaping and visual cohesion. Many called for walkability improvements, safer crossings, and bike paths, along with low-density development and building height limits. There was widespread support for green spaces and thoughtful architecture, and mixed views on housing and mixed-use development. Respondents also expressed concern about traffic, aesthetic standards, and the scale and type of commercial uses.
- Conversely, respondents were asked whether there **are any features or types of development that would make you less likely to support a project?** Respondents expressed strong opposition to high-density and multi-family housing, including apartments, condominiums, and affordable or low-income housing. Many were concerned about increased traffic, loss of green space, and overdevelopment that detracts from the coastal, small-town character of Southern Shores. Specific examples of undesirable development included mixed-use buildings, high-rise structures, fast food chains, large commercial "big box" stores, and visually jarring or poorly maintained businesses, especially candy stores and tourist-oriented shops. There was a consistent call for maintaining the existing aesthetic, avoiding crowding, and not replicating the look or experience of neighboring towns perceived as overbuilt.



natural see signage mixed none place  
make restaurants toss place  
less 158 southern better attractive bridge  
access traffic commercial well needs  
ss duck green shores safety property  
use like town area bike parks single  
feel new saga sure  
low beach trees  
just development retail also speed  
lots design space need open good keeping  
housing spaces areas options look  
building community nice obx entry family  
shopping corridor coastal standards candy  
local along keep buildings height parking density  
light stores pedestrian dining events style  
residents support welcoming small pedestrians  
walking architecture cross flow appearance businesses  
properties additional



chain along already  
please mixed sugar rise  
spaces need apartments box rises  
shops retail buildings shores use want  
food southern stores like building  
large housing low green  
fast candy development will  
corridor traffic high density multi  
anything commercial big keep  
area businesses beach  
community town space  
residential income

## Shopping Habits and Preferences

- Respondents were asked where they primarily shop for various goods and services. A strong majority (435) reported purchasing groceries in Southern Shores, compared to 106 in neighboring towns. However, for clothing and apparel, only 56 respondents shop in town, while 335 shop in neighboring towns and 151 online. Similarly, dining and takeout drew 132 responses for Southern Shores, but 409 for neighboring towns. Entertainment options in town saw the lowest local support, with just 33 respondents, while 449 reported going to neighboring towns.
- Roughly 57% of respondents reported shopping or dining in Southern Shores on a regular basis, with 256 respondents (45%) doing so weekly, and an additional 64 respondents (11.8%) indicating they do so daily.
- When asked what would encourage them to shop or dine more frequently in Southern Shores, 399 respondents (approximately 73%) identified a greater variety of shops or restaurants as the top motivator. This was followed by 240 respondents (44%) who indicated they would be more motivated by the opportunity to support local businesses and keep tax dollars within the community.

- Respondents were asked to identify the types of goods or services they would be most likely to purchase locally if they were available in Southern Shores; responses are highlighted in the following word cloud:



- When asked to rate how much supporting local businesses influences their decision to shop in Southern Shores (on a scale of 1–5), the majority of respondents indicated strong influence: 175 respondents (32.3%) selected a 4, and 142 respondents (26.2%) selected a 5 (a great deal).

## Survey Conclusion

In addition to standard demographic questions (summarized above under Tell Us About Yourself) the final question of the survey asked respondents to provide “any additional comments, ideas, or concerns about the future of the entry corridor.” Rather than summarize these responses, the responses in their entirety have been provided in the Survey Summary included as Appendix B.



## Open House

On May 27, 2025, at 5:00 p.m., the Town of Southern Shores and the Entry Corridor Committee hosted a public open house at the Pitts Center, located on the Town Hall campus. The purpose of the event was to provide residents and stakeholders with an opportunity to learn more about the Entry Corridor Study and to share their perspectives in an informal, engaging setting.

Approximately 35 individuals attended the event, including Town residents, members of the Town Council and Planning Board, Town staff, and members of the Committee. The format of the open house was intentionally informal and interactive rather than a structured meeting. Four distinct “stations” were arranged around the room, each featuring visual display posters and handouts presenting contextual information, key observations, and guiding questions to prompt attendee input. To further encourage participation, *Post-It* notes were provided so attendees could write comments and place them directly on the display posters; attendees were also encouraged to leave their notes on handouts.

The four stations and the information presented at each are described on the following pages. A summary table of comments collected from attendees is also included to reflect the input received during the open house. While the comments summarized below represent the written input collected during the open house, Committee members also engaged in informal conversations with attendees. Through these discussions, several **common themes emerged: general support for the idea of mixed-use development, a noticeable softening of previously expressed concerns once the goals of the study were better understood, and strong enthusiasm for improvements related to aesthetics and landscaping**. Additionally, some attendees expressed interest in volunteering to support the study's ongoing efforts and objectives.

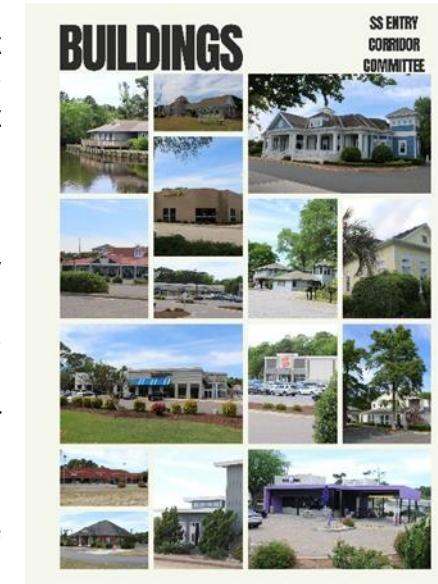
## Station 1: Buildings & Architecture

### Context:

The corridor currently has a mix of building styles, many of which were developed without unified architectural guidelines. Future development could establish consistent design standards.

### Observations:

- Design standards were recently adopted, but no formal architectural design standards are in place for the corridor.
- Some buildings reflect coastal or modern styles, while others lack visual cohesion.
- Design standards can encourage simplicity, harmony with the natural setting, and community character.



### Questions:

- Is there a type of building design that feels “right” for Southern Shores?
- Should new buildings follow specific architectural styles or be more flexible?
- How important is it to you that buildings look cohesive along the corridor?
- What are examples of buildings you like (in town or nearby)?

Collected Responses	
Image	Comment
Wells Fargo Image	<i>Another bank?</i> <i>Banks, pharmacies, and other commercial buildings ought to have designs that fit in with the beach.</i>
Shore Coffee Roasters	<i>Like this.</i>
6 Juniper Trail Offices	<i>I think it would look better with more color.</i>
Sandy Ridge Center	<i>Not sure how to fix current ugly building but new could meet design standards.</i>
Taco Bell	<i>ugh!</i>
Question	Comment
Is there a type of building design that feels “right” for Southern Shores?	<i>The yellow building (Outer Banks Family &amp; Cosmetic Dentistry)</i> <i>Flat tops and beach style.</i>
Should new buildings follow specific architectural styles or be more flexible?	<i>Not sure.</i> <i>Be more flexible, not style.</i>
How important is it to you that buildings look cohesive along the corridor?	<i>Semi-important</i>
What are examples of buildings you like (in town or nearby)?	<i>Towne Bank</i> <i>Probably like the yellow building (Outer Banks Family &amp; Cosmetic Dentistry); prefer tiny buildings with a mix of big buildings</i>

## Station 2: Signage

### Context:

Signs in the corridor vary in size, material, and style. Some are small and hard to see, while others may be out of scale or inconsistent.

### Observations:

- Landscaping is often minimal, with few native plantings or shaded areas.
- While sidewalks exist, connections could be improved, and there are no formal bike lanes or paths.
- Green spaces (like pocket parks) are rare but could enhance community life and environmental quality.

### Questions:

- What types of signs do you find most helpful or attractive?
- Should signs follow a specific look or brand for the corridor?
- Would you like to see interpretive signs or public art that tells the story of the town?
- Are there any signs in town you feel work particularly well—or don't?



Collected Responses	
Image	Comment
Taco Bell	ugh
Southern Shores Town Sign	Could more signs be consistent with this?
Outer Banks Healing Arts	Don't like this sign and how 1 is part is tiny
TowneBank	Nice.
Southern Shores Realty	It needs more color.
Southern Shores Crossing	Like this sign idea.
Question	Comment
What types of signs do you find most helpful or attractive?	NO COMMENTS
Should signs follow a specific look or brand for the corridor?	Keep a consistent motif, following the "Welcome to Town of S.S."; make signage for businesses look like the Town of S.S. sign. Try for a beach theme
Would you like to see interpretive signs or public art that tells the story of the town?	Yes (to public art)
Are there any signs in town you feel work particularly well—or don't?	Incorporate a pedestrian bridge with new big green signs and some local artwork.

### **Station 3: Landscaping, Green Space, Recreation, Pedestrian & Bike Infrastructure**

#### **Context:**

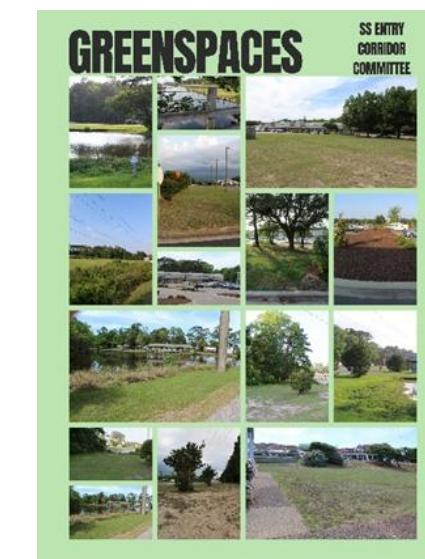
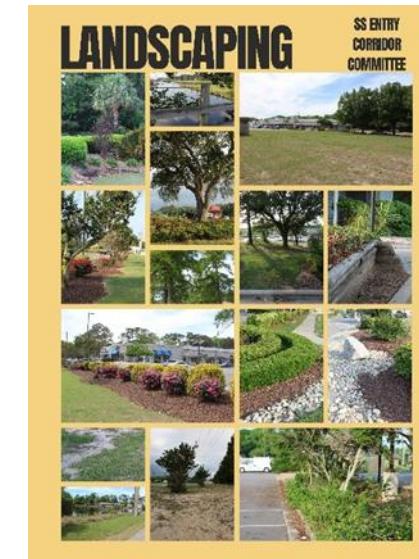
The corridor has limited landscaping and few formal spaces for pedestrians, cyclists, or recreation. Opportunities exist to improve these areas.

#### **Observations:**

- Sign regulations vary, and older signs may not meet current standards.
- Unified signage can improve visibility, safety, and aesthetics.
- Public art or storytelling signs could help reflect local history and character.

#### **Questions:**

- What kind of landscaping or greenery would you like to see?
- Would you support green space like pocket parks in commercial areas?
- What improvements would make the corridor safer and more inviting for walkers and bikers?
- Are there specific places where you feel unsafe or disconnected when walking or biking?



**Collected Responses – Landscaping**

Image	Comment
158 Bridge	Maybe rebuild/build more safety for bridge
Marketplace	Needs more trees.
Marketplace, NC 12 facing	Looks nice* but who will take care of spaces not o\\in a development? Plants are good!
?? (no specific location)	Plants are good. I think we should grow some more plants here for summer
Real Estate office	People like to walk here, should we make it safer

**Collected Responses – Greenspaces**

Marketplace	More bike trails. Outdoor Town Center. We could put more trees or something. Community Garden Area. Any place for a gathering space/park like in Duck?
Saga Property	Pocket Park in Town of Southern Shores (areas)?
Southern Shores Maintenance	Like this
Southern Shores Crossing	Composter, rain garden/wetland garden. More floral trees I agree.

**Collected Responses – Pedestrian**

Crosswalk	Don't feel as comfortable with the specific walk way, because there are a lot of people using that road.
-----------	--

In front of TowneBank	Should make this more safe, very busy street. Consider a pedestrian bridge across 158 along with welcome signs.
Boardwalk	More trails.
Path Through Woods	More trails like this. We could make this able to bike on? Concrete? Publish a map of connecting trails. Need a mtn. bike trail system. I agree.
Question	Comment
What kind of landscaping or greenery would you like to see?	Parks
Would you support green space like pocket parks in commercial areas?	Yes
What improvements would make the corridor safer and more inviting for walkers and bikers?	Make safer sidewalks Remove obstacles like garbage/recycling cans and other debris not picked up!
Are there specific places where you feel unsafe or disconnected when walking or biking?	Probably crossing the street sometimes Better signage for crosswalks and more marked areas on Ocean Blvd.

## Station 4: Uses, Mixed Use, Development & Redevelopment

### Context:

The corridor includes a mix of retail, office, and service uses, with redevelopment potential. The town is exploring options to allow mixed-use development with housing.

### Observations:

- Several properties may be underused or could benefit from redevelopment.
- Mixed-use developments can offer more and different housing options.
- The Town's regulations currently allow for apartments and mixed-use within the corridor.
- Design standards and incentives could help ensure new projects meet community expectations.

### Questions:

- Would you support mixed-use buildings (e.g., shops below, apartments above)? Why or why not?
- What types of businesses or services are currently missing or needed in the corridor?
- What types of development feel appropriate for this area?
- What features would make you more likely to support a new development project? (e.g., design, green space, affordable housing (housing that does not cost more than 30% of a household's income))

Collected Responses	
Observations	Comment
Several properties may be underused or could benefit from redevelopment.	<i>Redevelopment, mixed-use, more/different housing options, apartments/mixed-use within the corridor, design standards and incentives meeting community expectations...we need all of that</i>
Mixed-use developments can offer more and different housing options.	
The Town's regulations currently allow for apartments and mixed-use within the corridor.	
Design standards and incentives could help ensure new projects meet community expectations.	
Several properties may be underused or could benefit from redevelopment.	
Question	Comment
Would you support mixed-use buildings (e.g., shops below, apartments above)? Why or why not?	<i>Yes, love that concept</i>
	<i>Yes</i>
	<i>Yes, more home options</i>
What types of businesses or services are currently missing or needed in the corridor?	<i>More restaurants, deli, services (post office), amphitheater</i>
	<i>We need more local businesses</i>
What types of development feel appropriate for this area?	<i>Local shops we actually need</i>
What features would make you more likely to support a new development project? (e.g., design, green space, affordable housing (housing that does not cost more than 30% of a household's income))	<i>Green space for gatherings/events; more safe bike trails; more community events; more inviting destination shops, dining, exploring</i>
	<i>Greenspace, trails, workforce housing</i>
	<i>Green spaces like parks, affordable housing, and local businesses</i>
	<i>All of these</i>

## Section 5 – Committee Reflections & Key Takeaways

The Committee's review of survey results, open house feedback, and alignment with the Comprehensive Land Use Plan (LUP) policies provides a foundation for understanding both community support and points of tension. These reflections are organized by the adopted committee goals and corresponding LUP policies.

### ***Goal 1: Establish Unified Architectural Standards & District Aesthetics***

*Community input confirmed strong support for consistent design standards that reinforce Southern Shores' identity. Residents favored controls on signage, lighting, and façades while remaining divided on whether public art or landmark features should be prominent.*

*Commercial property owners and business stakeholders generally supported unified architectural expectations as well, emphasizing that standards should reflect a coastal/Outer Banks aesthetic while allowing reasonable flexibility for redevelopment and modern business needs. Several also noted the importance of balancing visual cohesion with functional considerations such as business visibility from the roadway.*

*Perspectives align directly with LUC 3.1 and LIC 7, which emphasize reinforcing low-density character and enforcing community design standards. The key takeaway is that standards should be clear enough to create cohesion but flexible enough to avoid feeling overly prescriptive.*

### ***Goal 2: Promote Biodiverse Landscaping & Green Spaces***

*Landscaping drew the highest levels of support in the survey, with respondents endorsing native species, shaded walkways, and pocket parks. This reflects a community desire to "green" the corridor and soften the commercial character.*

*Business and property owners also expressed that landscaping should enhance visibility without obstructing signage or storefronts. Feedback acknowledged the importance of green space in creating a welcoming corridor while noting that excessive screening may hinder commercial viability.*

*These responses align with LUC 8.1 (landscaping requirements) and LUC 12 (corridor overlay with landscaping and site design). Feedback underscores the observation that green space is not simply a supporting feature, but central to shaping the corridor's character.*

### **Goal 3: Support Diverse Housing Incentives**

*While many residents expressed reservations about housing density, there was cautious openness to mixed-use if presented at an appropriate scale and with visuals. Property and business owner feedback also revealed concerns about the appropriateness of new housing in the corridor, particularly in relation to infrastructure limitations and impacts on commercial identity.*

*This reveals both a contradiction and an opportunity: people want to protect the Town's low-density identity but also recognize the value of diverse housing for stability and economic balance. This tension directly intersects with LUC 3.1, which stresses scale-appropriate development, and LUC 8, which allows for family-friendly, mixed commercial spaces. Survey responses highlight the importance of showing physical form — examples of building scale, design, and site layout help clarify what "small-scale mixed use" means in Southern Shores.*

### **Goal 4: Foster Community Engagement & Collaboration**

*Engagement takeaways focused on activating the corridor through events and business partnerships, not just committee outreach. Survey and open house participants highlighted enthusiasm for town-sponsored events, gathering nodes, and opportunities to network among businesses.*

*Business and property owners indicated an interest in being engaged earlier in future planning processes and decision-making. Continued outreach and clear communication channels will be essential to maintain trust and foster collaboration among stakeholders with diverse priorities.*

*These dovetail with LUC 8 (creating family-friendly gathering spaces) and demonstrates that engagement is place-based — building community life within the commercial district. The community input suggests that successful corridor planning weaves together design, programming, and collaborative partnerships to both activate the area now and support its continued vitality into the future.*

### **Goal 5: Advance Economic Development Aligned with Community Values**

*Residents expressed preference for small-scale, locally owned businesses that serve the community over chain retailers. The idea of creating a “heart” of the corridor — where people can shop, dine, and gather — was noted both in survey comments and in committee discussion.*

*Business and property owners reinforced the desire for economic development that complements the corridor’s identity, avoids “formula” businesses, and supports local entrepreneurship. Their feedback supported a vision of development that attracts customers while aligning with the values of residents.*

*These priorities align with LUC 6 (directing commercial development along US 158) and LUC 8 (redevelopment to create family-friendly experiences). Community perspectives emphasize that economic development is best regarded as reinforcing Southern Shores’ character rather than simply pursuing growth, with priority placed on scale, aesthetics, and sense of place, while encouraging thoughtful improvements such as small-scale retail, service-oriented businesses, and locally rooted enterprises that fit the town’s identity.*

### **Goal 6: Enhance Accessibility & Connectivity**

*Strong survey support emerged for pedestrian and bicycle safety improvements, including multi-use paths and safer crossings. Respondents consistently framed connectivity as both a quality-of life issue and a character defining aspect of the Town. Business and property owners also emphasized the importance of improved access for customers, including safer vehicle entry/exit and more consistent pedestrian infrastructure.*

*This aligns with MB 2 and MB 2.3, which call for improved non-automobile mobility and connections to commercial areas. The takeaway is that mobility is best understood as fundamental infrastructure that supports accessibility, safety, and quality of experience rather than a supplemental feature.*

### ***Goal 7: Implement Ongoing Review & Adaptation***

*Residents and committee members emphasized the need for accountability and visible progress, including renderings, phased deliverables, and public updates. Business and property owners similarly expressed interest in seeing tangible follow-through from planning efforts. There is concern about the plan becoming “a report on a shelf.”*

*The reflection is that the committee should establish adaptive review mechanisms, transparent milestones, and highly visual communication to demonstrate progress. This ensures responsiveness to changing needs while maintaining trust.*

### **Summary**

Taken together, the reflections demonstrate that community desires align closely with LUP policies but require careful balance and interpretation. Aesthetics, landscaping, and connectivity are clear points of consensus. Housing and commercial diversity are areas where clear visuals and an explanation of policy context can improve community understanding and input. Engagement must focus on corridor-based events and partnerships, and implementation must remain adaptive and transparent. By aligning survey takeaways with committee goals and LUP policies, the Entry Corridor Enhancement Plan can move into its next phase with both legitimacy and community trust.

