

THE STORY OF YOUNGSVILLE

*Youngsville 2050 CLUTP
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HISTORY OF YOUNGSVILLE

Youngsville Historic Context
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YOUNGSVILLE HISTORIC CONTEXT

PRE-HISTORY AND EARLY SETTLEMENT

Before White settlers arrived in Franklin County the land was home to Native American tribes, with some sources listing at least twenty-two separate tribes living in central North Carolina. Two tribes known to inhabit Franklin County are the Occaneechi and Tuscarora Tribes.

The Occaneechi and Tuscarora hunted and farmed beans, squash, pumpkins, and peanuts; crops they later introduced to White settlers. In the late 1600s the tribes traded furs and deerskin with White settlers in Southern Virginia. While little is known of Native American villages and home sites within Franklin County, known trading routes are shown on the map below, with one route traversing southwest Franklin County near present day Youngsville.



Photo source: Franklin County Sketchbook.

The first known European settlers arrived in Franklin County in the 1730s. Over the next several decades, Native populations dwindled from disease and migration, as White settlers forced Native Americans from their land. Today, a state-recognized band of Occaneechi Band of Saponi Nation

(OSBN) live in Orange and Alamance Counties. The tribe was officially recognized by the state of North Carolina in 2001.

White settlers in Franklin County practiced sustenance farming, though they relied heavily on African American slave labor. Records from the first Federal Census in 1790 list the population of Franklin County as 7,559 including 2,717 listed as enslaved laborers. The census at the time did not tally the Native American population, so it is unknown if any Native Americans still resided in Franklin County. By 1810 the population jumped to 10,166 people, with much of the growth resulting from an expansion in slavery and cotton and tobacco farming. The enslaved population in 1810 was 5,330 people, accounting for over half the County population that year.

Franklin County was officially established on January 29, 1779. The land for Franklin County was carved out of the division of land from what was at the time known as Bute County. The Town of Louisville was incorporated as the County seat during the same year.

ANTEBELLUM AND POST CIVIL WAR

Like much of the South, cotton was the preferred crop in mid-nineteenth century Franklin County. The 1850 census



William Jefferys House circa 1842, a prominent plantation in southeastern Franklin County. The House still stands today. Photo source: Virginia Department of Historic Resources.

recorded 588 farms in Franklin County with 352,000 pounds of cotton produced. By this time, several wealthy land owners had taken up residence in Franklin County and set up large plantations, which relied almost exclusively on slave labor. Some Franklin County plantations listed over a hundred enslaved laborers under their ownership.

Records show that approximately 1,200 to 1,400 men from Franklin County served in the Confederate Army during the Civil War between the years of 1861-1865. Of those who fought, 371 Franklin County men died. Three men who died were fighting for the Union Army, two of whom were members of the U.S. Colored Troops.

After the Civil War a system of tenant farming became prominent in the South, with freed Blacks supplying the majority of the labor. This system led to a reduction in farm sizes and an increase in the number of farms within Franklin County. Cotton mills also became a large employer in the County, but the local mills hired exclusively White workers, which left little option for freed Blacks other than sharecropping.

As the cotton industry began declining in the South, many Black Southerners migrated north to find factory jobs. This mass migration resulted in a shortage of laborers in many Southern towns, so White Southerners began a campaign to keep Blacks from leaving, which included tactics such as forcibly removing Black passengers from trains that were headed north.

EARLY YOUNGSVILLE

The Town of Youngsville was first incorporated under the name "Pacific" on March 17, 1875. At the time, prominent resident John "Jack" Young had donated his land for construction of a train depot in the Town. Young had previously donated a portion of his land for the construction of the Raleigh and Gaston Railroad, which ran north-south through the center of Youngsville (the same railroad alignment that runs through the Town today). John Young was a founding member of the local Masonic Lodge, which played a key role in the Town's early development of its first school and water supply .



The Raleigh & Gaston Railroad was completed in 1840 and transformed commerce in Youngsville. From www.carolana.com

The Railroad was completed in 1840 and became the main trade route through Franklin County and Youngsville. Due to his generosity, the Town was renamed in Young's honor as a gift; however, it took nearly twelve years to officially establish the Town as "Youngsville" due to problems with the Post Office Department.

Once incorporated, Youngsville quickly rose to prosperity. By 1900, Youngsville had become one of the largest tobacco markets in the South, with millions of pounds of tobacco being sold through Town each year. Construction in the Town boomed with new businesses to support the tobacco industry, and the Town's secondary industry, cotton. In "A Franklin County Sketchbook," George-Ann Willard describes early Youngsville in this way:

"In the early 1900s, Youngsville was a real boom town, with fifteen mercantile establishments, two hotels, livery stables with horses and buggies for rent, blacksmith shops, a pharmacy, Hearse House, Youngsville Academy, Youngsville Bottling Works, churches, and specialty shops. For two decades the tobacco market flourished."¹



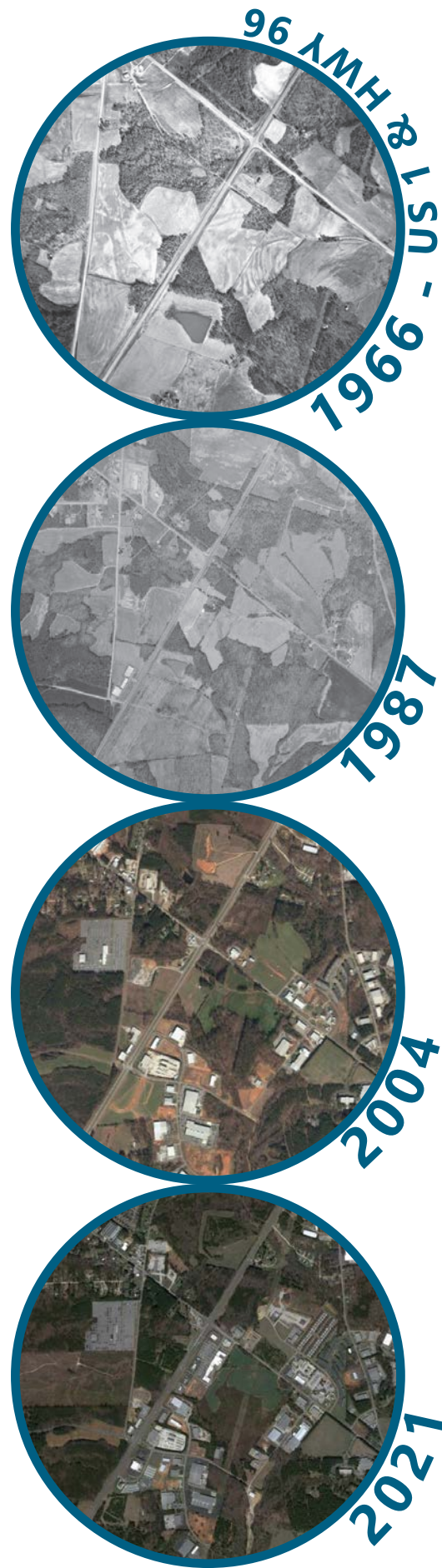
Cheatham Brothers Leaf Tobacco Warehouse in downtown Youngsville, photo date unknown. Photo source: Youngsville Museum of History

In the 1920s the tobacco industry began to decline in Youngsville, in part due to increased competition from markets using truck transport. This decade also saw the loss of several prominent tobaccoist leaders, including Claude C. Cheatham, who died in 1921.

THE AUTOMOBILE AND MODERN INFRASTRUCTURE

The automobile came to Franklin County in the early 1900s and over time began to impact settlement patterns. Around 1910 the first cars arrived in Youngsville and that year the Town issued its first bonds to pay for the maintenance of Town roads.

