

YOUNGSVILLE 2050

*Volume 1: Comprehensive Land Use
and Transportation Plan*

Adopted 11.9.2023

 **Youngsville**
North Carolina



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YOUNGSVILLE 2050

Volume 1: Comprehensive Land Use & Transportation Plan (CLUTP)

Adopted 11.9.2023

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INTRODUCTION & VISION 2050

CLUTP Introduction
Vision 2050: Framework Map
Vision 2050: Five Vision Elements

CLUTP INTRODUCTION

ABOUT THE CLUTP

Youngsville 2050 is the Town's Comprehensive Land Use and Transportation Plan, or CLUTP. The CLUTP serves as a guide for policy, investment, and land use decisions for the next 25 years. It is a resource for elected and appointed officials, Town staff, current and future Town residents, developers, and business owners. The CLUTP provides a framework for consistent land use decision making, informed capital investments, and policy development within Youngsville. It also outlines the Town's Vision for 2050 and sets out a prioritized list of Actions to implement the Vision.

The Town developed the Plan between September of 2022 and November 2023 and the process was supported by a robust community engagement process. Throughout the 14-month process, community members and local business owners shared their hopes for the future of Youngsville, shared challenges and opportunities, and provided input on Plan drafts and policy recommendations. The resulting CLUTP reflects the community's vision for the future of Youngsville. When elected officials use the CLUTP as a guide to make decisions related to capital investments and land use, they can be assured that their decision is consistent with the community's Vision.

In addition, the CLUTP serves as a general resource for those seeking information about the Town of Youngsville, its history, current demographics, and future aspirations.

PLANNING RATIONALE

The State of North Carolina requires local governments to adopt a Comprehensive Plan to be eligible for certain funding and powers and authority, such as zoning. In addition, a Comprehensive Plan can be a tool to guide development in a coordinated and efficient way and provides a guide for local decisions about land use and public investment.

Planning for transportation concurrent with land use ensures that transportation networks support the Town's Vision and future growth and these two important aspects of future growth are well coordinated.

Planning for Youngsville's future is more important than ever. Over the past decade, the Town's population has nearly doubled, and the rate of growth is expected to escalate as growth pressure increases from the greater Triangle region. If trends continue, there is the potential for the Town population to exceed 20,000 by the year 2050.

With this CLUTP update, Youngsville has set a Vision and Goals for how and where future growth occurs. By growing in an intentional way, the Town has the opportunity to leverage new growth towards investments in Town infrastructure such as new roads, sidewalks, and shared use paths, and new facilities and services such as parks and library programming. New growth can be guided in a way that creates more walkable and vibrant places in Town, that protects important resources, and that supports the revitalization of downtown.

RELATIONSHIP TO OTHER PLANS AND POLICIES

The CLUTP sets overarching direction relating to a variety of topics including land use, parks, conservation programs, and transportation. More detailed policy documents and topic specific plans should use the CLUTP as a foundation to build upon. Plans such as the Bicycle and Pedestrian Plan and Parks Master Plan provide detailed policies, maps, designs, and strategies for implementation in each of these topic areas, using the guidance from the CLUTP as a starting point.

The CLUTP also provides the foundation for the Town's YDO or Youngsville Development Ordinance. The YDO includes development regulations about what types of uses and buildings - such as residential, commercial, or industrial - can be built on a property. The YDO also regulates building forms, which includes specifications for how tall a building can be and how close it can be built to the street. Updating the YDO after adoption of the CLUTP is one of the most important implementation steps the Town can take to ensure that new growth and development is consistent with the recommendations from the CLUTP.

HOW TO USE THIS PLAN

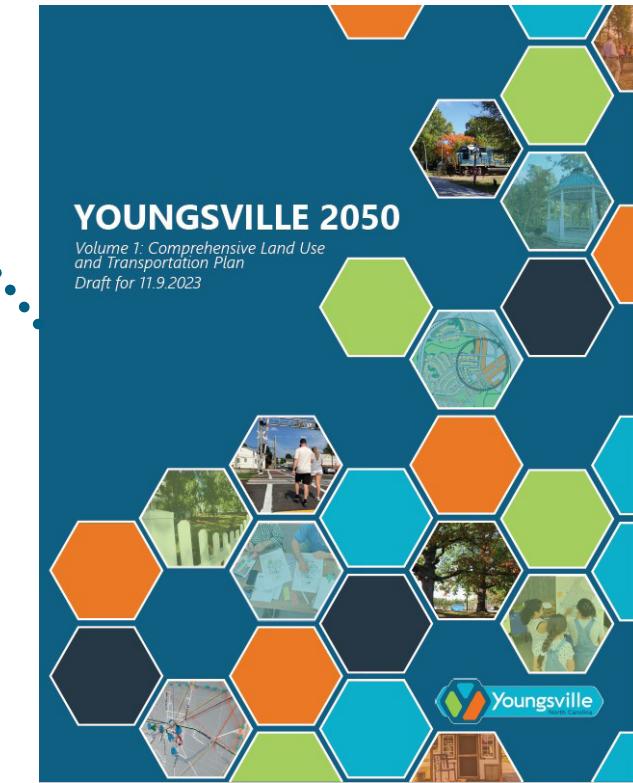
The CLUTP is two volumes: Volume 1 - Youngsville 2050 includes the Vision, Future Land Use Plan and Transportation Plan, and the Roadmap to 2050, which is the Implementation Plan. Volume 2 - The Story of Youngsville contains background information and data that was used to inform the recommendations in Volume 1. Volume 1 is the main guide that supports future decisions regarding Town policy and investments.

The CLUTP is formatted in this way so that the most critical information is up front and users can easily find the content they need without having to sift through data, narrative, and background information.

VOLUME 1: YOUNGSVILLE 2050

Volume 1 is the main body of the CLUTP. It contains the Vision looking ahead to the year 2050 and guidance for future decision making about land use, transportation, housing, parks, and trails and paths. Volume 1 includes topics such as:

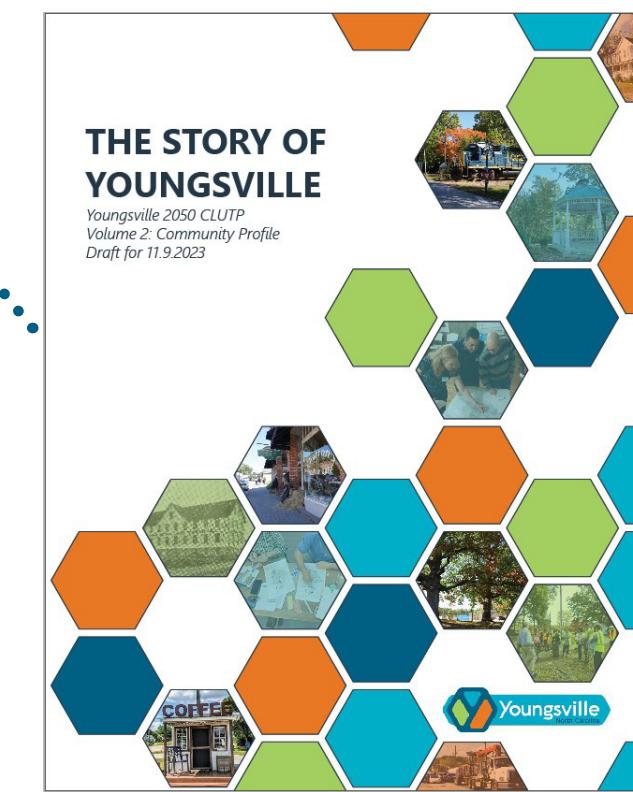
- » 2050 Vision Map & Five Vision Elements
- » Future Land Use Plan
- » Place Types
- » Transportation Plan
- » Street Typologies & Multimodal Connectors
- » Roadmap to 2050 Implementation Plan



VOLUME 2: THE STORY OF YOUNGSVILLE

Volume 2 provides the context, data, and background that informed recommendations in Volume 1. It includes historic context, demographic data, a summary of community input, and future growth projections. Volume 2 includes:

- » History of Youngsville
- » Demographics, Housing, Commuting Data
- » Peer Communities Analysis
- » Existing Conditions Mapping
- » Population Projections
- » Summary of Community Input



VISION 2050: FRAMEWORK MAP

The Vision for 2050 Framework Map, or Vision Map for short, conveys the Town's intent for future development, connection, and conservation within Youngsville and the outlying areas. The Vision Map focuses growth in centers of activity served by the future transportation network. The Vision Map is a general overarching guide for managing future growth in the community. It is intended to convey the intent of the CLUTP. Specific decisions related to a parcel's future land use or transportation facilities should follow the guidance from the Future Land Use and Transportation Plans.

Greenways/Shared Use Paths are accessible paths with space for pedestrians and bicyclists that are separated and protected from streets that can be used for commuting and recreation. These paths provide connectivity between Youngsville's neighborhoods and centers and connect to adjacent communities' greenway networks. They mostly follow stream corridors and connector streets.

Connector Streets are future streets that will become the backbone of Youngsville's transportation network by providing direct connections between Youngsville's centers and local neighborhoods. Streets should be designed to carry a high volume of vehicular, bicycle, and pedestrian traffic with safe and dedicated facilities for all users. The Vision Map shows proposed connector streets that directly connect the Town Center and Mixed-Use Neighborhood Centers with each other. The Transportation Plan map includes a more extensive set of connector streets.

Future Town Jurisdiction refers to those areas on the periphery of Town and the ETJ that should be considered for future annexation and expansion of the current ETJ. In the interim, these areas are not recommended for development in order for new growth to be guided into Town limits. This approach will support the creation of walkable places and efficient delivery of infrastructure and services.

Town Center is Youngsville's downtown, which serves as the hub for commercial, social, cultural, and civic life. The Town Center has a mix of shops, offices, housing, restaurants, and entertainment uses. It has a gridded street network and is accessible by all modes of transportation (walking, bicycling, driving, and transit). The Town Center may include:

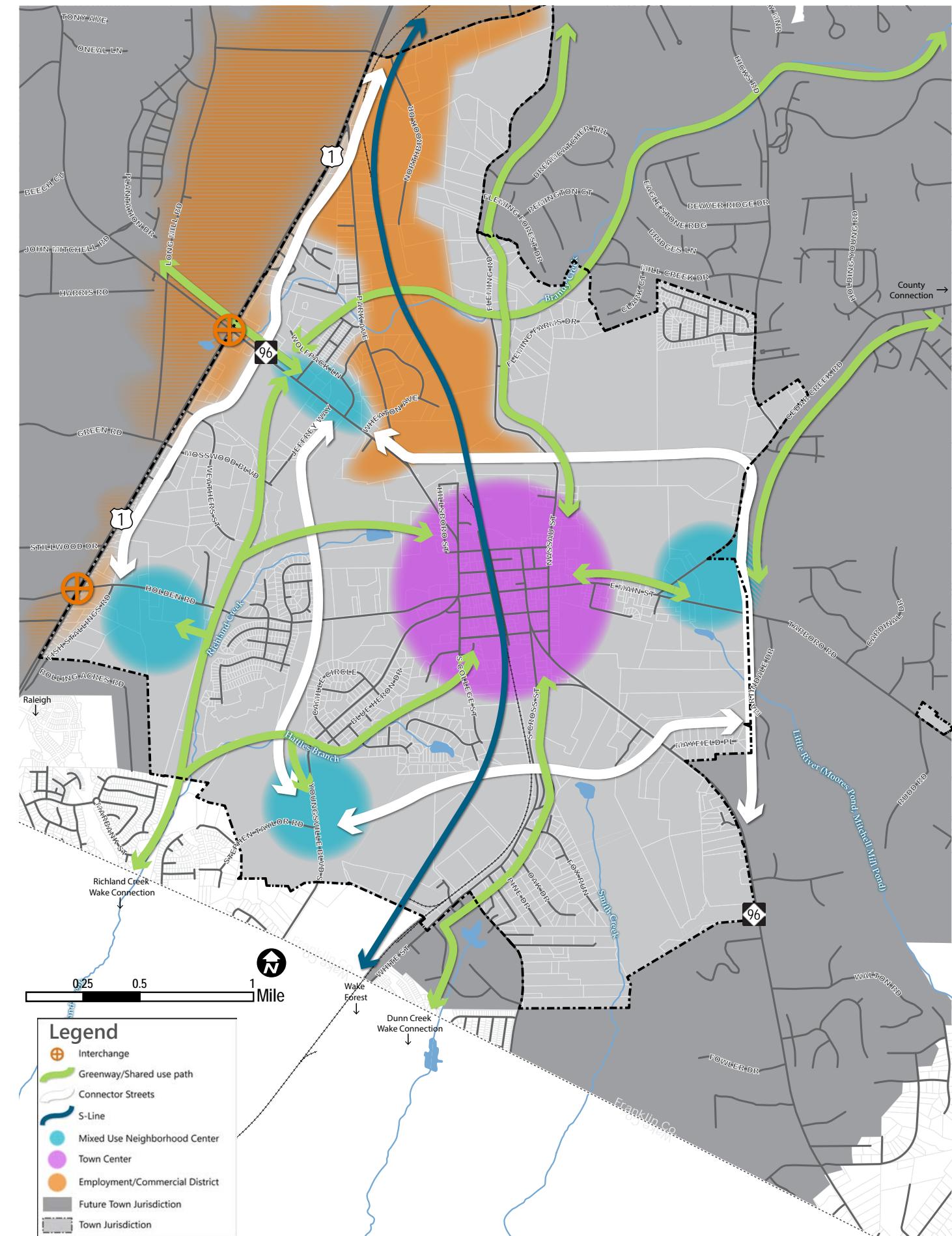
- Mixed use buildings with residential and office above retail and commercial uses
- Outdoor public spaces for events and gathering
- A future commuter rail station providing access to the Triangle Region
- A gridded street network where all streets have sidewalks and are safe areas for pedestrians

Mixed Use Neighborhood Centers are walkable places with a mix of uses. They are served by streets that connect to downtown, other neighborhood centers, and major transportation facilities such as Capital Boulevard. Mixed-Use Neighborhood Centers may include:

- Mix of housing types
- Neighborhood-serving retail such as a pharmacy, grocery, or restaurants
- Neighborhood parks and greenway connections
- Walkable street pattern

Employment/Commercial Districts are areas with employment-generating uses with easy access to regional transportation routes. Uses include office, light industrial, and may contain a mix of uses to enhance economic development opportunities. Form and use recommendations for these areas include:

- Uses supportive of local economic development goals
- Buildings of human scale that are oriented to streets
- Connected streets that encourage employees to walk and bike from nearby neighborhoods



VISION 2050: FIVE VISION ELEMENTS

The 2050 CLUTP establishes a long term Vision for the future of Youngsville, looking out approximately 25 years to the year 2050. The Vision sets the overarching direction for decision making related to future development, transportation policy and investment, and land use planning throughout the life of the 2050 CLUTP.

The five Vision Elements are based on input and conversations with Youngsville community members throughout the planning and engagement process. Community members shared their input through a series of workshops, pop-ups, site visits, and online surveys. The Vision Elements are a reflection of that input and set the path for how Youngsville can harness its unique assets and opportunities to create a healthy, thriving, and connected place.

APPLICATION OF THE VISION ELEMENTS

The Vision Elements are applied in different contexts in the CLUTP. The symbols at right are used in the Plan as shorthand to indicate when a recommended Action supports a Vision Element. In the Roadmap to 2050 section, the symbols can show how some Actions incorporate multiple Vision Elements and because of this become a higher priority for implementation.

-  PUBLIC SPACES
-  THRIVING DOWNTOWN
-  CONNECTED PLACES
-  PLANNED INFRASTRUCTURE
-  HEALTHY COMMUNITY

PUBLIC SPACES

Youngsville has an abundance of parks, amenities, and publicly available activities to foster social connections, community building, educational enrichment, and active lifestyles for people of all ages and abilities.

THRIVING DOWNTOWN

Downtown is the hub for commercial, social, cultural, and civic life for Youngsville with a mix of shops, offices, housing, restaurants, and entertainment uses. Historic buildings downtown that date back to the founding years of Youngsville are preserved and reused in a manner that honors Youngsville's past.

CONNECTED PLACES

Traveling within Youngsville is safe, convenient, and accessible. There is a connected network of streets, trails, and paths where community members can have their choice of travel modes to Town destinations and to adjacent communities.

PLANNED INFRASTRUCTURE

Community infrastructure, facilities and services, and public utilities are well planned, delivered efficiently, affordable to maintain, and keep pace with expected growth. Locations and service areas for public utilities and infrastructure are aligned with the community's land use vision.

HEALTHY COMMUNITY

Youngsville is a community where all people, regardless of age, race, income, or ability can thrive. Current and future residents have housing choice, employment opportunities, and access to essential needs and services that support healthy lifestyles.



LAND USE & TRANSPORTATION

Future Land Use Plan
Place Types
Transportation Plan
Street Typologies
Multimodal Connectors
Intersection Design & Traffic Calming

LAND USE & TRANSPORTATION PLANS

OVERVIEW

This section of the CLUTP contains the Future Land Use Plan and the Transportation Plan, both of which are integral in realizing the Town's Vision for 2050. These Plans provide guidance relating to future growth, development, conservation, and connectivity within Youngsville.

The Land Use Plan and Transportation Plan were developed concurrently so that future growth and development can happen in an orderly way that allows residents to conveniently travel throughout Town on a connected and complete system of streets, shared use paths, sidewalks, and trails. Coordinating land use and transportation planning helps ensure that the transportation network will support future growth.

Developing both Plans concurrently sets the stage for future streets to be designed based on a street's context and location within the community, whether traversing through downtown or through employment and commercial areas north and west of downtown. All streets, regardless of context will be designed with all users in mind and will help facilitate safe movement of people throughout Youngsville.

The Transportation Plan and Future Land Use Plans respond to hopes and concerns of people living and working in Youngsville. Community members expressed their desire for a thriving downtown, more parks and open spaces, and maintaining the Town's rural setting. People also shared concerns about traffic congestion and roadway safety, the ability to maintain services as the Town grows, and the possibility of negative environmental effects from future growth and development.

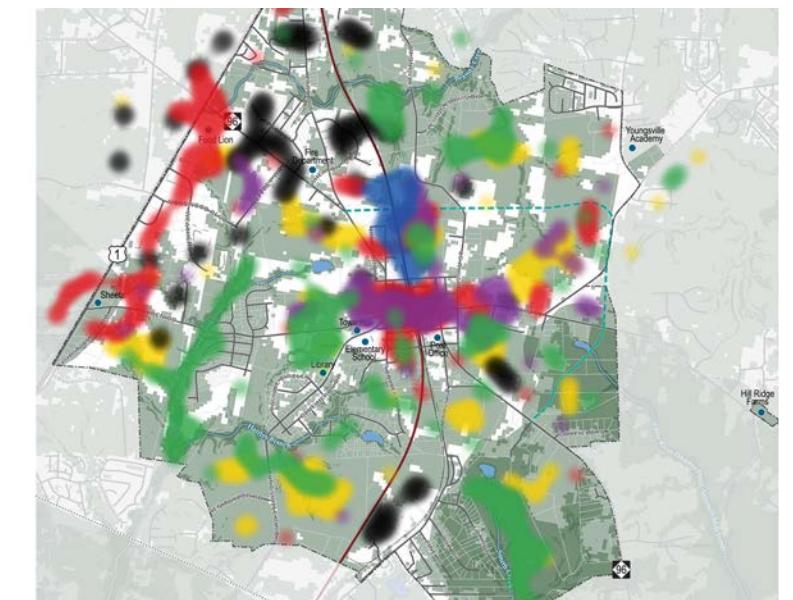
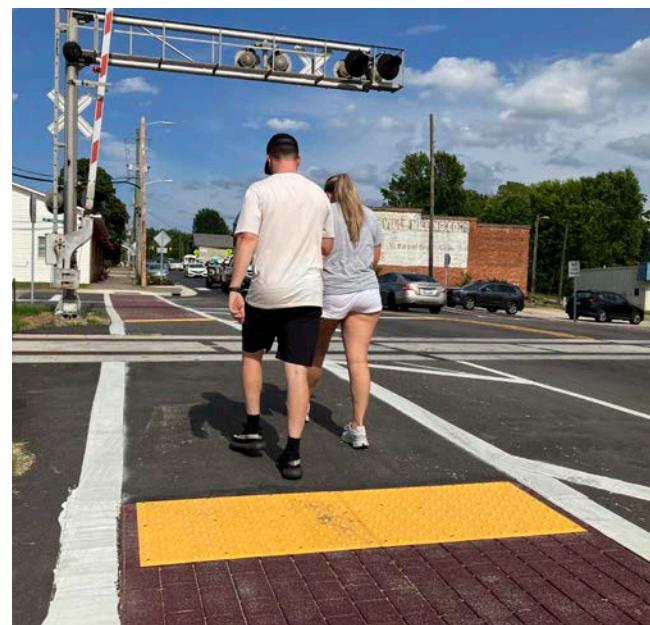
Both Plans respond to the community's input by incorporating guidance to protect the natural environment, to facilitate the creation of healthy and thriving communities, and to concentrate areas of growth to make efficient use of resources. The Land Use Plan incorporates opportunities for mixed land uses to allow people to walk between work, home and shops and the mixed use areas are supported by the Transportation Plan recommendations for a connected street network that provides safe and inviting facilities for pedestrians and bicyclists. The Plans also show a concentration of new residential and commercial growth within Town and the ETJ areas so that forests and farms outside of Town can be protected.