## Section 6 – Recommendations & Implementation

*Pending Completion of Phase 2*

## Appendices

**Appendix A – Entry Corridor Permitted & Special Uses, Pages A-2 to A-6**

**Appendix B – Survey Summary, Pages A-7 to A-45**

## Appendix A – Entry Corridor Permitted & Special Uses

### C, General Commercial District:

*Permitted uses.* The following uses shall be permitted by right:

- (1) Offices, including such uses as:
  - a. Business.
  - b. Financial.
  - c. Governmental.
  - d. Medical and professional.
- (2) Retail stores, including such uses as:
  - a. Antiques.
  - b. Books.
  - c. Cameras.
  - d. Candy.
  - e. Clothing.
  - f. Craft goods.
  - g. Delicatessens.
  - h. Drugs.
  - i. Flowers.
  - j. Food stores.
  - k. Gifts.
  - l. Hardware.
  - m. Health and beauty aids.
  - n. Hobby goods.
  - o. Household appliances.
  - p. Jewelry.
  - q. Leather goods.
  - r. Magazines.
  - s. Medical supplies.
  - t. Music and musical instruments.
  - u. Office supplies.
  - v. Sporting goods.
- w. Tobacco products.
- x. Toys.
- y. Video rentals.
- z. Wines.
- (3) Service establishments, including such uses as:
  - a. Banks.
  - b. Barbershops and beauty shops.
  - c. Business service—copying, photocopying and computer services.
  - d. Churches.
  - e. Dry cleaning and laundry pickup stations.
  - f. Funeral homes.
  - g. Group fitness, aerobics, dance, martial arts, yoga, gym, and/or weight training.
  - h. Indoor motion picture theaters.
  - i. Pharmacy, with or without a drive-through facility.
  - j. Radio and television broadcasting studios (excluding transmitter sites).
  - k. Shoe repair.
- (4) Detached single-family dwellings, two-family (duplexes) dwellings, and accessory buildings, according to the density and dimensional requirements of the RS-8 multifamily residential district.
- (5) Town-owned or leased facilities.
- (6) Parking lots and sewage treatment drainfields, when located on a lot which is adjacent to and adjoins real property in an adjacent municipality, upon which a principal building or use has been approved by the municipality, and to which the parking lot and sewage treatment drainfields are necessary or incidental.
- (7) Collocations and eligible facilities requests in compliance with section 36-175(c).

- (8) Estuarine bulkheads must be permitted by all applicable local, state and federal agencies having jurisdiction.
- (9) Event facilities.
  - a. Customer parking requirements for event facilities shall be one space for each 150 square feet of floor area;
  - b. A septic permit must be obtained from the county health department to accommodate the maximum number of attendees permitted.
  - c. Food preparation shall meet all local and state requirements.
  - d. All events in which alcohol is to be served shall not be held until an approved state ABC permit has been issued.
  - e. All events shall be in compliance with all Town Code requirements, including the town noise ordinance.
- (10) Produce stands. The retail sale of fruits, vegetables, plants, and other agricultural and horticultural products subject to the following requirements:
  - a. All stands shall meet the yard requirements for the C general commercial district;
  - b. No sales shall be conducted between 8:00 p.m. and 7:00 a.m.;
  - c. No additional lighting shall be allowed;
  - d. All stands shall comply with all applicable Dare County Health Department requirements and N.C. Department of Agriculture requirements;
  - e. Only one stand per lot shall be allowed;
  - f. When located on a lot with 50 or more existing parking spaces, no additional parking spaces will be required. When located on a lot with fewer than 50 existing parking spaces, a minimum of three off-street parking spaces shall be provided. When located on a vacant lot, parking spaces shall be provided on an adjacent lot with existing parking spaces that is under same ownership;
  - g. One freestanding sign not exceeding 32 square feet in area or six feet in height shall be allowed;
  - h. If applicable, a building and/or electrical permit shall be obtained;
  - i. The display, storage and/or sale area shall not impede vehicular or pedestrian traffic and parking;
  - j. On-site garbage or trash receptacles must be provided and properly maintained at all times.
- (c) *Special uses.* The following uses shall be permitted as a special use, subject to the requirements of this district; shall be subject to conditions and modifications relating to impacts on adjacent properties, transportation and transportation systems, transportation interconnectivity, stormwater, utilities and telecommunications facilities (including capacity), vegetation and other elements of the natural environment, noise, hours of operation, and other factors that the town council finds applicable; and additional regulations and requirements imposed by the town council, as provided in article X of this chapter:
  - (1) Restaurants without a drive-through facility or with a drive-through facility, provided:
    - a. Restaurants with a drive-through facility shall not exceed 2,500 square feet.
    - b. The location of the drive-through facility is a minimum of 100 feet from residential districts and a minimum of 50 feet from any planned unit development.
    - c. It allows for stacking of a minimum of six cars.
  - (1.5) Drive-through facility or establishment (small), provided:
    - a. Drive-through facility or establishment (small) shall not exceed 2,500 square feet.
    - b. The location of the drive-through facility is a minimum of 100 feet from any residential districts and a minimum of 50 feet from any planned unit development.
    - c. It allows for stacking of a minimum of six cars.
    - d. Lot shall have frontage along U.S. Highway 158.

- (2) Veterinary clinic, provided that all boarding runs and kennels are in an enclosed, heated, and air conditioned building.
- (3) Child day care center, subject to other requirements of this chapter and provided the following conditions are met:
  - a. The facility shall adhere to the minimum requirements of and be licensed by the state department of human resources.
  - b. Pickup and dropoff areas shall be provided separate from the drive aisle. The pickup and dropoff areas shall be designed so that no child is required to cross the parking lot or any other traffic areas.
- (4) Sewage system effluent disposal subsurface drainfields and repair areas, under the following conditions:
  - a. The lot shall be in existence and recorded at the time of adoption of this provision;
  - b. The drainfield shall not exceed a total area of 14,400 square feet;
  - c. There shall be no sewage treatment facilities other than the disposal drainfields;
  - d. There shall be no aboveground appurtenances;
  - e. A buffer strip shall be planted between the drainfield and/or repair area and any adjacent right-of-way, in accordance with the technical requirements of section 36-163(2)h (parking lot planting), and maintained;
  - f. Maintenance and operation of the drainfields, in compliance with state, county and town laws, rules and regulations, shall be a continuing condition of approval; failure to do so shall result in revocation of approval of the development by the town, and the owner and/or operator of the drainfield shall cease all use of the drainfield until such use is authorized by the town.
- (5) Group development of town-owned or leased facilities.
- (6) Group development of commercial buildings, provided:
  - a. Minimum size of any building shall be 2,500 square feet.
  - b. All buildings constructed within 35 feet of another building within the development are to be connected by a breezeway or covered walkway.
- (7) Garden center/nursery, provided:
  - a. A ten-foot high solid fence must surround all storage areas for business vehicles, equipment and bulk storage.
  - b. All principal and accessory structures must conform to the building code (e.g., greenhouses) with no agricultural exceptions.
  - c. Outdoor plant displays (retail/nursery areas) access walks shall comply with site accessibility requirements of the building code (e.g., wheelchairs and motorized carts).
  - d. Required parking spaces and drive aisles shall be asphalt or concrete. Business vehicle and equipment parking and drive area shall be gravel/crush and run.
  - e. Customer parking requirements for outdoor retail display areas shall be one space for every 500 square feet of retail space.
- (8) Wireless telecommunications sites in compliance with section 36-175.
- (9) Wind generation facility in compliance with the requirements of section 36-176.
- (10) Ice vending structure (automated).
  - a. May only be an accessory use to a shopping center.
- (11) Mixed use group development of commercial and residential buildings, provided:
  - a. Minimum size of any building shall be 2,500 square feet.
  - b. All buildings constructed within 35 feet of another building within the development are to be connected by a breezeway or covered walkway.
  - c. Lot shall be serviced by an existing community wastewater treatment facility permitted by NC DEQ DWR.

- d. Residential density shall be limited to RS-8 district allowances as established within section 36-203(a).
- e. A minimum of 25 percent and no more than 40 percent lot coverage of the net parcel area can be associated with building footprints containing residential uses and the required parking for residential uses.
- f. Minimum front yard (setback): 25 feet.
- g. Minimum side yard (setback): 15 feet. An additional five-foot-yard adjacent to the street is required for a corner lot.
- h. Minimum rear yard (setback): 20 feet.
- i. Maximum building height shall be 35 feet, measured from the average of the existing, undisturbed grade at the building corners. If the average of the existing, undisturbed grade at the corners of the building is less than eight feet above mean sea level, the maximum building height may be measured from up to eight feet above mean sea level.
- j. No building or other facility (such as parking spaces, incinerators, trash collection areas, etc.) shall be located nearer than 50 feet to boundaries of residential districts or planned unit developments.
- k. Where a mixed use group development abuts a residential district or planned unit development, a buffer of dense vegetative planting or natural vegetation is required (see requirements in section 36-207(d)(8)).

(12) Multifamily dwellings according to the density and dimensional requirements of the RS-8 multifamily residential district.

(13) Planned unit developments in accordance with article IX of this chapter.

**R-1, Low-Density Residential District:**

- (b) *Permitted uses.* The following uses shall be permitted by right:
  - (1) Detached single-family dwelling and vacation cottages provided that such residential structure shall not be: (i) advertised to accommodate, designed for, constructed for or actually occupied by more than 14 overnight occupants when used as a vacation cottage; or (ii) have a maximum septic capacity sufficient to serve more than 14 overnight occupants.
  - (2) Customary accessory buildings including, but not limited to, swimming pools, tennis courts, and garages, provided no dwelling unit is located in the accessory structure.
  - (3) Home occupations and home-based businesses as regulated in article VIII of this chapter.
  - (4) Town-owned or leased facilities.
  - (5) Piers and docks, only when accessory to a building for which a building permit has been obtained.
    - a. Piers and docks must be permitted by all applicable local, state, and federal agencies having jurisdiction.
    - b. The activity associated with the pier or dock must be permitted by the zoning district where the pier or dock is anchored.
    - c. No such permitted dock or pier shall extend into adjacent waters more than 75 feet from an estuarine bulkhead, mean high waterline, or a line connecting the outermost limits of the coastal wetlands on either side of the proposed structure, whichever is nearest the channel.
    - d. Only one pier or dock is permitted per building site.
  - (6) Estuarine bulkheads must be permitted by all applicable local, state, and federal agencies having jurisdiction.
  - (7) Collocations and eligible facilities requests in compliance with section 36-175(c).

(c) *Special uses permitted.* The following uses are permitted, subject to the requirements of this district and additional regulations and requirements imposed by the town council, as provided in article X of this chapter:

- (1) Churches.
- (2) Fire stations, schools and other public buildings.
- (3) Community recreation facilities including boat launching areas, tennis courts, community centers, libraries, picnic areas, bathing beaches, and concessions integral thereto, provided that there is no open commercial activity and no sign other than a directional sign is allowed.
- (4) Country club.
- (5) Child day care, small home.
- (6) Wireless facilities on publicly owned water towers, with the approval of the public entity which owns the water tower in compliance with the requirements and conditions of section 36-175.
- (7) Wireless telecommunications sites in compliance with section 36-175.
- (8) Wind generation facility in compliance with the requirements of section 36-176.
- (9) Manufactured homes in compliance with the requirements of section 36-178.

**G&I, Government and Institutional District:**

(b) *Permitted uses.* The following uses are permitted by right:

- (1) Governmental offices, office buildings, and meeting rooms.
- (2) Town authorized uses of town-owned facilities.
- (3) Police stations.
- (4) Other town-owned facilities.
- (5) Residential uses which comply with the requirements of section 36-202, the RS-1 single-family residential district.
- (6) Offices for nonprofit entities qualified under section 501(c)(3) of the Internal Revenue Code. Notwithstanding other provisions of the

Southern Shores Town Ordinances, the following shall apply to permitted uses under this section: handicapped accessibility shall be provided.

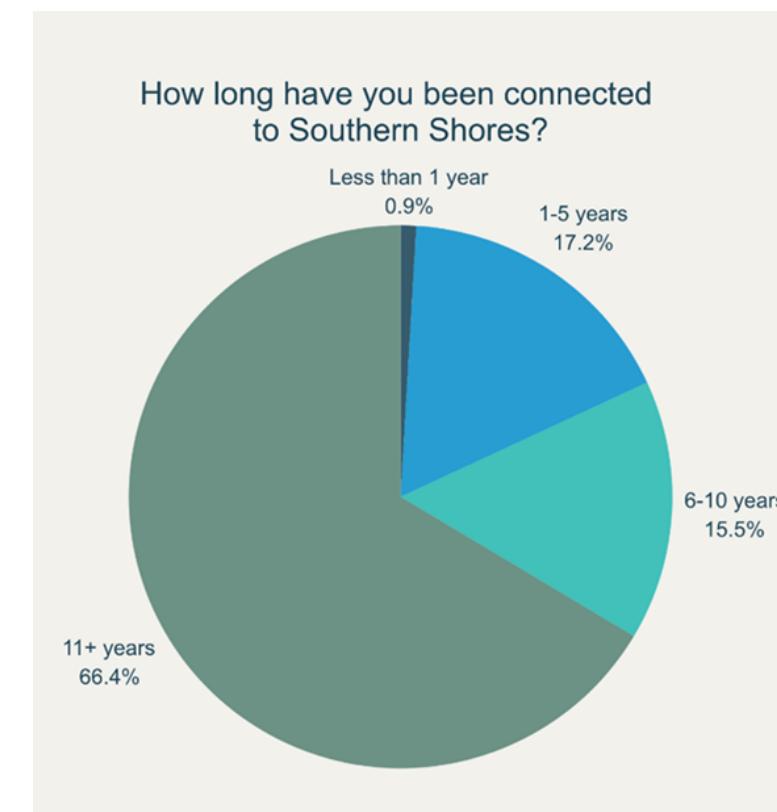
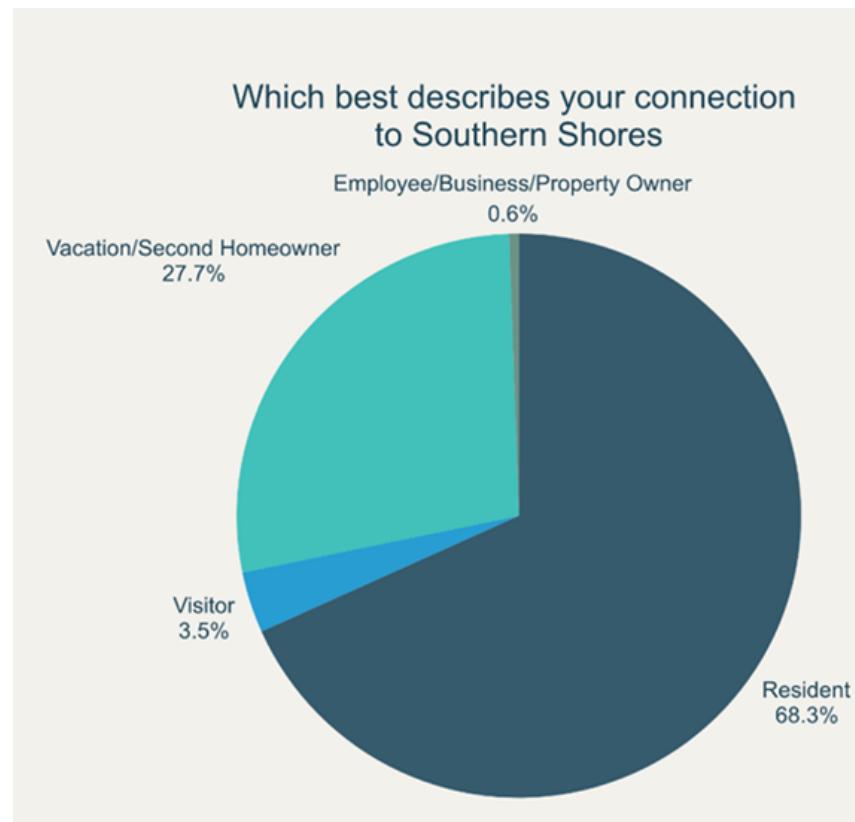
- (7) Collocations and eligible facilities requests in compliance with section 36-175(c).
- (c) *Special uses permitted.* The following uses are permitted subject to the requirements of this district and such additional regulations and requirements as may be imposed by the town council as provided in article X of this chapter:

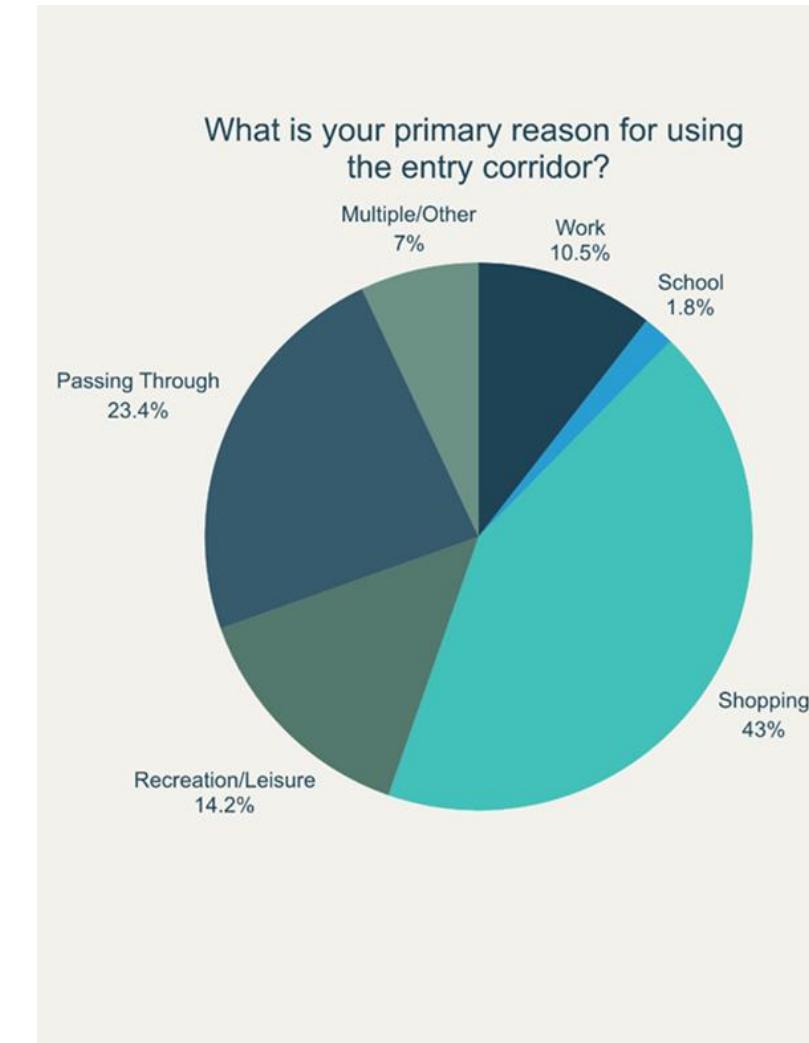
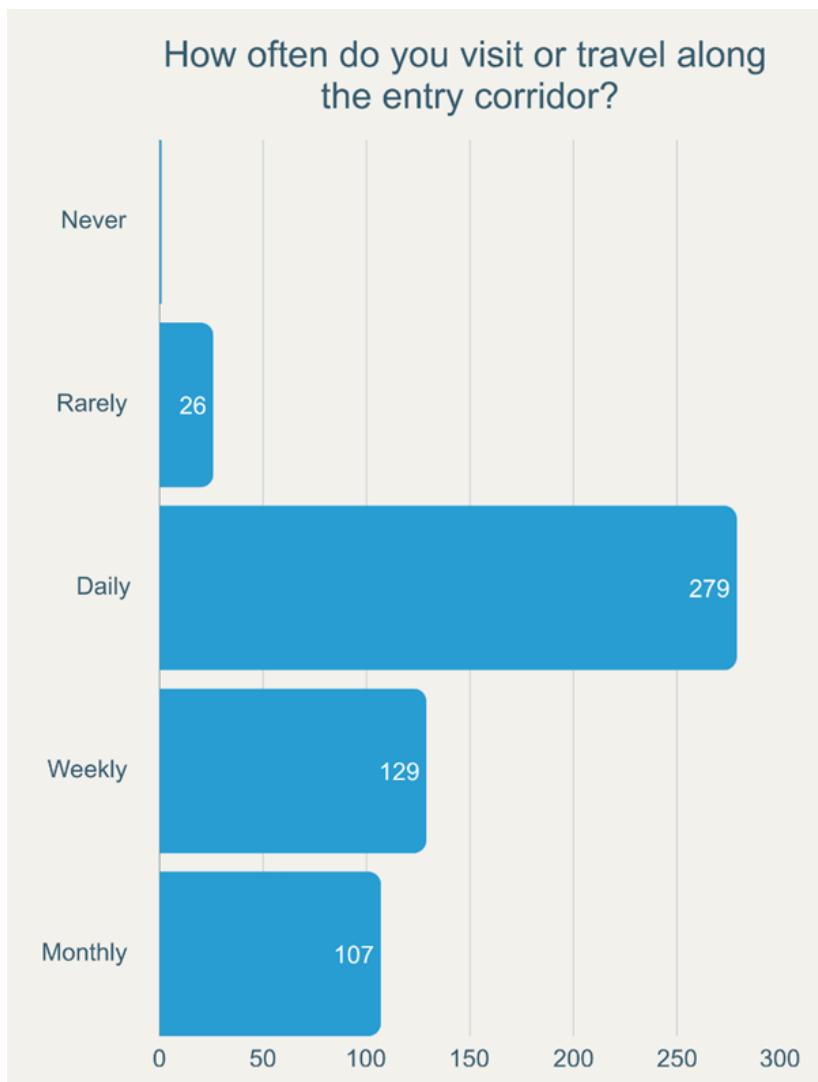
  - (1) Community recreation facilities, including golf courses, tennis courts, community centers, libraries, picnic areas, and concessions integral thereto, provided that there is no open commercial activity, and no sign other than a directional noncommercial sign is allowed.
  - (2) Wireless telecommunications sites in compliance with section 36-175.
  - (3) Wind generation facility in compliance with the requirements of section 36-176.

## Appendix B – Survey Summary

### Overview

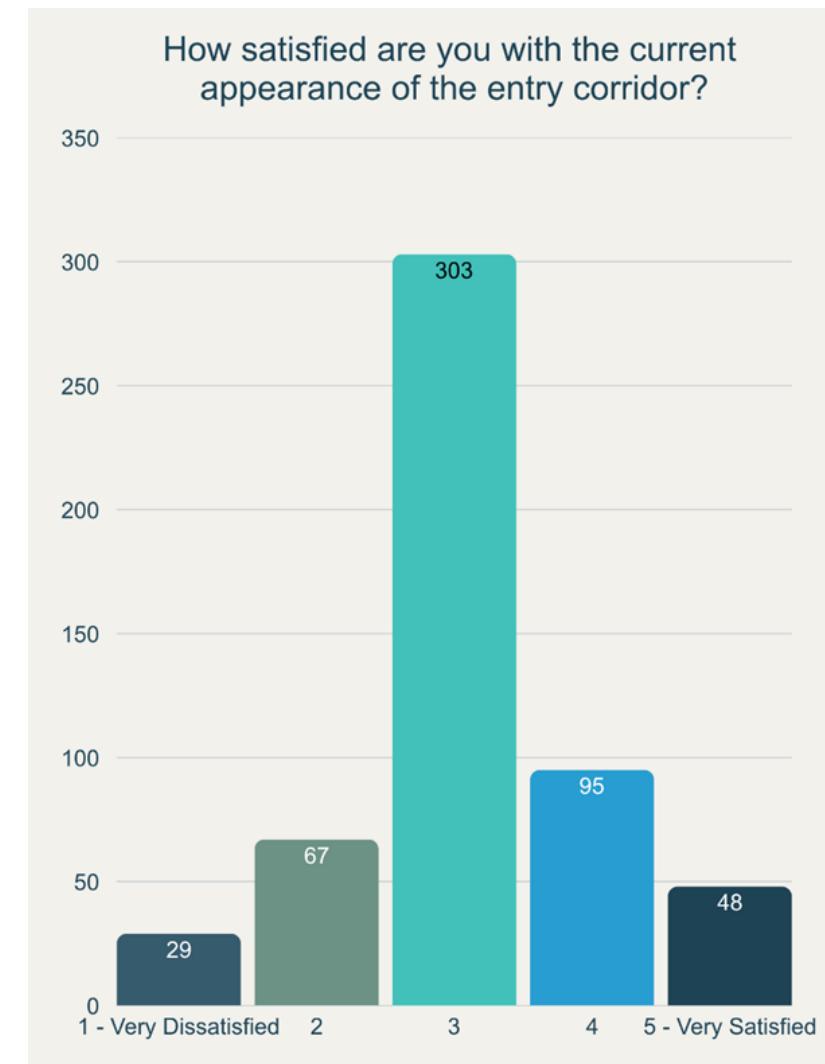
The Town of Southern Shores Entry Corridor Enhancement Committee developed a community survey to gather input on current conditions and future opportunities for the Town's Entry Corridor. The survey included eighteen (18) questions focused on perceptions, preferences, and priorities for the Corridor, as well as optional demographic questions. The survey was open from May 8 to June 10, 2025, and received 542 responses. The following is a summary of survey responses.

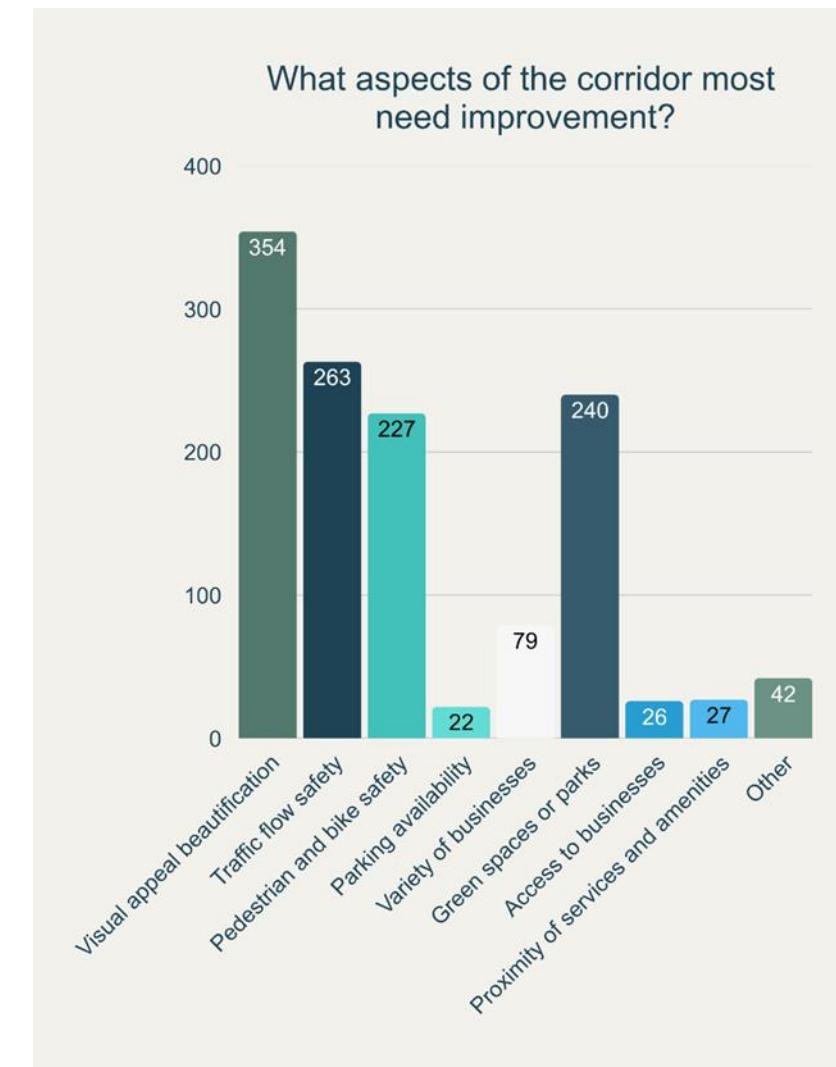
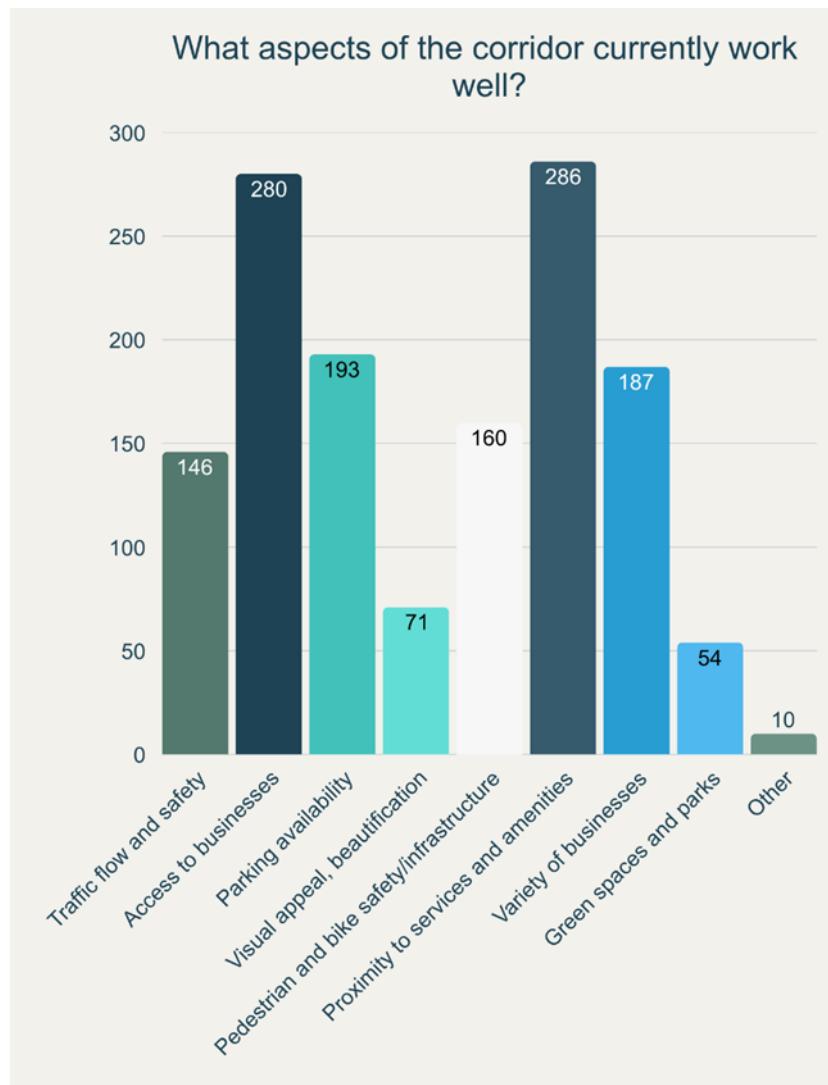


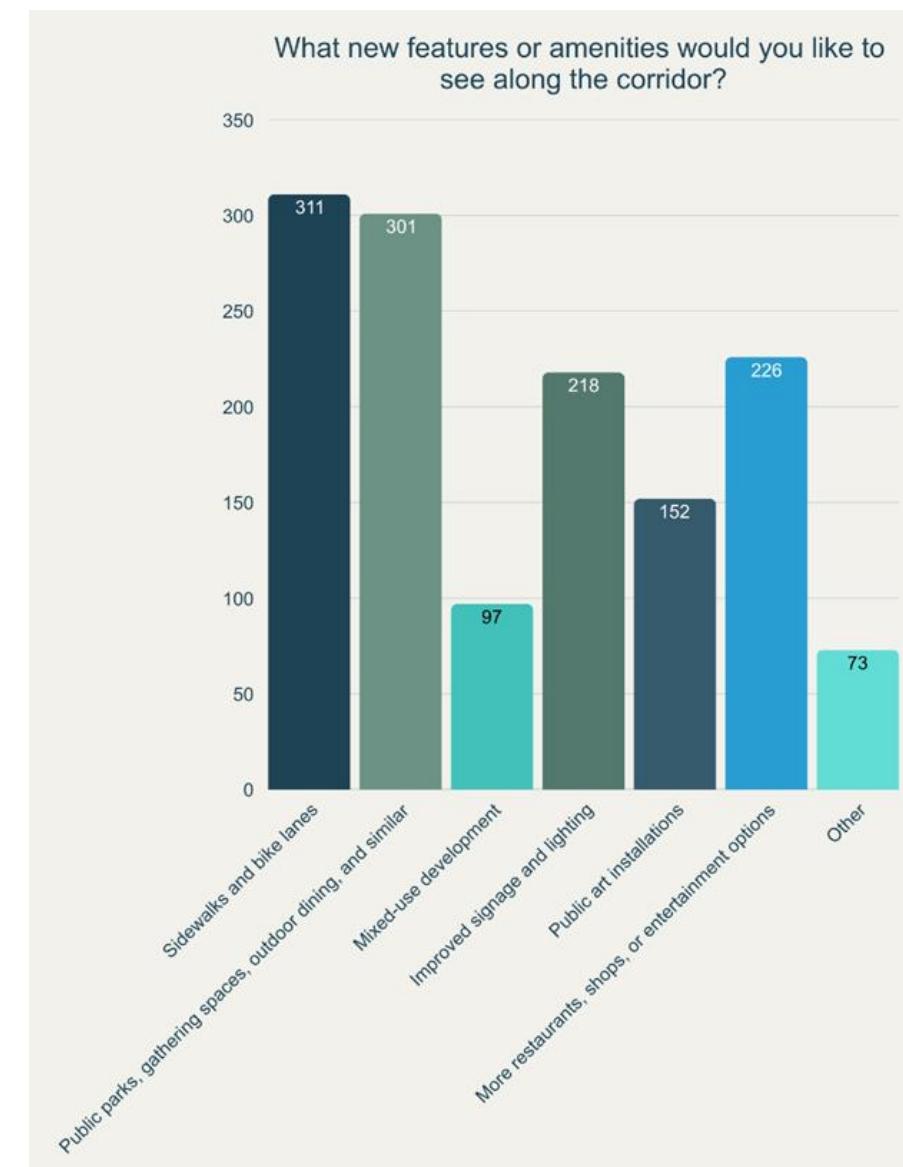
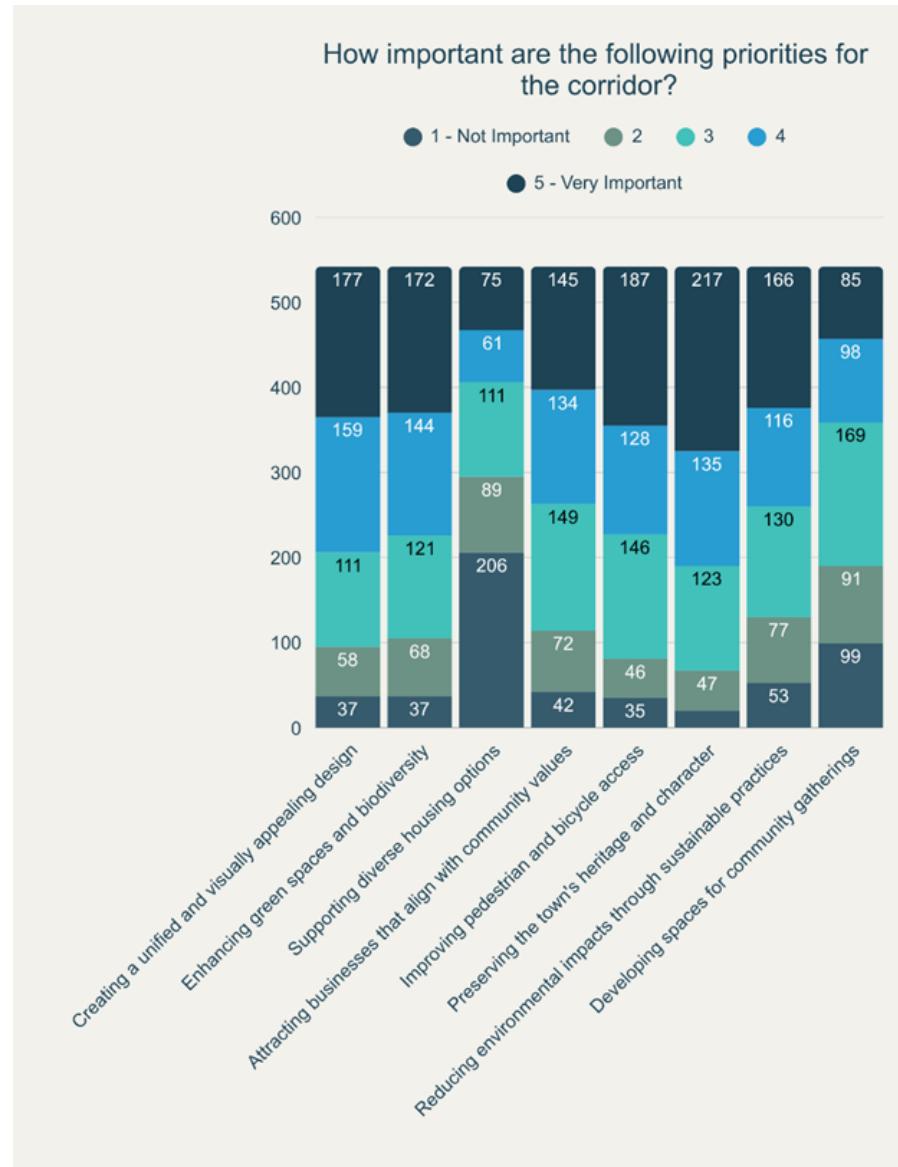