¹ Willard, George-Ann (1982). Franklin County Sketchbook. Franklin County-Louisburg Bicentenary Committee



Around this time telephone service and electricity also came to Youngsville. In 1902, Southern & Bell Telephone came to Town and in 1920, electric lights were installed throughout Town. After the 1920s tobacco market decline, the Great Depression further impacted local businesses, and many were forced to close down.



Youngsville Fire Department early fire trucks from the 1950s. Photo source: Youngsville Museum of History.

In 1944, a fire department was chartered in Youngsville with its first location on West Railroad Street.¹ The automobile and new infrastructure brought new businesses to Youngsville, including gas stations, garages, and automobile dealers.

Roads that were constructed in the early 20th century still serve as the main routes through Youngsville and Franklin County today. The alignment of what is today US 1A, which traverses through Wake Forest and Youngsville, was first designated as a state highway in 1916. This segment of road was subsequently paved and by 1929 it was established as part of US Route 1, running from Florida to Maine. In 1953, a US 1 bypass was constructed west of Youngsville and Wake Forest, which remains its current alignment today. The original segment of US 1 through Youngsville and Wake Forest was redesignated as US 1A.

In 1952, HWY 96 was constructed through southwestern Franklin County, coinciding with Main Street through the heart of Youngsville. The new roadway brought additional traffic and activity to downtown. Today HWY 96 is an established trucking route through the state, which creates long traffic queues through Town and significant noise and air pollution impacting businesses and visitors of downtown.

POST-INDUSTRIAL YOUNGSVILLE

Many of the buildings associated with Youngsville's early tobacco and cotton industries have been lost over the years, including the original warehouses that lined the railroad. Images from the early days of Youngsville show a fairly dense downtown with multi-story buildings lining the streets and railroad (see photos at right and on previous page).

Today, commerce within downtown Youngsville centers

¹ Youngsville Woman's Club. (n.d.). Youngsville Museum of History. Retrieved Feb. 16, 2023, from <https://sites.google.com/view/youngsvillemuseumofhistory/home>

around retail and service businesses. Industrial activity including construction, transportation, manufacturing, and warehousing businesses have been mostly relegated to industrial parks surrounding downtown.

Since Youngsville's days as a tobacco market in the early twentieth century, building patterns and forms within downtown have remained similar, with the exception of several tobacco warehouses that have been lost. A 2018 architectural survey identified a total of 53 historically significant properties within Youngsville, located predominantly within two blocks of Main Street.² Many of the original downtown buildings have been adaptively reused for retail and service businesses.

SUBURBANIZATION & GROWTH

The early 2000s brought suburbanization to Youngsville and its surroundings. Around this time growth pressure from Raleigh began to affect southern Franklin County

² Funk, Megan & van den Hurk, J. (2018). Comprehensive Architectural Survey of Franklin County, North Carolina. Commonwealth Heritage Group, Inc.

Main Street 1941



Photo sources above: Youngsville Museum of History

Main Street 1970



Main Street 2022



with rapid population growth coming to Youngsville and the surrounding areas of the County. This growth brought suburban, auto-oriented development patterns to the periphery of downtown and surrounding areas of Franklin County.

Aerial photographs along US 1 (shown at left) demonstrate the change in development patterns that began in the early 2000s. The stretch of US 1 through Youngsville changed from mostly farmland to auto-oriented retail and service industries. Most buildings along this stretch of highway are designed for the convenience of travelers passing through Town. Buildings are mostly single story, set back from the street with overbuilt parking lots between the building and highway.

In the coming years, regional growth and demand for housing will continue to bring new people, businesses, and development to Youngsville. With this CLUTP update, Youngsville has the opportunity to set a vision for and shape future growth to create more walkable and vibrant places, protect important resources, and to revitalize downtown.

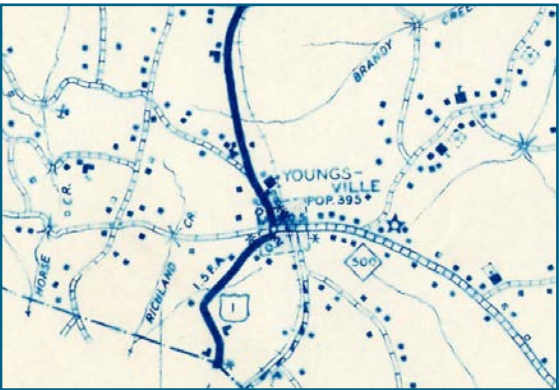
YOUNGSVILLE THROUGH THE YEARS



1890-1910 | The peak of the tobacco markets in Youngsville. Early tobacconist leaders are pictured at left: Claude Cheatham (front), J.P. Meadows (middle right), Fred Cheatham (rear); (middle left name unknown). Photo source: Franklin County Sketchbook.



1875 | Youngsville is incorporated, initially named Pacific, but was renamed in honor of John Young. Photo source: Franklin County Sketchbook, date unknown.



1929 | US 1, connecting Florida to Maine is designated along current US 1A through Youngsville. Photo source: North Carolina State Highway and Public Works Commission, 1938



1953 | US 1 "bypass" is constructed West of Youngsville and Wake Forest; remaining segment is reestablished as US 1A. Photo source: Franklin County State Highway Map, circa 1953.