HOW TO USE THE PLANS

In the following pages you will find the Future Land Use and Transportation Plans that align with the Town's Vision for 2050. These Plans are intended to serve as guidance for future decisions about investment and development. Property owners and developers who wish to develop within the Town and ETJ should follow the guidance from the Future Land Use Plan to determine the appropriate uses, forms, and design of proposed development. They should also consult the Transportation Plan to determine how to design the street network within new developments including where to locate new streets and where upgrades and connections to existing streets may be needed. Staff and elected officials will use the Future Land Use and Transportation Plans as they evaluate proposed development applications.

While the Transportation and Future Land Use Plans serve as guidance, it is important to note that they are not regulations or hard rules. Town staff and officials can review the Youngsville Development Ordinance (YDO) to consider where updates to the ordinance are needed to make it more consistent with the Land Use and Transportation Plans. In addition, as Youngsville grows and evolves, the Future Land Use and Transportation Plans should be periodically reviewed and updated to ensure they are meeting the changing needs of the Town.

The Land Use and Transportation Plans will take many years to realize. Implementation will depend on partnership among the Town, the development community, residents, NCDOT, and many others. The Plans will be implemented in an incremental fashion, as private development activity occurs within the Town over many years. While it may take a few decades to realize the Town's Vision, the Transportation and Land Use Plans will help ensure that future development is orderly and coordinated and will incrementally move the Town in the direction of its Vision.



FUTURE LAND USE PLAN

PLAN OVERVIEW

The Future Land Use Plan establishes the vision for development patterns in Youngsville looking out 25 years. It is the culmination of a year-long planning effort that involved extensive community input, forecasts of potential growth, and analysis of existing conditions for topics such as land use, transportation, the natural environment, and historic and cultural resources. The Future Land Use Plan is intended to create places and neighborhoods that reinforce all five of the Town's Vision Elements.

The Future Land Use Plan will be implemented over time through a combination of private and public decisions. Private land owners and developers can use the Future Land Use Plan to inform their decisions about how to use and develop their land. Town staff, the Planning Board, and the Board of Commissioners should use the Plan to guide decisions around land use applications, such as requests to rezone land. The Future Land Use Plan should also guide future policy decisions, such as updates to the Youngsville Development Ordinance, which contains rules and regulations about how land can be used and developed.

PLACE TYPES

The colors on the Future Land Use Plan correspond to "Place Types" and the following pages contain a description and guidance about what is envisioned for each Place Type. The language of "Place Types" is used to illustrate that a place is made up of more than just a collection of uses. Places contain people, buildings, streets, public spaces, and natural elements. Well designed places can help people, businesses and communities thrive.

Decisions about how a site is developed, such as how a building relates to the street, how much parking there is and where the parking is located, and whether or not there are public parks and open spaces can all contribute to how people will choose to move through and interact with a place. To create walkable, connected, healthy places in line with the Vision Elements, design features are just as important as the way a property is used.

The Place Types within this Plan include guidance covering the topics of Land Use, Form & Design, Getting Around, Parking, and Parks & Open Space, each of which contributes to creating a complete and thriving place. The Place Type pages also include sample photos from other places that are meant to highlight some of the features of each Place Type.

FUTURE LAND USE PLAN LEGEND

The colors on the map at right correspond to the Place Types listed below. The following pages provide additional detail about the intent of recommended uses and building forms that are envisioned within each Place Type.

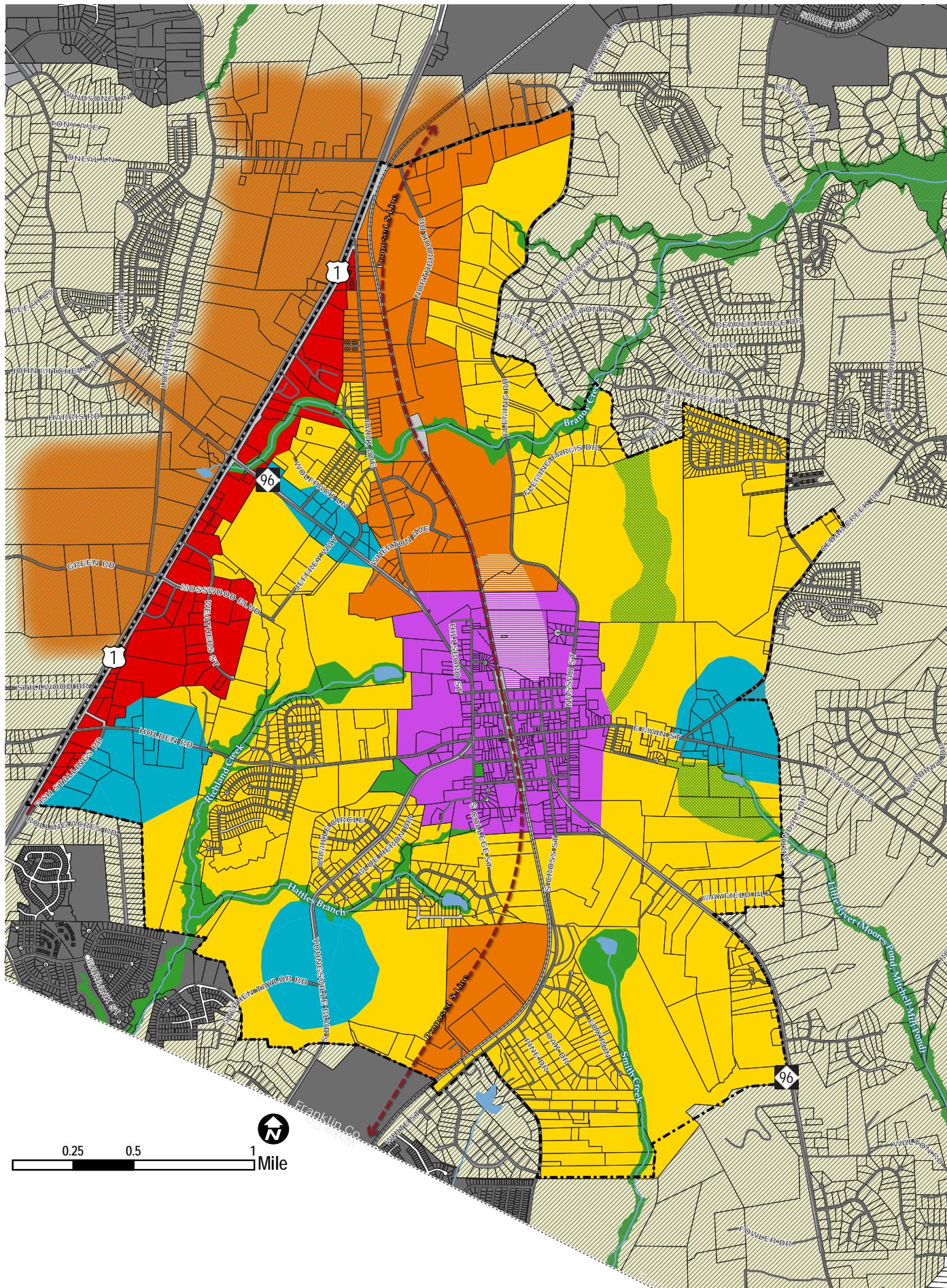
Place Types

- Residential Neighborhood
- Mixed Use Neighborhood
- Downtown Center
- Transit Oriented Development Area
- Employment & Innovation
- Mixed Use Commercial
- Public Parks & Open Space
- Potential Public Parks & Open Space*
- Rural Edge

Other

- Extraterritorial Jurisdiction (ETJ)
- Future Town Jurisdiction
- Tax Parcels

*The final location of public parks should be determined during the parks master planning process and/or through the development review process. The locations for future parks shown on the Land Use Plan are intended to show general vicinity of future parks.



DOWNTOWN CENTER

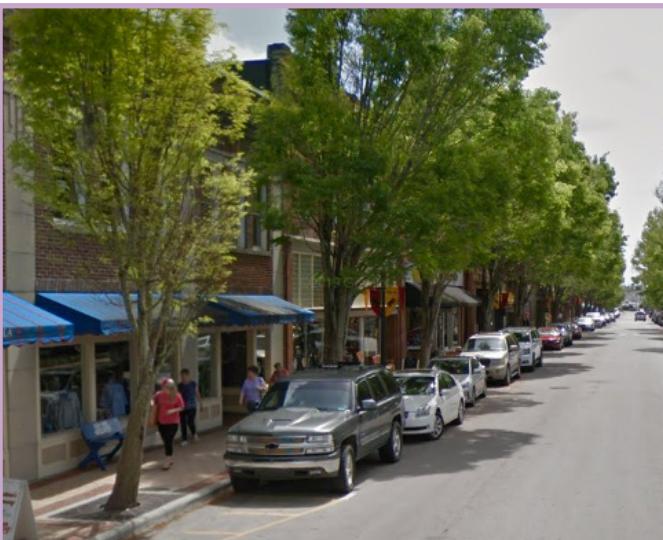
DESCRIPTION & PLACE TYPE DIAGRAM

The Downtown Center is the central hub for commercial, social, cultural, and civic life in Youngsville. It has the highest intensity development and mix of uses, which makes it possible to live, work, socialize, and shop for daily needs within a short walk. The Downtown Center consists of two subcategories:

- » **Downtown Core:** The land adjacent to Main Street and along perpendicular side streets up to 1 block back from Main Street. The Downtown Core is expected to have the highest intensity of mixed uses.
- » **Downtown Edge:** Areas outside of the Core that provide a transition in scale and intensity between Downtown and adjacent neighborhoods, but still have a mix of uses.



SAMPLE PHOTOS



Shopfronts with a high amount of transparency line the sidewalk with large canopy trees along the streets.



Streets should have wide sidewalks and seating areas to accommodate a higher volume of foot traffic, especially within the Core.

PLACE TYPE GUIDANCE

Land Use

Downtown should have a mix of uses including commercial, retail, service, office, multi-family homes, lodging, indoor entertainment, and civic/institutional uses. Uses such as auto sales/service, car washes, gas stations, and drive-through restaurants are not recommended in Downtown.

- » **Downtown Core:** Buildings should have active ground story uses that serve frequent foot traffic, such as retail, restaurants, or public spaces.
- » **Downtown Edge:** Residential, office, or retail may occupy the ground story of buildings. Townhomes and single family detached homes may be in the Edge area, especially within historic structures.

Form & Design

- » **Downtown Core:** Heights of 2-5 stories with buildings that abut the sidewalk with pedestrian primary entrances and high transparency along the sidewalk. Structured parking should have liner buildings with active uses along the sidewalk.
- » **Downtown Edge:** Heights taper down to 2-4 stories. Buildings should be located adjacent to sidewalks with pedestrian entrances, but may be set back slightly, especially to allow outdoor seating or landscaping.

Getting Around

Trips within the Downtown Center are easily completed on foot. Access to and from the Downtown Center is available by walking, bicycling, auto trips, and eventually regional transit access to and from Raleigh. Streets should form a grid network of blocks aiming for block sizes of approximately 400 feet in length. Blocks more than 400 feet should be broken up with pedestrian passages or pedestrian friendly alleys and blocks should have a maximum length of 600 feet.

- » **Downtown Core:** Streets should have wide sidewalks to accommodate a higher volume of foot traffic.

- » **Downtown Edge:** Sidewalks may be narrower than in the Core, but all streets should have sidewalks on both sides.

Parking

A shared parking environment with a mix of on-street, structured, and relegated surface parking (behind buildings, or to the side, screened from the street). Bicycle parking should be conveniently located.

Parks & Open Space

There should be at minimum one active park and one social park space within the Downtown Center. The social park space should be centrally located and provide ample space for Town events such as concerts and outdoor markets and should have shaded seating areas for daily use.

MIXED USE NEIGHBORHOOD

DESCRIPTION & PLACE TYPE DIAGRAM

Mixed Use Neighborhoods are walkable places where people can reach a wide range of daily needs within a quick walk, short bicycle ride, or auto trip. Mixed Use Neighborhoods are intended to have a mix of housing types and neighborhood serving uses. The Mixed Use (MU) Neighborhood consists of two areas:

- » **Mixed Use Core:** Areas adjacent to a key intersection, such as one or multiple connector streets that has a mix of uses and human scale buildings with commercial and multi-family residential uses.
- » **Mixed Use Edge:** Areas that surround the Mixed Use Core, typically adjacent to residential areas.



SAMPLE PHOTOS



Shops and restaurants are within walking distance of residential areas within the Mixed Use Neighborhood.



Small scale mixed use buildings are recommended in the Core area with apartments above commercial uses.

PLACE TYPE GUIDANCE

Land Use

A mix of uses is recommended, though as a whole this place type may consist of primarily residential uses. Auto-oriented uses such as gas stations and car sales are not recommended in the MU Neighborhood but may be appropriate when relegated to the rear of buildings and when design recommendations are met.

- » **Mixed Use Core:** Commercial, retail, service, office, multi-family homes, live/work buildings, or civic/institutional uses. Active ground story uses are encouraged where market conditions allow.
- » **Mixed Use Edge:** Residential developments within the MU Edge should offer a mix of housing types including multi-family homes, townhomes, and detached homes. Small scale neighborhood serving retail and service uses such as daycare, small grocery, or religious institution may also be appropriate.

Form & Design

- » **Mixed Use Core:** Heights of 2-5 stories with buildings abutting the sidewalk with pedestrian entrances and high transparency along the sidewalks.
- » **Mixed Use Edge:** Heights taper down to 2-4 stories. Buildings are encouraged to be built close to the sidewalk with front porches or stoops and pedestrian entrances. Setbacks of less than 20 feet are recommended.

Getting Around

Streets should be interconnected, and all streets should have sidewalks or shared use paths creating

the opportunity to walk between the Core and residential areas. New street segments should provide connectivity to adjacent streets or stub out to property lines where there are no existing streets to create interconnectivity between existing and future streets.

Neighborhood Connector streets within a mixed-use neighborhood should be designed to discourage cut-through traffic and high vehicular travel speeds using elements such as narrow travel lanes and tight turning radii at intersections.

Parking

- » **Mixed Use Core:** Parking in the Core should be relegated to the back or sides of buildings.
- » **Mixed Use Edge:** Parking may be a combination of on-street, private garages, or driveways. Garages are recommended to be built in the rear of houses or as side loading garages, not facing the street.

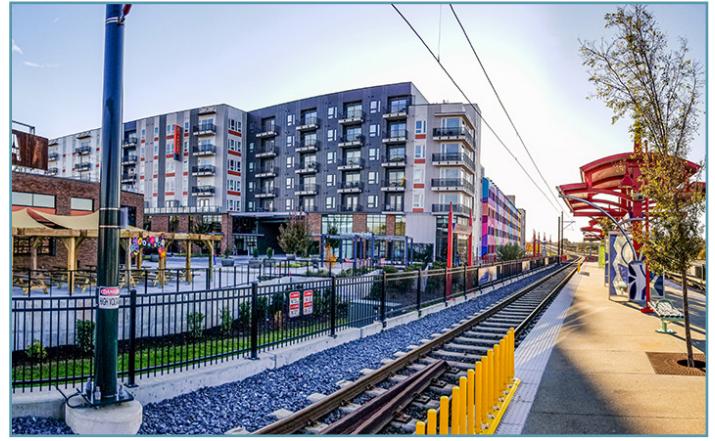
Parks & Open Space

Each MU Neighborhood should have at least one centralized and improved active or social public park space that is accessible by path or sidewalk. Neighborhoods should be designed to have access to the Town's public parks and greenways network and should incorporate segments of the network that are identified in this Plan or within future parks plans. Privatized neighborhood amenity spaces, open space, and tree preservation areas are also encouraged. Creative design of stormwater management facilities as active park space, such as floodable parks, fishing ponds, and/or Low Impact Design, such as rain gardens and/or bioswales is also encouraged.

TRANSIT ORIENTED DEVELOPMENT (TOD) AREA

DESCRIPTION & SAMPLE PHOTOS

The TOD Area is a compact, walkable, mixed use place centered around a future S-Line Rail Station. The TOD area should have a high intensity of residential, office, and commercial uses where residents and visitors can use transit and walking to get around without the need to rely on a car for daily trips. The TOD is applied to the map around a potential station site that was identified through the CLUTP planning process; however, if a different station location is determined in partnership with NCDOT, the map should be updated accordingly.



Higher intensity development is recommended in the future TOD area to support ridership.



The TOD area is centered around a future commuter rail station offering easy access to regional jobs and amenities.

PLACE TYPE GUIDANCE

Land Use

The TOD area should include a mix of uses including commercial, retail, service, office, multi-family homes, lodging, indoor entertainment, and civic/institutional uses. Auto sales/service, car washes, gas stations, and drive-through restaurants are not recommended.

Form & Design

Heights of 4 to 6 stories are recommended, with the possibility for additional height in areas within 500 feet of the rail station. Heights along the edge of the TOD area that are adjacent to residential neighborhoods should transition down to a maximum of 4 stories. Buildings should abut the sidewalk with pedestrian primary entrances and high transparency along the sidewalk. Structured parking is expected to be located near the station for regional commuters. Structured parking should have liner buildings with active spaces and storefronts along the sidewalk.

Getting Around

Trips within the TOD will be a mix of transit, walking, and bicycling. Auto trips are expected, especially

during peak hours from rail commuters who live outside of the TOD area. Most trips within the TOD area are easily completed on foot and access to and from the TOD should be available by walking, bicycling, and auto trips, as well as regional transit access to and from the Triangle region. Streets should form a grid network of blocks of less than 400 feet in length. Longer blocks should be broken up with pedestrian passages or pedestrian friendly alleys. Streets must have high quality pedestrian networks to encourage walking access to and from the station.

Parking

A shared parking environment with a mix of on-street, structured, and relegated surface parking (behind buildings, or to the side, screened from the street). Bicycle parking should be conveniently located.

Parks & Open Space

There should be at minimum one centrally located public park that provides ample space for events such as concerts and outdoor markets and should have shaded seating areas for daily use.

RESIDENTIAL NEIGHBORHOOD

DESCRIPTION & SAMPLE PHOTOS

Residential neighborhoods are areas with detached single family homes and small-scale multi-family homes. Neighborhoods and homes may be more spread out and interspersed with open space and natural areas, though clustering of homes on smaller lots or shared lots is recommended to encourage tree preservation and avoid sensitive resources.



Houses built closer to the street with sidewalks and street trees can promote walkability. Neighborhoods should offer a mix of housing types.