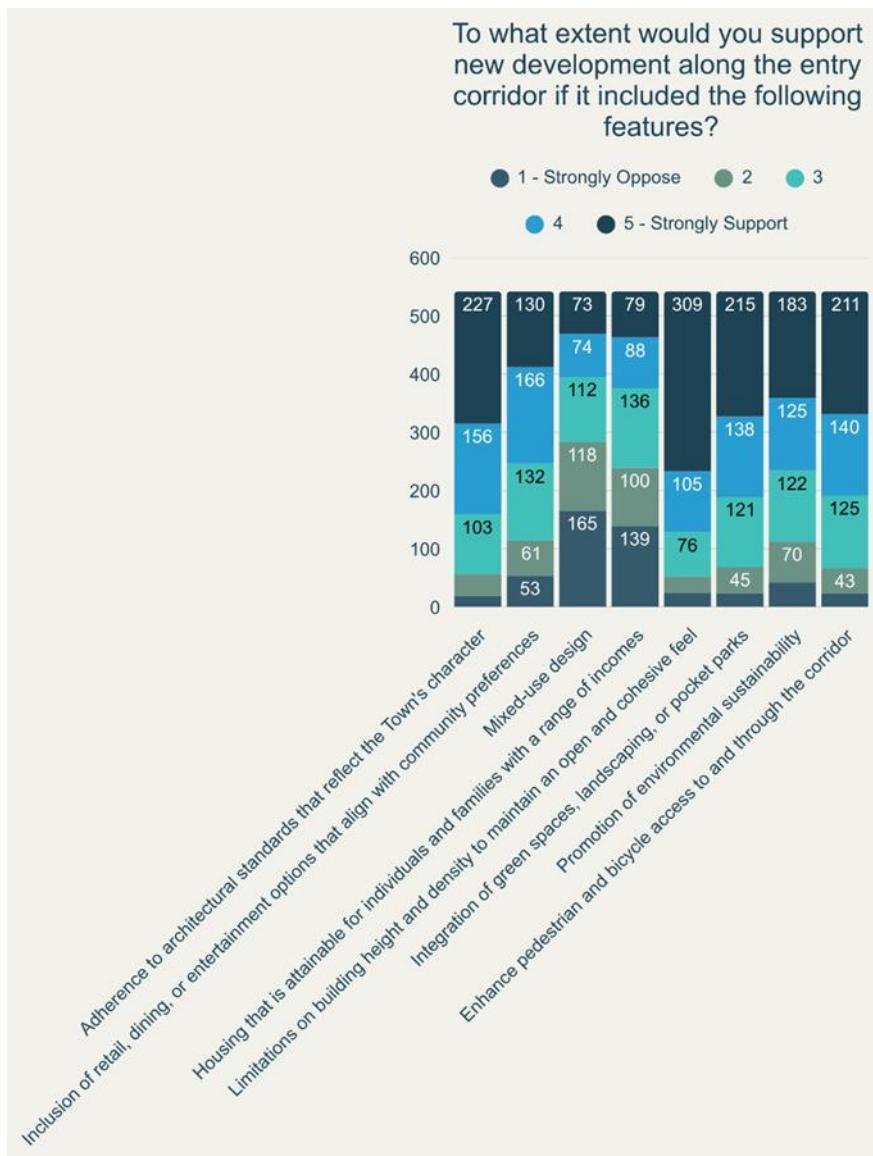
In one word or phrase, how would you currently describe the entry corridor?

interesting non-descript disjointed  
hectic unremarkable confusing  
hawk nice area congested needs highway  
road like nondescript southern  
kitty boring ok fine traffic non clean  
blah looks good bland busy pleasant  
average okay adequate welcoming  
just functional nothing  
many special shores plain get  
lower acceptable lights  
uninviting unattractive







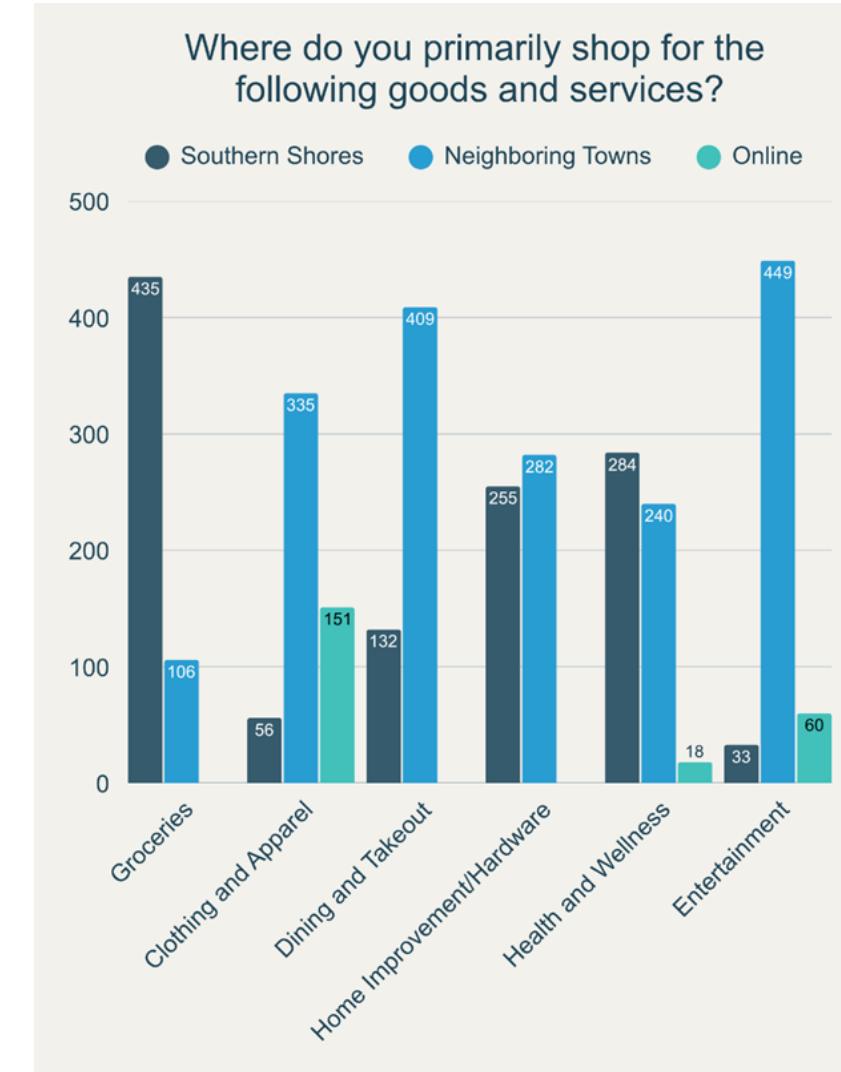


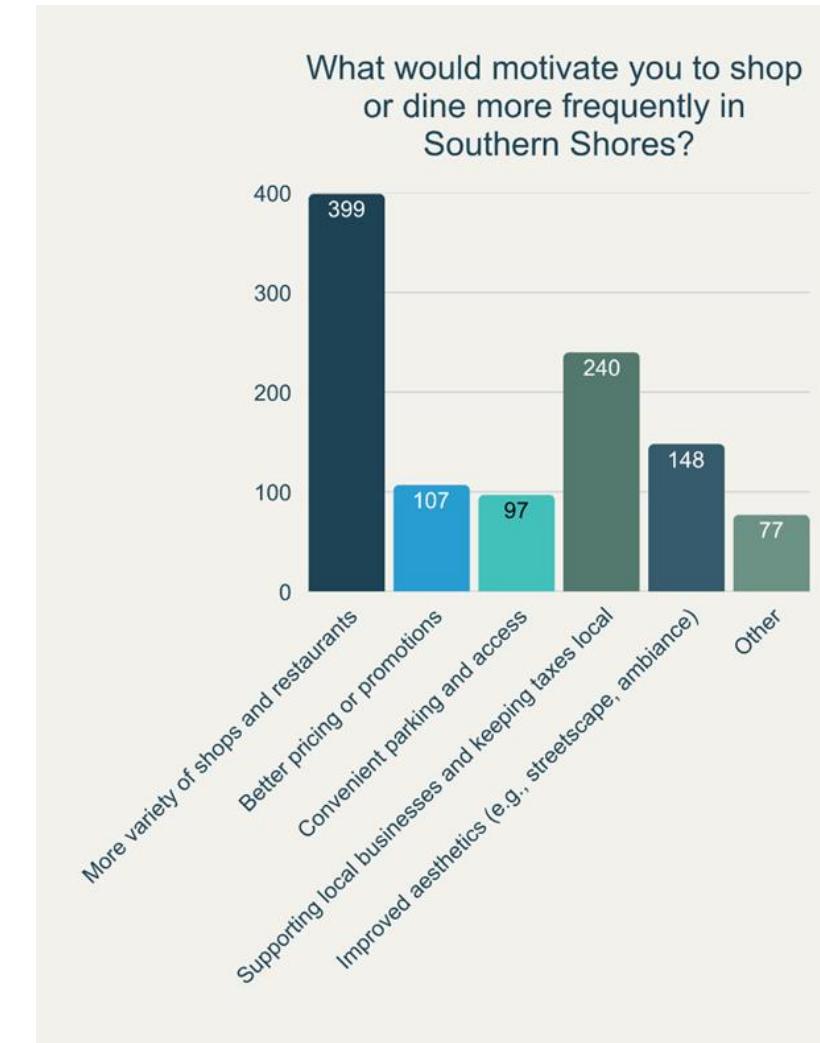
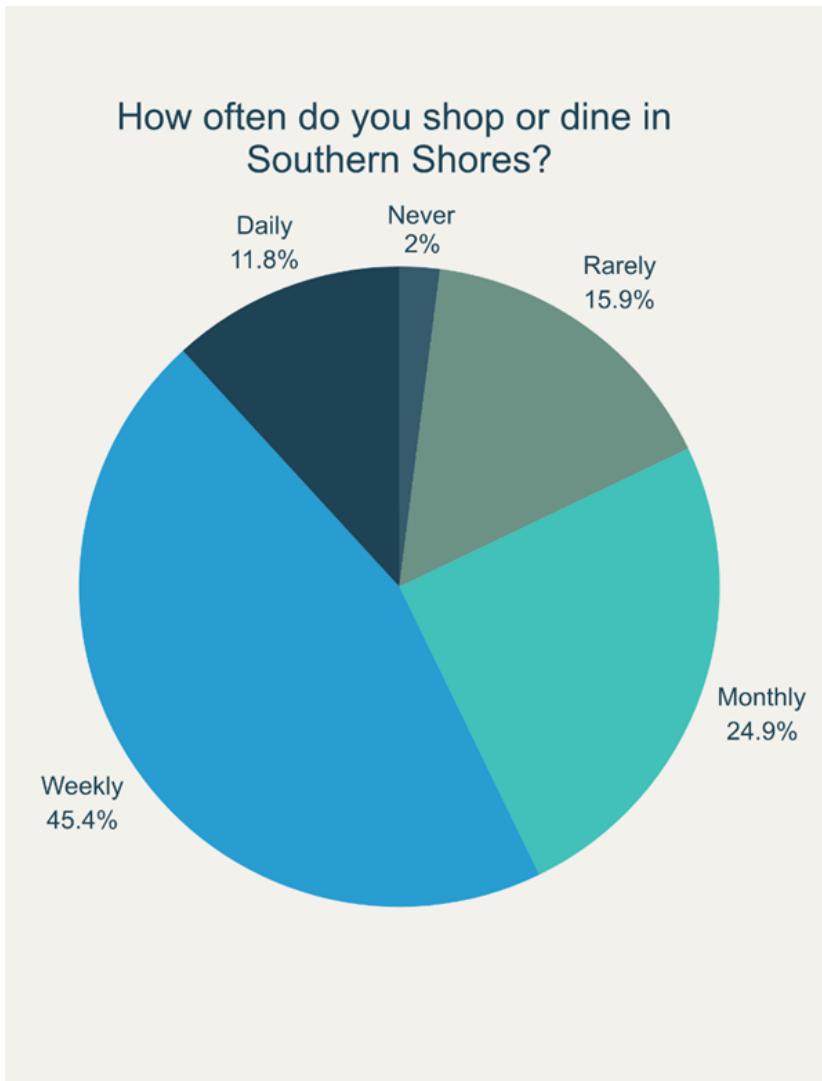
Are there any specific features or design standards that would make you more likely to support new development or redevelopment along the corridor? Full responses are included at the end of this summary.

natural see landscaping signage mixed none place  
make restaurants toss bridge  
less southern better attractive  
access traffic commercial well needs  
ss duck green shores safety property  
use like town area bike center  
feel like development new parks single  
low beach saga sure  
just lots design space need open good keeping  
housing spaces areas options look  
building community nice obx entry family  
shopping corridor coastal standards candy  
local along keep buildings height modern 12  
light stores pedestrian dining events style  
residents support welcoming  
walking architecture small pedestrians  
cross flow appearance businesses  
properties additional

Conversely, are there any features or types of development that would make you less likely to support a project? Full responses are included at the end of this summary.

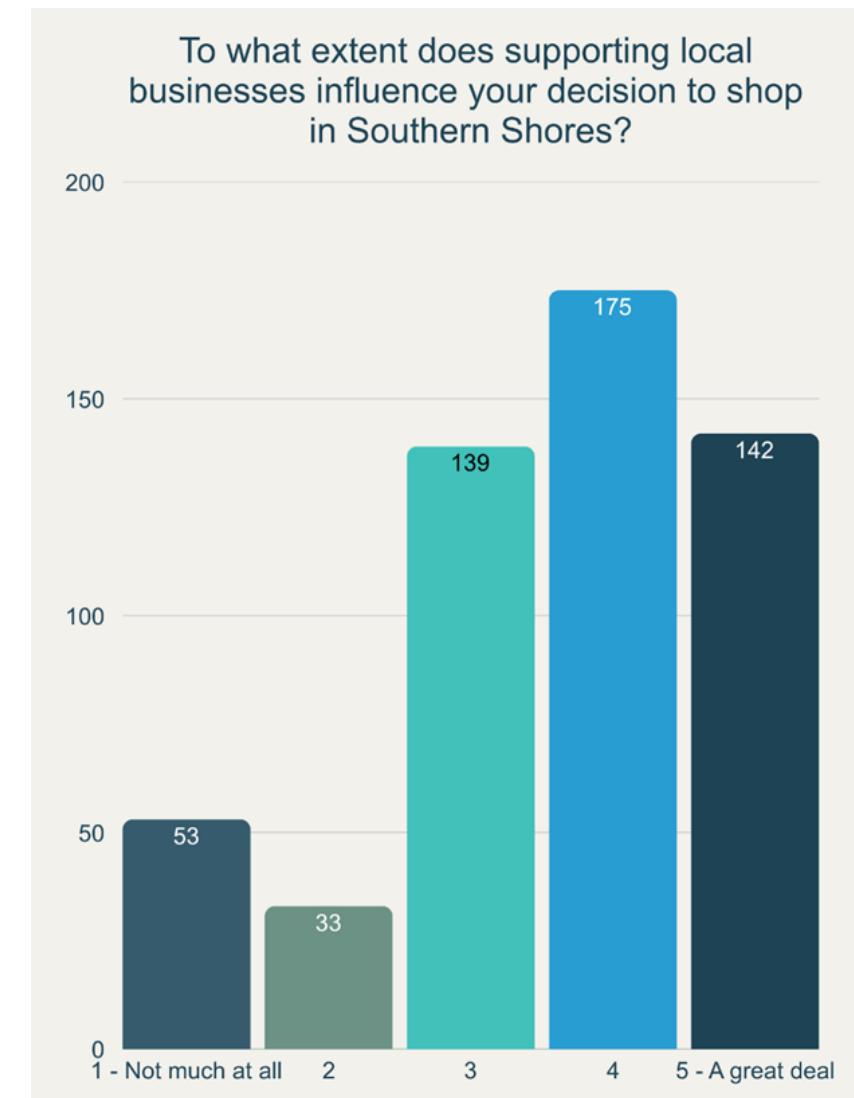
chain along already  
please mixed sugar rise  
spaces need apartments box rises  
shops retail buildings shores want  
food southern stores like building  
fast large candy development will see  
corridor traffic high density multi  
anything commercial big keep  
area businesses beach  
community town space  
residential income