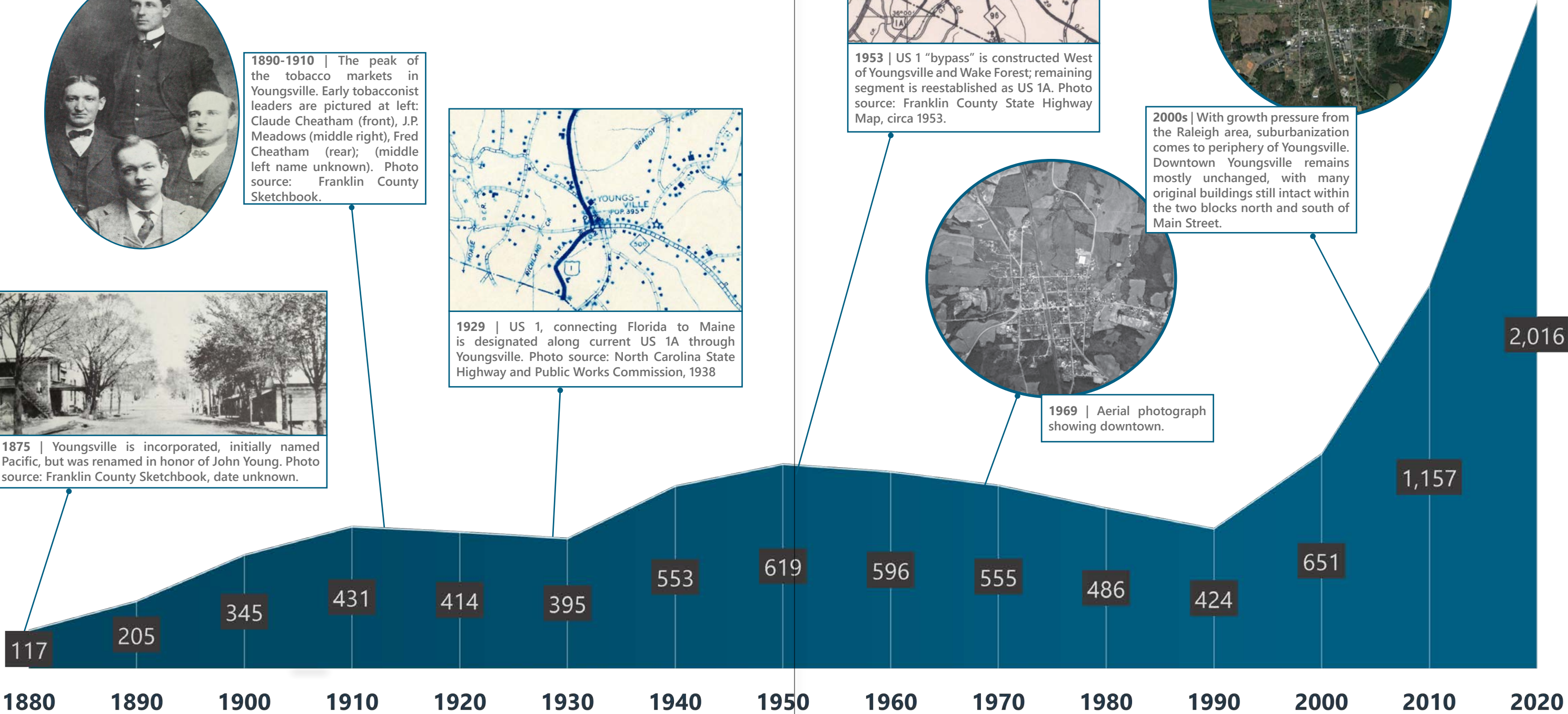


1969 | Aerial photograph showing downtown.



2021 | Aerial photograph showing downtown.

2000s | With growth pressure from the Raleigh area, suburbanization comes to periphery of Youngsville. Downtown Youngsville remains mostly unchanged, with many original buildings still intact within the two blocks north and south of Main Street.



Population of Youngsville over time



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PEOPLE & DEMOGRAPHICS

The following pages highlight statistics from the 2021 American Community Survey of the U.S. Census about the people, houses, economy, and other important characteristics of the Town. The statistics on the following pages cover the Town of Youngsville only, and do not include the Extraterritorial Jurisdiction (ETJ) area. Statistics also tend to have a high margin of error, so should be treated as estimates. Statistics with higher than 10% margin of error are noted.

This page focuses on the people of Youngsville. A few key findings about people and demographics include:

- » The population of Youngsville is rapidly growing (more than 70% increase in population in the past 5 years).
- » The population is diverse, with people of different races, ethnicities, educational levels, and incomes calling Youngsville home.
- » The population of Youngsville is significantly younger than its peers and the population of North Carolina.

Median Age



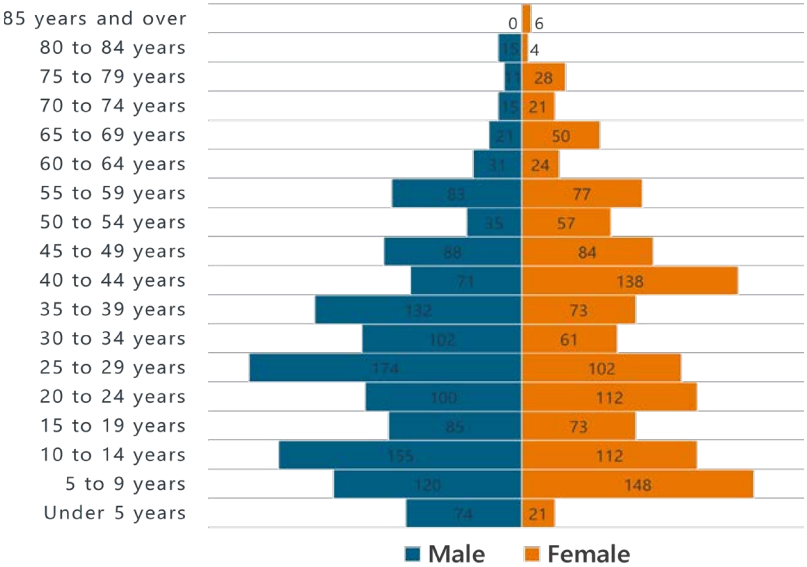
Population by the numbers

2,503
2021 Youngsville population*

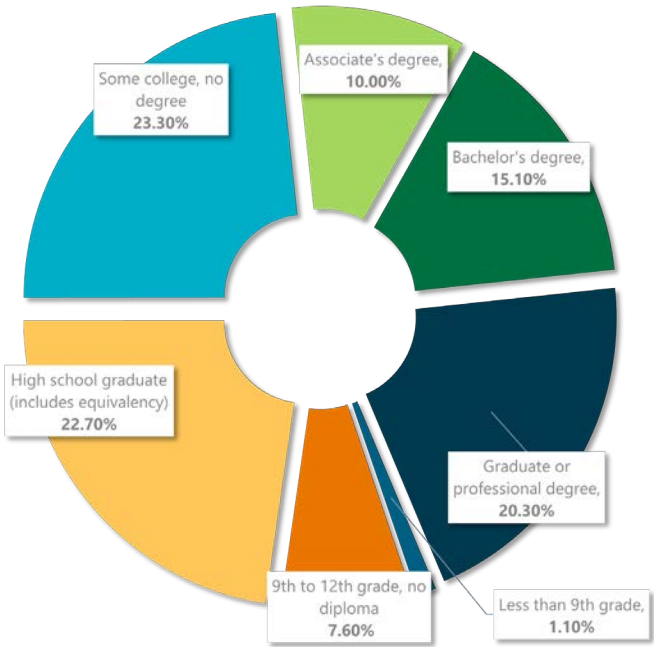
74.2%
Youngsville population change (2010-2020)

2.9%
Youngsville proportion of Franklin County (2020)

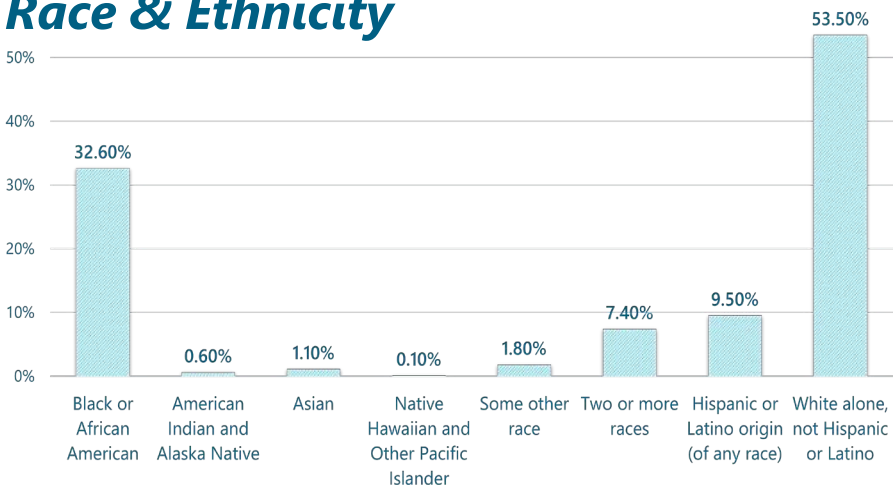
Age & Sex*



Educational Attainment



Race & Ethnicity



Age & Sex

46.7
Percent female

52.3
Percent male

Education & Income

\$59,974
Median Household Income*

10.9%
of people live below the poverty level

35.4%
of people have a bachelor's degree or higher

Race & language

92.6%
of people identify as one race

5.5%
of people speak a language other than English

*Data has a margin of error higher than 10%

HOUSING CHARACTERISTICS

This section highlights key characteristics about the homes and households within Youngsville. A few key findings include:

- » Most Youngsville residents are renters (approximately 55% of units are renter occupied)
- » Since 2017, home prices and rent have gone up significantly (approximately 55% and 24% respectively)
- » Despite the majority of the homes being renter occupied, the majority of houses are single family detached homes (approximately 61%)