Public parks and open spaces should be walkable from nearby homes.

PLACE TYPE GUIDANCE

Land Use

Detached homes, townhomes, small scale multi-family homes, and accessory dwelling units. Small scale non-residential uses such as daycares, religious institutions, corner stores, or civic buildings such as schools may be appropriate in some locations.

Form & Design

Homes are encouraged to be clustered on small lots or shared lots to protect sensitive environmental features. Setbacks may vary, but small setbacks are encouraged to promote walkability. No buffering between similar uses should be required by ordinance. All streets should have street trees.

Getting Around

Residents in this area should be able to walk from their homes to nearby amenities through a combination of on-street sidewalks and shared use paths and off-street trails. When new neighborhoods are designed and built, they should have multiple points of entry and

provide connectivity to adjacent land, either through stub outs to undeveloped areas or connections to the existing street network.

Neighborhood Connector streets within a residential neighborhood should be designed to discourage cut-through traffic and high vehicular travel speeds using elements such as narrow travel lanes and tight turning radii at intersections.

Parking

Parking may be a combination of on-street, private garages, or driveways.

Parks & Open Space

Neighborhoods should be designed to have access to the public park and open space networks and should incorporate segments of the network that are identified in this Plan. Privatized neighborhood amenity spaces, open space, and tree preservation areas are also encouraged.

EMPLOYMENT & INNOVATION

DESCRIPTION & SAMPLE PHOTOS

Employment and Innovation areas contain a range of job types in sectors such as production, research and development, office, and healthcare.



Parking that is relegated to the side or rear of buildings with buildings near the street can support walkability.



Opportunities to access nature should be available to employees, which can also provide a buffer between adjacent neighborhoods.

PLACE TYPE GUIDANCE

Land Use

Recommended uses include manufacturing, research and development, office, light industry, storage, and warehousing, healthcare facilities, and other institutional uses such as colleges and government facilities. Secondary uses such as retail and multi-family homes or live/work buildings may also be appropriate when designed to support primary uses and so long as they do not detract from employment uses. Secondary uses should not make up more than 25% of the improved land area.

Form & Design

Building patterns can range from small mixed-use buildings to campus style business parks. Sites should be designed to be walkable with relegated parking. Buildings should be located near the street with pedestrian entrances oriented to the street. Uses that include heavy truck traffic, noise, and buildings with large blank walls should be buffered from adjacent neighborhoods with landscaping.

Getting Around

Employees should be able to walk from their homes to Employment & Innovation areas. New developments should enhance the connectedness of the street network and create public street, bike/pedestrian, and greenway connections as shown within this Plan. Street design should balance the needs for truck, vehicular, pedestrian, and bicycle access and safety.

Parking

Parking should be behind buildings when possible. Parking that is along a street should be screened with landscaping.

Parks & Open Space

Employment & Innovation areas should include opportunities for passive and/or social recreation for employees to access nature. Care should be taken to connect private amenities into the public parks and trails network, and new development should incorporate segments of the network that are identified in this Plan.

MIXED USE COMMERCIAL

DESCRIPTION & SAMPLE PHOTOS

Mixed Use Commercial places offer convenient access to goods and services. These areas are typically along Connector Streets such as US 1 and HWY 96.



Streets should have sidewalks and street trees. Landscaping can soften the appearance of impervious surface along Connectors.



Commercial buildings that are built closer to the street with street parking can improve accessibility and safety for pedestrians.

PLACE TYPE GUIDANCE

Land Use

Recommended uses include commercial, retail, hotels/lodging, civic/institutional, auto-oriented uses such as car sales and service and drive-through restaurants, multi-family homes, and office.

Form & Design

Building forms can range from shopping centers and standalone retail to multi-story office or mixed use buildings. Sites should be designed to incorporate pedestrian and bicycle safety and accessibility. Areas of impervious surface should be softened with landscaping, including street trees and parking lot landscaping.

Getting Around

All streets should provide for continuous bicycle and pedestrian routes, wide sidewalks, or shared use paths. Sites must incorporate cross-access between parcels to limit entrances onto Connector Streets, and to enhance bicycle and pedestrian safety.

Parking

Most parking will be surface parking lots. Parking lots should include screening adjacent to streets and neighborhoods, and interior landscaping.

Parks & Open Space

Passive and social recreational opportunities should be incorporated, including spaces such as courtyards, patios, and outdoor plazas, especially within larger shopping centers.

Areas of tree protection can help reduce the impacts of the urban heat island effect and areas of existing mature tree canopy are encouraged to be protected with new development, where possible.

PUBLIC PARKS & OPEN SPACE

DESCRIPTION & SAMPLE PHOTOS

Public parks are places for public recreation, entertainment, restoration, and preservation of environmental features. Open spaces are intended primarily for environmental protection, though some may offer trails and wildlife viewing. In the future, every Youngsville resident should be able to safely walk or ride a bicycle to an improved public park from their home.



Parks can offer a range of amenities including walking trails, playgrounds, and open play areas.



Parks can be designed to promote gathering and passive enjoyment with seating areas and event spaces.

PLACE TYPE GUIDANCE

Land Use

Parks should offer a range of amenities such as playgrounds, sports fields, walking trails, splash parks, plazas, seating areas, pavilions, and dog parks.

Open spaces should be primarily undisturbed areas of forest or meadows that may have trails and seating areas.

Parks & Open Space areas can also include public programming and civic uses such as community centers, recreation centers, or event space.

Form & Design

Few buildings are expected, except for community and public recreational centers. Buildings should be sited to encourage walking and bicycling.

Getting Around

All public parks should be accessible by walking and bicycling via sidewalks, shared use paths, and/or natural surface trails. The Public Parks and Open Space network should be part of a connected greenway network that contains shared use paths and natural surface trails.

Parking

Larger parks should have dedicated on-street or surface parking areas. All parks should include bicycle parking.

Parks & Open Space

Residents should have access to a mix of improved parks throughout Town. A future Parks Master Plan should identify park types and locations. The Master Plan should strive to incorporate a variety of park functions in accessible locations.

RURAL EDGE

DESCRIPTION & SAMPLE PHOTOS

Rural Edges are areas surrounding Town that are primarily dedicated to rural uses such as agriculture, forests, and natural areas. Some existing neighborhoods are within the Rural Edge, and these are not expected to change; however, new residential and commercial development should be directed into appropriate areas of Town to support the Vision for future growth and to maintain the rural character surrounding Town.



Home sites should be clustered to protect natural areas and provide space for greenway trails.



Recommended uses in this Place Type include active agricultural areas, forests, and natural areas.

PLACE TYPE GUIDANCE

Land Use

Recommended uses are farms, forests, natural areas, and existing residential neighborhoods. New detached homes at a low density with an average 1 unit per 10 acres or lower may be appropriate, when sited as part of conservation subdivisions intended to protect large swaths of natural areas and farms.

This place type also covers areas with existing residential subdivisions. These neighborhoods are not expected to change during the course of this Plan.

Public utilities such as public water and sewer should not be extended into the Rural Edge for new residential or commercial development.

Form & Design

New residential development should not infringe on sensitive environmental features and working farms.

Conservation easements or transfer of development rights are potential tools the Town and its partners could use to preserve natural areas and working farms and to protect the rural character around Youngsville.

Getting Around

Depending on the street types, some rural streets may include shared use paths and/or sidewalks to support a connected network.

Parking

Parking may be a combination of on-street, private garages, or driveways.

Parks & Open Space

Large areas of privately protected open space, forests, and farms should be interspersed with public greenways and trail networks.

TRANSPORTATION PLAN

PLAN OVERVIEW

The Transportation Plan establishes a vision for how people will move through and around Youngsville along with the Actions necessary over the next 25 years to realize the vision. The Plan presents comprehensive recommendations for streets, trails, and multimodal connections that will serve the diverse needs of the Youngsville community. While the current transportation system primarily supports personal vehicles and freight moving through Youngsville, this Plan lays the foundation for a future network with more transportation options.

The future network includes increased connectivity between neighborhoods and destinations, expanded sidewalks and trails for people walking and bicycling, and support for a future passenger rail stop in Youngsville. As a guide, this Plan identifies how resources should be used to upgrade existing infrastructure and sets standards for growth of the transportation system through public and private development as Town expands.

The Transportation Plan will be implemented through a mix of private development and public investments. Private developers are expected through the land development process to build portions of the network that are identified on their properties. Public investments with local, state, and/or federal funding sources will also be needed to construct key segments of street and shared use path network.

TRANSPORTATION NETWORK

Street Network

Streets represent Youngsville's largest collective public space, and they do and should continue to serve a variety of purposes for the community. This Plan categorizes streets into three "typologies" based on how people will use them and the types of trips they will support. These include:

Town Connector Streets are streets for people traveling faster and further to reach US 1 and surrounding communities.

Neighborhood Connector Streets are streets for people traveling between neighborhoods and from neighborhoods to local destinations.

Local Links are slower streets for people to access their home or their final destination.

Multimodal Connectors

Shared use paths along greenway corridors provide dedicated space, for people walking and bicycling separate

from vehicles through natural areas, and separate from the street network. These are shown on the Transportation Plan Map; however, shared use paths can also exist along roadway corridors adjacent to Town Connector and Neighborhood Connector streets.

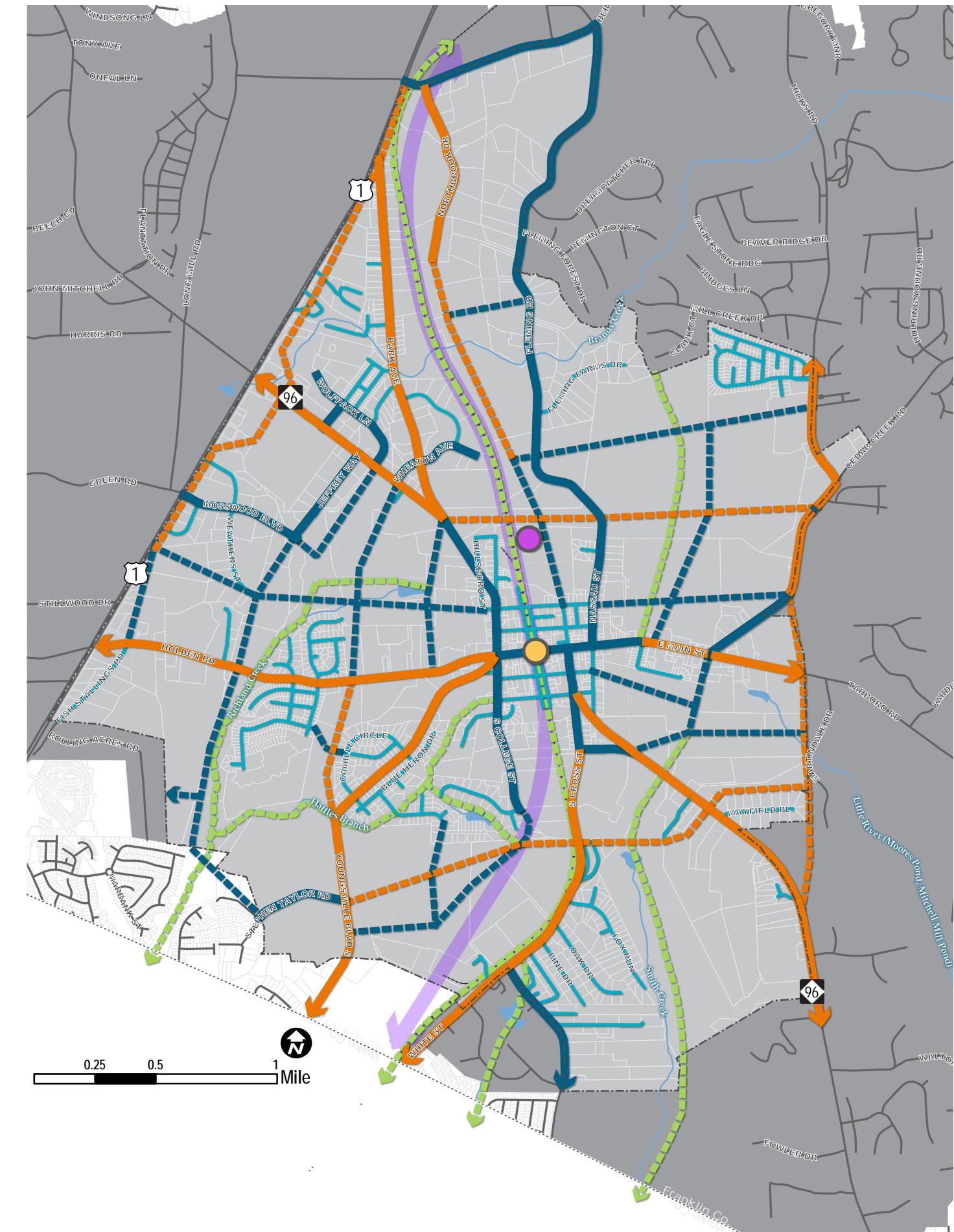
Connections to transit and passenger rail are also important pieces of the transportation system. Transportation authorities in Virginia and North Carolina are working to convert the S-Line freight corridor through Youngsville to a passenger rail service between Richmond, VA and Raleigh, NC.

A **Preferred S-Line Station** is identified on the map as a preferred location for a future station site in Youngsville, just north of downtown.

A **Mobility Hub** is a site that integrates a variety of transportation modes at a single location. These sites provide amenities and seamless transition from one mode to another. A future mobility hub location is shown in downtown, though the final location within downtown should be determined through a future planning process.

TRANSPORTATION PLAN LEGEND

-  Town Connector
-  New Town Connector
-  Neighborhood Connector
-  New Neighborhood Connector
-  Local Link
-  Shared Use Path along Greenway Corridors
-  Proposed S-Line
-  Mobility Hub Location
-  Preferred S-Line Station Location
-  Future Town Jurisdiction
-  Town Jurisdiction

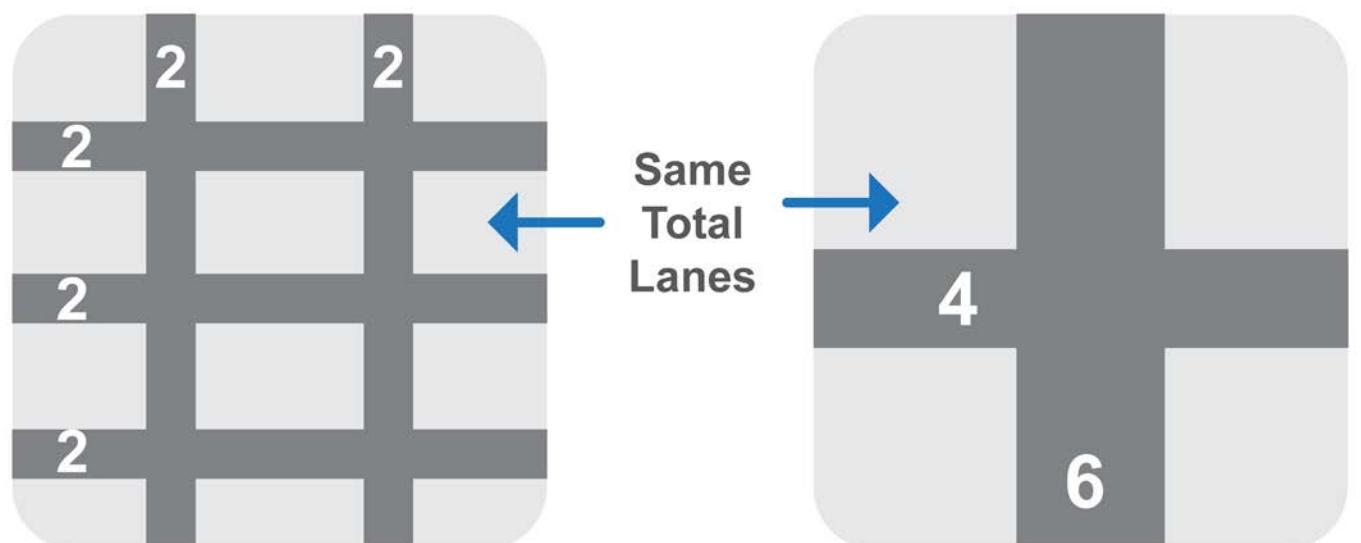


STREET TYPOLOGIES

WHY PLAN FOR TRANSPORTATION

How we get around is a vital part of human life. From taking kids to school, to an evening stroll, to goods being delivered to a favorite restaurant, Youngsville's transportation network keeps the Town moving. As the region grows, more and more people are not only traveling within Youngsville but also commuting in and out of the Town for work, school, recreation, and other activities. This leads to increased pressure on the Town's limited street network, often causing congestion, and unsafe conditions for people walking, bicycling, and driving.

In recent years, there has been a growing desire for expanded transportation options that are safe, comfortable, and convenient for all. There is a burgeoning interest in walking and bicycling and the Town recently completed the Main Street Streetscape project which prioritizes walkability and pedestrian safety downtown. These two current trends—outgrowing the existing street network and growing momentum for more multimodal investment—present the opportune time to plan for how transportation and land use will complement and support each other in the future.



MORE LANES OR MORE CONNECTIONS?

As a community grows, there will be more people moving on the street network, but adding more lanes is not the only solution. The figure above shows how the same number of lanes can be accomplished with two widened roadways or a network of streets with fewer lanes on each but much more overall connectivity. Adding connections for transit, walking, and bicycling will also reduce pressure to widen existing roadways.

Growth is often falsely associated with inevitable increases in traffic and vehicle speeds, and unsafe conditions for walking and bicycling. When planned together with transportation though, future growth can both support and be supported by a transportation system that is vibrant, connected, and safe for all modes. The recommendations in this Plan support Youngsville's Vision to focus growth within the Town, rather than spreading outward. This emphasis on efficient growth will have the double benefit of putting less stress on the transportation system while simultaneously creating more opportunities for walking and bicycling connections, well-designed streets, and shorter trips to destinations.

EXISTING NETWORK

Youngsville currently has 42 miles of streets. Just over half of these are owned and maintained by North Carolina Department of Transportation (NCDOT) and the other half is split between Town-owned streets and private/home ownership association owned streets. Unlike some communities, Youngsville has a unique opportunity to plan for and build many new streets in the near future as the Town grows. Because of this anticipated growth, recommendations in the following section are designed to guide improvements to existing streets and lay a foundation for how new streets should be designed as the network expands.

Today, facilities for people walking and bicycling within Youngsville are limited. There are sidewalks along portions of Main Street, Cross Street, and E. Winston Street, but the remainder of the public street network lacks facilities for walking. Youngsville currently does not have any dedicated bicycle infrastructure. Bicyclists and pedestrians are especially vulnerable to unsafe roadway conditions. Between 2017 and 2021 there were two bicycle crashes and three pedestrian crashes in Youngsville, one of which was fatal.

STREET TYPOLOGIES

Local governments have been sorting streets into categories for as long as streets have existed. Categories help people make decisions about how different streets should be designed and which street elements to include and prioritize. However, since the rise of the automobile in the early 1900s, categories for streets have primarily focused on a street's ability to move vehicles as quickly and efficiently as possible. While some streets in a community should allow for faster travel speeds for higher vehicular volumes, the street network must be diverse and include slower streets that prioritize safety, comfort, and connectivity for all modes.

This Plan presents three new categories for Youngsville's streets called "Street Typologies" which focus on how people will use the streets and the design elements required for safe, comfortable travel by people with a variety of modes and abilities. The following pages describe the Street Typologies in more detail and provide guidance for each street type shown on the Transportation Plan.

LAND USE CONTEXT

In addition to the three Street Typologies, guidance for streets is further specified depending on land use context. As streets move through different Place Types, the elements and design of the street should adjust to the changing context. Streets should respond to the character of the surrounding land use and support the specific needs

of people in that area. The street sections on the following pages provide descriptions of, and guidance for, each Street Typology as well as a specific section diagram showing how the street design may vary depending on different land use context.

