

**TOWN OF YOUNGSVILLE**  
**SPECIAL PLANNING BOARD MEETING**  
**Youngsville Community House -- 115 East Main Street**  
**November 20, 2018**  
**6:00 P.M.**

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

In attendance were Chairman Tharrington; Vice-Chairman Mark Hurt; Members John Cyrus, Janice Pearce, Scott Anderson, and Hank Lindwall; Senior Planner Andy Thomas; and Board Clerk Sandi Fleming. Member Robert Martin; Planning, Zoning, and Subdivision Administrator Bob Clark; and Town Administrator Roe O'Donnell were, due to previously scheduled commitments, unable to attend.

Chairman Tharrington opened by recognizing Mr. Rick Flowe, of N-Focus, and immediately granting the floor to a workshop session specially called for continued in-depth review of proposed Town Plan 2040. It was noted that edits have been timely received from Zoning Administrator Bob Clark, Town Administrator Roe O'Donnell, Special Planner Andy Thomas, and Town Hall staff. Mr. Flowe expressed appreciation to the Board for its extensive contribution of time and thought, and inquired as to collective comments and suggestions from its point of view as well.

“Our goal,” he stated, “is to complete revisions in anticipation of a vote on December 4 that recommends this draft for approval by the Board of Commissioners.” We’re in the initial stages of optimizing a Plan that will literally mold Youngsville’s future, and it’s the Board’s responsibility to produce, for our citizens, and for outside investors, an axis that’s as strong, effective, useful, and search-friendly as possible.

Chairman Tharrington and Members Scott Anderson, Janice Pearce, and John Cyrus flagged details for correction of, specifically, the water source origin information originally reflected, name spellings, and location of primary local public attractions. Vice-Chairman Hurt raised the issue of interconnecting a new Zoning Ordinance. Response was that Zoning updates following the Plan will be carved strictly by ongoing Board participation and consensus. Much of the Town actually predates Zoning, meaning that this undertaking too will be a major feat. Zoning is rigid – Land Use allows for flexibility – both should be sensible – and the two must merge.

Chairman Tharrington presented inquiries surrounding the newly proposed TND Overlay District and its standard residential density of 16 units per acre. “That,” explained Mr. Flowe, “is a cap enabling the trade of density for quality.” The need exists for higher-density development, particularly in or near Downtown. Typically, townhomes are two-story structures; condominiums, three-story, and prevention of TND overload is vital. A traditional density of 16 units per acre limits, for instance, a four-acre tract to 64 units. Developers think in terms of

return on investment – there has to be a check to shield us from being painted into a corner if – or, more likely, when -- challenged by ambitious developers who envision as many as 500 units on parcels of land consisting of little more than 20 acres each. It's a common denominator between want and need.

It was reiterated that local government controls the real estate market, and that logic is by far the best route to pursue. Growth is clearly desired; yet, numerous residents suffer, still, from NIMBY (“Not-in-My-Backyard”) Syndrome. The only successful prescription is a win-win Planning strategy – sowing incentive reaps quality.

Attached to and incorporated into these Minutes is an excerpt from the Plan's list of proposed new Zoning districts, each of which was thoroughly addressed by Mr. Flowe. These 14 sets of standards will replace the eight highly generalized classifications currently in place.

Our ETJ's predominant land use is, of course, residential – or detached housing. Right now, we're operating under one RS (Residential Single-Family) set of standards that are totally off base when it comes to reasonable expectation. The new Ordinance will provide three separate (RSF-1, RSF-2, and RSF-3) districts that allow realistic variances in minimum and maximum lot sizes. Seldom do homebuyers digest plats. If Planning doesn't pinpoint and accommodate recorded easements and buffers where necessary, it's extending an open invitation for random encroachments and violations – to which, we all know, Federal and State Government don't take kindly. Further, a developer buying a hundred-acre farm for construction of a subdivision is most likely going to find himself maneuvering around wetlands somewhere in that purchase. He's, therefore, already compensating for wasted space; streets and sidewalks aren't cheap; and his worst nightmare is an unsophisticated Ordinance with rigid lot sizes and setbacks that destroy building envelopes. Zoning often makes the call as to whether builders can be competitive, and varying circumstances demand feasible options.