Housing by the numbers

1,302
Total housing units*

\$321,600
2021 median home value*

\$1,017
2021 median rent

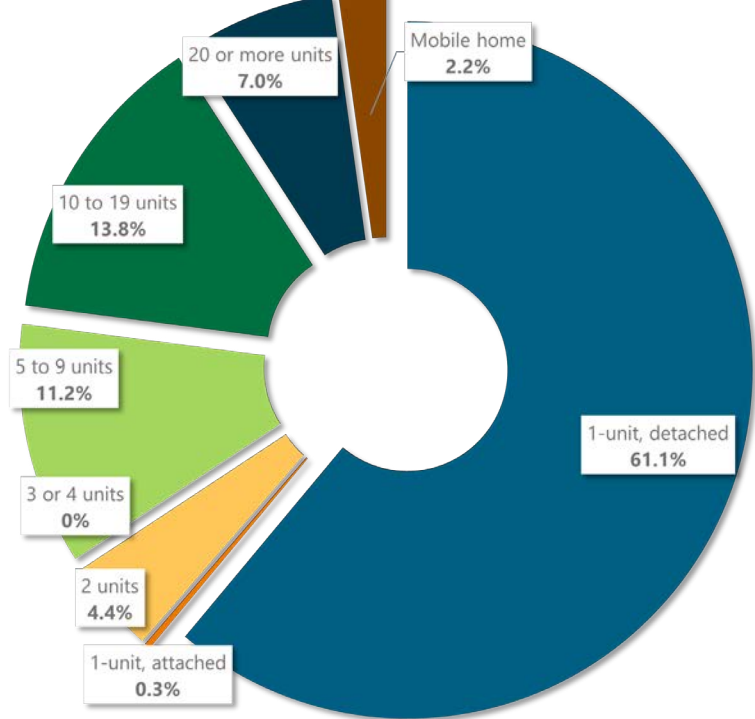
Housing costs over time



Statistics about Renter and Owner Occupied Homes

» 44.9*%	Owner occupied homes
» 3.03*	Average household size of owner occupied homes
» 55.1*%	Renter occupied homes
» 2.11*	Average household size of renter occupied homes

Housing Types*



Housing Stock: Year Built*	
Built 2020 through 2022	247**
Built 2010 to 2019	228
Built 2000 to 2009	316
Built 1990 to 1999	191
Built 1980 to 1989	62
Built 1970 to 1979	11
Built 1960 to 1969	116
Built 1950 to 1959	26
Built 1940 to 1949	11
Built 1939 or earlier	71

Households & Families

2.53
Average household size

45.7%
Households with children under 18

23.1%
Householders living alone

Household Types and Poverty*

5.3%
Percentage of units that are multi-family

10.9%
of people live below the poverty level

**Data has a margin of error higher than 10% (this includes all housing types and year built data)

**Data source: Town certificate of occupancy records 4/1/20-12/31/2022

WORKING AND COMMUTING PATTERNS

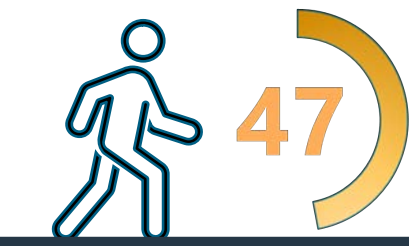
This section highlights statistics about where Youngsville residents work and how they get to work. Most notable among the findings include:

- » About 1 in 10 people work from home; most other workers commute to other places for work.
- » Those who commute for work predominately drive alone, with an average travel time of just under 30 minutes.
- » More than 75 percent of Youngsville residents work outside of Franklin County and the Town of Youngsville.

Walk Score®

Car-Dependent - most errands require a car.

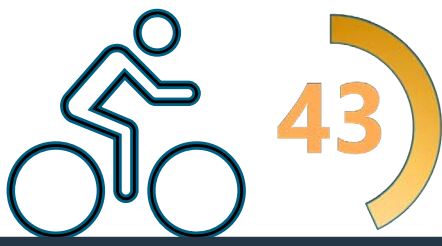
Walk Score is determined by awarding a score out of a maximum of 100. Walk Score is based on the distance to amenities, population density, and road metrics such as block length and intersection density.



Bike Score®

Somewhat Bikeable - minimal bike infrastructure

Bike Score is calculated by measuring bicycle infrastructure such as bike lanes and paths, as well as hills, destinations, and road connectivity. It also analyzes the number of local bicycle commuters.










Commuting by the numbers

89.3%
Took a car, truck, or van to work

10%
Worked from home

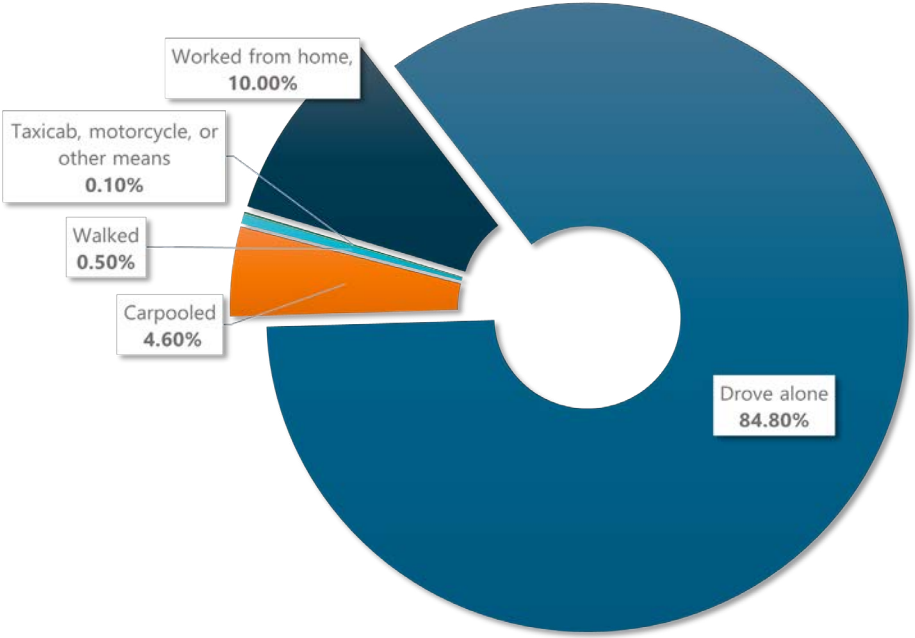
27.9
Mean travel time to work

Field of Work for Youngsville Residents*

	586	Management, business, science, and arts occupations
	282	Service occupations
	358	Sales and office occupations
	71	Natural resources, construction, and maintenance occupations
	104	Production, transportation, and material moving occupations
	1401	Total workers 16 years and over
	0.88	Number of jobs per person in the workforce

Most of Youngsville’s workers work in fields of management, business, science, and arts. Within Youngsville, there are nearly 9 jobs for every 10 residents within the workforce. However, most of the people who live in Youngsville are leaving Youngsville for work, which also means that the majority of people who work within the Town of Youngsville are commuting to Youngsville from elsewhere.

Commute Method



Place of Work

3.9%
Work in Youngsville (excluding work from home)

10.4%
Work in Franklin County (excluding work from home and work in Town of Youngsville)

75.7%
Work outside of Franklin County and Youngsville

Commuting

15%
Traveled less than 10 minutes to work

16.3%
Traveled 45-60 minutes to work

9%
Traveled 60 minutes or more to work

**Data has a margin of error higher than 10%

PEER AND ASPIRANT COMMUNITIES COMPARISON

WHO ARE PEER AND ASPIRANT COMMUNITIES?