Overall, the Transportation Plan and corresponding Street Typologies strive to achieve the Vision for 2050. As the Town has the opportunity to make future investments in its transportation network, it should consider how those investments can create more Connected Places within Youngsville, which in turn will support the other Vision Elements of Healthy Community, Thriving Downtown, Planned Infrastructure, and Public Spaces.



As streets move through different parts of Town, their design may change based on what type of place they are passing through. Streets within mixed use areas, as conveyed by the smaller circle above, may have different features than a street within outlying residential areas.



TOWN CONNECTOR

STREET PURPOSE

People use Town Connectors for longer trips through Youngsville; to Raleigh, Wake Forest, Franklinton, and other nearby towns; and to larger regional corridors like Capital Boulevard (US 1). Town Connectors provide space for higher volumes of motor vehicles traveling at higher speeds. Blocks are long and access to destinations is consolidated to minimize conflicts. When present, facilities for walking and bicycling are separated with larger landscaped buffers and are wide enough for multiple users. Town Connectors do not have on-street parking.

EXISTING NETWORK

These existing streets in Youngsville are currently functioning as Town Connectors:

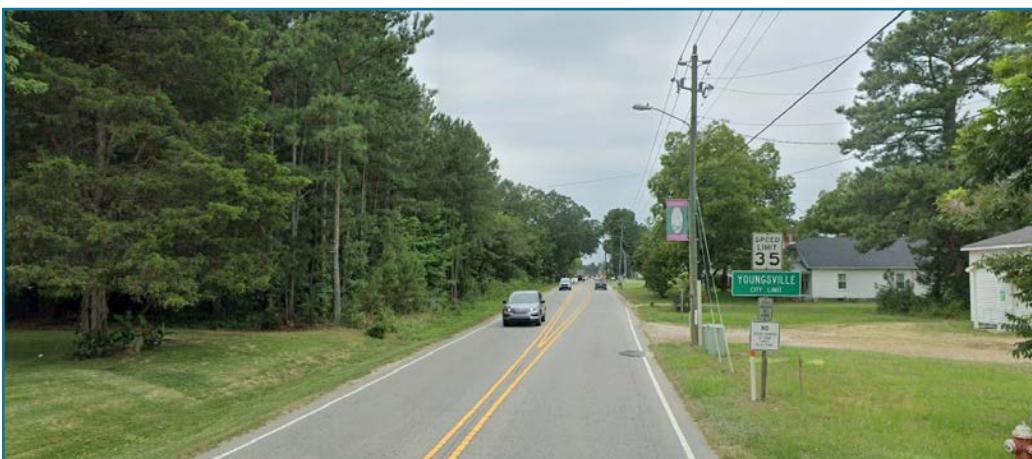
- » HWY 96
- » US 1A
- » Youngsville Boulevard
- » East Main St East of HWY 96
- » Holden Road

Some of these existing Town Connectors are pictured below. As the photographs demonstrate, the existing streets primarily move cars and trucks and are not currently designed as multimodal streets. The existing network lacks safe and connected facilities for walking and bicycling.



HWY 96

HWY 96 is a key route between downtown Youngsville and US 1. The corridor is primarily one lane in each direction but widens to five lanes at the intersection with US 1.



East Main Street

While many downtown businesses and homes front directly onto East Main Street, the corridor is currently a designated truck route and is one of Youngsville's only east-west connectors.



Youngsville Boulevard

Youngsville Boulevard runs concurrent with US 1A south of downtown connecting to Wake Forest. The street is currently two lanes with occasional center turn lanes, as shown here.

FUTURE NETWORK

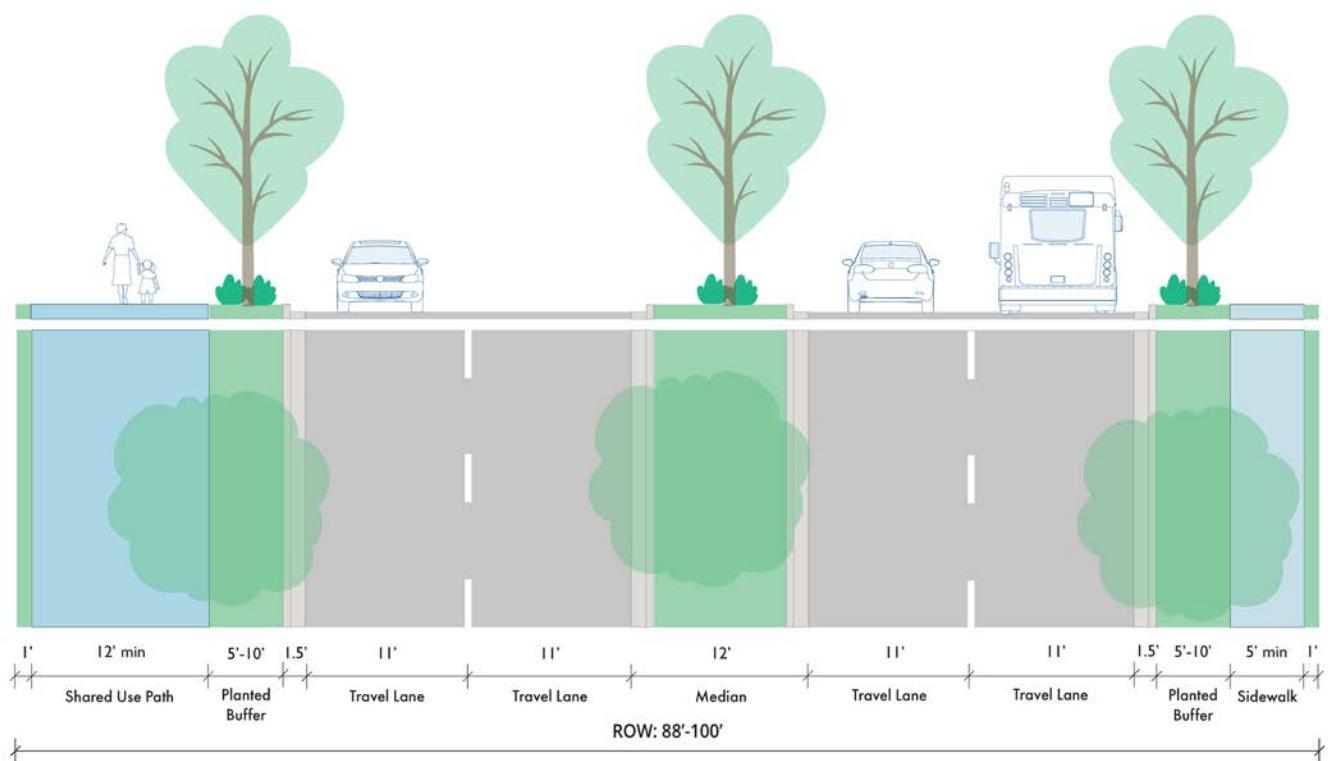
The table below and the cross sections on the following pages lay out expectations for how Town Connector streets should be designed in the future. Because Town Connectors are for longer trips in and out of Youngsville, they should strive to maintain a relatively consistent cross-section even as they pass through multiple land use contexts. Cross section continuity is also important where the Town interfaces with Wake Forest and other local jurisdictions that may have different street design policies. The Town should work with its neighboring jurisdictions to build a well-coordinated network of safe streets.

The two cross sections for Town Connectors may both be applicable in Residential Neighborhoods, Mixed Use Commercial, and Employment & Innovation Place Types. Town Connectors, however, are not appropriate through Downtown Center or Mixed-Use Neighborhoods. The table and cross sections should also be used to guide improvements to the existing street network as new development is constructed along Town Connector streets. The Town may also prioritize construction of certain segments of sidewalks, shared use paths, bicycle lanes, and landscaping along existing Neighborhood Connectors to support improved connectivity. More details about prioritized segments of the street network can be found in the Roadmap to 2050.

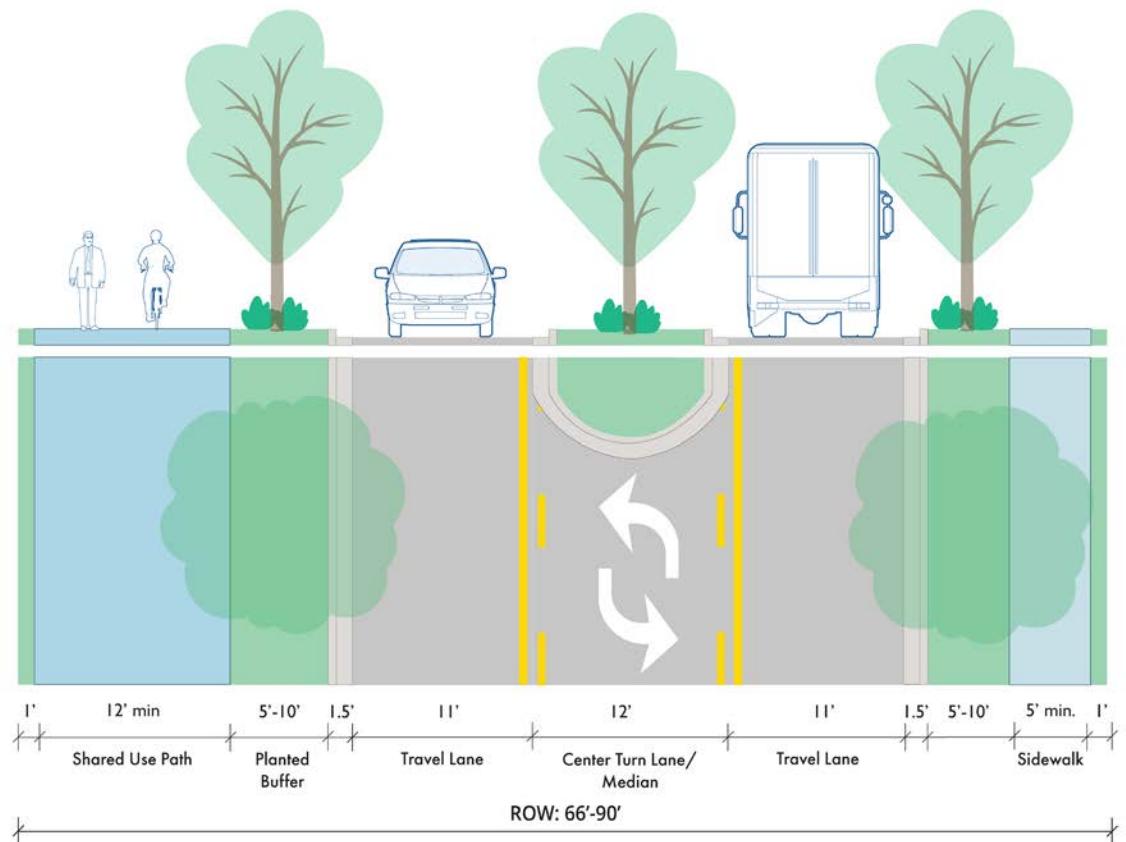
Elements of a Town Connector

Design Elements	Parameters
Right of Way	80'-100' with flexibility for utilities
Vehicle speeds	30-35 MPH
Number of lanes	3-4
Lane widths	11'
Block lengths	Less defined blocks ~0.5 – 1 mile
Facilities for Walking and Bicycling	Town Connectors should have a shared use path for both walking and bicycling on one side as well as a wide sidewalk on the opposite side.
Intersections and Crossings	Bicycle and pedestrian crossings should be at signalized intersections. Midblock crossings should consider Pedestrian Hybrid Beacons (PHBs) . Roundabouts should be considered for Town Connector to Town Connector intersections where possible.
Landscaping	Landscaped medians and planted buffers between travel lanes and facilities for walking and bicycling
Driveways / access	Limited driveways. Access to destinations is consolidated
Golf Carts	Not permitted
On-street parking	None

Town Connector Four Lane Cross Section



Town Connector Three Lane Cross Section



NEIGHBORHOOD CONNECTOR

STREET PURPOSE

People use Neighborhood Connectors to travel between neighborhoods and from neighborhoods to destinations around Youngsville such as parks, schools, and downtown. Neighborhood Connectors also provide important routes between Town Connectors and Local Links. These streets have space for moderate vehicle volumes while maintaining a comfortable environment for people walking, bicycling, and crossing the street. Blocks are shorter than Town Connectors with more frequent driveways and access points to destinations. Sidewalks are present for pedestrians and bicycle facilities are separated or shared depending on speed and context. When present, on-street parking is formalized with pavement paint and curb extensions where applicable to ensure sight distance near intersections.

EXISTING NETWORK

These existing streets in Youngsville are currently functioning as Neighborhood Connectors:

- » College Street
- » Wheaton Avenue
- » Fleming Road
- » Mosswood Boulevard

Some of these existing Neighborhood Connectors are pictured below. As the photographs demonstrate, the existing streets were designed as rural roads and were not initially envisioned as multimodal streets. Because of this, the existing network lacks formal facilities for walking and bicycling and should be upgraded to accommodate these users.



College Street

College Street provides key connections between Youngsville Elementary, Downtown, and residential areas.



Fleming Road

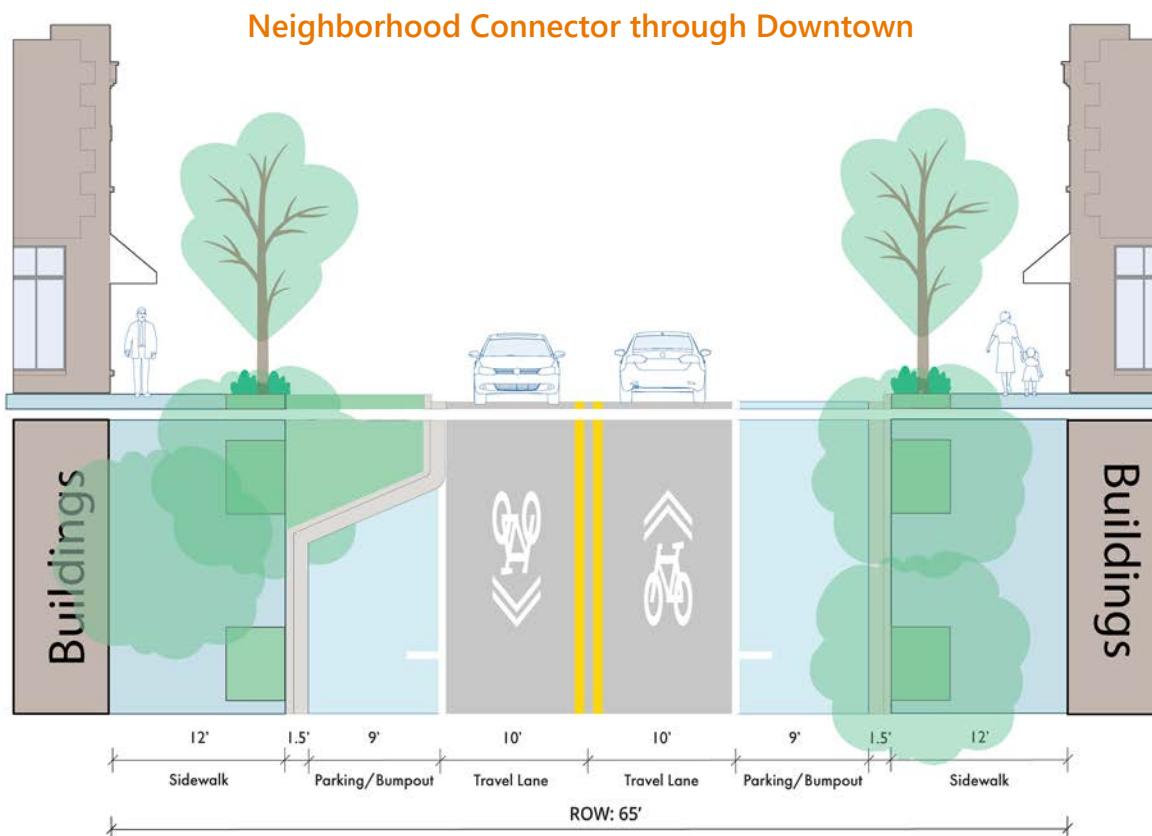
Fleming Road stretches from Nassau Street in the downtown grid north to Bert Winston Road.

FUTURE NETWORK

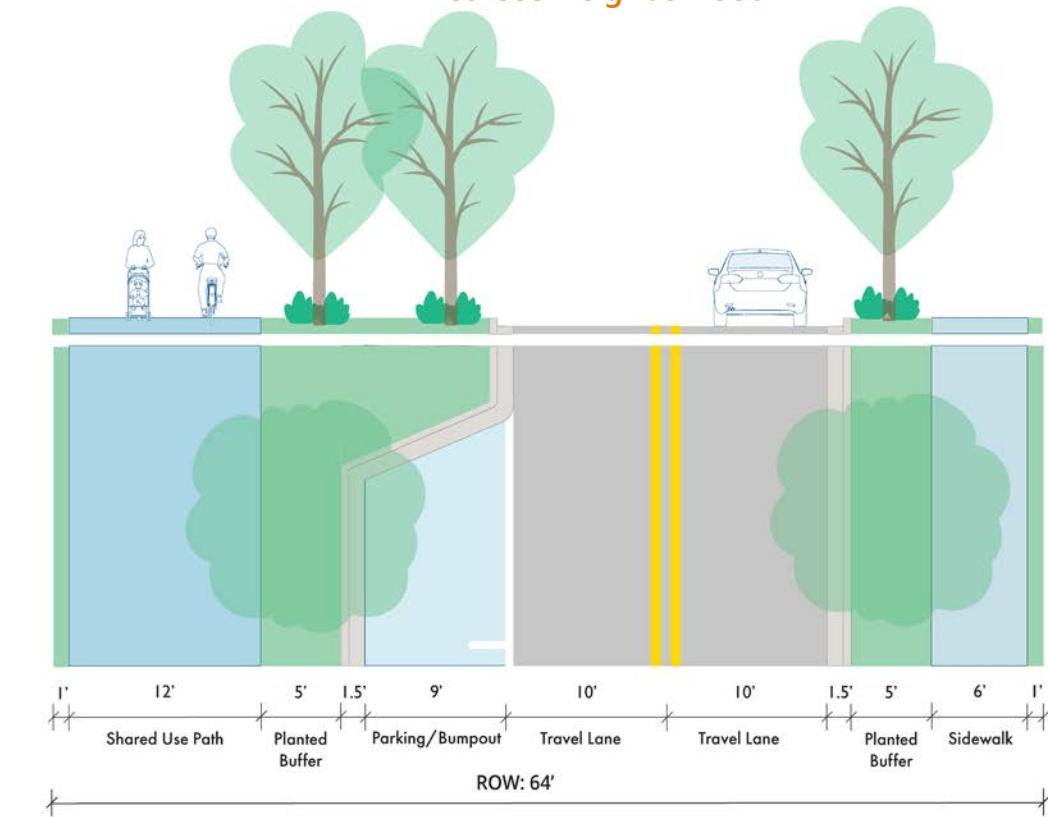
The table and following cross sections lay out expectations for how Neighborhood Connector streets should be designed in the future. New Neighborhood Connectors should follow the guidance about street elements from the table, and based on the street's context, it should match the appropriate cross section. The table and cross sections should also be used to guide improvements to the existing street network as new development is constructed along Neighborhood Connector streets. The Town may also prioritize construction of certain segments of sidewalks, shared use paths, bicycle lanes and landscaping along existing Neighborhood Connectors to support improved connectivity.