Overlays are, basically, traditional districts with special conditions -- they introduce avenues that antiquated Ordinances lack. This is a tool that doesn't necessarily have to be used but is needed in the box for applicants who are willing to adhere to stricter requirements and undergo additional cost for conformity. Our proposed YDO (Youngsville Development Ordinance) will include six such districts.

Not only will RS (Residential Single-Family) in the current Ordinance be branched into RSF-1, RSF-2, and RSF-3, but it will also be supplemented by the TNDO (Traditional Neighborhood Development Overlay) District previously discussed and further extended by a Residential/Main Street Transitional (R/MST) District. The latter is intended to salvage those properties developed prior to Zoning regulations. Much concentration nowadays is placed on risk management, causing many a non-conforming premises to become neither insurable, mortgageable, nor sellable. Gradual transformation to high-quality mixed density development will both alter that scenario and rejuvenate the face of Downtown.

The existing MSBD (Main Street Business District) and MU (Mixed Use) District will, with amended specifications, remain intact. RSM (Single- and Multi-Family Residential) is being merged into the new districts mentioned above, RMH (Mobile Home Residential) will become an MHP (Manufactured Home Park) Overlay District, and RA (Residential Agriculture) is being replaced by an Agricultural District (AG) that preserves our farmlands and an MFO (Mini-Farm Overlay) District that clusters low-density development of detached homes and mandates agricultural and open space dedications.

The Scenic Corridor Overlay (SCO) District is being newly crafted to preserve Youngsville's historic sense of a rural corridor in an urban environment; provide an aesthetically appealing experience for travelers; offer choices of multi-modal transportation; and ensure safety for motorists, bicyclists, and pedestrians. The only building type permitted in the SCO is detached housing.

Our current MI (Medium Industrial) usages are in the future being distributed between Industrial (IND) and Heavy Industry Overlay (HIO) Districts. Commercial (C) will be filtered into Mixed Use (MU) or designated for regulation under a new US-1 Commercial (C-1) District, which, as is apparent, will offer opportunities for compatible and sustainable development along the U. S. Highway 1 Corridor.

Most people don't object to rules, IF they deem them to be fair. Nothing causes rivalry between churches quicker than one's being permitted by Zoning to add a structure without buffering when another, located less than a mile down the road, merely because it lies within a separate district, is prohibited from following suit. Auto repair shops are another example of discord. They vent frustration with ordinances that forbid the towing of damaged vehicles onto their yards – by the same token, nearby residences and businesses are justified in opposing collections of unsightly wreckage. Wisdom leans toward grouping like establishments into specific districts of their own and thereby leveling the playing field. From that mode of thought has emerged, for educational, medical, religious, and public service uses, a Civic (CIV) District and, for our indispensable mechanics, a Vehicle Services and Repair (VSR) District.

Mr. Flowe pointed out that, when all's said and done, the colors on the Zoning Map comprise a literal visualization of the Town's tax base – Civic usually spells exempt. The Planning and Zoning spectrum is a bit diverse and commands that we stay abreast of change. Contract zoning used to be illegal, but today's applicants favor legalized development contracts as a means of ensuring that reversal of elected leadership doesn't impact ongoing construction projects. From our aspect, they lend opportunity for local government to participate and sometimes, even, to freeze zoning standards for the life of the negotiation.

Focus during the final segment of the meeting moved to maps inserted into the Plan. Member Hank Lindwall requested distinguishing factors between the two proposed congestion diversion routes. "The proposal to the north of Town," replied Mr. Flowe, "can be considered, I guess, a bypass; the one to the south is more of a truck route. Again, I have grave concerns that the

bypass alternative will draw crucial activity from Downtown businesses.” When asked which will likely find favor with DOT, we were told that the northerly version would be less costly because it’s an extension of an already-existing roadway. “DOT doesn’t enjoy purchasing thoroughfare property.”

Senior Planner Andy Thomas, who regularly attends CAMPO discussions in Raleigh, gave assurance that ideas for resolution of the Holden Road intersection have “made it to the table.” “We need always to approach the Department of Transportation with a united front,” added Mr. Flowe; “division will defeat us.”

It was decided that a projection screen and laptop will be joining us on December 4, and that, together, we will modify and revise the core Plan draft, in time, hopefully, for presentation to the Board of Commissioners on December 13.

Without further comment, Chairman Tharrington adjourned at 8:25 P.M.