Analyzing Youngsville’s performance in comparison to Peer and Aspirant Communities helps to highlight areas where the Town is performing well and areas where it is typical or under-performing. This analysis can help the Town learn from other communities who are doing well in measures of livability and can help to set benchmarks for the future.

The Town identified four communities as Peer Communities for this analysis. These are China Grove, Creedmoor, Franklinton, and Warrenton. Peer Communities are all located within North Carolina, they are similar in size to Youngsville, and have situational similarities, such as having a comparable downtown area. Some are also located near or just outside of a large metropolitan area. The table below shows how the Peer Communities’ populations compare to Youngsville. To provide additional benchmarking, this analysis also includes data for Franklin County and North Carolina.

In the following tables, Youngsville’s statistics are identified by bolder text. The highest values in each category are highlighted with orange text and the lowest values in each category are turquoise text (excluding North Carolina and Franklin County). The coloring is not meant to indicate a positive or negative evaluation of these statistics, rather is intended to show the spectrum of values in each category. ’

	North Carolina	Franklin County	Youngs-ville	Peer Communities			
				China Grove	Creed-moor	Franklin-ton	Warren-ton
Population	10,439,388	68,573	2,503*	4,395	4,860	2,409	906*

* Indicates statistic with higher than 10% margin than error

In addition to Peers, this analysis includes eight “Aspirant Communities.” Aspirant Communities tend to be larger than Youngsville and may also have aspects where they are thriving, such as having active and vibrant downtowns. The Aspirant Communities are: Apex, Beaufort, Belmont, Edenton, Hendersonville, Lenoir, Pinehurst, Southport, and Washington. The table below shows how Youngsville’s population compares with Aspirant Communities.

	Youngs-ville	Aspirant Communities							
		Apex	Belmont	Edenton	Hender-sonville	Lenoir	P i n e -hurst	South-port	W a s h -ington
Population	2,503*	58,066	14,442	4,456	14,878	18,205	17,250	3,842	9,754

* Indicates statistic with higher than 10% margin than error

The following pages include a overview of how the Peer and Aspirant Communities are performing in comparison to Youngsville. The analysis includes selected characteristics focused on demographics, housing, commuting, employment, and livability.

INCOME, POVERTY, EDUCATION

In measures of income, poverty, and educational attainment, Youngsville is comparable to its Peer Communities and North Carolina / Franklin County. This indicates that Youngsville has been a desirable (and affordable) place to live for people across the economic spectrum.

Aspirant Communities have a wider range of incomes. Edenton, Hendersonville, Lenoir, and Washington have much lower median incomes, though poverty rates are similar to Youngsville. Both Apex and Pinehurst have much higher median incomes: \$121,000 and \$92,000. This corresponds to low poverty rates of 3.3% and 4.2% respectively.

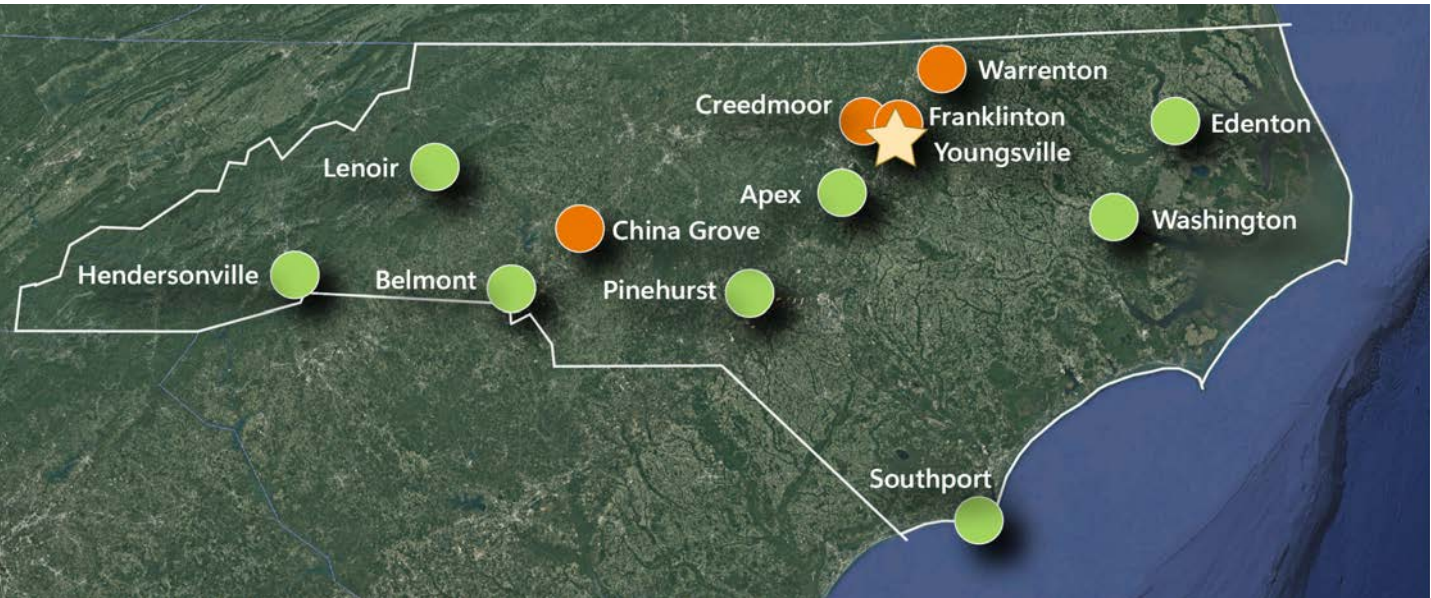
				Peer Communities			
	North Carolina	Franklin County	Youngs-ville	China Grove	Creed-moor	Franklin-ton	Warren-ton
Median household income (dollars)	60,516	62,332	59,974*	36,843*	77,716*	58,472*	32,733*
People below poverty level	13.7%	11.3%	10.9%	25.7%*	13.9%	13.7%	23.1%*
Pop 25 yrs and over w Bach-elor’s degree or higher	33.0%	22.6%	35.4%	16.9%	32.3%	19.7%	26.5%

* Indicates statistic with higher than 10% margin than error

	Youngs-ville	Aspirant Communities							
		Apex	Bel-mont	Eden-ton	Hender-sonville	Lenoir	Pine-hurst	South-port	Wash-ington
Median household income (dollars)	59,974*	121,313	76,156*	42,849 ¹	46,309	42,411	92,342	68,301*	38,843*
People below poverty level	10.9%	3.3%	14.8%	35.7%*	15.1%	17.1%	4.2%	5.6%	30.6%
Pop 25 yrs and over w Bach-elor’s degree or higher	35.4%	64.4%	43.8%	26.1%	37.9%	16.7%	61.4%	32.6%	23.7%

* Indicates statistic with higher than 10% margin than error

At first glance, places with high income and low poverty rates appear positive; however, they should be compared against housing costs and other cost of living measures. It is possible that as these towns grew in popularity, people with higher incomes moved in and housing costs increased. As a community gentrifies, median incomes tend to increase and poverty rates decline as lower income families are priced out of the market and forced to move.



The map above shows the location of the Peer Communities (orange) and Aspirant Communities (green).

HOUSING COSTS

Though Youngsville is fairly typical in measures of poverty and income, it is atypical in its housing costs. The rate at which housing costs have increased over recent years is one of the highest among Peer and Aspirant Communities.

Youngsville’s rent went up by 22.5 percent in the five years from 2017 to 2021. However, the 2021 gross median rent was fairly typical when compared to Peers and Franklin County and North Carolina rents. The Aspirant Communities did not display a clear trend with median rents. Some have much higher rents than Youngsville and some saw a decrease in median rents over the past 5 years.