Elements of a Neighborhood Connector

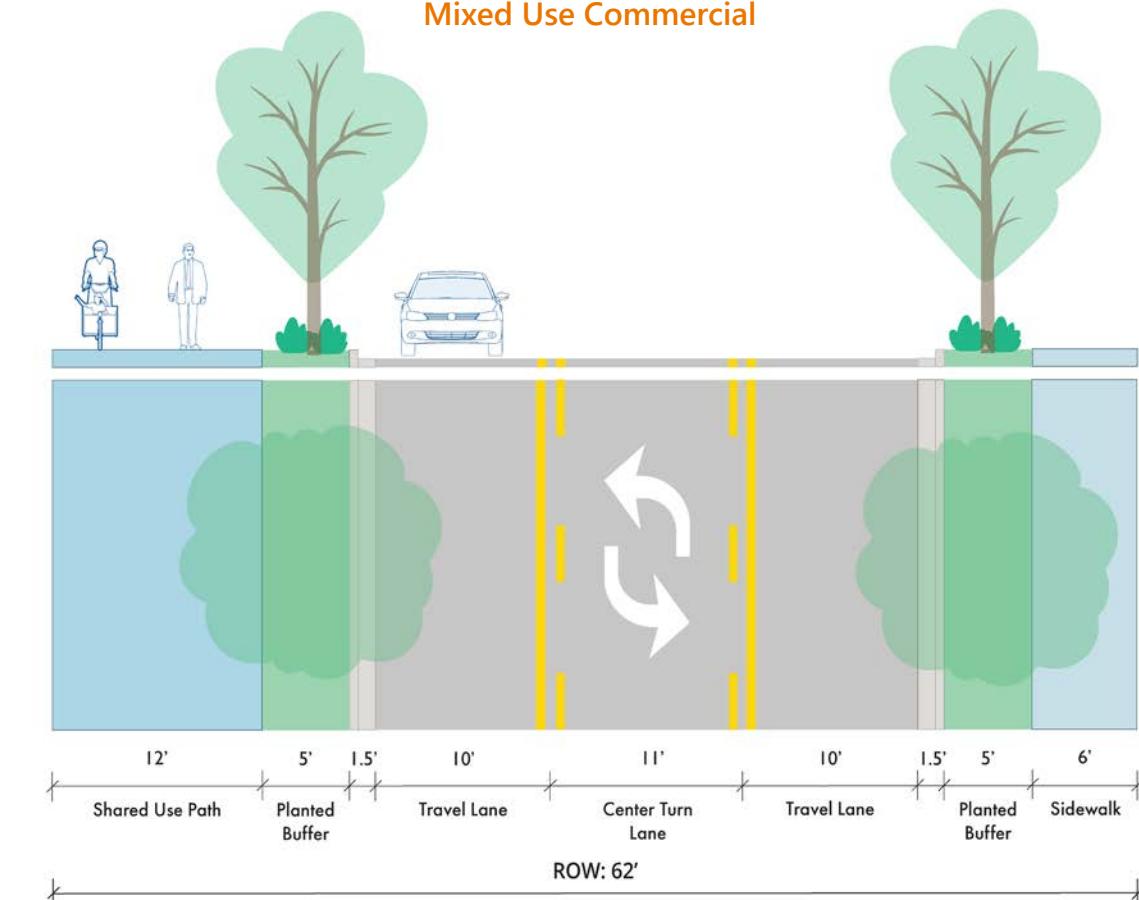
Design Elements	Parameters
Right of Way	65' with flexibility for utilities
Vehicle speeds	20- 25 MPH
Number of lanes	2-3
Lane widths	10'-11'
Block lengths	400-600 ft up to 1,000 – 1,500 ft depending on context
Facilities for Walking and Bicycling	Wide sidewalks and separated bike lanes for streets over 25 MPH
Intersections and Crossings	Crossings, including midblock crossings, should have some form of traffic control device. Intersections should have tight corner radii and incorporate best practices for bicycle and pedestrian safety.
Landscaping	Planted buffers between sidewalks and travel lanes, street trees in downtown and mixed-use contexts
Driveways / access	More frequent driveways and access points to destinations
Golf Carts	Permitted
On-street parking	Formalized with painted lines



Neighborhood Connector through Residential Neighborhood and Mixed Use Neighborhood



Neighborhood Connector through Employment & Innovation and Mixed Use Commercial



LOCAL LINK

STREET PURPOSE

People use Local Links to connect to their homes and local community destinations. The streets are designed for slow vehicle speeds and low volumes. Blocks are short with frequent driveways and access points. Sidewalks are provided for people walking, and traffic is slow enough to allow bicyclists to share the roadway with vehicles. Where present, on-street parking is informal with no pavement paint.

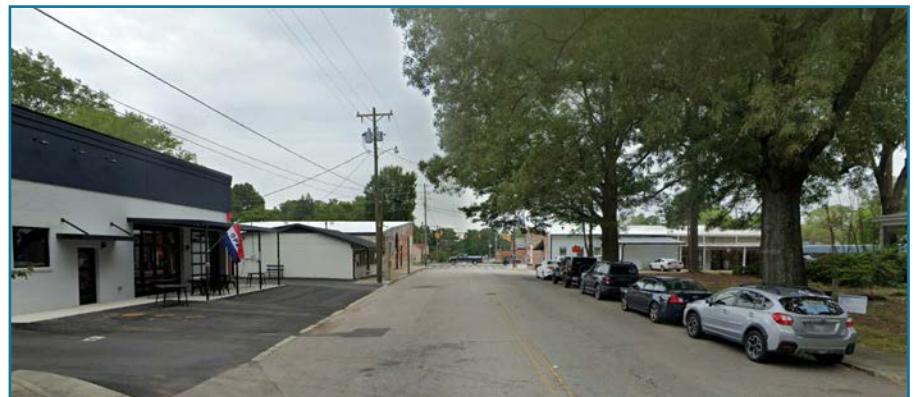
EXISTING NETWORK

Existing Local Links in Youngsville include residential streets in neighborhoods and streets within the downtown grid. A few examples are pictured below.



Camille Circle

Camille Circle is a quiet Local Link in the Patterson Woods neighborhood. The street is lined with homes and has a sidewalk on one side.



N. Cross Street

N. Cross Street is part of Youngsville's Downtown grid. It provides direct access to both homes and businesses.



S. Nassau Street

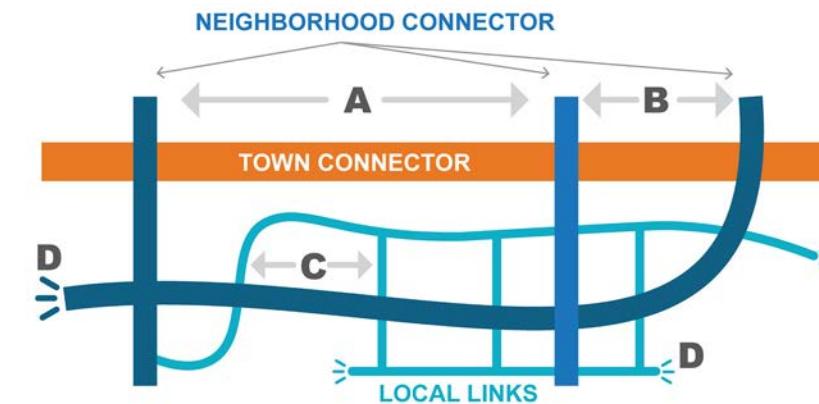
While S Nassau Street connects to E Main Street, it only provides access to the homes directly along it and does not connect through to HWY 96.

FUTURE NETWORK

Local Links Fit in the Overall Network

The graphic below demonstrates how Local Links tie into and support the larger transportation network.

- A** - Neighborhood Connectors should be spaced no more than 1,000 – 1,500 ft apart.
- B** - Neighborhood Connectors can be spaced 400-600 ft apart closer to the Downtown Center.
- C** - Local links are spaced 250' – 400' apart with connections to and across Neighborhood Connectors.
- D** - Both Neighborhood Connectors and Local Links stub out for future connections

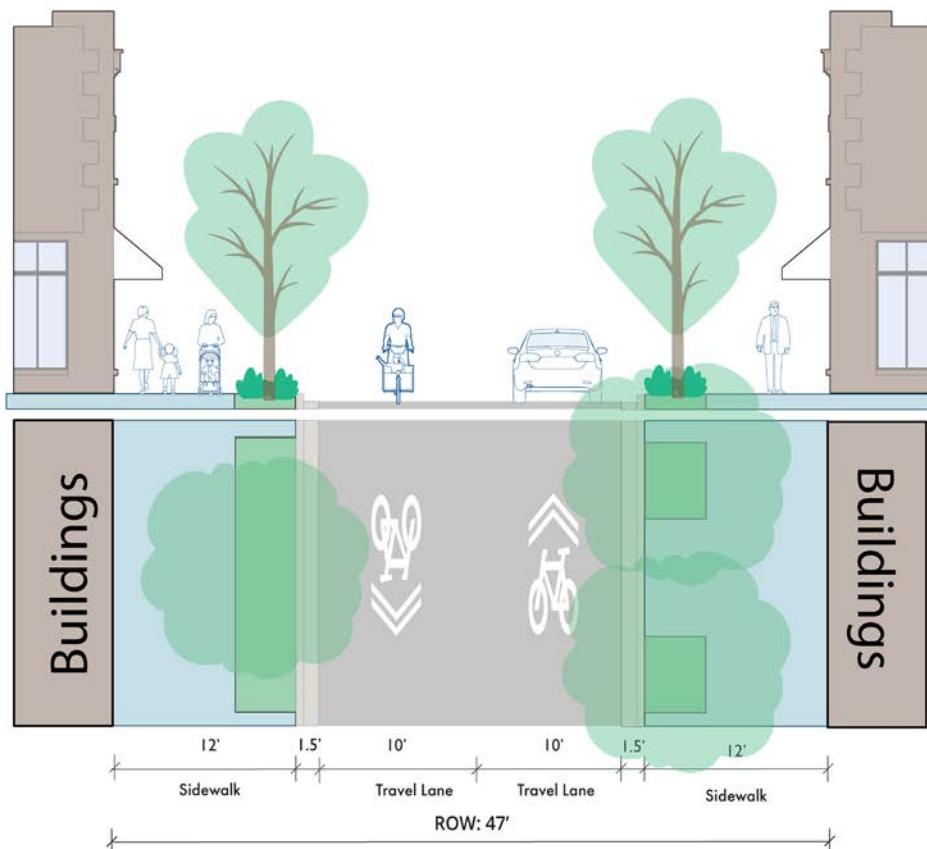


Elements of a Local Link

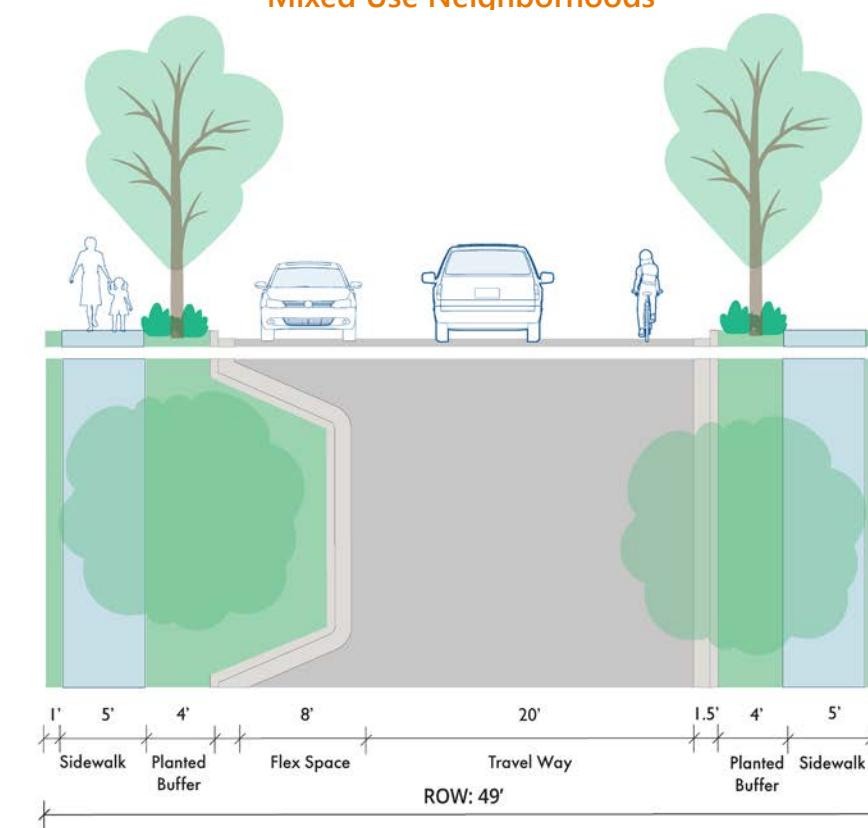
The table below and the cross sections on the following pages lay out expectations for how Local Links should be designed in the future. New Local Links should follow the guidance about each street element from the table and it should match the appropriate cross section based on the street's context. The table and cross sections should also be used to guide improvements to the existing street network as new development is constructed along Local Links.

Design Elements	Parameters
Right of Way	50' with flexibility for utilities
Vehicle speeds	20 MPH
Number of lanes	2
Lane widths	10'
Block lengths	250' – 400'
Facilities for Walking and Bicycling	Wide sidewalks and shared bicycle facilities
Intersections and Crossings	Crossings may be uncontrolled but should consider traffic control devices based on vehicle speeds and volumes of people walking and bicycling. Local Links should not intersect with Town Connectors when possible.
Landscaping	Landscaped buffers between sidewalks and travel lanes. Plantings and street trees incorporated into traffic calming designs.
Driveways / access	Frequent driveway access
Golf Carts	Permitted
On-street parking	Not formalized with paint.

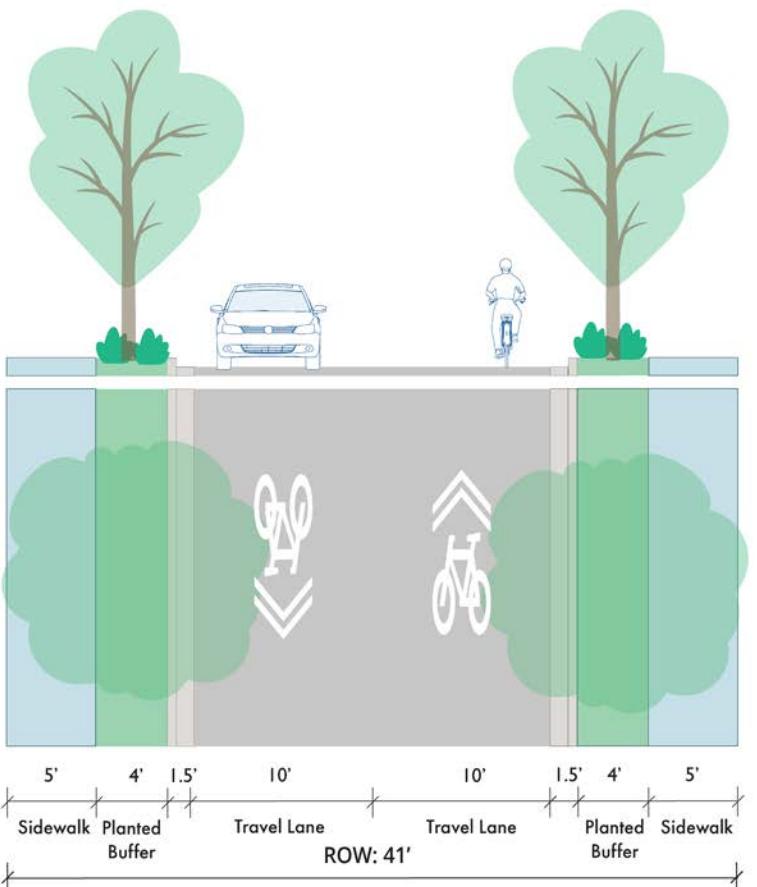
Local Link through Downtown



Local Link through Residential Neighborhoods and Mixed Use Neighborhoods



Local Link through Employment & Innovation and Mixed Use Commercial



MULTIMODAL CONNECTORS

While streets make up most of the transportation system, multimodal connections through off-street trails and railroads are also key elements of the network.

TRAILS

Trails serve many purposes by providing access to parks and open space, places for recreation, and key transportation connections for people walking and bicycling. In Youngsville, trails occur in three forms depending on the types of corridors they go through:

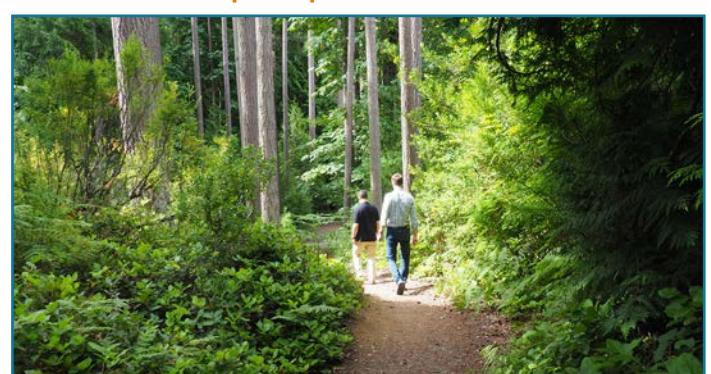
Shared use paths through greenway corridors:



Shared use paths along streets:



Natural surface or dirt trails through greenway corridors and open spaces:



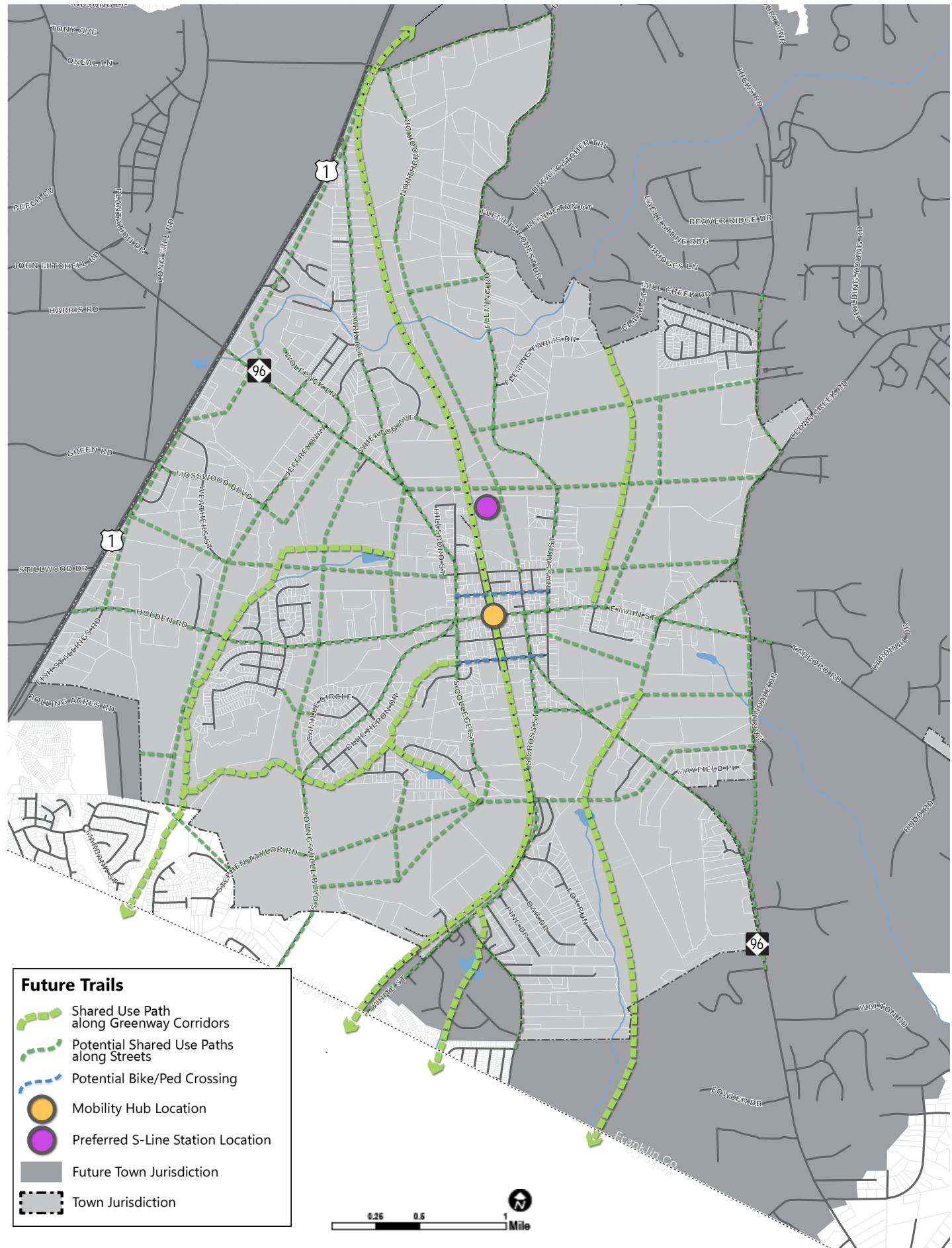
The Transportation Plan showed recommended shared use paths through greenway corridors. Youngsville's future trail network will also include shared use paths through street corridors along Town and Neighborhood Connectors. While shared use paths will not be applicable on every Town or Neighborhood Connector, the Future Trails Map shows the potential for a comprehensive trail network through interconnected greenway and street corridors. The map also highlights future potential S-Line railroad crossings for pedestrians and bicycles at Franklin Street and Pine Street. Recommendations for natural surface trails are not included in this Plan because they typically are not accessible for all transportation users. However, these trails offer tremendous benefits for recreation, health, and accessing nature, and should be included in future park planning efforts.