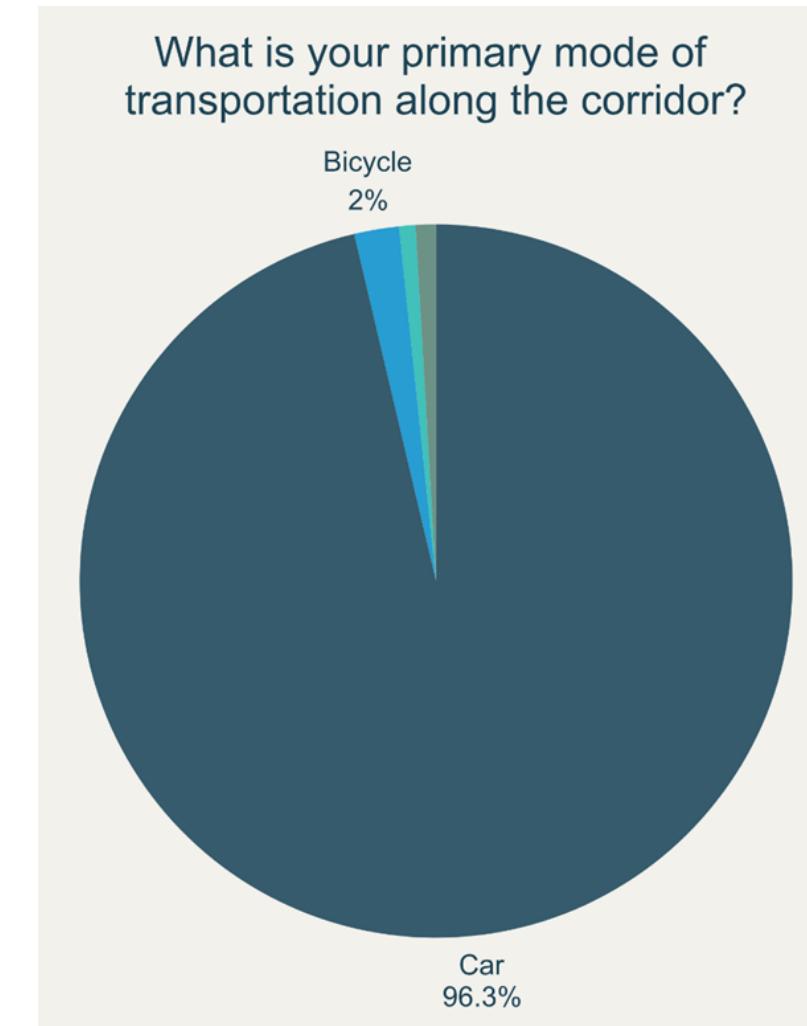
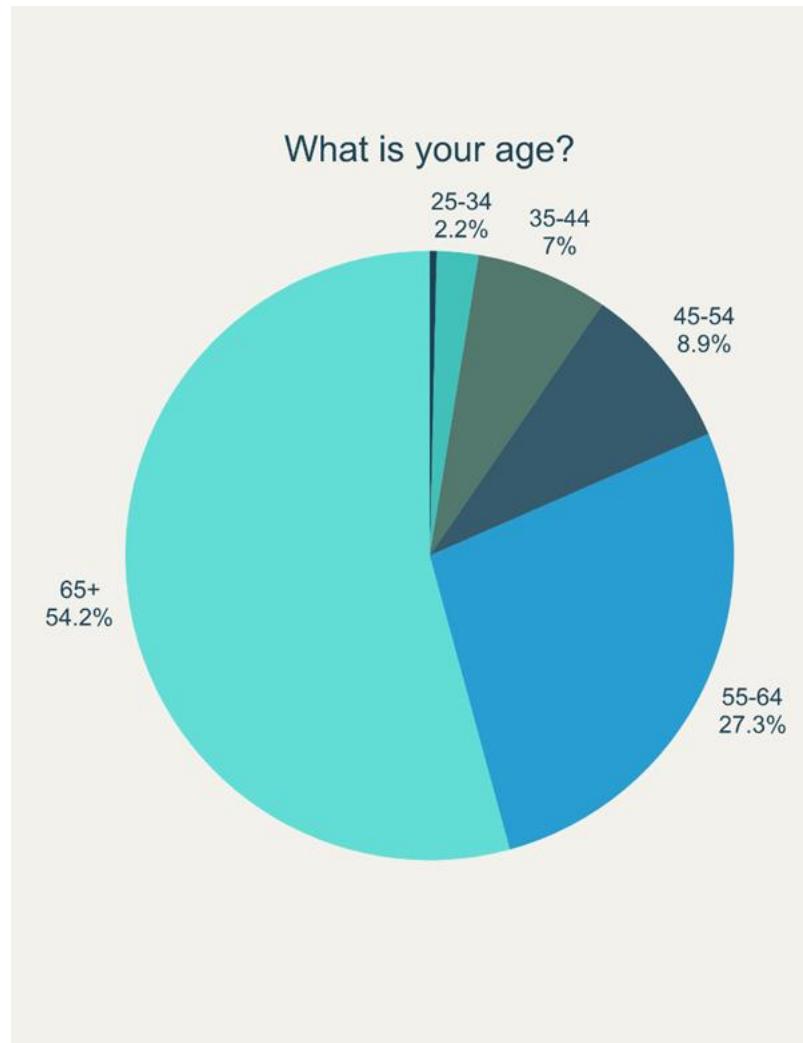


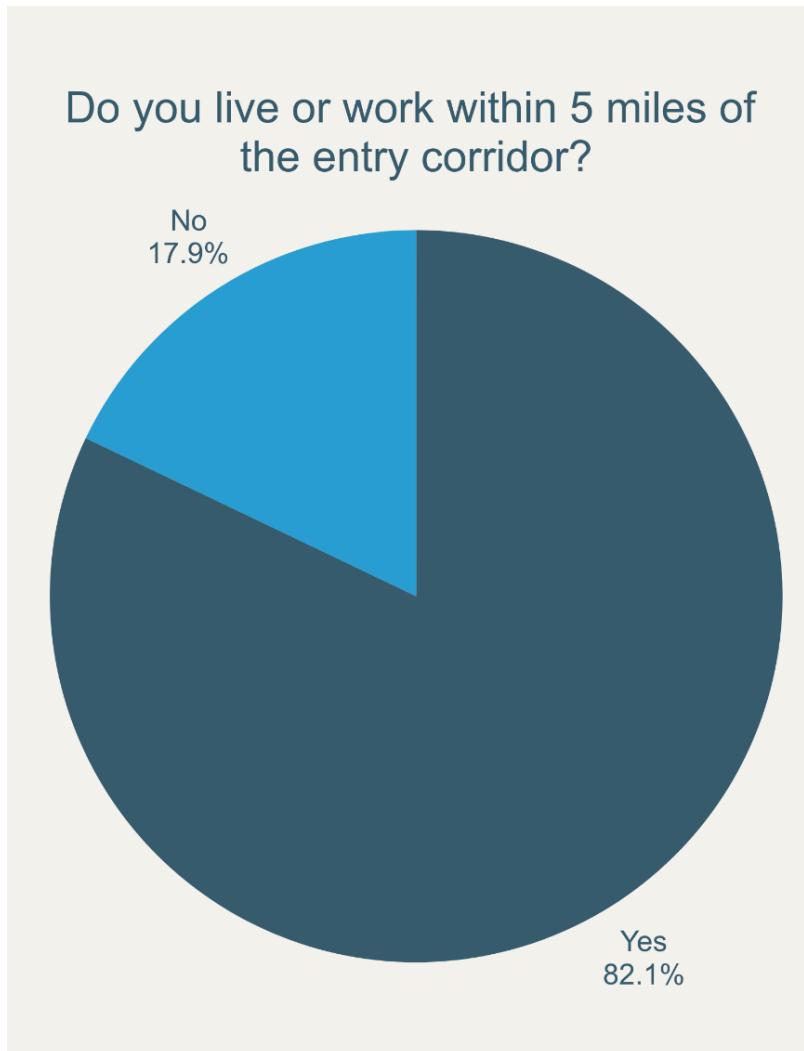


What types of goods or services would you be most likely to purchase locally if they were available in Southern Shores?

businesses  
 available bakery  
 hardware better none southern  
 services groceries seafood  
 nice restaurant goods shopping  
 small options dining home shores  
 need restaurants happy  
 fine shop clothing produce  
 see shops like nothing  
 clothes local food fresh healthy  
 farmers market stores trader  
 gifts art good store quality specialty  
 supplies items everything  
 sporting breakfast







**Are there any specific features or design standards that would make you more likely to support new development or redevelopment along the corridor?**

- Are there any specific features or design standards that would make you more likely to support new development or redevelopment along the corridor?
- Please keep it coastal! Not ultra modern
- Something needs to happen with the traffic flow problem
- Safety and traffic flow.
- Minimal development
- Focus on light pollution, promote bike riding and pedestrians giving easier access to area for families/children.
- No
- Coastal look
- Low density
- We don't need more housing. We need Airbnb's to return to full time use.
- Open Air Dining Spaces
- Keep it natural as possible
- No
- More green space with natural planting
- Landscaping to hide or camouflage commercial properties.
- Only thing I would support is more green space.
- Attractive buildings in a modern OBX style, no more than 2-3 stories.
- Signage. Landscaping
- Coastal look with plantings
- Like the corridor like it is with some sprucing up.
- Undeveloped areas should be purchased and developed as a Green Space to enhance TOSS.
- No more development please.

- Library, good restaurants, area for gatherings to host small events such as jazz festivals, place to rent for a small events like private parties, small weddings
- Fewer candy and coffee stores and more restaurants and retail shopping options. more long term rental housing for workers
- keep open green spaces
- None
- Sidewalks.
- Stop SAGA
- No
- No
- More greenery/ vegetation around construction
- Town purchasing the Saga property on 158
- I don't think we need extensive redevelopment. Just provide some basic requirements for architecture and style but nothing super specific
- Better access points
- Modern design, pedestrian walk ways, reduced speed limit, safety, landscaping
- responsible planning looking to the future, multi units under single roof condo's affordable housing versus mini hotels. zero approval for further gas stations, sugar plane,
- Mixed use
- If safety was improved
- Maintain the character of The Outer Banks.
- beats me. All the signage on the SS side is ground-mounted and attractive.
- Landscaping, green space, buffer zone
- No
- Appropriate high end architecture
- Pedestrian crossovers OVER the road that don't disrupt traffic - not crosswalks that vehicles won't stop for.

- Bike and walking paths! A town center type feel where we can have events and gatherings. SS is so boring compared to our other local towns. The SSCA helps with events and community properties but TOSS is lacking in its contributions to our community. The SSCA board came up with a lot of ideas on ways the two could join together to create more of a community. Please reach out to SSCA to get some of our ideas!
- Do not need any more major development that will increase traffic.
- traffic lights that actually allow you to make a turn safely.
- No
- Safe, easy way for pedestrians and bicyclists to cross 158 because currently this is not good. Some sort of boardwalk area that combines nature and commercial shops/restaurants (like in Duck). Not sure how/where this could happen on/near the entry corridor, but I'm sure that Duck never thought that its boardwalk could/would ever be a thing (especially for those of us that remember what Duck looked like in the 1970s and 80s).
- Access to Southern Shores Crossing, etc. Dangerous!! Access that one way corridor another way - maybe from Juniper Trail??
- I would prefer a village-type development, rather than a cookie-cutter strip mall with box stores like Marshalls. The TOSS Town Council disregarded the Land-Use Plan vision for the commercial district, as determined by homeowners. The Marketplace is an eyesore that doesn't serve homeowners as well as it could. I never shop in Rack Room, Marshalls, or Five Below. I support green space, pocket parks, and a restoration of the charm, quaintness, and beauty that were long associated with Southern Shores.
- More green spaces, landscaping
- "Simply clean up the streets. The intersection of 158 and 12 have not be kept clean.
- Nothing attractive at that intersection that tells you that you are in a beautiful coastal town."
- A commitment to not adding housing, especially no apartment or low income housing. Let kdh or currituck handle their needs.
- More upscale restaurants and chains e.g. chipotle, blaze pizza, wholefoods
- As noted - golf cart access
- All of this is nice but SS already has a history of quixotic plans that end up costing the taxpayers money. Go easy on anything that raises taxes, and instead insist on business owners keeping things neat and clean.. SS Crossing is a disgrace and an example of not holding owners accountable.
- Visual and physical access to all water views is calming and welcoming, including sound, lagoons, lakes, and ocean. A good example is the beautiful view of nature surrounding the lagoon termination at SS Realty as seen from the highway.
- less structures and more open spaces
- Not interested in commercial but if it had to be commercial, very low-key. We still have open spaces in the marketplace that arsn't getting rented. It doesn't pay to do commercial.
- Height limitations, single family use--not rental unless long-term, affordable
- Greenways are important, and make the town a welcoming place to the OBX
- No
- Hight restrictions
- Bicycle paths
- Green spaces, increased variety of dining/retail options (Whole Foods. Blaze Pizza, Chipotle, Cava)
- Large, green landscape materials
- No- we don't need to lay anymore concrete or asphalt. I have been here long enough (25 years) to see the Marketplace and Southern Shores Crossing shopping centers be appealing and then fall into old with few stores and not well maintained. Drive down 158 and see the

same thing-- old not well maintained shopping areas because new ones have cropped up. Instead we should be encouraging filling up the existing retail space with interesting shops and restaurants. Are there things we can do as a town to encourage them coming into our area?

- Single family residences
- More natural visual barriers, emphasizing native trees and shrubs. More uniform and more tasteful commercial signage.
- Not sure what “community preferences” are but revise the building code to preclude monstrosities like sugar planet/kingdom and probably anything that saga wants to do
- Pay homage to the flat top and honor the shingle style as well
- Lower speed limit.
- I fully support the enhancement and ongoing maintenance of our entrance corridors. These areas serve as the first impression of our community, and well-executed landscaping plays a vital role in reflecting the pride and character of Southern Shores. In addition, I believe the issue of light pollution—particularly near the town hall / police station entrance, the Southern Shores Realty office, and adjacent commercial properties—should be addressed through thoughtful lighting standards similar to those implemented by the Town of Duck. These combined efforts would significantly improve the overall appearance and environmental quality of our community.
- cedar shake
- Town needs to obtain property and create public parks for residence.
- Coastal style
- No additional changes are needed and further development should be discouraged in this already congested area.
- Cut down cut through traffic
- Accessibility. Limiting the reliance on cars.
- I would prefer that new development be essentially stopped
- Enforcement of public disturbances, especially vehicle noise
- No new development

- Better design of Rte 12 South, Rte 12 North, 158, and service roads. It's works but is a mess. Bikes are in danger and rational folks won't walk. Better access and appearance = better support of restaurants, stores, nicer Southern Shores experience.
- My main concerns are green spaces/landscaping and providing affordable housing for our workers Keep the “beach feel” through the architecture and native plantings
- There is already too much development and the community cannot support it in so many way; medical, housing, etc.
- Anything to support the low key beach community environment
- Make a “down town”, there's not one in the obx
- Landscaping and event space for live music, arts, and Sunday markets
- No
- Using sustainable and regenerative practices in developing green spaces and parks and preserving natural spaces.
- Smart growth and stormwater options rain gardens
- Development designs in keeping with Southern Shores culture
- Design that fits with coastal characteristics
- Anything new must have green aspects and must benefit our community (and not be redundant)
- Consider retail, office, and residential mixed use to include recreation and green space as a development requirement; redefine traffic patterns to discourage thru traffic through neighborhoods; prioritize, market, and provide clear access to the visitor center; reduce speed from 50mph to 45mph; develop public/private partnerships with city (Southern Shores)(Kitty Hawk), school district and civic organizations, address flooding and drainage concerns, consider appropriate height limitations based on available fire equipment and overall aesthetic (4 stories (40ft) maybe 5 (50ft) based on sight lines)
- Pedestrian safety is important, and is lacking across the island not just TOSS.

- Vegetative buffers but wide lanes of them possibly filled with public art as well
- Keep the character of outer banks
- Change the traffic plan, enhance road crossings, allow bigger sidewalks, and ban ebikes/golf carts
- I think a nice consistent look and feel, along with more walking and additional restaurants and gathering spaces would be nice. Also dark sky initiatives.
- This survey feels tilted towards trying to get us to build crap we don't need and no one asked for except SAGA. Did SAGA write it?
- overpass for wildlife - I hate seeing dead animals along the corridor
- High standards
- Make it welcoming/artistic/walkable
- No
- A pedestrian/bicycle overpass on 158 that would include the current green highway signage
- Coming off of the bridge, create a tunnel-like experience of floral and fauna. Savanna and Charleston highlight their rich history, which we also have. Bike trails that have access to bars, restaurants and shopping. Key West is a perfect example.
- Keeping with an OBX theme.
- Unified design and appearance
- Want to maintain beach and small community feeling
- No
- Consistency for government/state/town signage; Reduced speed limits from bridge to route 12 split at Ocean BLVD—for safety and calming; No development, housing, condominiums, or hotels on area north of 158 between South Dogwood and Bridge—build a park in open space by water.
- More welcoming signage embracing the "Southern" charm with large pilings and pampas grass that Northerners live to see. "Community of Voulunteers" sign us not a description that entices people to move here.

Appears we are a needy community. Would love a common gathering spot for outdoor music, movies, social events

- Green space, animal bridges
- Don't allow lot splitting or tiny homes on properties - get rid of Airbnb and vrbo
- Currently nothing along the route defines Southern Shores ... it is primarily a mix of indistinct, diverse commercial development. Development of green spaces, using architectural standards close to the heart & origins of Southern Shores with parks, trails, open areas that reflect the values of our residents. That's what I would strongly support!
- Natural design, parks, open spaces
- Unique development. Family owned. Not chains
- Along the entry corridor there is very little outside dining options and too many banks that take up valuable space that could better be used for dining options for the local residents and visitors.
- Not really
- Anything that promotes non-vehicle forms of transporation and connectivity of residential and commercial areas
- No suggestions
- No
- We need more cross walks!
- NO
- to maintain the natural beauty of the area and limit development
- Adherence to LEED, BREEAM, Fitwel, IBC and LGCC building standards and benchmarks.
- The complete lack of ocean access in Duck should make us appreciate the degree of access SS residents and guests have to the oceanfront (this difference also is apparent to the visitors who travel to and from Duck along Ocean Blvd). KHLC was visionary in setting aside open spaces that made this possible, but the Town government has not shown the same vision when opportunities emerged. For example, last year we dodged a bullet with the proposed high-density development on the

southwest corner of the town. TOSS should have purchased that site years ago to preserve it as a natural area that could provide a common meeting space for all town residents and visitors. SSCA and CPOA provide good facilities for incredibly low annual membership fees, but we lack facilities that engage and serve residents from all areas (TOSS parking areas at each SSCA dune crossover is a good example of public-private cooperation in this regard).