Youngsville’s median home value experienced a dramatic increase from 2017 to 2021. Among the Peer and Aspirant Communities, Youngsville showed the second highest increase in home value, trailing only Edenton. While Edenton had the highest jump in median home value during this period, its median home value is still much lower than Youngsville’s.

As a general trend, home values everywhere were up significantly during this period, even statewide. Despite this, Youngsville’s home value percentage increase was almost double that of the state’s increase and its overall median home value is 47.8% higher than the state median home value. It should be noted that median home value data for Youngsville has a higher than 10% margin of error, so numbers should be taken as rough approximates.

	Peer Communities						
	North Carolina	Franklin County	Youngs-ville	China Grove	Creed-moor	Franklin-ton	Warren-ton
2017 Median rent (dollars)	844	763	830	731	954*	759	550*
2021 Median rent (dollars)	988	907	1,017	837	1,191*	861	443*
2017 to 2021 rent change	17.1%	18.9%	22.5%	14.5%*	24.8%*	13.4%	-19.5%*
2017 Median home value (dollars)	161,000	140,300	208,100*	102,400	151,400	100,000*	110,900*
2021 Median home value (dollars)	197,500	174,200	321,600*	130,100	182,400	134,300*	86,900*
2017 to 2021 median home value change	22.7%	24.2%	54.5%*	27.1%	20.5%	34.3%*	-21.6%*

* Indicates statistic with higher than 10% margin than error

		Aspirant Communities							
	Youngs-ville	Apex	Bel-mont	Eden-ton	Hen-derson-ville	Lenoir	Pine-hurst	South-port	Wash-ington
2017 Median rent (dollars)	830	1,194	892	708	814	596	1,633	987*	695
2021 Median rent (dollars)	1,017	1,482	1,020*	584	1,018	626	1,573	1,337*	768
2017 to 2021 rent change	22.5%	24.1%	14.4%*	-17.5%	25.1%	5.0%	-3.7%	35.5%*	10.5%
2017 Median home value (dollars)	208,100*	289,300	180,200	126,400	168,000	103,600	289,800	251,000*	110,900*
2021 Median home value (dollars)	321,600*	371,200	262,200	198,800	217,200	119,700	338,900	270,200	86,900*
2017 to 2021 median home value change	54.5%*	28.3%	45.5%*	57.2%	29.2%	15.5%	16.9%	7.6%*	-21.6%*

* Indicates statistic with higher than 10% margin than error

WORKING AND COMMUTING

Youngsville is similar to Peer Communities when it comes to commuting. Workers are predominately driving alone to work. Workers who commute have an average travel time of just under 30 minutes. Among Peers, mean travel time to work ranges between 21 and 29 minutes. Overall, the Peer Communities tend to have slightly higher commute times than North Carolina as a whole.

	Peer Communities						
	North Carolina	Franklin County	Youngs-ville	China Grove	Creed-moor	Franklin-ton	Warren-ton
Drove alone	77.2%	82.6%	84.8%	87.1%	92.0%	74.2%	77.0%
Walked	1.6%	0.9%	0.5%	0.0%	0.0%	1.1%	9.0%
Worked from home	10.3%	7.9%	10.0%	7.7%	2.8%	14.9%*	3.7%
Worked in place of residence	33.1%	2.4%	13.9%	10.8%	8.7%	18.5%*	32.8%*
Mean travel time to work	25	33.3	27.9	29.2	29.6	28.1	21

* Indicates statistic with higher than 10% margin than error

When comparing Youngsville to Aspirant Communities, some have slightly lower percentages of workers who drive alone to work and higher percentages of walkers. Apex and Southport are two examples of communities with lower percentages of workers who drive alone, which in both communities is correlated with a higher percent of workers who work from home. Another statistic to note is that Youngsville has the lowest percentage of workers who work in their place of residence when compared with Aspirant Communities.

Edenton and Belmont have the highest ratios of workers who walk to work, which is still a small percentage of overall workers with 3.4% and 2.8% respectively. Washington and Lenoir top the list of workers who live and work in their place of residence, with about three times as many as Youngsville.

		Aspirant Communities							
	Youngs-ville	Apex	Belmont	Edenton	Hender-sonville	Lenoir	Pine-hurst	South-port	Wash-ington
Drove alone	84.8%	70.4%	78.1%	84.7%	75.5%	79.9%	74.0%	72.3%	83.9%
Walked	0.5%	1.3%	2.8%	3.4%	2.4%	2.1%	1.0%	2.3%	1.4%
Worked from home	10.0%	21.9%	15.1%	0.0%	6.1%	6.8%	16.1%	16.7%	4.7%
Worked in place of residence	13.9%	34.6%	29.0%	49.2% ¹	48.6%	53.2%	40.8%	41.8%	60.2%
Mean travel time to work	27.9	24.5	27.6	31.6 ¹	18.2	23.5	25.5	18.4	19.3

* Indicates statistic with higher than 10% margin than error.



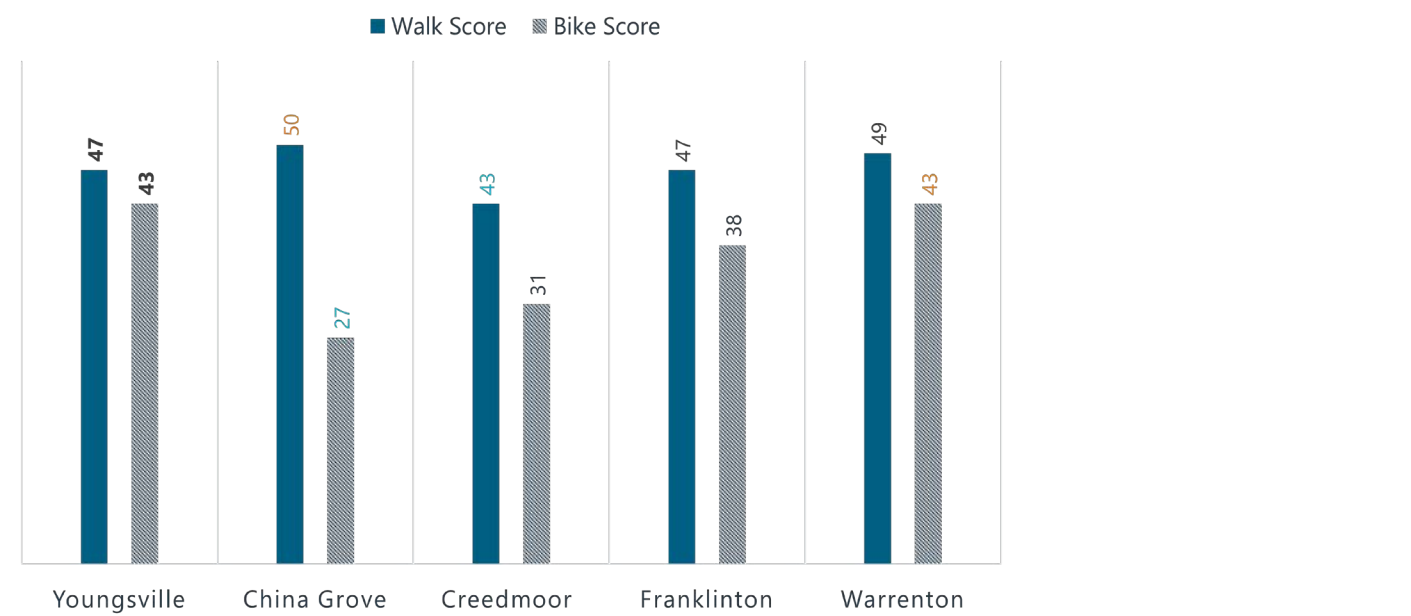
Image of North Salem Street in downtown Apex, one of the Aspirant Communities.