PASSENGER RAIL AND MOBILITY HUBS

Establishing the vision for transportation in Youngsville includes preparing for future opportunities that can serve Youngsville residents and businesses. General locations are recommended for two specific multimodal connections—S-Line passenger rail station and a mobility hub—in this Plan.

The S-Line passenger rail project is a superregional connection between Raleigh, NC and Richmond, VA. Future service along this corridor is proposed to be high-performance passenger rail that connects numerous communities between these two larger metropolitan areas. A future S-Line station is proposed north of downtown Youngsville in this Plan and can be evaluated along with other potential stops as the project continues to be developed. A key benefit of placing the station in this location is the potential for transit-oriented development within walking distance of downtown. Emphasizing compact, walkable, development in this area supports the Town's Vision of a Thriving Downtown and can also balance existing auto-oriented development in the area to the north along US 1.

A mobility hub is proposed along Main Street in Youngsville to serve as an amenity to the entire community. Mobility hubs are sites that integrate a variety of transportation modes at a single location. These sites provide amenities and seamless transition from one mode to another. Additionally, mobility hubs are opportunities for placemaking that encourage people to gather, shop, eat, and play. The proposed location of the mobility hub along Main Street creates a multitude of connections that can be made on foot, bicycle, or in a car and is a short distance from the proposed S-Line station.



INTERSECTION DESIGN & TRAFFIC CALMING

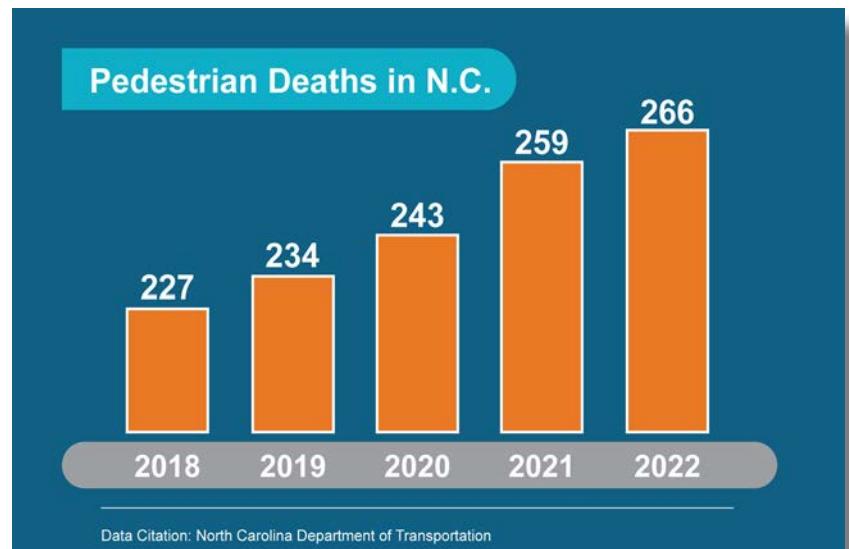
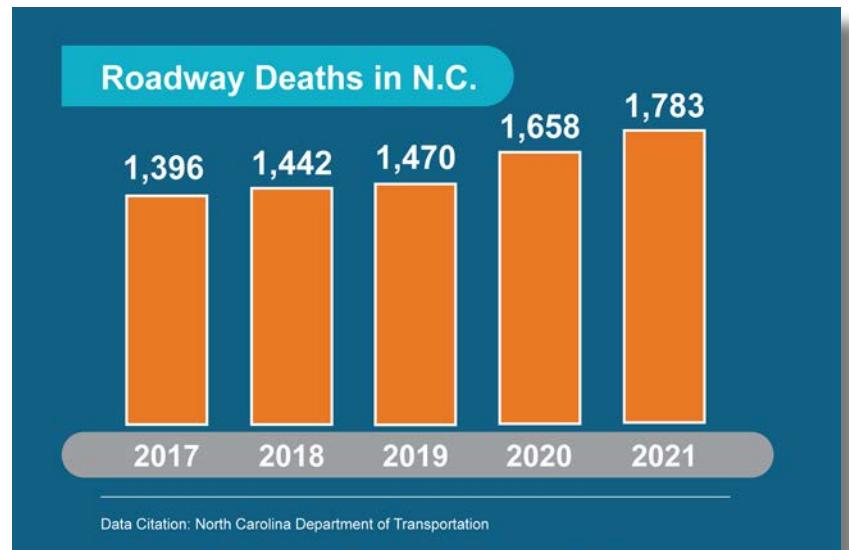
WHY TRAFFIC CALMING?

It's natural to want to get where you are going quickly. But designing our streets to only move vehicles as fast as possible has had deadly consequences as shown by the charts on this page. Pedestrians don't have airbags or a metal box to protect them, and in the last five years over 1,200 people have lost their lives walking on North Carolina streets. The intersection and traffic calming recommendations in this Plan help keep traffic moving while prioritizing safety for all users.

TOOLKITS OVERVIEW

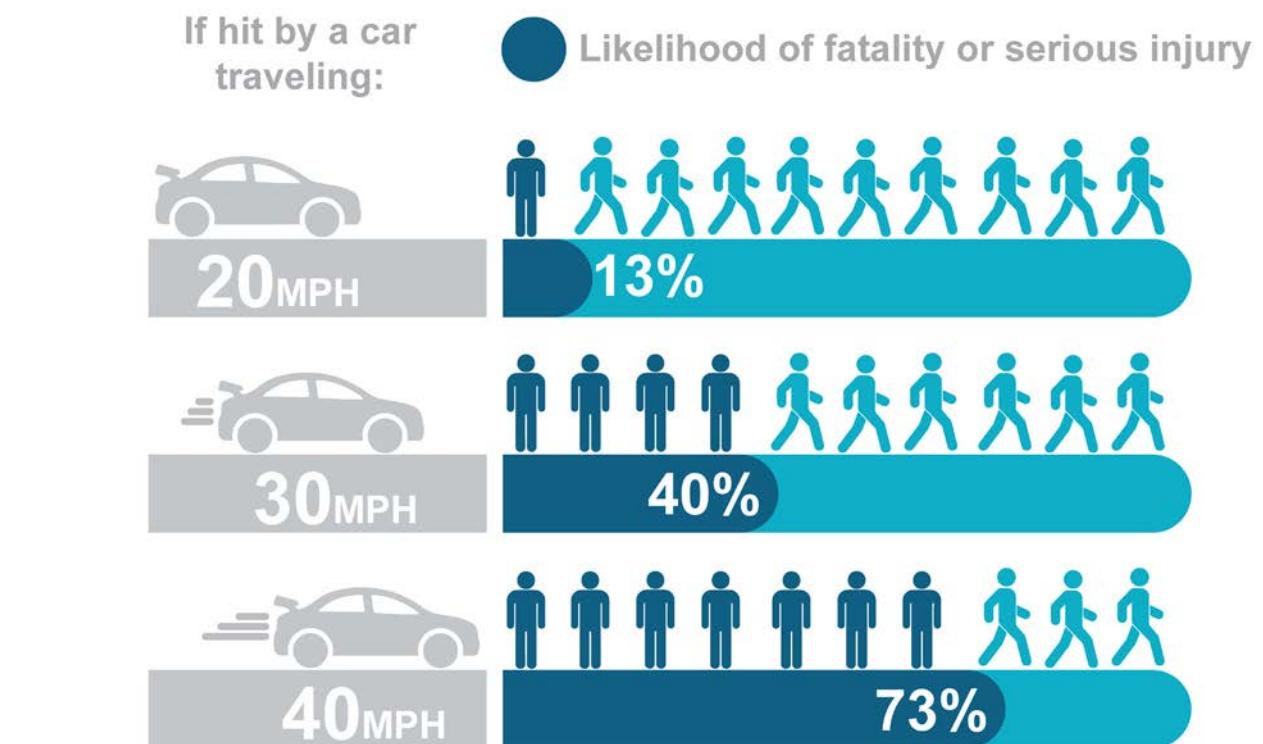
Establishing the future transportation network will include retrofitting or reconstructing existing streets over time along with building new streets that align with the goals and typologies of this Plan. While building new streets can be more expensive, new streets may provide the opportunity to plan, design, and construct with fewer constraints. Retrofitting or reconstructing streets will require a variety of design elements to ensure changes provide the safety and comfort to users that is desired.

The Intersection Design and Traffic Calming Toolkits shown on the following pages provide a collection of resources for transforming intersections and calming traffic that can be considered in addition to existing standards and programs for streets in Youngsville. These toolkits can be used as a guide when designing new and retrofitting existing streets and intersections. The toolkits should also be consulted and applied where possible during routine maintenance and resurfacing of existing streets. Lastly, the toolkits should be incorporated into future updates to the Town's policies and regulations, such as the street design standards in the Town's Manual of Specifications, Standards and Design (MSSD).



TWENTY IS PLENTY

Vehicle speed is a key factor influencing the severity of a crash. The figure below shows the likelihood of a person surviving if they are hit by a car traveling at different speeds. A person struck by a car going 40MPH is five times more likely to be killed or seriously injured than if the car is going 20 MPH.



Data Citation: Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.



INTERSECTION DESIGN TOOLKIT

Corner Radius Reduction (pictured)

Changes to the curb line reduce the corner radius at intersections. Smaller curb radii can result in lower turning speeds for vehicles as motorists navigate sharper turns. They also improve visibility and reduce pedestrians' exposure to vehicles by shortening the crossing distance.

Truck Aprons

When tighter curb radii are used at roundabouts or intersections truck aprons allow larger turning vehicles to still navigate the turn without hitting a fixed object or another vehicle. The apron consists of a low-profile concrete which can be easily driven over by trucks and buses, still slowing turning vehicles.

Lighting

Adding or improving lighting at an intersection allows for better visibility for all users. Pedestrian scale lighting also increases comfort and security for people walking and biking at night.

Rectangular Rapid Flashing Beacons (pictured)

Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian activated traffic control devices used at pedestrian crossings. They provide a highly visible signal to alert drivers when pedestrians or bicyclists are entering the crosswalk.

Pedestrian Countdown Signals

Pedestrian signals with a "walk" and "don't walk" phase let people know when it is safe to cross and how much time is remaining until the light turns.

Roundabouts (pictured)

A roundabout is a circular intersection where the yield-based entry system naturally forces vehicles to slow down. This promotes safer driving speeds and reduces the severity of crashes within the intersection.

Marked Crosswalks

High visibility crosswalks indicate locations for pedestrians to cross the street and warn motorists to expect pedestrian crossings.

Median Refuge Islands (pictured)

Median islands or pedestrian safety islands provide a safe and designated space for pedestrians to pause while crossing multi-lane roads. This allows them to complete their journey in two stages and reduces their exposure to oncoming traffic.

Leading Pedestrian Intervals (LPI)

LPIs give pedestrians a head start to enter a crosswalk before vehicular traffic gets a green light. This improves pedestrian safety by increasing their visibility and reducing the risk of conflicts with turning vehicles.



TRAFFIC CALMING TOOLKIT

Curb Extensions (pictured)

Curb extensions, (A.K.A. bulb-outs or curb bump-outs) are traffic-calming features that extend the sidewalk into the roadway at intersections or along streets. They reduce the crossing distance for pedestrians and slow turning vehicles, promoting safer and more walkable environments.

Mini Roundabout

Mini roundabouts are smaller versions of traditional roundabouts, constructed at Local Link intersections with lower traffic volumes. They reduce vehicle speeds and increase safety by requiring motorists to shift laterally around the center island.

Raised Intersections (pictured)

Raised Intersections are like raised crosswalks, but here the entire intersection is elevated to the sidewalk level. This eliminates the need for curb ramps at all the crossings, encourages lower motor vehicle speeds, and enhances the pedestrian experience.

Speed humps, bumps, and cushions (pictured, page 47)

A speed bump is a raised, rounded, traffic calming measure used to slow down vehicles by causing them to decelerate as they pass over it.

A speed table (or flat-top speed hump) is similar to a speed hump but has a flat top and gentler ramps on each side.

Speed cushions, pictured at right, are modified speed tables with openings to allow for vehicles with larger wheelbases like buses and emergency vehicles to avoid the raised portion of the cushion.

Raised Crosswalks

Raised crosswalks are speed tables that ramp up a marked cross walk making it flush with the sidewalk on either side of the street. They increase visibility of crossing pedestrians and help reduce vehicle speeds.

Chicanes (pictured)

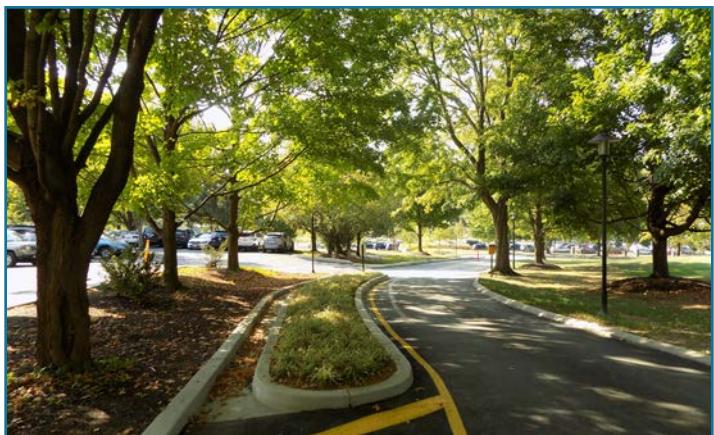
A chicane is a series of alternating curves or bump outs deliberately incorporated into a roadway to slow down vehicle traffic. Chicanes create the feeling of a winding path that slows down vehicle traffic.

Road Diets

A road diet reduces the number of vehicle lanes on a street and reallocates the space for a new purpose. Additional space from a road diet could be used for bicycle lanes, sidewalks, or additional people-focused elements like landscaped buffers or outdoor café seating.

Narrowed lane widths (pictured)

Even without reducing the posted speed limit, the visual change from narrower lanes will cause drivers to slow down and exercise more caution. Narrower lanes also reduce crossing distances for people crossing the street.



ROADMAP TO 2050

Implementation Overview
Goals & Actions
Big Moves



ROADMAP TO 2050

OVERVIEW

This section of the Plan serves as a guide to implementing the Vision for 2050 and the corresponding Land Use and Transportation Plans. Achieving the Vision will require sustained commitment from Town officials and staff, residents, local businesses, developers, and other partners and organizations. The Roadmap to 2050 lays out an Implementation Plan with tangible steps that the Town and its partners can take to move towards realization of the Vision.

The Roadmap to 2050 is made up of multiple parts: the Vision Elements, Goals, Actions, and Big Moves. The Roadmap to 2050 and its parts give the Town and its partners specific steps to implement the Plan and a recommended timeline to achieve the desired Vision and to realize the Future Land Use and Transportation Plans. More details about each piece that makes up the Roadmap to 2050 are provided below.

GOALS & ACTIONS

Because the Vision Elements are overarching and high level statements, the Plan breaks them down into smaller, more measurable steps for the purposes of implementation. Each of the 5 Vision Elements contains multiple Goals, which are high level aspirations and intentions that support the Vision Elements. While goals can be completed and measured they are more easily completed through a series of smaller, more specific projects or "Actions".

Actions are discrete and tangible projects that the Town and its partners can complete to implement the Vision and Goals. Actions have a clear beginning and end and they result in an outcome such as a newly adopted policy or program or construction of a new sidewalk or park. Actions often support more than one Goal, and they often support multiple Vision Elements as well.

There are two different types of Actions identified in this Plan: capital projects and policy projects. Capital projects are physical projects that require fiscal investment and typically some level of planning, design, and construction. Examples of capital projects include parks and trails, sidewalks, shared

use paths, and construction of new roadways. Capital projects can be publicly funded, funded through private development, or through a combination of both private and public funding.

Policy projects are those that involve a change to or adoption of a new program, process, policy, or regulation. Policy projects can include adoption of a new policy such as adopting a new economic development strategy to identify target businesses for the Town or updates to the Youngsville Development Ordinance (YDO). Policy projects can also include partnering with state and local partners, such as working with NCDOT to identify and plan for a future commuter rail station downtown. Lastly, policy projects can include plans and studies, such as a parking study for downtown and a historic/cultural resources study to help support and preserve the Town's history and identity.

In total, this Plan contains several dozen Actions, which are meant to be a set of measures to be completed over the 20-plus year life of the Plan. The list of Actions on the following pages contain information such as approximate cost ranges, implementation time frames, and identification of Actions that support multiple Vision Elements. Each Action has been evaluated by the community and assigned an ongoing, first five years, or beyond five years time frame. Projects given a time frame of First Five Years should be completed within five years of Plan adoption. The Actions assigned Beyond Five Years should be completed in as short of a time frame as possible; however, they are unlikely to be able to be finished within five years of Plan adoption.

These time frames are recommendations intended to help decision makers and staff to sequence the work of implementing the Plan and to inform decisions around staffing, planning, and budgeting; however, as the Town grows, there may be a need to accelerate some Actions and complete them on a shorter timeline to meet local needs. Conversely, others may become lower priorities as the Town grows and needs change. Because needs will change over time, it is important that the Implementation Plan be revisited periodically and revised to meet present needs.

BIG MOVES

Within each of the five Vision Elements, the highest priority Actions are identified as "Big Moves". The Big Moves are projects that are the most important projects to catalyze implementation of this Plan. Big Moves will have an outsize benefit to the Youngsville community such as making a key connection, implementing a central public space, or updating development regulations to be inline with the Vision for a Healthy Community and Thriving Downtown.



Several of the Big Moves are large capital projects that will require substantial local investment paired with outside funds and grants. As such, it is difficult to predict when the projects will be completed, but Town officials and staff should do everything in their power to move these projects forward in as timely a manner as possible.

The graphic above demonstrates the hierarchy between the Vision Elements, Goals, Actions, and Big Moves. The visualization is meant to show that while there is a clear hierarchy, there is also significant overlap among the elements. For instance, the Actions typically support multiple Goals, and the different color text demonstrates how several of the Actions support multiple Vision Elements. The Big Move, while technically an Action, is larger to demonstrate its outsize impact and high priority.

SYMBOLS KEY

The following pages contain a list of Actions, organized by Vision Element. The Actions are listed in a suggested order of implementation, though projects that should be ongoing are listed at the end. The suggested timing and order of implementation is based on need and anticipated capacity for the Town to fund and implement projects.

As described previously, each Action also contains information about approximate cost, timing, and additional Vision Elements. The symbols key below provides a summary of the terms and symbols used in the following pages.