- aesthetically pleasing colors
- Seaside town feel
- Environmental friendly
- I like the Towne Bank building .
- Open space and housing mix
- Architectural standards, height restrictions
- Design standards suited for a beach vibe. I don't oppose development but don't feel that should be what "greets" people along this corridor. It should reflect the native qualities our beach is known for!
- More trees/landscaping with solar lights to add ambience/curb appeal. Uniform design for signage (establish a town branding blending the vintage yet modern feel)
- We do not need any more structural development
- Traffic safety/Accident reduction at The Woods Rd/158, any pocket parks/gathering areas or green spaces for gatherings/pedestrians/children in the community. Add more locally owned businesses in empty lots by OBX Chevy & marina area at the end of Jean Guite Creek, Reopen OBX Voyagers Club- more options for families with young kids
- Visually cohesive, lots of green space and landscaping separating any development. Lower speed off the bridge until after the 3 crosswalk lights. Better notice to drivers making them aware of crosswalk signal being on. RED LIGHT CAMERAS
- N/A
- Family oriented businesses and activities

- Dining and outdoor entertainment with a view, local farmers market
- Use the two large parcels on Duck Woods Drive for community area, bulk headed and community pool for paying residents
- Mixed use with regards to the architecture of Town Bank
- Just leave it as is.
- No money laundering candy stores
- Precluding short-term rental leases in any residences. Low income rent regulations. Commercial space construction meets health care facility requirements. Features and standards that serve the resident community (not tourism).
- Enhanced traffic flow for north bound thru traffic. Solving thru traffic on Dogwood.
- I would like to see a more cohesive design plan. One where things don't have to be all matchy matchy, but complementary and thought out.
- Native plants, good stewardship of the land
- More bike/pedestrian friendly features. The crosswalk signals for crossing 158 are nice but the side streets/shopping center entrances should have them too.
- Height restrictions g
- STOP THE TRAFFIC FLOW THROUGH THE TOWN especially South Dogwood
- Restaurants
- Better traffic flow in summer, restricting cut through traffic on Dogwood
- Make the traffic light going south at Juniper a flashing yellow left turn. It's ridiculous that the light before that has that feature, with a hill that blocks view, but that this light has a view for about 0.2's of a mile.
- A multi age playground would be nice
- more affordable housing
- Environmentally mindful improvements that do not stress the current infrastructure and add to the quality of life here. We move to the OBX and Southern Shores because we don't want the nonsense of a "paved paradise" we want OBX paradise

- Consistent architecture ( no commercial buildings like Sugar Land, building with a shark jaw entrance,...)
- Driving into duck has such a quaint feel. Southern Shores need something similar. Also upkeep of the trash pickup in the roadways needs to improve.
- Maintaining building height standards and building community areas like parks or 'plaza' for pedestrians
- We don't need more development!
- Commercial properties in line with SS culture cohesion/awareness that this is Southern Shores
- More options to eat out - very few restaurants in the area
- Improve driving safety
- "Designs that Support OBX fragile environment and relays that message to the visitors.
- small community atmosphere, old beach feel, less commercialism, welcoming to family beach goers and not boardwalk partiers
- Storm resistance in building, dark sky associated lighting on all buildings and parking areas
- Sidewalk and bike paths
- Cohesive with remainder of Southern Shores
- Just safety, and keeping open space
- "Do not build anymore. Landscape only."
- Bike path, limit on building height
- putting in better bike paths, parks and green spaces
- Classic local architecture.
- Less touristy. More designed for full time residents.
- a variety of shopping and restaurants with an aesthetically pleasing design and nice landscaping
- better retail options, more dog friendly areas or outdoor dining, more affordable food options, better grocery option
- None
- NO
- Tasteful low profile signage. ..no obnoxious loud signs.... NO "Sugar palaces/Candy stores or cheap souvenier shops.
- a modern coastal style is preferred
- No
- Hwy 12 is dangerous for pedestrians trying to cross and for bikers, Need a path on both sides
- Any new development should include lush vegetation - trees, shrubs, landscape enhancements
- Whatever reduces tax burdens for homeowners.
- enforcement of covenants and speed limits
- Overall appearance upgrade to make this area appear special and attractive rather than simply parking for a variety of business that do not relate to one another. Stores like 5 below do not add to the appearance or mood of the are. The area appears unplanned and mixed without being a "cool" or attractive area to come to"
- No chains or fast food. No apartments complexes. No high rise buildings. Maintain character, spaciousness, greenery/plants.
- No
- low density
- I struggle with finding development areas along entry corridor
- Modern coastal architecture, walkable shopping and entertainment, park area (like Dowdy) for events, trails for walking - cycling including waterfront access where possible (Duck)
- not that I can think of
- Lots b of vegetation
- Mixed use development would be amazing! Town residents need options for when they age out of their single family homes. Not to mention, we need places for service providers to live.
- No
- New construction should conform to the original vision of Southern Shores
- visually appealing

- avoid high density
- Stay with our unique Town's heritage per the Sticks.
- Seems the entry corridor coming into town is pleasant enough. You have residential entrances along the highway, school and local businesses that function well enough. Signage isn't to much of an eye sore. Simpler is better
- Housing above retail/commercial outlets
- Let the Commercial Property Owners Use and build on their property and stop picking on putting new restriction on these property Owners
- No
- Flat top / mid-century design aesthetic; creates a unique and authentic brand for Southern Shores.
- Sidewalks
- Avoiding increases to town budget & bonds that burden homeowners & reduce affordability
- Town center approach
- In your definition of the "Entry Corridor", I'm not sure where major new development would occur, like: Apartments? More retail and Restaurants?
- None, leave it as is.
- Cohesive design elements reflecting the ecology and Town character best done by Landscape Architects only. Not sure of the limits of the Corridor plan so don't try to address too much only key design elements that are top priorities in a corridor plan. If done right, the rest of your goals will also be achieved.
- Enhanced traffic control using intelligent tracking
- Open green spaces
- Police Headquarters needs to be more visible as pass through entry to Southern Shores. Would give higher sense of personal safety and hopefully detract personal and property crimes. In favor of condos, townhomes, patio homes, or mixed use with restaurants, retail, offices below and 2 stories of condos above. Also, more empty nester, senior

housing, or single person housing with no or low maintenance is highly needed. Like the concept of 2 and 3 story units with garages on first level and all units built with an elevator (or large closet which could be converted to elevator when needed) so that more retirees can age in place and also for those physically handicapped.

- access roads to use for retail and dining to cut down individual driveways & parking lots opening onto main roads; additional green space/landscaping.
- We would love to see a town center similar to Duck for concerts and gatherings
- No McMansions.
- Would prefer higher end shopping venues. Low cost shopping can be had in any city.
- No
- as i was on the plaining board for 56 years, and i work dave stick in the 50 and 60 s
- More attractive signage and lighting , beautification , more attractive sidewalks w better landscaping
- Is this being done in coordination with Kitty Hawk, which has jurisdiction to the northern edge of US158? Please do so it's not a half-done effort.
- Leave the Town as is. Zoning restrictions regarding building height and density should be adopted. Also ban B&B's. Homes should be single unit.
- Retro vibe
- Maintain a clean appearance of the areas and buildings including lighting and security where needed to deter any littering or unauthorized after hour use.
- No
- No
- Just make everything aesthetically pleasing - unlike that stupid candy place. And landscaping is not unworth what it costs!
- Build the mid-Currituck Bridge!

- With the volume of traffic on 158, less is more.
- Pedestrian and bikeways
- No additional taxes.
- No
- No
- This space is limited and therefore valuable. Any use would need to be economically viable. The structures need to be hurricane resistant and beach themed. Flat top motifs?
- a good small town feel to businesses and homes/cottages
- no
- Sustainable equitable
- More green spaces.
- Be mindful of approving characterless buildings along the corridor like Kitty Hawk did with the 7-11 gas station as soon as you cross Wrights Mem. Bridge. I'm not privy to the approval process but expected more from the building & design folks in KH regarding building materials used and landscaping design given its proximity as the "Doorway to the Northern Banks" prior to approving the project.
- No
- more trees and grass, less cement.
- Control weekend traffic through neighborhoods
- Close Ocean Blvd on weekends / change-over days
- Greenery buffer between the road and businesses.
- A way to make in season travel less congested on certain days
- pedestrian and bicycle access
- keeping a more beachy, cottage feel NOT Modern
- local retail/dining
- cohesive planning that considers many of the factors listed above
- Any development of green space is not good.
- Enhanced landscaping
- Would like to see bike and golf cart path, completely separate from 158, that runs from Steamers to KHES.
- Fixing existing traffic problem
- More trees and colorful plants AND more visible address signage closer to roadway.
- Nothing high-rise or garrish, nothing that will crowd the area or over-develop or take away the charm you feel from the small-town feel of the less crowded beaches
- Bike and pedestrian safety
- A design that duplicates the natural beauty of the area. Sea, sand, wild life and more.
- Better traffic control in the Summer season and pedestrian safety. Preserve green spaces.
- development should be intermittent; separated by green park-like spaces- not a "wall" of similar commercial spaces.
- To keep sight lines open and reflect the natural design of dunes and beach.
- Not seeing a road full of business like in Kill Devil Hills. Make a town feel like Duck.
- not sure
- Low density
- Minimize glitzy entertainment elements
- Landscaping
- None
- n/a
- None. Keep developing the area and you lose what the founders sought.
- "Green space and attractive welcoming look to the corridor
- No more houses"
- I would like it to stand out as beautiful and welcoming, something visitors will remember.
- I would like a nice green space with a "Welcome to Southern Shores" that is more visible than the current sign. It seems that everyone knows

where Duck is, but many people aren't aware that they pass through Southern Shores to get to Duck!

- Aesthetically appealing
- Improved biking and walking lanes.
- Limitations on building height. More buildings mean more people, which means more crowded beaches, which means just another American beach town. It is not "just" another beach town now. And what does more development mean to traffic conditions? Don't fix what isn't broken. Rather, enhancement of what is already here would be preferable.
- No
- Buildings and the development should complement each other, not detract.
- flat top designs, historic looks, no tacky sugar planet buildings, nice paved parking lots with native plantings...keep the look and feel of a nice coastal town, not a city look with tall buildings that house commercial & residential...
- No
- Prohibit large residential structures that are hotels disguised as private residences
- Bike lanes on both sides of Duck Road
- Adhering to building height limitation, re-direct influx of traffic IN
- I do not have any specifics other than keeping design standards in tune with traditional Southern Shores design. No eye sore candy stores or obnoxious pink buildings. My grandparents built on Dogwood Trail in 1981 and I have seen so much change to this wonderful, quaint little town. I would for it to keep it's special quaint identity. It is the best place on the whole beach.
- more green areas
- Sounds unnecessary use of funds - improve the beach access entry points instead
- Community gathering places

- perhaps some extra allowances for development that includes diverse housing options
- We don't think there should be new development--enough already! Surprisingly, the renovation of the shopping center turned out well despite the murder of some nice trees. Perhaps that sort of renovation should be a model. The entire shopping center looks 100% better than it did five years ago!
- Parks, picnic tables, playgrounds
- Increase safety for bike and walking traffic by separating them from the edge of 158
- Bike and walking lanes
- None specific
- no additional strip shopping
- Bike and pedestrian access to the other side of 158, especially where it dead-ends of Juniper and you can't cross over to Harris Teeter.
- Anybody BUT SAGA
- The sound is disturbing and full of bacteria let's do what Florida has done and make a inlet every 6-8 miles
- More Free Parking ... ideally conversion of current lots to be free
- Do something with the saga property on the creek. Mixed use.
- Diverse housing
- Skate park in a park, arcade
- Local businesses !

**Conversely, are there any features or types of development that would make you less likely to support a project?**

- Conversely, are there any features or types of development that would make you less likely to support a project?
- Over priced rental communities for tourists
- I do not support apartments in Southern Shores.
- Apartments
- Myrtle beach type development
- Anything that would attract large crowds/noise. real estate offices/buildings/warehouses. Light pollution
- Housing
- No
- No mixed use. Too much traffic, chances for accidents with entering/exiting vehicles
- Big box
- Environmental fakery. We just need some landscaping, lowering the speed limit, & bike paths with decent cross walks is all it needs.
- No Housing or Low Income Type Development
- Multi housing / fast food / novelty shops
- Section 8 housing
- No "affordable" housing.
- No
- Cramped condos that infringe on the wetlands and have inadequate sewage
- High rise condos
- Over development, mixed use and additional traffic
- Anything that looks over crowded or too commercial.
- More bike paths
- No new housing apartments etc
- Candy stores

- All building being extremely close together and unattractive.
- More commercial development
- No more development please.
- No high density housing
- Not interested in worker housing where turnover is great, lots more traffic and causing noise pollution and property devaluation.
- NO MORE CANDY STORES OR CAR WASHES
- No more condo's, townhouses, strip malls
- Hotels
- Do not know
- Condos
- Anything by SAGA
- No candy stores or other with cheap exteriors
- No
- No
- Too large/ high/ lack of screening vegetation
- Multi use business/ condo
- I do NOT want to deal with intensive multistory building. Once you have apts people want more public areas, more public amenities and the rest of us pay for that. Not the people who want them. I've seen it repeated everywhere I move. Don't do this!
- High rises
- No Mixed housing - too dense already. more upscale stores and dining, less honky tonk/ crappy tourist shops.
- commercial development that doesn't align with responsible planning - freedom of use and current zoning fails to align with 2025 - 2035 social and environmental responsibilities.
- Retail street level with housing above. Like a village.
- If project doesn't improve safety
- Absolutely. I don't see where any more development after the bridge ends to the NC 12 intersection should be considered.

- Trying to figure out what property in corridor on the SS side is undeveloped? School, golf course, residential, marketplace, government. Is there a threat to redevelop some of these properties we don't know about?
- Apartment complex
- No
- Strip mall looking buildings
- NO McMansions, single family homes, NO commercial properties in SS
- Fast food
- More development that isn't in residents and visitors best interests.
- Anything built by Saga
- removal of greenery, building more than 3 stories
- SAGA projects
- Any added housing
- Enough development already. Take better advantage of what is already built.
- I am concerned about a mixed-use development at the site of the Marketplace. An increase in density there could aggravate the traffic flow and vehicular congestion. A better spot would be at the Southern Shores Crossing, but we know how Mike Stone would react to that idea. I also don't wish to see any development at the SAGA site on Hwy. 158 that assaults the environment. I'd like to keep signage in the entry corridor to a minimum, and I don't like the idea of "trumpeting" arrival into Southern Shores with banners. The more Southern Shores becomes like any other small town USA, the less I like it.
- Housing along the corridor
- Housing
- Apartments, multi family housing and mixed use has no place in southern shores.
- Too much retail
- This is not a housing issue and any attempts to make it one would result in a firestorm of opposition.
- Any buildings that contribute to traffic delay or block water views. The challenge will be to contrast with not so nice Kitty Hawk side of highway.
- the opposite from the answer immediately above
- Any big commercial properties
- Large rental properties
- Stay away from development of the south end of Guingite Creek
- No
- Condos or apartment buildings along the highway
- No sugar kingdoms
- We do not like cellphone towers and believe we have enough already
- No fast food restaurants
- Neon. Boxes. Prefab. Non beachy
- Mixed use after you cross the bridge! Big box stores, high rises, more shopping centers- anything that would lay more concrete and take away from the remaining green space- which is the main attraction to our town.
- Multi-family residences
- Better attention to Lighting and signage that isn't obnoxious, over-the-top, in-your-face, or simply unnecessary.
- apartments, multihousing
- See above. Just enforce the code. Who cares. 158 is no different in ss than anywhere else in obx. Don't spend any taxpayer money to do anything. The "entrance corridor" is just a road to get from point a to b. How about stop cut throughs in neighborhoods off rt 12 or keep electric bikes off multi use paths to make a difference in ss
- NO Sugar Kingdoms or SuperWings or other tacky souvenir shops
- No.

- I'm particularly opposed to commercial structures that exceed a reasonable height, as they can overwhelm the surrounding landscape and conflict with the small-scale, coastal feel of Southern Shores.
- big box chain stores
- Any type of rental or commercial property development should be discouraged. The existing infrastructure is currently underutilized during the offseason and completely overcrowded during the brief summer tourist months. There is no real need to further develop or promote the OBX area.
- Increasing cut through traffic
- Big box stores. Keep businesses local.
- would like to see new projects shelved
- Greatly oppose more commercialization cheapening of TOSS
- Southern Shores is unique because of our trees. I'd like to see wise use of trees, respecting visibility for traffic safety and lots of seasoned (older) residents and visitors.
- High rises, buildings too close to each other.
- high density areas
- Large commercial buildings or structures
- Box stores
- Low income housing
- Mass development is not what we need.
- Over building or not including green spaces
- No sugar kingdoms
- Absolutely no ADU - will negatively affect neighbours. We built our home in Town with no ADU and expect council to keep it that way.
- High density housing
- No (more) Candy Stores!! Design and colors that are jarring and don't fit with the coastal characteristics of our community. No more big chain stores - and we don't need any more banks in this area. Would be nice to see more small businesses go in (yay for Front Porch going into old McDonalds site!)
- No gas no candy no chain stores
- Too many buildings with no green space
- Increasing the tax burden to "beautify" the corridor. Aligning retail, shops, open space, entertainment to meet "community preferences" Who determines the preferences? Tourists? Planners? Voting residents? Let's not make this another Duck with excessive planning oversight dictated by a few city employees where even beach tents are regulated. This community is largely rooted in live and let live... would this new vision exclude long term businesses like Carawan's? ... that may not "fit in"?
- Mixed used developments. We don't need more businesses
- Over development
- No tall buildings, no commercial business that serve no purpose (candy stores, wings, etc.), and nothing that adds to the traffic woes on the beach road or any of the "cut through" businesses. In short, make the plan work for Southern Shores residents first, and the visitors who are only here once a year for a week second.
- Taller buildings, non conformity in development, too much lighting and not adhering to dark sky standards, dense development.
- More traffic congestion
- Anything that increases population density.
- more buildings and retail
- Mixed use, high density residential
- We don't need pocket parks or other useless spots along the corridor
- No
- Any type of high rise buildings that would block the sound and Ginginte Creek as you enter Southern Shores/Kitty Hawk.
- No high rises ever. No overdevelopment entrance.
- I wouldn't want it to look like Tyson's Corner, VA
- Corporate "box store" appearance
- Additional housing and businesses

- Adding housing and additional retail development without improving infrastructure is a plan to fail
- No
- Opposite of above.
- Not a fan of affordable housing in our community
- Removing any pre existing trees, increasing allowable building height, any additional "chain" businesses
- No more commercial -just residential and park conservation areas
- Loss of green space esp to multi-unit housing which would likely deteriorate
- The continued inarticulate smattering of commercial businesses without any design standards are what I DO NOT SUPPORT!!
- Any building causing more crowding, unsightly designs.
- Chain businesses or banks/carwashes/candy stores/gas stations etc
- We do not need housing above the retail places in the entry corridor. That would bring too many people and cars in the area at times when it should not be busy. This is not a city corridor.
- Pretty much all due to the tremendous amount of traffic.
- any parking minimums mandated by zoning/code
- Reduce speed on that area of 158
- No
- Apartments and more housing
- Event housing, McMansion, Multi use businesses and apartments
- No more candy stores
- large development and reduction of open spaces! Not everything needs to be developed.
- Developments that do not conform to LEED, BREEAM, Fitwel, IBC and LGCC building standards and benchmarks.
- "The pace of unrestrained development in Corolla and Carova has created dense commuter
- traffic along Ocean Blvd early mornings and afternoons on weekdays, in addition to visitor arrivals and departures on the weekends. Setting

the speed limit at 35 MPH along Hwy 12 was welcomed and should be preserved despite the obvious frustration of some drivers who pass at high speeds past those observing that limit. The only possible relief would be construction of the Mid-Currituck Bridge. Raising the speed limit or widening Ocean Blvd would be an inappropriate concession to the externality Currituck County developers are imposing on TOSS."

