Conversation About Survey Results

Question 19.

- We have to have cars, but want bikes and walking to be easy – we need both and. Question has to do with regulation, not infrastructure? Yes.
- What we don't want is widening 12, adding center turn lane, etc. We DO want traffic to be calm and easy through the Town's other streets – not 12. Character of the town defined by residents – want the style of Southern Shores to stay.
- What would consultants propose to achieve these goals – easier to bike and walk around town?
  - o Subdivision regulations, development regulations, requirements for sidewalks, requirements for multifamily to include walking path, adjustment of ROW standards, possibly some
- NOTE: elected officials are the ones making the decisions about changes

- Adding new things to the code is not the same as updating the code – do not want to start writing new codes – be careful not to go above and beyond Land Use Plan mandate.
- We don't say sidewalks in Southern Shores – have walking paths and bike paths, and multi-use paths. Sidewalk is more of a city or "shopping center" term.
- We may not want sidewalks everywhere, but there are places where it's very dangerous in the Town especially in the summer – major risk of pedestrian/car conflict
- Development community meeting – talked about how there are things in the code that they do not know about, or know how to use, even those who have lived here AND worked here.
- We could close the Town roads to non-residents, non-owners, etc. This would achieve both goals.
    - There was a time when this was the case.
- Now that we have this guidance, it is time to hand off the information to the Council. Repair the bridge!

Question 20.

- Look at Chicahauk – they have both walkways and streets that work – look at this as an example of a place where it has worked well.
- Realize that there are different areas in town that have different characteristics. The environment is different on the beach vs. other places. Would be OK to apply rules differently depending on the context.
- People living on Dogwood have split opinions on this issue. It's easy for people who don't live there to answer the question, but people who are more directly affected may have different opinions.
- Back to traffic issue as well.
- How do you regulate trees? What about safety issues?
  - Southern Shores does have authorization to protect maritime forest; has not currently adopted regulations to do that.
  - Communities in the west have size-related regulations, or cut and replace ordinances with heavy penalties for violations. In Kitty

Hawk, they meandered the path to save trees.

- o Incentives are a possibility too – if you save trees, we may accelerate other requirements or relax other standards.
- o Difference in place. There were no trees in the Seacrest area once. They now protect the area. Again, different areas of town may have different contexts.
- o Clarification on maritime forest authority: Is in Town Code, is given by General Assembly in S.L. 1987-187.
- o Past efforts to talk to elected officials haven't succeeded. Hope that through this process we can incorporate a reasonable effort to protect the trees.
- o Is this question about trees on the side of the road or on lot? A: More related to side of streets – in or near right of way.
- Standards for road construction – where are those? In the town code?

- o Most communities do this through a standards manual. Are not typically in Town Code.
- Curb and gutters restrict ability to walk on the sides of roads, and also require large ponds and drains. Would like an alternative that addresses stormwater runoff. This also has to do with retaining trees and other vegetation.

Question 5.

- Home size – compatibility, retain existing character, don't want new large homes.

Question 15.

- Gravel must now be treated as a pervious surface per state law – this will have to be adjusted in the code.
- Gets back to the issue of what is included in the lot coverage – 6 towns in 2 counties measure lot coverage differently.

Question 3.

- There are regulations in place, but do not include placement provisions – these could be adjusted if desired.
- Does the town code say that driveway lights should not be left on all night?
  - No, it does not. Also – remember that code enforcement would have to work overnight to issue citations.
  - Motion-activated lights are a good solution – would like to see this explored.

Question 9.

- Can be hard to enforce or not effective.
- Are those communities that regulate trees places where the regulations go into effect before the lots are bought? Can you enforce this after the fact?
  - A: Yes, you can. That is something local governments can do.
- People in Southern Shores already know about the rift between people in regards to trees. Why are we asking about this?
  - This project does have the ability to suggest tree protection measures. We can make suggestions.
  - We elected people to do that. This should be left to the political process.
  - Others think that there is a benefit to having new options put on the table.
- Do you ever bring in ordinances from other treed coastal communities?
  - Our team does have experience with other places' tree ordinances, and can draw on

examples from elsewhere if there is a community desire to look at them.

o There is a wide spectrum of possible regulations for this issue – from incentives to regulations.

o If elected officials ask CodeWright to draft a tree protection ordinance, we will draft it. If they say not to, we will not.

- Did a lot of research on different communities and found a few key issues:
  - o On private property, yes people have property rights, BUT also that at some point, trees become a public good – they protect against wind, prevent erosion, etc.
  - o Also found that enforcement was not an expense – became self-policing in communities where the people decided to enact an ordinance.

Question 18.

- Example design controls: requirements for materials, landscaping, pedestrian accommodations

Question 14.

- Can change where you measure height from or to?
    - o Need to have more clearly defined.
    - o Less about adding an additional story, more about defining the rules re: measurement and
- If we are already developed out, why is this an issue?
- If I build a flat-top, will I get a permanent tax rebate?
- Over the years, the height issue has changed several times – FEMA rules change, there are hills with different elevations that make calculations difficult. This also has unintended consequences in terms of developers needing to cut more trees, move sand, and grade the land in order to meet regulations. There is a way to give and take on this that will prevent people from having to build in holes, etc.
    - o More grading requires loss of more tree cover.

- o There can be different rules in different areas of town that take into account the context (ie beach vs dunes for height measurements), but this requires additional changes to the code (ie delineations of different areas).

- Town Council is considering adopting a new vision, goals and objectives.
  - o How would this work running concurrently with this project?
  - o A: This would have to go through the CAMA/CRC process in order to be adopted policy.
  - o Question about the vision that is NOT related to the CAMA plan.
  - o A: The CAMA plan vision is the one that steers the development regulations.

Next steps: COMMENT CARDS!

- Notes will be up on the town webpage tomorrow.

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Questions still to be answered:

Strategic plan effort? How does this interact with the CAMA vision and with the code update?