Approximate Cost Estimates:

- \$ = Actions <\$100,000
- \$\$ = Actions \$100,000 - \$1,000,000
- \$\$\$ = Actions over \$1,000,000

Suggested Timing:

- First Five Years = 0-5 years from Plan adoption
- Beyond Five Years = 5+ years from Plan adoption
- Ongoing = begin ASAP or concurrent with development

Vision Elements:

- Public Spaces (PS)
- Thriving Downtown (TD)
- Connected Places (CP)
- Planned Infrastructure (PI)
- Healthy Community (HC)

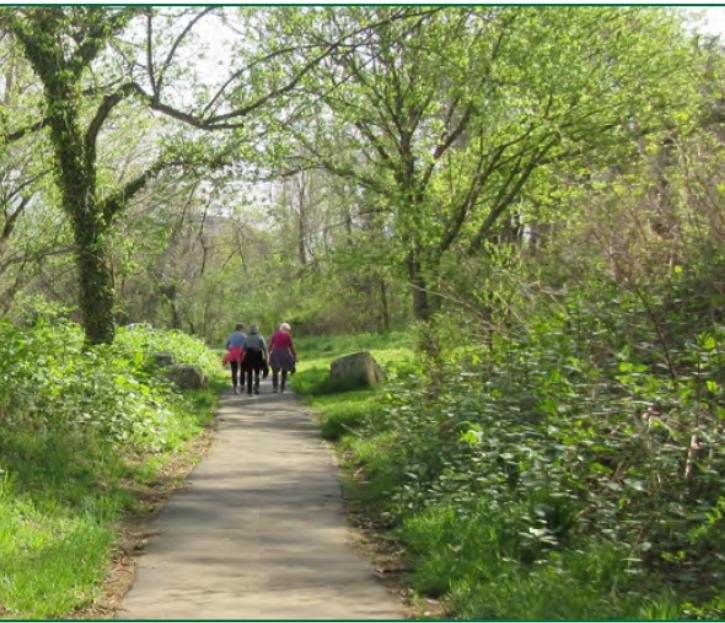


GOALS

VISION

Youngsville has an abundance of parks, amenities, and publicly available activities to foster social connections, community building, educational enrichment, and active lifestyles for people of all ages and abilities.

- PS-A. Expand the parks system within Youngsville so that most Town residents live within one mile of a park facility.
- PS-B. Update existing park facilities and add new facilities so that Youngsville's parks offer a variety of active, passive, and social recreational opportunities.
- PS-C. Diversify and expand parks and recreational programming and other Town public programming to offer a variety of recreational, educational, and social activities for Town residents.
- PS-D. Partner with local non-profit and private businesses to expand access to recreational and social facilities, programs, and to support local events.
- PS-E. Develop a welcoming public space downtown on or near Main Street for events and other gatherings.
- PS-F. Ensure that parks and public spaces are accessible by walking and bicycling and are connected to one another through a network of shared use paths, sidewalks, and trails.



#	Public Spaces (PS) Actions	Additional Vision Elements	Suggested Timing	Relative Cost Estimate
Capital Projects				
PS-1	Seek grant funds and set aside CIP funds to acquire and construct top priority parks, facility upgrades, and program expansions identified within the Parks Master Plan.		Big Move	\$\$\$
PS-2	Through the Parks Master Plan or other process, identify an appropriate site for a downtown public park space and conduct a park design process that incorporates community and stakeholder engagement and results in a cherished and welcoming central gathering space for the Town.*		Big Move	\$
PS-3	Seek grants and other funding to implement the downtown public park space.		Beyond Five Years	\$\$\$
Policy Projects				
PS-4	Complete a Parks Master Planning process that includes opportunities for community engagement to determine the following: sites for future parks that are centrally located, convenient, and accessible; facility needs for existing and future parks; potential location and facility needs for an indoor community and recreational center; and parks & recreational programming needs to meet current and future demand.		First Five Years	\$
PS-5	After completion of the Parks Master Plan, update the Future Land Use Plan to include specific sites for future public parks.		First Five Years	\$
PS-6	Update the Youngsville Development Ordinance (YDO) to ensure that public parks identified in this Plan and the Parks Master Plan are constructed and dedicated through the by right development process, where appropriate.		First Five Years	\$\$
PS-8	Work with libraries and other local organizations to expand educational and social programming and to support the growing population.		Beyond Five Years	\$\$
PS-7	Ensure that new developments dedicate and construct new public parks, public spaces, and an interconnected network of greenway trails and shared use paths identified in the Parks Master Plan and/or the Future Land Use Plan.		Ongoing	\$

*Indicates an Action that has both policy and capital elements.





GOALS

VISION

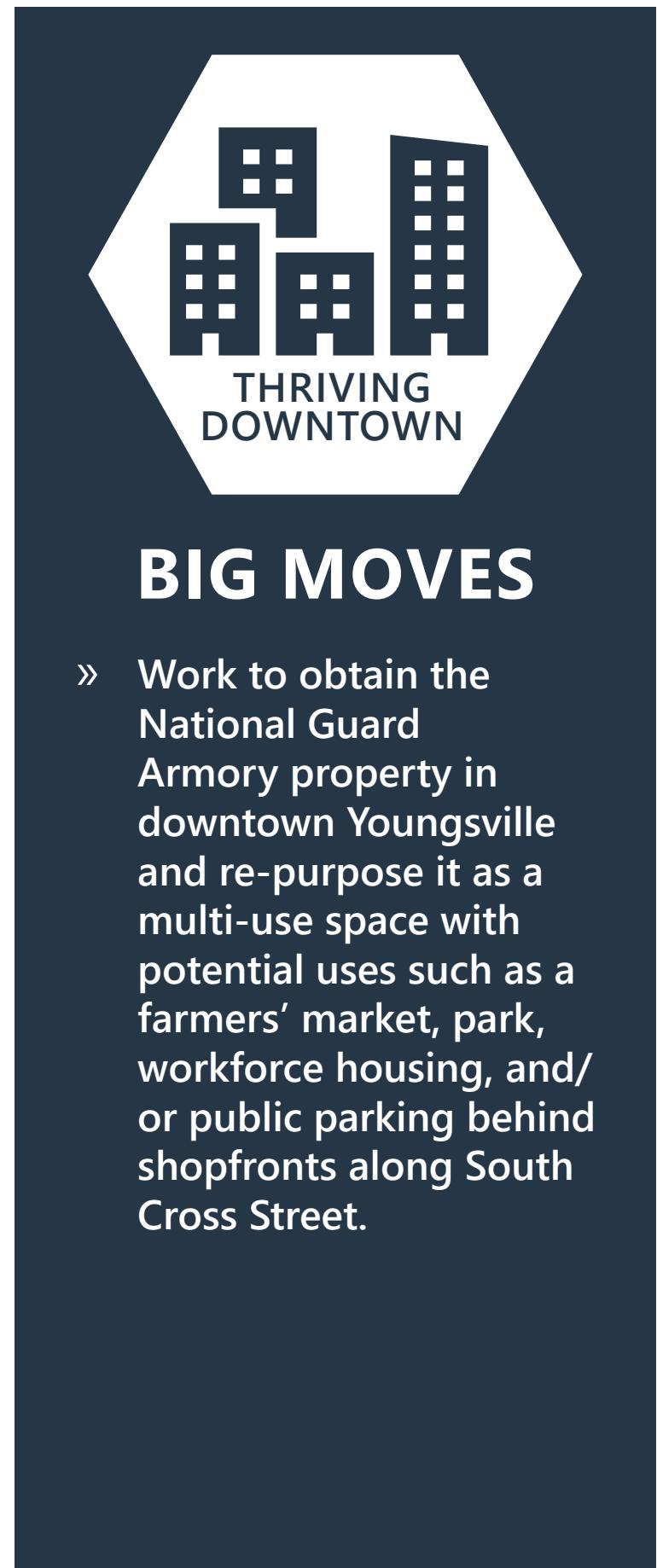
In 2050, downtown is the hub for commercial, social, cultural, and civic life for Youngsville with a mix of shops, offices, housing, restaurants, and entertainment uses. Historic buildings downtown that date back to the founding years of Youngsville are preserved and reused in a manner that honors Youngsville's past.

- TD-A. Support the revitalization of downtown by encouraging a mix of uses that will bring people downtown during different times of day, encouraging new uses within vacant buildings, and improving the appearance of downtown buildings.
- TD-B. Improve the visitor experience in downtown Youngsville and make downtown a more enjoyable place to spend time.
- TD-C. Encourage a variety of locally owned small businesses in downtown where people can access their essential daily needs.
- TD-D. Improve access and walkability to and from the downtown area and improve walkability of the downtown core.
- TD-E. Encourage the protection of historic buildings while allowing appropriate reuse.
- TD-F. Become a "park once" district rather than a district of parking.

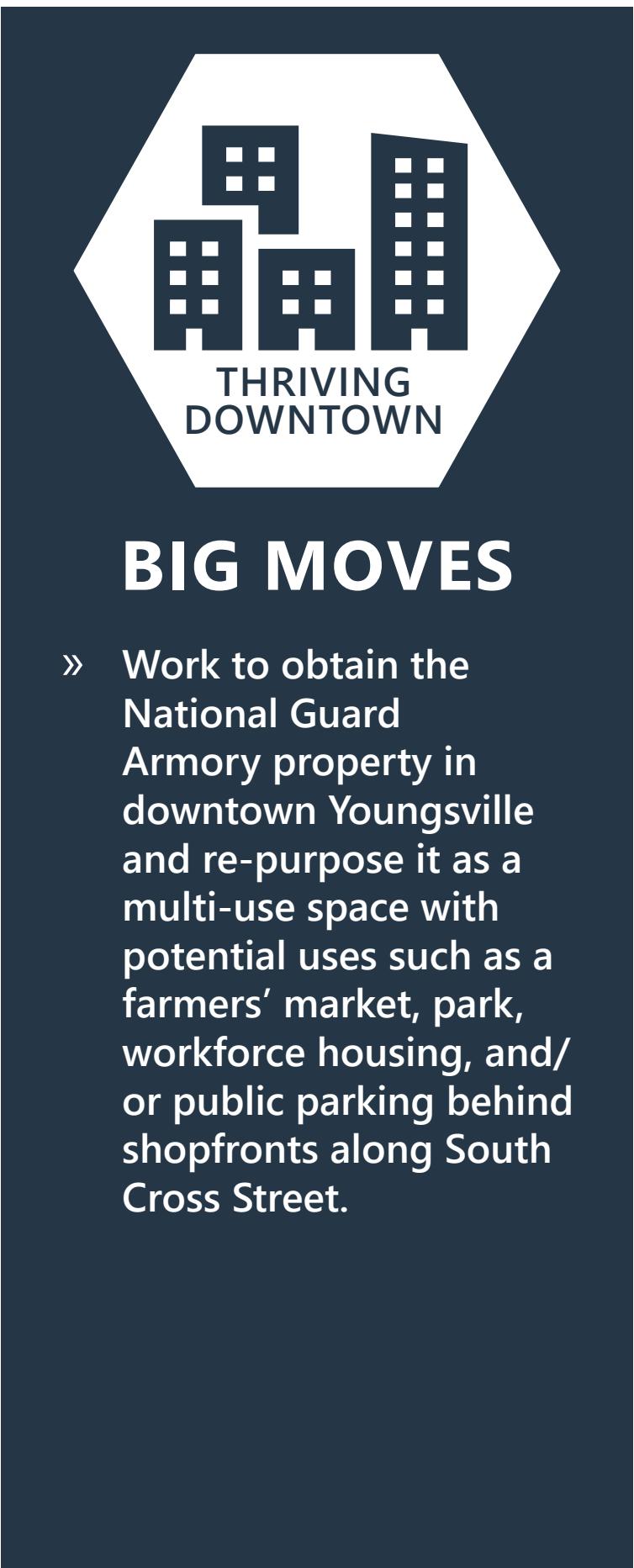


#	Thriving Downtown (TD) Actions	Additional Vision Elements	Suggested Timing	Relative Cost Estimate
Capital Projects				
TD-1	Work to obtain the National Guard Armory property in downtown Youngsville and re-purpose it as a multi-use space with potential uses such as a farmers' market, park, workforce housing, and/or public parking behind shopfronts along South Cross Street.		Big Move	\$\$
TD-2	Add additional wayfinding signage, including pedestrian scale signs, to direct visitors to Town amenities, parking areas, local landmarks, and proximity to downtown and other destinations.		First Five Years	\$\$
TD-3	Prioritize new shared use path, sidewalk, and trail connections into the downtown area so most residents can access downtown on safe and comfortable facilities for walking, biking, and rolling.*		Ongoing	\$\$\$
Policy Projects				
TD-4	Update the Youngsville Development Ordinance (YDO) and Zoning Map to align with the Future Land Use Plan and Downtown Place Type guidance; Updates should seek to achieve the following: <ul style="list-style-type: none"> » Minimum heights of 2 stories along Main Street » Mixed used buildings with "shop fronts" lining Main Street / within the Downtown Core with residential or office uses on upper stories; » Residential infill development within the Downtown Edge; » Architectural design standards and landscaping requirements to create human scaled street facades that honor Youngsville's history; » A shared parking environment with a combination of street parking and relegated surface and structured parking areas; » Prohibition of parking between the sidewalk and building entrance within downtown and require landscape screening of parking areas; and, » Allowances for outdoor patio seating, food trucks, carts, and other pop-up food options to encourage more dining options downtown. 		First Five Years	\$\$
TD-5	Partner with community organizations and not-for-profit organizations to implement beautification programs along Main Street and along other downtown streets.		First Five Years	\$
TD-6	Work with downtown businesses and explore funding a Business Improvement District to plan for, fund, and maintain downtown improvements such as street furniture, lighting, wayfinding, façade improvements, and landscaping while promoting downtown businesses and growth opportunities.		First Five Years	\$
TD-7	Conduct a downtown parking study to determine short, medium, and long-term parking needs for downtown and identify appropriate implementation measures and begin implementing the recommended short-term parking solutions for downtown.		First Five Years	\$

*Indicates an Action that has both policy and capital elements.



#	Thriving Downtown (TD) Actions	Additional Vision Elements	Suggested Timing	Relative Cost Estimate
Policy Projects (continued)				
TD-8	Work with property owners and regional economic development partners such as the University of North Carolina Development Finance Initiative to market available buildings and vacant lots to attract private investment to downtown and support the redevelopment of vacant spaces.		Beyond Five Years	\$
TD-9	Conduct a holistic study of the architectural, cultural, agricultural, and historic resources within Town that honors and uplifts narratives that are important to elevate.		Beyond Five Years	\$\$
TD-10	After completion of the architectural and cultural resources study, work with local organizations, downtown businesses, and property owners to share the Town's history, such as through a memory project or historic marker program.		Beyond Five Years	\$\$
TD-11	Engage with property owners to determine appropriate protections for the Town's historic resources such as a National Register Historic District designation, a historic overlay ordinance, or voluntary protection programs.		Beyond Five Years	\$
TD-12	Establish a facade grant program to improve the facades of downtown buildings.		Beyond Five Years	\$\$
TD-13	Install street furniture downtown.		Beyond Five Years	\$
TD-14	Create an incubator space to support local, small business development.		Beyond Five Years	\$\$
TD-15	Ensure new downtown developments are connecting streets, sidewalks, shared use paths, and greenways through the development process, as identified in the Future Land Use and Transportation Plans.		Ongoing	\$
TD-16	While the parking study is ongoing, continue to explore opportunities for public parking downtown within publicly owned lots, vacant lots, and on side streets and encourage shared parking agreements amongst downtown property owners.		Ongoing	\$



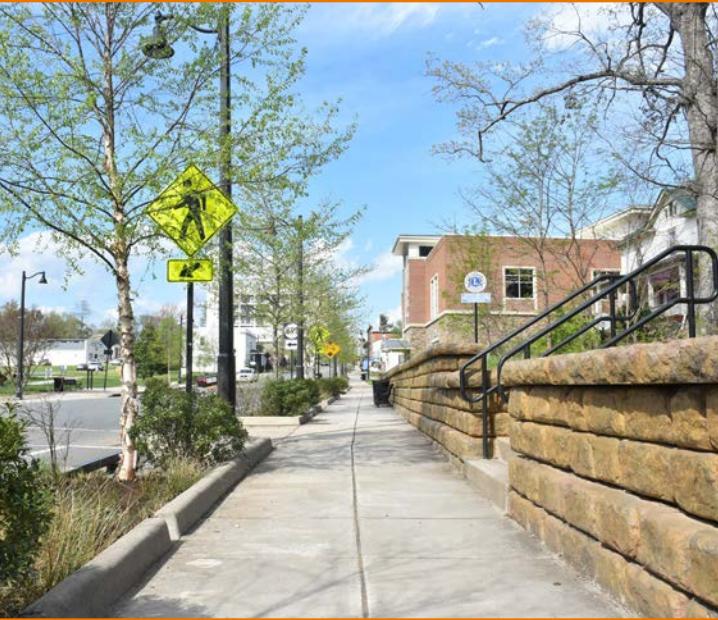


VISION

Traveling within Youngsville is safe, convenient, and accessible. There is a connected network of streets, trails, and paths where community members can have their choice of travel modes to Town destinations and to adjacent communities.

GOALS

- CP-A. Alleviate congestion and increase safety, especially through downtown, by creating a connected network of streets between neighborhoods, mixed use centers, downtown, and adjacent communities.
- CP-B. Ensure that new streets are complete streets that include safe and convenient bicycle and pedestrian facilities. Where possible, retrofit segments of existing connector roads to become complete streets.
- CP-C. Create a network of trails and shared use paths within Youngsville that provides easy access to nature, create connections between neighborhoods, and connect to local and regional parks and greenways.
- CP-D. Work with local, state, and regional partners to establish a commuter rail service to the greater Triangle region and encourage walkable and compact development around a future commuter rail station.
- CP-E. Develop a culture of safety for all travel modes, ages, and abilities.



#	Connected Places (CP) Actions	Additional Vision Elements	Suggested Timing	Relative Cost Estimate
Capital Projects				
CP-1	Construct planned Bypass east and north of downtown connecting S Cross Street, Tarboro Road, Cedar Creek Road, Fleming Road, and HWY 96.		Big Move	\$\$\$
CP-2	Construct the Richland Creek Greenway with a Shared Use Path from southern Town boundary to Downtown.		Big Move	\$\$\$
CP-3	Construct a sidewalk on Youngsville Boulevard (US-1A) from West Main Street to Luddy Park.		First Five Years	\$\$\$
CP-4	Implement a sidewalk gap program to fill short segments outside of the development process.*		First Five Years /Ongoing	\$\$
CP-5	Construct a shared use path on S Cross Street from Tom Williams Road to E Main Street.		Beyond Five Years	\$\$\$
CP-6	Extend the Dunn Creek Greenway and Shared Use Path from Santa Cruz Street in Wake Foest to S Cross Street.		Beyond Five Years	\$\$\$
CP-7	Reduce carbon emissions associated with the transportation system by investing in electric charging infrastructure in priority growth areas such as downtown and mixed-use neighborhoods; and by supporting lower emissions and electric options such as golf carts.*		Beyond Five Years	\$\$
CP-8	Construct Neighborhood Connector Street between Patterson Drive and Richlands Cliff Drive.		Beyond Five Years	\$\$\$
CP-9	Seek opportunities to install sidewalks and/or shared use paths within and between existing neighborhoods, prioritizing neighborhoods that lack sidewalks and connections to adjacent neighborhoods and Town amenities.		Ongoing	\$\$\$
CP-10	Where possible, retrofit segments of existing Town and Neighborhood Connector streets to become complete streets.		Ongoing	\$\$\$
CP-11	Prioritize transportation improvements to facilities that connect mixed use neighborhoods to each other and the downtown center.*		Ongoing	\$\$\$
Policy Projects				
CP-12	Remove truck route designation from Main Street.		Big Move	\$
CP-13	Work with local, state, and regional partners to identify a preferred S-Line Station location and work with partners to purchase property and prepare for future TOD.		First Five Years	\$\$
CP-14	Explore opportunities for a southern Town Connector railroad crossing.		Beyond Five Years	\$

*Indicates an Action that has both policy and capital elements.



