

**TOWN OF YOUNGSVILLE
PLANNING BOARD MEETING
Youngsville Community House -- 115 East Main Street
June 4, 2019
6:00 P.M.**

Chairman Donnie Tharrington called the meeting to order at 6:00 P.M.

In attendance were Chairman Tharrington; Members John Cyrus, Janice Pearce, Scott Anderson, and Hank Lindwall; Planning and Zoning Administrator Bob Clark; Town Administrator Phil Cordeiro; and Board Clerk Sandi Fleming. Vice-Chairman Mark Hurt, Member Bob Martin, and Senior Planner Andy Thomas, due to commitments elsewhere, were not present.

Chairman Tharrington welcomed all attendees and addressed Minutes prepared of the meeting of the Board held on May 7, 2019.

Without additional discussion, the following Motion was made by Member Janice Pearce, seconded by Member Hank Lindwall, and unanimously carried:

MOTION: The Minutes of the Planning Board meeting held on May 7, 2019, are approved, as presented.

The floor was then passed to N-Focus Representative Rick Flowe, who opened review of Article 8 of the YDO by referencing it as the go-to, or instruction, manual -- and compass -- for the entire Plan. This is the portion of the Ordinance that lists each and every implement in the toolbox, and explains where, how, and why it should be utilized. During the Board's next meeting, on July 2, our goal is to convert the draft Official Zoning Map into a simile of that toolbox, and arrange all those utensils in their proper places.

As a prelude to where, when, how, and why, Mr. Flowe presented slides creating an illustrative tour down "Reality Lane." Grading engineers, whether designing building lots or the roadways that serve them, must focus strongly on drainage. Cross slopes are their firmest guarantee of passable highways.

Although the field of engineering is remarkably creative, and it works hard at being cost-effective, all too often, it obliviously omits the human element of enjoyment. V-ditches, for instance, are considered a drainage brain storm for adjoining lots – truth is, however, that they also totally deprive children of safe space in which to play. Lateral sloping that runs to, or cross slopes that run parallel with, the street are far more aesthetic and safer options. Yards are less abrupt, and swales don't surround the house.

Beware of builders who haul tons of dirt, flatten lots, and practice slab-to-grade construction. If drainage isn't adequately addressed, flooding is inevitable. Good contractors advise that the dividends of crawl space and raised flooring are well worth the investment.

Photographic examples were offered of how courtyards, plazas, and rooftops can be profitably maintained and utilized in urban development, and Mr. Flowe emphasized that "affordable units" are merely good-value-for-the-dollar, not necessarily low-income, housing. He then pointed out that, when it comes to multi-family use, private parking is best designed for rear or underneath access. Pedestrian orientation and open space, he stressed, are, in any development, essential.

Shifts in trend demand accommodation. Curbside delivery from the U. S. Postal Service, even, is fast becoming a thing of the past – kiosks are now required for most new neighborhood, including single-family, development.

When asked if Youngsville has PUD's (Planned Unit Developments), Administrator Clark responded that, by strict definition of the term, Timberlake Preserve, which to date remains, basically, unlaunched, is the closest thing we have to that type of project. Verification followed that the YDO will be replacing PUD's with TNDO's (Transitional Neighborhood Development Overlays).

The ongoing slide presentation then shifted gears to formula sheets representing calculation of potential number of lots to be derived from specified acreage within different Districts. Once required open space and necessary right-of-way are deducted and remaining acreage is divided by prescribed linear footage of blocks, the number of lots, on each side of the street, can be determined and, subject to setbacks, building envelope size(s) established. Comparison of the RS (Residential Single-Family) District under our current Ordinance to the SFR2 (Single-Family Residential 2) proposed under the YDO clearly evidences that the latter not only produces larger lots, doubles available open space, and lowers development cost, but it also increases the typical building envelope from one-sixth (1/6) to one-fourth (1/4) acre.

The YDO transforms the regulations of a single Residential District (RS) into three (3) separate distinctions – SFR1 (Single-Family Residential 1), SFR2 (Single-Family Residential 2), and SFR3 (Single-Family Residential 3), assigned numbers indicating density, 1 meaning one (1) unit per acre; 2, two (2) units per acre; and 3, three (3) units per acre. SFR2 will serve as the "standard" – SFR3, with a fifty-percent (50%) higher density, will seldom apply.

The AG (Agriculture) District serves primarily as a holding tank for multiple-acre lots in our farming areas that are too small to survive forever on septic support, yet, right now, too large for sewer service. The RMST (Residential Main Street Transition) District provides for higher-density residential development near Downtown, allows for walking and biking (thus reducing

parking demand), supports business, and offers environmental and health benefit. Our Main Street (MS) District is, of course, the core of Youngsville's revitalization and character. The Civic (CIV) District includes the Town's educational, medical, governmental, religious, and other institutional uses. Mixed Use (MU-1 (lighter) and MU-2 (more intense)) is the classification that logically, and successfully, blends commercial and housing amenities and enhancements.