- Drabness
- Ugly buildings
- Residential
- Sugar Kingdom like buildings.
- Don't be like Duck. There's a reason we left there...too much regulation and controls
- Businesses like Sugar Kingdom, fast food, Wings...all eyesores and unneeded.
- High density
- Tall multi family complexes
- N/A
- Housing/ retail projects
- Concerned that low income housing/apartments could increase crime rate, affect safety for our young kids and take away from the safe, family-friendly feel of our community.
- Mixed use. Low income. Dense development, architectural in-cohesiveness, anything compromising green space.
- Low Income Housing
- high rises, high density large box stores
- More commercial development
- Big Box Stores
- more large homes
- Please do not allow SAGA to take on any transformational projects in our town. SS needs more bike paths, and needs more access to waterways. a single boatramp with limited parking is utterly

insufficient, and the corridor could definitely support a mixed use boat ramp/restaurant/park.

- Large box commercial
- Don't attract any more congestion.
- Tourism promotion.
- Creating more stop lights and left hand turns.
- Too many chain fast food restaurants that might shut out opportunities for local business owners.
- If you allow another Sugar Heaven
- I wouldn't support buildings that are much taller than what we currently have.
- No highrise apartments
- Housing
- No more "Sugar" stores, no more car washes
- Ignoring the traffic flow major issues
- Low income housing.
- mega houses
- Avoid overdevelopment. Avoid the dreaded "fake city" infrastructure of a retail/residences combination. That is not what the OBX is about. If residents wanted that they wouldn't be living here. If we wanted excessive retail and chain restaurant nonsense, we wouldn't be living here. Don't taint the very essence of where we live in the Outer Banks. Be creative in using the space that is available and not used efficiently. Be mindful of the limitations of community support with medical, dental, social services and public transport.
- Commercial development that lacks green space.
- We do not need anymore structures, especially no more candy stores.
- Retail with apartments above - this feels more like a city and parking becomes a nightmare.
- Ditto - we don't need more development - it's junky enough already
- Tall bldgs.
- Large residential building

- dense housing, high rise
- dense population projects - area is already busy
- High rise apartments
- Over development
- Not environmentally friendly
- please no commercial/residential buildings
- Increased commercialization or attempts to be like either Duck or Kitty Hawk
- More retail and housing developments
- Mixed
- Making traffic worse
- Multi-family housing
- No more buildings!
- New housing, candy stores, fast food, real estate/rental offices
- a large building or more concrete/hardscape
- Paint colors that are bright or neon colors
- Increased population density.
- stores that copy what is already overdeveloped. Think sugar world
- no more coffee places, candy stores, paint stores or shoe stores.
- Combined retail and home buildings
- No apartment complex building!
- NO
- Increase in traffic and undesirable businesses (obnoxious loud signage.... large retail stores such as Sugar palaces/Candy stores or cheap souvenir shops.
- animated commercial style
- anything that increases traffic
- No
- Rv park—low rent housing
- building something not needed that would increase traffic safety

- More commercial development and open parking spaces without vegetation
- Any that cost the town / taxpayer money.
- Inclusion of multi story buildings
- housing over stores would in my opinion detract from the area. The area needs a better caliber of business with an upgraded code for appearances.
- All of the above: if people want chain stores/restaurants etc and apartment complexes and car washed gas stations sugar kingdoms....there are plenty of other places to go.
- I do not think this is necessary along 158
- no trailers, no aluminum buildings, no cheap construction and no cheap, low price wings or sugar stores
- Low income housing developments
- non cohesive retail development without any landscaping and green space areas
- not really
- Light pollution
- Obviously no one wants a high rise, but we can find a happy medium
- no more sugar planets
- high density
- Limit ADU construction.
- The entry corridor is already congested. Adding businesses and additional housing along this corridor will only make it worse.
- excessive commercial development
- Big box stores. Fast food
- high density plans
- I hope the planning department stops these huge houses that might as well be small hotels. My father bought property here in the 1960's because he believed in the vision.
- Don't need any more density along this corridor . I'm not that supportive of housing above retail along this corridor.
- Detail architectural guidelines have to be place before any development
- No more Rentals along the Corridor
- no more franchise, commercial signs
- no
- Non-authentic branding or standards (generic beach town)
- "No cluster housing or mini mansions"
- Anything that does not include sidewalks
- Cost. Stop looking for reasons to increase taxes, debt and number of town government employees
- More big box or strip mall retail
- A project that will change the character of our community, i.e. individual homes that appreciate the quiet atmosphere of Southern Shores and access to ocean and sound. A project that will raise our taxes. A project that will de-value our property values. A project that will draw more traffic and visitors. I do not want us to become Virginia Beach!
- Housing, more businesses, parking spaces, architectural features, sculptures, etc. need to facilitate traffic through the area not make it fancy. People just want to get where they are going not have more stuff around that will distract and impede.
- This type of context sensitive project is exactly what Landscape Architects do best. Do not use Engineers, Architects or just a landscape/ landscape design company.
- Any project that increases population density
- crowded housing
- Am opposed to any bars, tattoo shops, vape shops, or any other non-family friendly businesses. Also opposed to "affordable housing" and apartments - as they always eventually lead to increased crime. Important to keep Southern Shores a nice residential community of home owners.
- too much development

- High rises, non dog friendly spaces, not open spaces with nice landscaping and native plants
- High rise anything.
- Low cost/low end shopping venues. Housing. Gas stations and cheap eateries.
- I love that Southern Shores has maintained single-family homes, has large spaces between homes, and feels like a community, not overpopulated with too many houses right on top of each other or large, ugly apartment buildings. Please don't turn our community into Nags Head or Kitty Hawk. Please don't let big developers come in and ruin our beautiful community. Please don't turn it into a Myrtle Beach :(. Please, please, please...
- Yes
- Light poles , large signage w no conformity
- Subsidized or "affordable" housing
- The Town of Southern Shores is basically fine as is. Any major changes such as affordable housing mixed used space and more commercial development will spoil its appeal. I do not want to see Southern Shores become Kitty Hawk or Kill Devil Hills. I purchased home here in Southern Shores after spending 20 years of vacationing here. Having stayed up and down the OBX we found Southern Shores to be the best place to stay and a location easily accessible to shopping and dining. Do not commercialize the town.
- Anything that feels like Myrtle Beach or even Nags Head
- No housing, no businesses selling alcohol without food
- Impact on traffic flow
- Wacko environmental rules.
- Anything that does not adhere to the "beach" aesthetic
- High density housing above current zoning standards
- High rise development of any kind
- Not conducive to housing because of congestion and definitely no multi story buildings.
- Mixed use
- Any new taxes
- Yes, but I think the answers above should prevent that from happening
- Yes
- "Chain restaurants and tourist traps that sell candy or beach junk. SS is a largely older retired population so restaurants, spas etc would be more attractive "
- Any that take/destroy green space
- no more super large rental houses that have really affected the family feel of the area, strip mall types of areas
- no
- Exclusive
- The town will loose its character if more commercial development is allowed. The "mini hotels" by the ocean have already damaged the "family" and unique character of the town!!! In the long run, residents and visitors will always be more attracted to less "busy" places.
- No
- High rise construction.
- Please, keep building heights low, not necessarily one-story, but maybe two. It's important to keep the feel of visual openness in Southern Shores.
- no strip malls or businesses that draw large amount of customers..and traffic.
- Low income housing, apartments and businesses other than in shopping center
- mini-Hotels
- It is a busy road...I don't see people wanting to be at a park next to traffic and fast cars.
- high-rise buildings, candy stores
- Height. Please keep new development to 3 stories maximum
- modern monstrosities

- Overly large/tall houses, apartments, condos, hotels and any overly tall building.
- Southern Shores does not have the space to support high density development.
- development that benefits a few stakeholders rather than the whole community
- Condos, apartments and the like.
- Multifamily housing
- no apartments please
- Any more chain stores or restaurants.
- Dense housing which takes away from character of the area
- Billboards.
- See above; no high rises or garish buildings
- High density housing
- Yes, I will not support the project if it's going to promote political issues, lifestyles, personal choices.
- More/denser development.
- Height is important, only two story maximum, (to allow for cathedral ceilings ), with uses clustered rather than in a line.
- High-rise developments and mini-hotels
- Housing
- A look like Kill Devil Hills.
- No glitz
- Are you trying to improve the aesthetics of the corridor or making a case for apartments and mixed use housing
- High density
- See above...avoid Myrtle Beach gateway stuff
- Big Box construction
- High rise building-SAGA extreme buildings
- n/a
- Shopping. Stores. Big box. Traffic. Keep SS simple. Can't find it anywhere else but here. Do not become a Nags Head, or KHawk.
- More housing
- I don't want to see fast food businesses along the corridor.
- Cookie Cutter trashy looks
- More shops.
- Apartment buildings and any mall-like housing above stores.
- No
- Density.
- anything that looks like it belongs in a city environment, resembles the sugar candy or Wings type of buildings, three level condo units
- Multi family housing
- Changing the current look and access, and over-development
- High density residences
- Green spaces that aren't ever used
- Reject all building plans that exceed 2-3 levels.
- Candy stores and eyesore buildings that are painted with loud colors. No mini hotels or any house that sleeps 20+ people.
- apartment and hotels, motels
- Making low income housing - just say it truthfully. This is a vacation rental area and you will damage it for current owners. Plenty of opportunities for that in Dare County, but it does not belong on this corridor.
- I am not sure that municipalities can regulate architecture
- No high rises or amusement parks (such as go-karts)
- Increasing density
- Red brick--we can't stand the red brick building that now houses various shops near the town hall. Years ago, the town could have and should have purchased that empty property for a green space/park. Now look what we have.
- retail spaces with apartments above- no building over 4 stories
- modern architecture that is a misfit for the area, tall buildings, apartments
- Tight parking

- No
- Would not want highrise development
- Continued over building, both commercial and residential
- Gas stations
- No more giant souvenir stores like wings and candy store
- Buildings should reflect Outer Banks feel so it blends in.
- Doing ANY business with SAGA
- No saga
- No need for big hotels or more private parking ...beach access is so limited as is so anything that perpetuates this isn't ideal
- No more candy stores or Wings. We have enough
- More commercial facilities
- Housing, Apartments any thing that would make it more crowded
- Businesses that we would not need, and that won't be useful for the people who live here.

**Do you have any additional comments, ideas, or concerns about the future of the entry corridor?**

- No
- Don't over build
- Lsv path for access to beaches for residents who live on duck woods drive
- No
- traffic management is key. needs a lower speed limit.
- No
- I will walk more to shop when culvert bridge is finished
- The entry corridor should have a country appeal and not a lot of commercial buildings.
- Please keep our open spaces, green and undeveloped
- Too much business already along 158. More park-like open spaces for walking would be nice. We just searched out and found the Chesapeake Arboretum. It was nestled just a couple of blocks off 168. Something like that would be great in Southern Shores that would be open to everyone (unlike the SSCA parks) would be very inviting.
- "The allowing of parking in driveways/yards of boats/motorhomes/trailers/work vehicles distracts from what you're trying to achieve. There are places for these vehicles to park and being in view all the time is certainly not attractive. SS area used to be well thought of because homes & properties were all
- well maintained. That's no longer the thoughts of many with some of the above reasons mentioned.
- Pride & responsibility seem to have taken a back seat to easiness & laziness. There are parameters we used to have here that don't seem to be adhered to any longer and certainly not enforced. Maybe we need to work on our present problems, fix those, before we start getting into new items that could also fall to the wayside! "

- Keep the open space on Jean Guite Creek open
- No
- None
- "Given that the entry corridor straddles 2 towns, it is practically looked at as a single entity, thus making it difficult to separate out by side. Perhaps, an effort should be made to look at the entry corridor comprehensively with both towns joining forces. Otherwise, the real question becomes, how can the SS side attract shoppers/diners away from the Kitty Hawk side. If asked that way, I suspect you may end up tearing down the entire SS side and redeveloping it as a linear town center with multi-use zoning, with green space and recreation opportunities."
- Southern shores is dangerous to pedestrians on cut through traffic days. We need sidewalks.
- Provide housing for seasonal labor
- No
- No
- Removing summer traffic up Dogwood Trail through Southern Shores creating significant congestion.
- We really need a central gathering /community area like duck.
- Don't kill the goose that laid the golden egg. Don't change so that those of us loving here can no longer enjoy it.
- Keeping thru traffic out of the neighborhood
- Need to Reduce traffic speed to accomplish any of this
- Maintain the natural beauty of our town.
- Well planned, looks attractive
- Point developers AWAY from SS. This is a family community. Everything else is SO built up - no reason to include SS.
- Lower the speed limit
- More walkability/bike friendly, more community events, more cooperation between TOSS and SSCA, food trucks at Hillcrest during the summer!

- Traffic
- don't rush and muck it up
- I am pretty satisfied with the entry corridor. Southern Shores could use more dining options but the area should remain the Outer Banks premier residential area.
- I feel like anything is truly possible if we/the town are willing to open our minds to the possibilities of something new. It seems to be too easy to say "No, that's not possible. We can't do that."
- Restore/plant dogwoods!!!
- There was a time when I bought clothes in a boutique and party favors and gifts in specialty stores and met people for coffee at a locally owned coffee shop in the Marketplace. I also went to the movies there and dined in a first-class locally owned restaurant, Carolina Blue. I realize you can't turn back the calendar 25 years, but do try. The entry corridor has nothing to do with the natural beauty and charm of Southern Shores.
- Reconfigure traffic patterns to prevent cut through traffic ...make the corridor the easiest way to go North on Rte. 12.
- Keep blocking the mixed use saga stuff. Hard no to all multi family housing across the entire town. No exceptions.
- Golf cart access/usability here and throughout SS. Right now 158 is a 'wallet. I love near or and to get to, for example Duck Woods CC? I need to go through Chickahauk to E Dogwood and then south.
- get the Currituc bridge built and most traffic problems in town will go away
- Close coordination with DOT is prime to making things better. Holding property owners accountable is the second most important initiative, ie. the SS reality maintenance facility frontage is a disgrace. The entrance is dirty, the pond area is nasty and they are untouchable since they are sacred cows. They also own the very ugly SS Crossing with no effort to make the area attractive.
- is this project funded?
- At this time, I wouldn't do anything. I would wait and see what's happening in the world for the next few years
- Rental companies should be required to roll cans in and out. They are unsightly and a hazard when they fall or blow into road. Also, placing them out too early results in garbage/recycling blowing around.
- No
- We are starting to look like Myrtle Beach. Why Don't we have a nice sign like Kitty Hawk?
- A gym in Southern Shores would be great! Right now we have to use the YMCA in Nags Head.
- Nothing "tacky"
- Block cut through traffic and keep it in the corridor.
- No
- No more big-box stores, please!
- The corridor is the entry to the outer banks and all that is good and or tacky about it. It is not an entry to southern shores. Southern shores is essentially one big residential neighborhood with a few stores that thousands pass through on the way to somewhere else. The corridor doesn't need to do anything other than be a well maintained road. I don't think we even need signs for southern shores. There is no need to spend time or money on this project.
- How do we get Kitty Hawk to partner with SS on improving their side of the road
- No.
- I believe the entry corridor is a critical opportunity to set the tone for Southern Shores and reflect the community's values. It should convey a sense of care, coastal charm, and environmental responsibility. I'd like to see a coordinated effort that includes enhanced landscaping, reduction of visual clutter, improved lighting standards to minimize light pollution, and thoughtful signage that aligns with the character of the town. Maintenance must also be prioritized to ensure these improvements are sustainable. I'm also concerned about the scale of

any future development in this area and hope we can avoid the kind of commercial overbuild seen in other beach towns. The entrance should feel like a welcome mat, not a strip mall.

- Yes please reduce the speed limit from the bridge to the light south of home Depot
- Attract business that increase the convience of residents. Improve social interaction spots. Improve housing for workers here.
- Applaud this effort and will be glad to continue to support it. Thanks!
- Maintain things as is, keep open vistas , minimize govt. spending
- Enforcement of public disturbance (vehicle noise) laws
- No more building along there. J
- I appreciate the effort to improve this area. Southern Shores' image could be improved dramatically. Thank you!
- We regularly shop Home Depot (is that SS?!?) but would rather shop Ace or Lowe's, Food Lion, CVS, and Marshall's. We also go to Shore Rehab and Cosmos. We really like all of these!
- A town common area
- Don't over build it!
- Please try to meet the current needs of our community along with planning to meet them in the future. Discourage a quick fix to appease the community.
- Make a place people want to hang out in. It will draw people
- No
- "I would love to see a mix of more restaurants, shops and some housing while balancing the natural aesthetic of the corridor.
- My biggest concern would be maintaining safety along the highway for pedestrians, cyclists and children from the elementary school nearby.
- Maybe slowing the speed limit through the corridor to 40 or 45 mph instead of 50 mph for safety reasons for people using the crosswalk and kids biking. "
- Wish that we had Bette paths to access shops safely

- Would be wonderful if Southern Shores could purchase plot of land at end of Jean Guite Creek - turn it into a park, and or public boat launch facility. And to keep that beautiful view of creek as part of the welcome to OBX.
- Anything, and I mean anything, that relates to development along this space must be done in tandem with a cohesive traffic management and mitigation plan for summer seasonal traffic in a neighborhoods. My two children do not feel safe on their streets in summer, a time when they should be playing freely via bikes or walking to and from places. This is truly one of the biggest downfalls to where we live.
- It's okay that TOSS is primarily a residential community with some services but missing others. It's part of the appeal. Shopping local to means skip crossing the bridge. Continue to focus on providing excellent service to the residents such as good roads, perhaps a few more sidewalks ( Hickory trail!), street crosswalks, trash & recycling, limb removal, reasonable permit fees and zoning regulations.
- There should be better signage for Southern Shores. Bigger bolder brighter and a welcome to southern shores sign should be added on dogwood trail in the vegetative median by Kitty Hawk Elementary. The one on bypass by Kitty Hawk Elementary is mostly missed as drivers aren't on that side of the road entering town. I would see if there's a way to broadcast a repeating message on a radio frequency and encourage visitors to tune in on the sign. Turn to 96.1 FM Share history tidbits, important beach safety tips, info about the town, businesses, please drive slow as you cut through our neighborhoods etc. You could make it fun and entertaining. It would give tourists something to listen to and help spread the public safety messaging to visitors.
- Thanks for the survey. Let's do the smart thing, not just the thing that supports current business interests. One of the best things about Southern Shores is the lack of businesses in the town. There are plenty of businesses near by, so let's make sure the entry corridor area works for the residents who are here all the time, not just the people

who spend 10 hours a day here or those who pass through a couple of times a week.