WALK SCORE AND BIKE SCORE

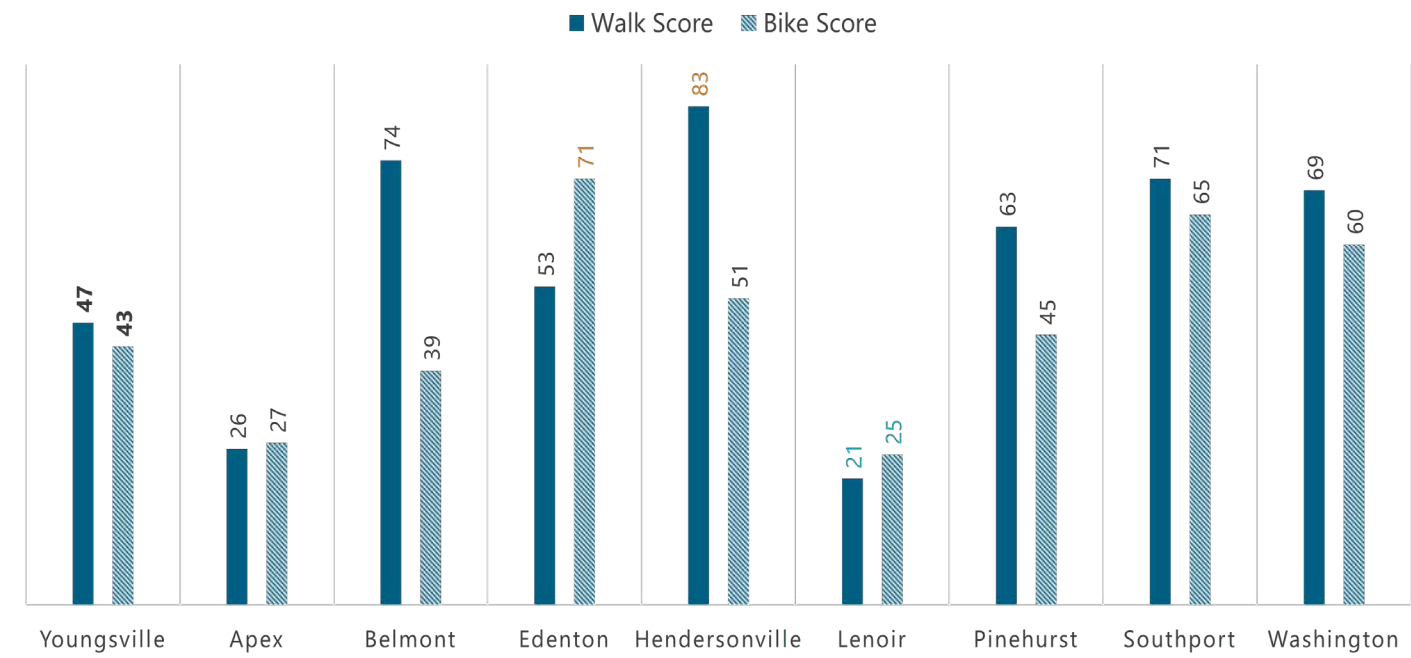
Walk Score® provides a helpful measure of how walkable and bikeable a place is. As mentioned earlier in this report, Youngsville measures low on both Walk Score and Bike Score. The graphs below show how Youngsville compares with Peer and Aspirant Communities in these measures.

While Youngsville is typical among its Peers, most Aspirant Communities are doing better in both Walk and Bike Score, especially Belmont, Edenton, Hendersonville, Southport, and Washington. One goal of this CLUTP update process should be to set goals for making Youngsville a safer, more enjoyable place to walk and ride a bicycle. Learning about policies and programs to encourage walking and biking from Aspirant Communities can help the Town identify appropriate interventions to support these goals.

Peer Communities



Aspirant Communities



LIVABILITY

Lastly, we examine how Youngsville compares in measures of overall livability using the AARP Livability Index. The Livability Index is a national dataset measuring “how well a community meets the current and future needs of people of all ages, regardless of income, physical ability, or ethnicity¹.” The Index uses 61 indicators from 50 sources of data in 7 categories: housing, neighborhood, transportation, environment, health, engagement, and opportunity. One caveat about these data is that U.S. Census data were sourced from the 2019 American Community Survey, so they are not as up-to-date as other statistics in this profile, but they still offer a helpful benchmark to understand how Youngsville is doing in overall quality of life.

The Livability Index scoring ranges from zero to one hundred, with fifty being the national average. Youngsville scores 49 on the Livability Index, which makes it about average for communities in the U.S. The tables below show how Youngsville compares with Peer and Aspirant Communities in the Livability Score (top row). The subsequent rows in each table show a few of the 60 total indicators used for the overall Livability Score. These give a flavor or the types of metrics used and to show how Youngsville measures up in different indicators such as accessibility of parks, housing types, and jobs per worker. Note that margin of error information is not available for these data.

		Peer Communities			
	Youngs-ville	China Grove	Creed-moor	Franklin-ton	War-renton
AARP Livability Score	49	53	53	50	39
Activity density (jobs and people per square mile)	384	1418	248	271	232
Availability of multi-family housing (percentage of units that are multi-family)	5.30%	13.80%	8.70%	5.20%	8.80%
Housing cost burden (per-cent of income spent on housing)	16.00%	14.60%	16.30%	10.20%	16.10%
Jobs per person in the workforce	0.88	0.83	0.9	0.88	0.31
ParkServ; percent of resi-dents within a 10 min walk of park ²	40.30%	39.50%	18.40%	n/a	n/a

		Aspirant Communities							
	Youngs-ville	Apex	Bel-mont	Eden-ton	Hender-sonville	Lenoir	Pine-hurst	South-port	Wash-ington
AARP Livability Score	49	56	53	45	56	51	47	52	49
Activity density (jobs and people per square mile)	384	2969	1649	1459	2612	1700	1397	2056	2119
Availability of multi-family housing (percentage of units that are multi-family)	5.3%	23.6%	23.0%	24.3%	40.3%	25%	14.2%	22.1%	28.8%
Housing cost burden (per-cent of income spent on housing)	16.0%	20.7%	15.1%	18.1%	14.6%	12.8%	15.4%	20.7%	15.3%
Jobs per person in the workforce	0.88	0.88	0.88	0.66	0.74	0.75	0.72	0.65	0.64
ParkServ; percent of resi-dents within a 10 min walk of park ²	40.3%	46.5%	28.3%	49.9%	51.5%	26.7%	11.0%	50.2%	56.0%

1 From <https://livabilityindex.aarp.org/about>
2 Demographic information is derived from ESRI 2021 Demographic Forecast Block Groups data

NATURAL & HISTORIC RESOURCES

AGRICULTURAL LANDSCAPE

Youngsville was initially established as an agricultural depot for tobacco and cotton due to its favorable topography, soils, and location along the railroad. While tobacco and cotton are no longer substantial contributors to the local economy, the land surrounding Youngsville is still marked by an agricultural and rural landscape.

Overall, agricultural production is down within Franklin County but farmland makes up 1/3 of the County acreage today. The primary agricultural products sold are wheat, corn, hogs, and cattle (2017 USDA AgCensus). In recent years, the County has seen several farms transition to hobby farms, such as horse farms.