#	Connected Places (CP) Actions	Additional Vision Elements	Suggested Timing	Relative Cost Estimate
Policy Projects				
CP-15	Work with the Federal Railroad Administration and NCDOT to maintain existing railroad crossings with construction of the S-Line or to establish pedestrian and vehicular crossings in new locations both north and south of Main Street.		First Five Years	\$
CP-16	Update street design standards within the Manual of Specifications, Standards, and Design (MSSD).		First Five Years	\$
CP-17	Adopt a Complete Streets Policy.		First Five Years	\$
CP-18	Update the Town's Traffic Calming Policy to reflect new street typologies in the Transportation Plan. Explore opportunities to expand traffic calming options to include curb extensions at intersections and raised elements such as speed cushions and raised crossings.		First Five Years	\$
CP-19	Develop an "Adopt A Trail" program to allow monetary sponsorship from individuals, businesses, and organizations.		Beyond Five Years	\$
CP-20	Coordinate with local volunteer organizations to assist with trail stewardship and maintenance.		Beyond Five Years	\$
CP-21	Explore opportunities for a mobility hub downtown with connections to multimodal facilities including greenway trail heads, bike share, and transit (bus service and future rail service).		Beyond Five Years	\$
CP-22	Set a Town-wide speed limit of 20 mph on Local Links and Neighborhood Connectors streets.		Beyond Five Years	\$
CP-23	Explore opportunities for a Safe Routes to School Program.		Beyond Five Years	\$
CP-24	Study the feasibility of express bus transit on US 1/Capital Blvd. with stop at a downtown mobility hub.		Beyond Five Years	\$
CP-25	Require Neighborhood Connectors in new development to stub out for future connectivity.		Ongoing	\$
CP-26	Where possible, require pedestrian access easements between newly constructed cul-de-sacs.		Ongoing	\$
CP-27	Coordinate with NCDOT to improve on-system roadways and crossings in a way that prioritizes safety for all users.		Ongoing	\$\$
CP-28	Ensure trail construction in greenway corridors continues to protect sensitive ecological areas.		Ongoing	\$
CP-29	Seek opportunities to install traffic calming measures, including FHWA's "proven safety countermeasures" during routine roadway maintenance and resurfacing.		Ongoing	\$
CP-30	Seek funding from current federal discretionary funding programs, such as U.S. DOT's Thriving Communities program.		Ongoing	\$-\$\$\$
CP-31	Ensure best practices for trail and shared use path design and trail/shared use path crossings in future parks and recreation planning efforts.		Ongoing	\$
CP-32	Require development to provide connections to existing and proposed trails.		Ongoing	\$



PLANNED INFRASTRUCTURE

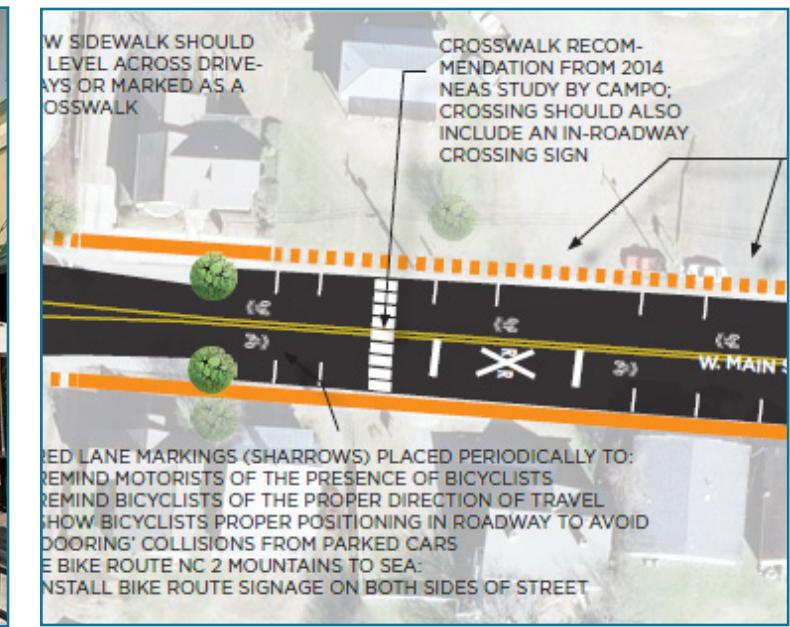
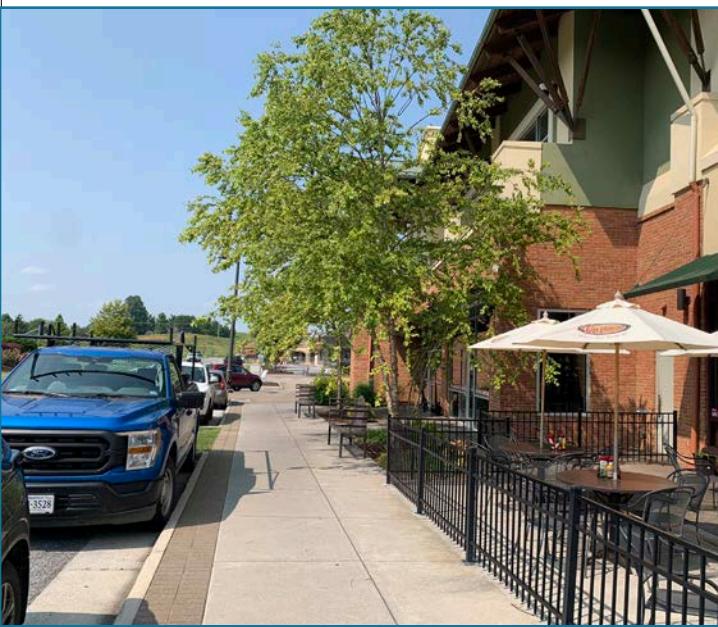
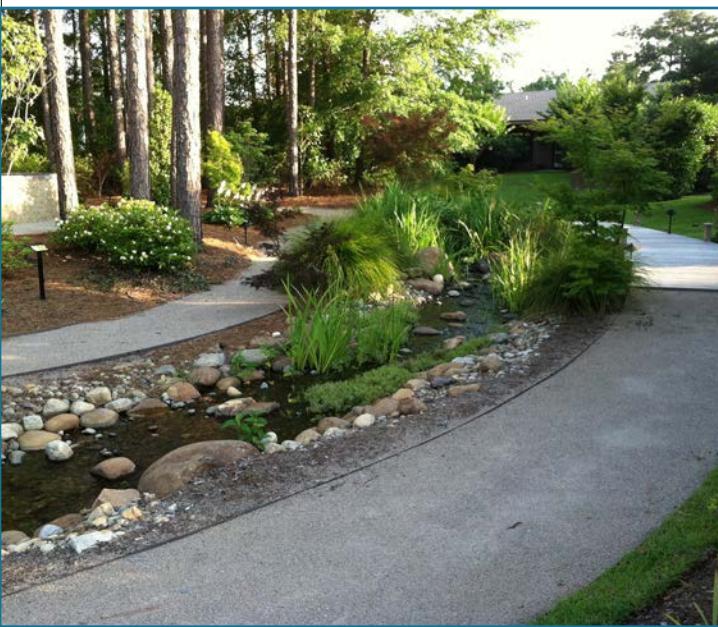


VISION

Community infrastructure, facilities and services, and public utilities are well planned, delivered efficiently, affordable to maintain, and keep pace with expected growth. Locations and service areas for public utilities and infrastructure are aligned with the community's land use vision.

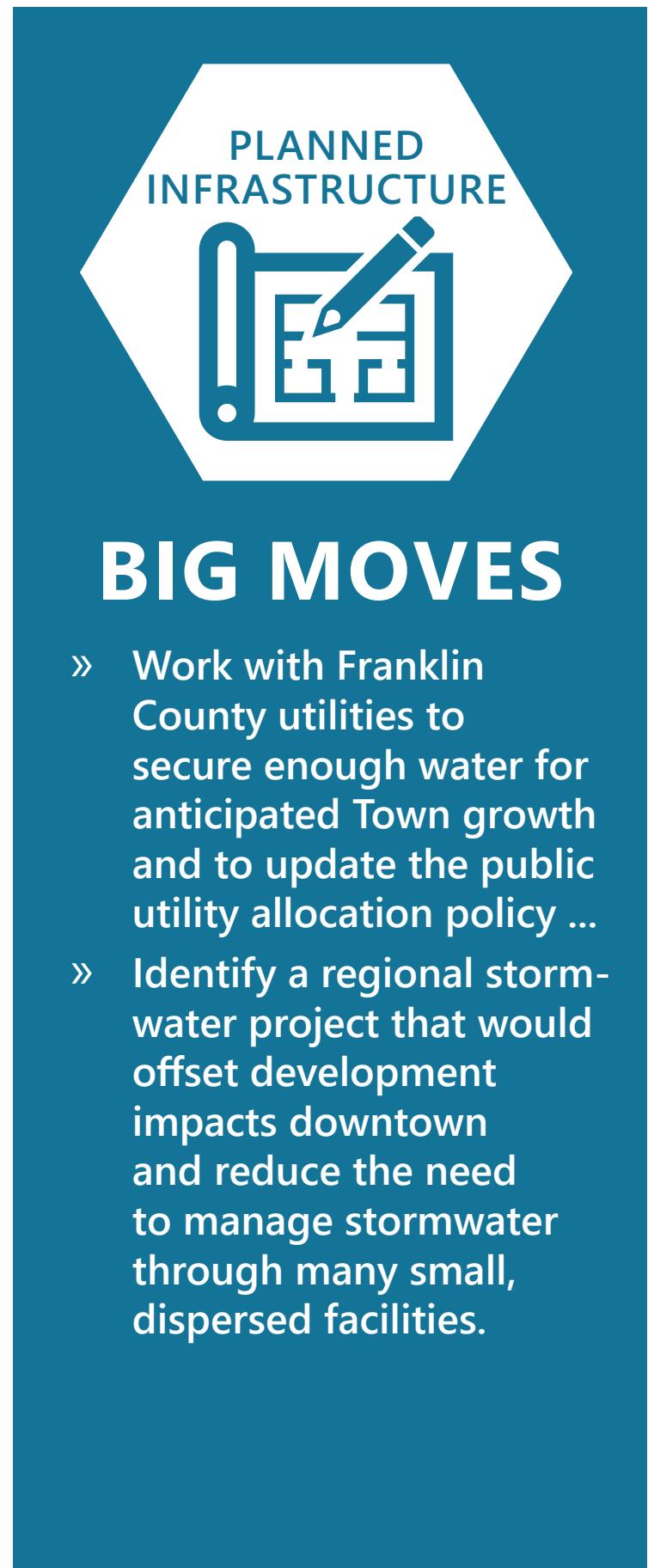
GOALS

- PI-A. Explore opportunities to better align public utility allocations with Youngsville's land use vision and to keep pace with projected Town growth.
- PI-B. Continue to offer exceptional public safety services that keep pace with expected population growth.
- PI-C. Maintain the Town's existing infrastructure in a state of good repair.
- PI-D. Manage stormwater in ways that are good for the environment and supportive of the community's land use vision.
- PI-E. Secure the Town's water future.
- PI-F. Guide growth towards appropriate areas of Town and away from rural areas on the periphery of Town to protect farms and natural areas, to improve efficiency of service delivery, and to create walkable neighborhoods and a vibrant downtown Youngsville.



#	Planned Infrastructure (PI) Actions	Additional Vision Elements	Suggested Timing	Relative Cost Estimate
Capital Projects				
PI-1	Identify a regional stormwater project that would offset development impacts downtown and reduce the need to manage stormwater through many small, dispersed facilities.		Big Move	\$\$
PI-2	Increase public works maintenance of transportation infrastructure, including sidewalks.		First Five Years	\$\$
PI-3	Consolidate pump stations for water and wastewater.		Beyond Five Years	\$\$
PI-4	Create a Stormwater Enterprise Fund and adopt, repair, and maintain existing culverts and other stormwater infrastructure.		Beyond Five Years	\$\$
PI-5	Prioritize infrastructure investments downtown, within mixed-use centers, and within employment & innovation districts to support jobs, residential, and mixed-use growth within these key nodes.*		Ongoing	\$
Policy Projects				
PI-6	Work with Franklin County utilities to secure enough water for anticipated Town growth and to update the public utility allocation policy to: direct future public utility connections within Town and avoid new utility connections within "Rural Edge" areas on the Future Land Use Plan, incentivize intensities and urban forms that are in line with the recommended Place Types, and keep pace with projected population growth.		Big Move	\$
PI-7	Request a review of the proposed Little River Reservoir in Wake County and permission to remove the water supply watershed designation in Youngsville related to this reservoir if it is determined that the project will not advance.		First Five Years	\$
PI-8	Develop and provide incentives for the use of green infrastructure – such as permeable pavement, green roofs, and rain gardens – to reduce stormwater runoff.		Beyond Five Years	\$
PI-9	Implement a zone-based system for public safety as the Town grows.		Beyond Five Years	\$
PI-10	Work with Franklin County to use purchase of development rights and conservation easements to protect farms and open spaces. Identify locations in rural areas where such tools are most appropriate and market the opportunity to the owners.		Ongoing	\$
PI-11	Collaborate with Franklin County to reduce suburban sprawl and preserve farms and forests within the Rural Edge on the periphery of Town and the ETJ through multiple avenues such as land use and zoning changes, utility allocations, and voluntary measures such as conservation easement programs.		Ongoing	\$
PI-12	Continue to expand Town boundaries and the extraterritorial jurisdiction (ETJ) to the maximum extent possible and seek authority to extend development control to the existing Lines of Agreement with Franklinton and Wake Forest.		Ongoing	\$

*Indicates an Action that has both policy and capital elements.



HEALTHY COMMUNITY



VISION

Youngsville is a community where all people, regardless of age, race, income, or ability can thrive. Current and future residents have housing choice, employment opportunities, and access to essential needs and services that support healthy lifestyles.

GOALS

HC-A. Ensure that job growth keeps pace with residential development so that residents have access to family sustaining employment options within Youngsville.

HC-B. Increase the availability of non-emergency healthcare services and facilities within Town.

HC-C. Support neighborhoods that emphasize healthy lifestyles where residents can access daily needs, services, public parks, and have access to nature within a 15-minute walk.

HC-D. Provide more housing, transportation, recreational, and social opportunities for older residents so they can remain involved in the community and "age in place."



#	Healthy Community (HC) Actions	Additional Vision Elements	Suggested Timing	Relative Cost Estimate
Capital Projects				
HC-1	Set aside areas for natural area protection as part of the public parks and greenways network and seek opportunities for public access to natural areas where feasible.		First Five Years	\$\$
HC-2	Create a Youngsville Community Center in conjunction with the indoor recreation center to offer dedicated space for community programming such as healthcare services, social services, and educational offerings and to connect people to information about available local programs.		Beyond Five Years	\$\$\$
Policy Projects				
HC-4	Develop an economic development strategic plan to identify target industries and appropriate economic development benchmarks for the community. Implement plan recommendations to attract new businesses and employers to Town.		Big Move	\$\$
HC-5	Update the YDO to eliminate barriers to the construction of housing types and sizes that are accessible to a range of incomes, such as increasing maximum density requirements, reducing minimum lot sizes, removing excessive parking minimums, etc.		Big Move	\$
HC-3	Update the YDO to increase protections for open space and existing tree canopy coverage with new development and increase minimum required landscaping for new developments. Include incentives for clustering of home sites to increase amount of open space and mature tree canopy protection.		First Five Years	\$\$
HC-6	Explore opportunities for job training to match local skills to jobs.		Beyond Five Years	\$
HC-7	Update the YDO and Zoning Map to align zoning with the Employment & Innovation Place Type guidance and locations identified on the Future Land Use Plan.		Beyond Five Years	\$\$
HC-8	Work with regional hospitals to explore temporary solutions to local healthcare needs such as mobile health clinics and to explore opportunities to establish permanent healthcare facilities within Town.		Beyond Five Years	\$\$
HC-9	Study the feasibility of a micro/paratransit service to meet the transportation needs of people that are unable to use other modes of transportation.		Beyond Five Years	\$
HC-10	Through the new Economic Development Strategic Plan, develop policies to maintain a healthy balance of households to jobs so that all Youngsville residents can find suitable employment near home and to reduce long-distance commuting.		Beyond Five Years	\$
HC-11	Develop a policy to encourage planting of native landscaping with new development and encourage natural landscapes over turf grass within open spaces, lawns, and on publicly owned grounds.		Beyond Five Years	\$
HC-12	Develop a policy and/or update the YDO to require developments of a certain size to offer a mix of housing types that provide opportunities for residents to age-in-place and that offer housing choices for families of different sizes and incomes levels to live.		Beyond Five Years	\$
HC-13	Require centrally located open spaces, gathering spaces, and recreational amenities within new development in the downtown center and mixed-use neighborhoods, and encourage it in all other districts identified in the Future Land Use Plan.		Ongoing	\$
HC-14	Encourage older adult housing developments in mixed use neighborhoods or the downtown area where people will have easier access to daily needs.		Ongoing	\$
HC-15	Require new development to have safe and connected pedestrian facilities such as sidewalks on streets, trail connections, and shared use paths, as identified within the Transportation Plan.		Ongoing	\$



BIG MOVES

- » **Develop an economic development strategic plan to identify target industries and appropriate economic development benchmarks for the community. Implement plan recommendations to attract new businesses and employers to Town.**
- » **Update the YDO to eliminate barriers to the construction of housing types and sizes that are accessible to a range of incomes, such as increasing maximum density requirements, reducing minimum lot sizes, and removing excessive parking minimums, etc.**

BIG MOVES

Big Moves are Actions that have the greatest potential to move the Town towards its Vision for 2050, and for this reason, they are considered the highest priority projects. The map on the opposite page shows the Big Moves that are capital projects, which have a physical location identified. Some Big Moves are policy projects and cannot be mapped.

All of the Big Moves are summarized below in the order that they appear in this Plan; however, the order is not intended to convey priority. The Town should pursue implementation of all Big Moves as quickly as possible, but due to the size and nature of the Big Moves, some of the projects may take multiple years to fund, design, and implement.

- A** Seek grant funds and set aside CIP funds to acquire and construct top priority parks, facility upgrades, and program expansions identified within the Parks Master Plan.
- B** Through the Parks Master Plan or other process, identify an appropriate site for a downtown public park space and conduct a park design process that incorporates community and stakeholder engagement and results in a cherished and welcoming central gathering space for the Town.
- C** Work to obtain the National Guard Armory property in downtown Youngsville and re-purpose it as a multi-use space with potential uses such as a farmers' market, park, workforce housing, and/or public parking behind shopfronts along South Cross Street.
- D** Construct planned Bypass east and north of downtown connecting S Cross Street, Tarboro Road, Cedar Creek Road, Fleming Road, and HWY 96.
- E** Remove truck route designation from Main Street.
- F** Construct the Richland Creek Greenway with a Shared Use Path from southern Town Boundary to Downtown.
- G** Work with Franklin County utilities to secure enough water for anticipated Town growth and to update the public utility allocation policy to: direct future public utility connections within Town and avoid new utility connections within "Rural Edge" areas on the Future Land Use Plan, incentivize intensities and urban forms that are in line with the recommended Place Types, and keep pace with projected population growth.
- H** Identify a regional stormwater project that would offset development impacts downtown and reduce the need to manage stormwater through many small, dispersed facilities.
- I** Develop an economic development strategic plan to identify target industries and appropriate economic development benchmarks for the community. Implement plan recommendations to attract new businesses and employers to Town.
- J** Update the YDO to eliminate barriers to the construction of housing types and sizes that are accessible to a range of incomes, such as increasing maximum density requirements, reducing minimum lot sizes, removing excessive parking minimums, etc.

Hollow circles indicate Big Moves that are policy projects that are not shown on the map.