- Are you serious with this? It seems so contrived. It isn't broken, no one is complaining.
- keep it pretty and natural with open, green space - there is enough retail
- Southern Shores needs to retain its unique character and charm. It is NOT Duck
- Modernize it
- The proposed new playground at Kitty Hawk Elementary school should be considered part of the entry corridor and the town should strongly help fund the new playground.
- There needs to be a buffer between the highway and the bike lanes
- Reduce speed limit, maintain small community, less commercialization feel
- Build the Currituck Bridge ASAP. Keep it simple.
- Must draw people to stop and not pass by to other areas
- Improve wildlife and human safety, maintain visibility to the remaining sound front
- Block off Trinitie Trail with a road block to eliminate illegal thoroughfare by tractor trailers and contractor vehicles.
- Please no candy shops, vape / CBD shops or bright color exteriors
- I suggest TOSS purchase the parcel of land along the north side of 158 - the SAGA property.
- Appreciate the open feedback and initiative.
- It is unsafe to try to get across the street from the North side to the South side on foot or bike due to poor pedestrian crossing and bike bath to get to the south side from food lion to harris teeter.
- Yes, improving the looks of corridor would be nice however this is the main artery into the outer banks and adding to this traffic flow would be a bad idea.

- Hard to control individual driving habits but the lower speed limits are of benefit - esp. during the busier times of the year. Having a separate, multi-use path go the length of the town along the main streets would be nice, as well, but I understand it's a challenge with various ownerships of encroachment and right-of-way. The ability to bike or walk places without having to sit in miles of traffic to go a few miles is a huge benefit
- None at this time
- Sidewalks along 12
- Southern Shores does not have to become developed with stores and shope. The natural beauty is why I chose to live here/
- Stop SAGA and similar bad developers from destroying the Outer Banks.
- Accessibility to more green spaces/parks and local businesses by bike or golf cart would be incredible.
- SS is unique on the Outer Banks in that it was developed as a planned community and has generally adhered to the principle of phased and controlled development. Unfortunately, the NC General Assembly has undercut the degree of control municipalities can exert on residential construction. Relevant to this broad problem is the challenge of differentiating between "homes" and rental facilities. The market inevitably succumbs to the economic pressure on property owners to make the "highest and best use" (financially) of their land and buildings. As a consequence, we risk creating an entrance corridor that is merely a facade that only mimics the traditions and vision that guided the development of SS. The future of TOSS requires commitments and policies that extend beyond the facade and encompass the entire community.
- Please don't overbuild
- Overdevelopment is a concern
- should coordinate with the town of Kitty Hawk so both sides of 158 are in conjunction.

- Don't understand the 'need' for this fiscal money pit.
- Please look at Abacoa in Jupiter, Florida - the aesthetics, mixed use (retail/residential), sidewalks etc!
- Improve variety of restaurant/brewery options, mixed use is fine along corridor, better pedestrian and bicycle access from neighborhood
- No
- "I'd like to see nautical lighting, greenery and the signature pony with large sidewalks encouraging biking and walking like in Kitty Hawk woods. I'd also like business fronts to green up their road frontages with short standardized signage so they don't lose their visibility. I envision a Williamsburg like commitment to preserving our identity as a natural low key family beach where there is design unity. People should enter Southern Shores instantly feeling their time slows down and peacefulness and serenity envelops them. After all, we're the ones that set the tone for their Outer Banks experience. We can have all the amenities without shouting it!"
- I totally support this initiative!
- We need to keep this area as natural as possible
- Signage to alert drivers coming over bridge of stoplight ahead to reduce accidents, Would love more restaurant options that aren't fast food (lunch, take-out, healthier options like salad/soup or something similar to a Chipotle), keeping the safe, family feel of our community by not allowing apartments/low income rentals, more activities for young families/kids
- Stop through traffic on S Dogwood!!!!!!!!!!!!!!
- Build the Currituck Bridge into Corolla
- Maintain/improve high standards of the town and its residents
- The Town should entertain the purchase of the Saga property
- It's fine the way it is.
- Since Dogwood Trail is an unofficial Entry, repave it so I don't have to run off the road, hit a curb or mailbox or trash can.

- Thru traffic flow using the 158 corridor rather than internal roads need to be a major consideration.
- Anything that can improve our community is a win win, but we need more support for the community. At this time there are no available, non-business, non-civic associations, indoor meeting spaces for clubs, meetings, and gatherings. We have an awesome town wide sidewalk available to safely travel around town and it would be good to be able to visit a simple library for research, community information hub, book club, hobby meetings etc.
- More variety. Perhaps a local bar and grill where events could be held year round for residents.
- Why is Southern Shores involved?
- I think coming off the bridge from the north into Southern Shores currently feels like a higher end area. If we can continue to build on that and help with property values, as a real estate agent and homeowner, I'm all for it. The intersection heading to Duck Corolla obviously will be an issue until the cross county bridge is built and I don't think there is a magic solution to that. I hate to put lower marks/ranks on diverse or more affordable housing but again as homeowners the value of our investment, most of ours most valuable, we are going to want to protect it.
- Residents have been ignored regarding South Dogwood for MANY years. Yes, you talk about it, but no real action !!!!
- Agree that affordable housing for workers is a desire, but not at the entry of our city. puchpsu88@verizon.net.
- Don't ruin it with retail!!
- Make buildings architecturally aesthetically pleasing and allow for green space.
- Would love to see a clean and welcoming entry with native landscaping and clean roads.
- Left turns onto Duck Woods Dr and/or Birch Dr are DANGEROUS potentially deadly

- How will these efforts be funded?
- I think the corridor needs to be defined and made to feel like a destination to shop and eat
- Safety appearance
- Keep the area free of trash and signage more cohesive. NCDOT should be spending more time taking care of this corridor. This is where I would start with enhancing the corridor.
- please don't become another VA Beach or Atlantic City!!!
- This survey seems tilted towards increased development and commercialization. I oppose the changing of the residential character of the Town or its attempt to fulfill al consumer needs. Frank Stick knew what he was doing. A number of us remain who recall the time the Towns character was considered inviolable. It should remain so.
- Better bike paths
- No
- No
- I do not want it to look like KDH with all of the shops!
- Good planning
- The OBX is losing touch with what made it great: Less ordinances, less manicured lawns and palm trees. Sprinkler systems and lawn chemicals are examples of things that shouldn't be here.
- Maintain a small beach town atmosphere. No event houses or hotels, please.
- Make the rent reasonable so that businesses can stay. I am missing a ups shipping center. The only one available on the beach is too far away. Some specialty shops would be greatly appreciated as there aren't that many nearby
- try not to waste money or overspend
- No
- NO
- We need a few more sit down eat in restaurants
- improve landscaping on shopping areas
- Safer ways to cross the highway on foot or bike especially by the entrance to Chicahauk.
- better landscaping and keep it up quality of maintainence in the town is at best low average
- Unless it produces income for the town and/or reduces the tax burden of citizens I do not see a benefit that would be worth the money. Just 'looking good' is only worth so much.
- "Lower speedlight especially for htrucks"
- It seems like a unplanned mix of businesses that really do not relate to one another.
- Again not necessary if thinking of doing this I suggest doing so around the turn at Handee Hugo
- It will be hard to do what you are thinking about. You need to address Martins Point as this is the first thing folks see when coming across the bridge.
- Clean up stone and debris around intersection of 12 and 158
- Cohesive village style design plan incorporating coastal architecture, landscape and outdoor events area with access through paved trails for bikes and pedestrians
- No
- No
- The traffic pattern of the entry corridor from Duck Woods Drive/Kitty Hawk Estates to the Welcome Center light is horrendous. There are approximately 80 houses on Duck Woods Drive. The majority of households on the street have 2-3 cars, a few have as many as 7 cars. I am not sure of the housing/car number in Kitty Hawk Estates. Trying to make a left turn onto 158 from Duck Woods Drives, especially in the tourist season, is dangerous and requires the driver to to use the middle turn lane (illegally) to merge into southbound 158 traffic if one has any hopes to turn in a reasonable amount of time. In addition, traffic leaving Home Depot causes issues when they attempt to merge over 2 lanes of high speed traffic to make the left turn at the Welcome

Center light. This problem also happens when the traffic coming from Southern Shores/Duck use the merge lane to cut over 2 lanes of traffic to enter the left turn lanes at the the Walmart/Harris Teeter light. I've often seen cars stop dead in a traffic lane on 158, while trying to merge over. This whole corridor is a traffic nightmare for people just trying to go about their everyday business and needs a complete redesign to: A. provide a safe egress onto 158 for residents of Duck Woods Drive and Kitty Hawk Estates and B. to prevent merge traffic to the Welcome Center light southbound and to the Walmart/Harris Teeter shopping center northbound. There should not be any additional businesses or housing development allowed along the entry corridor until this traffic issue is resolved.

- Don't forget about picking up spilled trash and removing trash containers after pickup, especially along Ocean Blvd and Duck Road. That can be a real eyesore that leaves a negative impression.
- Please do not over crowd the corridor
- No"
- Collaborate with SSCA
- Just stick with the historic vision!
- Things along the entry corridor seem to work. My beef is traffic during the season and tourist disrespecting our neighborhoods.affordable housing needs addressing but not along this corridor which I assume is 158 bypass.
- Long term rentals are needed
- 1. All Southern Shores residences are within 5 miles of the corridor. 2. I fill this is an unnecessary exercise similar to what we have seen many times over the years; you always have people who want to tell someone else what they can do with their land regardless of whether it is residential or commercial.
- Please maintain the OBX character - dual use and large building tend to detract

- Make it Attractive so people know it's Southern Shores rather than just a passage to other areas of the Beach
- No
- "The Town Municipal complex should be the anchor of the entry corridor - and could be if redesigned. A small area plan should be commissioned to design the connections needed between 158 & 12 - through a new municipal complex of modern buildings planned for the future. Strive to remove the pedestrian and bicycle barriers between commercial on 12 and 158 - the town municipal complex is currently the bottleneck and should be the heart."
- We Love Southern Shores!!
- Get rid of the big box stores like TJ Maxx, don't add those junky candy & t-shirt shops that are used for money laundering & by visitors who want 1 more cheap souvenir before they leave the island
- Keep Southern Shores a simple beach town. This is what attracted me to the Town and this is what will keep me here. NO MOTELS, APARTMENTS OR LARGE BOX STORES.
- Address traffic, encourage more restaurants, dump beautification - waste of money.
- It's a dream: To be able to leave my home on Fridays or Saturdays during the main season.
- I've tried to already express ideas and concerns in earlier answers
- Keep the cheap shopping box stores out (Rack Room Shoes, Marshall's, etc.)
- Please don't let big developers come in and destroy our community. Don't overpopulate the area or try to cram shops, restaurants, homes, or apartment buildings into any available space.
- Welcome sign would be nice , lighting improvements, walking and green spaces with more attractive landscaping , water fountains with lights ( not drinking) and art sculptures
- Most people don't know Southern Shores is a town!
- Thank you.

- No
- Let the market decide. Government is usually wrong over the long term.
- It's not horrible. Lower the speed limit so drivers look around (like 35 instead of 50 (or at least 40) after the bridge, seriously), and I mean it is a congested shopping area. I'm totally into more shopping options (not talking about grocery options here! Harris T and Food Lion, oh and Walmart, are great....and Marshalls was totally, totally a great add). Maybe some more not food franchise options would be nice. On the plus side - signage right now is great - like I said maybe just train the visitors (umm, I think Im really addressing the locals) into lowering their speed a bit....it's a vacation/homestead area - not an actual highway. And while most pedestrians seem to not know the "rules" of crossing the highway, let's all beware of these hazards! Lowering the speed limit will help with this problem.
- Reduce traffic on South Dogwood Trail
- Build the mid-Currituck Bridge!
- The corridor should remain unencumbered. Planting and trees along road to provide visual barrier. More dining options with outside seating in a "garden" atmosphere .
- I do not support this initiative especially if it drives more taxes to pay for it.
- Something unique that captures the character of Southern Shores
- No
- The southern shores shopping area on Rt 12 needs revitalization. Maybe the owners could be asked to invest in revitalization now.
- Marketplace shopping center could be redone with new restaurants and shops. Mixed use? Same for the Harris Teeter wrap-around section. What is happening with the dead BB&T? Use that space. Preserve green space/habitat. Slower and quieter traffic on 158. Redevelop the commercial/office space on Juniper/Trinity across from Food Lion entrance. Mixed use there? Why are motorized electric

bikes allowed on the bike paths? (Also an issue throughout town with 12-year-olds driving 30 mph on the streets.)

- None
- Appreciate the opportunity to provide input
- Make it feel that as you enter the town, you leave behind the "commercial" and enter something that is close to nature. It will pay in the long run!
- We appreciate the town asking for comments and feedback and as the process continues look forward to updates on proposed changes. This has been long time coming. Good job!
- No
- Keep low density and green. There's enough shopping and dining elsewhere.
- it is fine just like it is.
- "Please don't advocate development and character change! The area is attractive because of what it is now, not because of what a group of people want to make it. The simple peace and beauty of SS is not a problem looking for a government solution."
- I believe the mid-Currituck bridge project includes plans to widen 158 between Dogwood and Food Lion....whatever happens here you should keep that in mind.
- I am concerned about the continued traffic on Dogwood, Wax Myrtle, Sea Oats and Hickory
- Need safe ways for pedestrians to cross 158, especially at the corner of Juniper & 158.
- Recognize most people are there because they prefer the relative serenity of the community. It's close enough to higher density that there's no need to replicate it. Invest in infrastructure that promote a sense of place in Southern Shores - that doesn't have to mean commercial development. Make it easy to walk places, fund the association to improve the quality of their amenities.

**Town of Southern Shores, North Carolina  
Entry Corridor Enhancement Plan**

- access to transportation services would be very desirable, now it's mostly car, bike or walk
- We need a Surfin Spoon!
- Try to attract local retail businesses and stop medical offices from filling the space.
- Making our beach town safe for bicycles and pedestrians, encourage health and wellness, align with Blue Zone values now being promoted throughout OBX
- I always felt that SS needed a plaza or boardwalk for families to gather
- Traffic along the entry corridor is greatly impacted by the unbridled development of north beach areas.
- The entry is already quite pretty with nice landscaping - not that you can't improve on landscaping ever (maybe more road trash pickups). Make sure crosswalks are safe for walkers/bikers - with enough time to make it through 4 to 5 lanes). You need to slow people down. How is the quite unpopulated area speed limit on the other side of the bridge 45 but on the bridge and through SS it is 50 when SS has way more driving, turning, shopping, stopping options. I know it's a slippery slope to keep traffic moving along which is also important, not everyone is stopping to do something in SS, most are just passing through to their final destination and don't want that back up they get in Duck (with their 25 mile per hour speed limit and excessive number of cross walks).
- Please please work out a coordinated plan with Kitty Hawk. SS can have a wonderful plan and execute well, but it's all to naught if it doesn't mesh with what Kitty Hawk does. They have the elephant in the room: Walmart!
- None
- No
- We keep looking in other states for what we have in SS. We keep coming back to buying a 3rd home in SS bc it's simplicity cannot be duplicated. Not Duck. Not the southern beaches nor other states. Pls don't develop it any more.
- Our second home is about 1/2 mile from the corridor on hwy 12. We do not rent, and we are in town every weekend in the summer, plus many weekends during the other seasons. We like the residential feel of SS, and don't want to change that. However, it would nice to improve the look of the "corridor." As they say, "You only get one chance to make a first impression."
- Shopping on south side of 158 results in much of the traffic in the area
- Need to change the town motto- the current one is very lame.
- Don't fix what isn't broken. Enhance what is here and preserve the personality of SS as we know it. Please don't make this just another beach town.
- No
- It will be difficult to give southern shores the same kind of curb appeal that Duck has. Too much drive through traffic but it should be the towns goal.
- Enhance the 'green' areas and install more signage that one is entering SOUTHERN SHORES
- Would love community events
- Traffic in summer
- It is traffic congested, especially at the light. Adding the kinds of things y'all are contemplating will just make it worse. Can we say "opposite of improvement" ?
- I love that you are thinking about a unified look to give SS more of an identity
- The businesses currently in this area are no little or no interest to me. When we bought our first home in Southern Shores, there was a nice restaurant in SS shopping center to which we walked regularly (Med 42). Nothing in SS is of that caliber, and I hope SS might attract some restaurants -- like Ocean Boulevard, Trio, NC Coast, etc.
- We don't think there's much that can be done aside from doing some landscaping to unify the approach. Perhaps Manteo's corridor could be a model, with its beautiful crepe myrtles (but that requires someone

who knows how to prune crepe myrtles, unlike the crepe "murder" that we see in Southern Shores!). Meanwhile, Walmart and Home Depot, as well as other big stores, are across the street but still appear to some tourists (and even residents) to be in Southern Shores. Perhaps folks in Kitty Hawk should be encouraged to read the Southern Shores' committee's recommendations and do more to beautify the Kitty Hawk side of the entrance corridor. We definitely don't think there should be mixed-use housing/business or more business signage. There's already too much clutter. One thing that might not enhance aesthetics but would definitely lessen a dangerous situation would be better signage from NCDOT for those heading east on 158 and approaching the turn onto Ocean Boulevard. The far right of the left turn lanes should be designated for right turns only--onto Route 12 or into Pelican's Watch. Currently, there's a constant jockeying of aggressive drivers in the right lane attempting to do a forced merge into the left lane and head north on Ocean Boulevard. This past week alone we witnessed near wrecks every single time that we returned from shopping that way. Many drivers apparently think it's great sport to terrify drivers in the left lane by aiming their vehicles toward the sides of the innocent vehicles.

- better traffic flow on weekends and holidays, we rarely leave the house
- I'm glad you're thinking about it
- I would bike more to shopping plazas if it were more of a multi use bike/walking path connecting route 12 path and south dogwood trail and shopping centers in between, especially if a pedestrian bridge were put in to connect to Walmart/Home Depot centers
- Thank your efforts and dedication to preserving Southern Shores
- Been an owner and vacationer for over 50 years. Glad to see this work.
- No
- Really need a inlet, commercial fishing would reign again instead of dead water bass fishing

- You need to solve the traffic problem in the summer in dogwood. Can't wait for bridge to do it for you. And after bridge what's the economic impact to southern shores?
- More protection of trees and nature in all.