US Highway 1 Commercial (C-1) requirements promote business along the U. S. Highway 1 Corridor. The Corporate Park (CP-1) District offers opportunity for sustainable employment development beyond walking distance from Downtown and, though heavily reliant upon vehicular transportation, encourages pedestrian-oriented development along secondary street networks serving large projects.

The intent of the Vehicle Service and Repair (VSR) District is to create locations for those uses that are, though highly valuable to the Town, unique in characteristics, thus requiring standards of their own. Industrial (IND) specifications speak for themselves – entertaining facilities and uses that typically cannot by their nature be integrated into the community itself. They require large buildings, warehouses, and parking and loading accommodations, all of which must be buffered from adjoining properties.

Overlay districts supersede the underlying general use where additional uses and/or requirements and conditions are established. The original overlays created to protect unique development and environmental factors include the Traditional Neighborhood Development Overlay (TNDO) (this is the Board's opportunity for diversity in design, as opposed to the cookie-cutter mentality), the Scenic Corridor Overlay (SCO), and the Heavy Industry Overlay (HIO). Upon request of Member Hank Lindwall, a Mini-Farm Overlay District will likely be added, consisting of sites where approximately twenty-five percent (25%) of the land is developed as cluster lots and the remaining seventy-five percent (75%) retained for agricultural purposes.

Listed in the three tables incorporated into Article 8 are all uses allowed under the YDO – if not there, it isn't allowed. Each is categorized beneath its applicable District and labeled as a use by right (L), a use by additional standards (S), or a conditional use (C). The nomenclature of the tables is simple to comprehend, and they serve as an indispensable source of reference for both Planning staff and public inquiry.

Mr. Flowe recapped the significance and priority of proper drainage and sound construction. "When it comes to drainage," he urged, "ditches filled with rip rap bordering an unconscionably slanted and narrow backyard might get the job done, but they pose hazardous settings -- once bulldozers leave the project, more copperheads than people will likely inhabit that neighborhood."

The Recession back in 2007 crushed custom builders and replaced them with track contractors eyeing the bottom line. North Carolina's real estate market has, especially since 2011, gradually recovered, and a few of those custom builders are now resurfacing. It's the responsibility of this Planning Board to filter projects in such a manner that density never overcomes quality. "We don't need to beg Starbucks to invest in Youngsville – preserve integrity and quality, and the door-knocking will come from them instead."

Skill is a commodity these days, and, this town, fortunately, is blessed with a secure economic base that, albeit mostly outside corporate limits, highlights potential. It's a calling card that persistently delivers, and we must safeguard it as such.

Following the Board's extension of gratitude for Mr. Flowe's input, attention was directed to Planning Administrator Clark for an update of items undergoing staff review. Site plan(s) have now been received from Albemarle Properties, LLC, for construction of nineteen (19) flex units on a lot it recently purchased along Mosswood Boulevard. In that same vicinity, and within close proximity, NC Communications, Inc., is also proposing a building, to house its own office facilities – we've reviewed the underlying plat for that project but do not yet have building plans in hand. Discussion is still active regarding proposal of mini-storage units on approximately seven (7) acres of land just east of Dollar General on Tarboro Road, and the quest for multi-family development at the intersection of N. C. Highway 96 East and South Nassau Street is back in our spotlight. In addition, drawings have been submitted for two pole-type buildings on the mulch yard along Cedar Creek Road – one for equipment and storage and the other, possibly, for office space.

As for the Downtown right-of-way project, we've narrowed the necessity of executed Temporary Easement Agreements from thirty-eight (38) to seven (7). These documents are being prepared for DOT review and approval, and we're nurturing the tight deadline ahead. Federal funding targets October 1. To comply, documentation must be finalized no later than August 16 – this guideline allows a slight amount of wiggle room, but definitely splurges not. Resurfacing will, of course, pose the most major of our hurdles – monitoring and controlling traffic interference isn't going to be a simple task.

The Holden Road intersection is forecasted for completion during the coming year. Safety concerns have eliminated the crosswalk originally designed between Speedway and the Edward Jones office; otherwise, that venture is moving forward as designated.

Member Janice Pearce inquired as to progress of occupation of 321 North Nassau Street by North Carolina Turf Care Corp. Mr. Clark responded that the Conditional Use Permit issued runs with the land, and that, in view of a mutually-agreed-upon delay negotiated between N. C. Turf Care and the current vested owner of the property, pending upfit and interim leasing of the premises will be pursued. Improvement is imminent, merely under alternative circumstances.

Chairman Tharrington respectfully acknowledged that Member Scott Anderson represented the Board at the final Downtown Strong meeting, conducted on June 3rd, by the North Carolina Department of Commerce. Afterward, upon proper motion, and without further Member or public comment, he adjourned the meeting at 8:40 P.M.