WATERWAYS

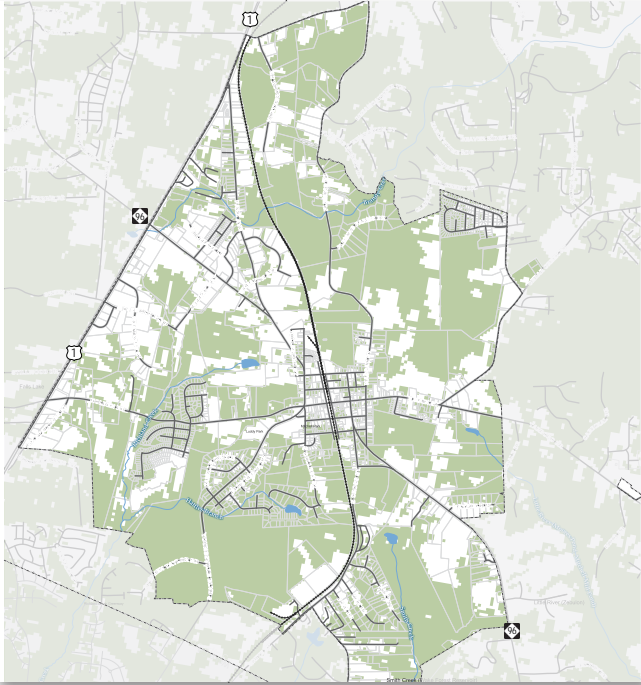
Youngsville is within the Tar-Pamlico River and the Neuse River basins. The dividing lines between the two watersheds is roughly along HWY 96 northwest of downtown, Main Street downtown, and Tarboro Road heading east of downtown. The Tar-Pamlico basin is east and north of these roadways and the Neuse basin is west and south of them.

The southeastern portion of the ETJ is within the Smith Creek water supply watershed (WSWS) and the Little River WSWS. Water within these areas flow into reservoirs providing drinking water for Wake Forest and Zebulon. Future development in the WSWS areas should be sensitive to impacts on these drinking water sources for adjacent communities. New development in these areas will be required to meet state regulations for land cover and density.

FORESTS & GREENWAYS

The agricultural landscape surrounding Youngsville is interspersed with areas of forest cover. Land cover data from 2016 showed there was more than 3,000 acres of forest cover within Youngsville and the ETJ making up about 60% of the land cover. Some forest has been lost to recent development.

Today, there are still significant blocks of intact forest within the ETJ, including southwest of Town near Patterson Woods and north of town near the railroad and Fleming Road.

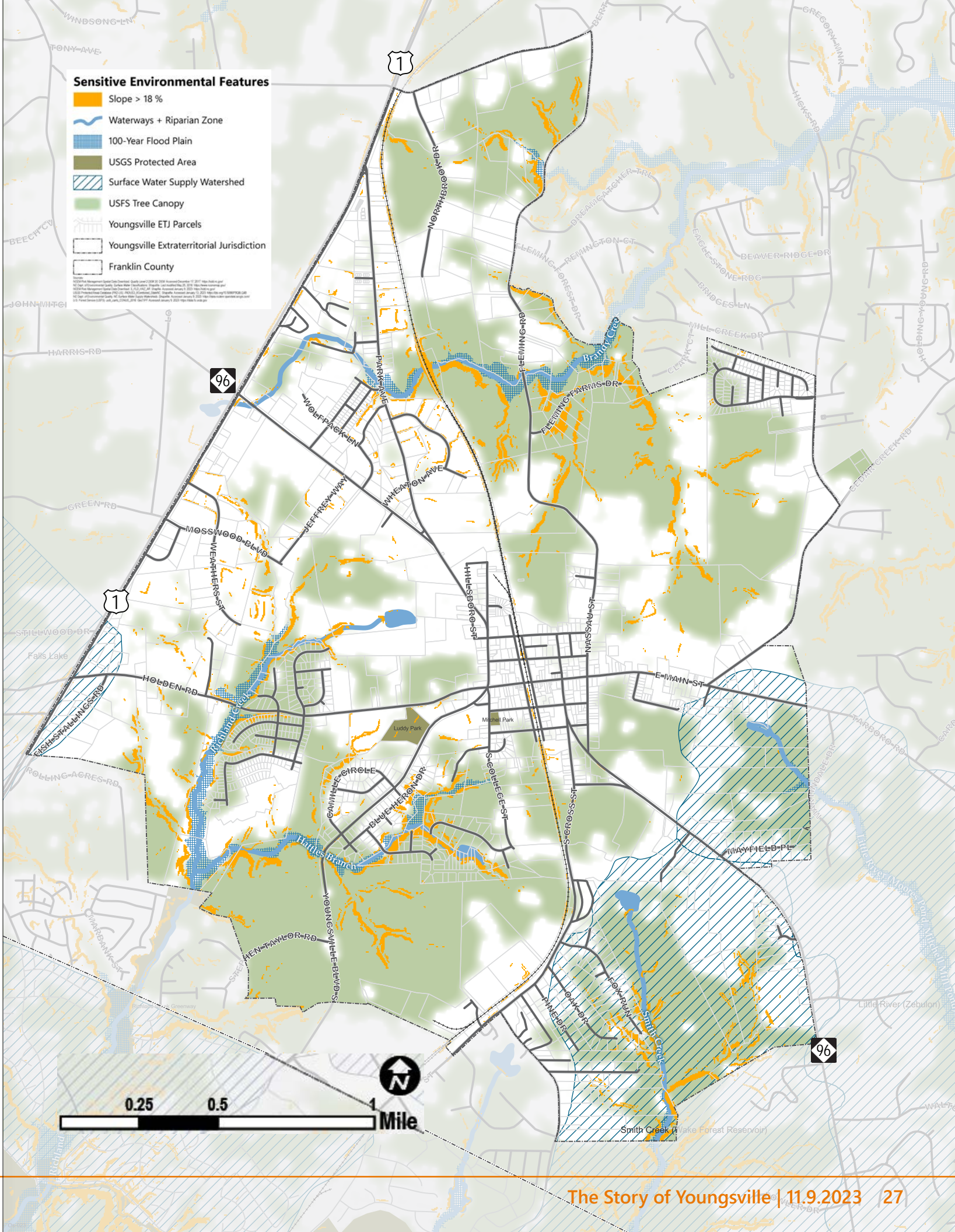


Land cover data from 2016 shows over 3,000 acres of forest within the Town and ETJ, though some of this has recently been lost.

While there are no public trails or protected greenways within the Town and ETJ today, Youngsville has an opportunity to identify areas for future protection with this Plan. Protected greenways can help maintain wildlife corridors and can be opportunities to add walking trails for transportation and community recreation. One possible location for a protected greenway with a shared use path could be along Richland Creek, which could connect to the trail networks south of Town in Wake Forest and Wake County.

HISTORIC RESOURCES

The 2018 Franklin County Architectural survey identified a total of 53 historically significant properties within Youngsville (located predominantly within two blocks of Main Street). None of these properties are currently listed on the National Register of Historic Places, though they could be eligible for a future listing.



TRANSPORTATION

STREET NETWORK

Youngsville’s street network is shaped by both its small-town character and the tremendous growth the area has experienced in the past decade. The Town’s street network is centered on a small grid of local streets which extend out from the east-west and north-south axis of Main Street and the railroad. Traveling out from the grid, state and local routes connect to US 1, the surrounding county and beyond. Youngsville, and the surrounding ETJ is connected by 84 miles of streets. Of these, 20% are owned and maintained by the Town of Youngsville or private parties and the remaining 80% are NC and US routes maintained by the North Carolina Department of Transportation (NCDOT). The table below lists each type of street and its proportion of the total network.

Ownership / Maintenance	Mileage	Percent of Total
NCDOT	25	59
Town	9	23
Private/Home Ownerships Associations	7	18
Total	42	100

CRASH ANALYSIS

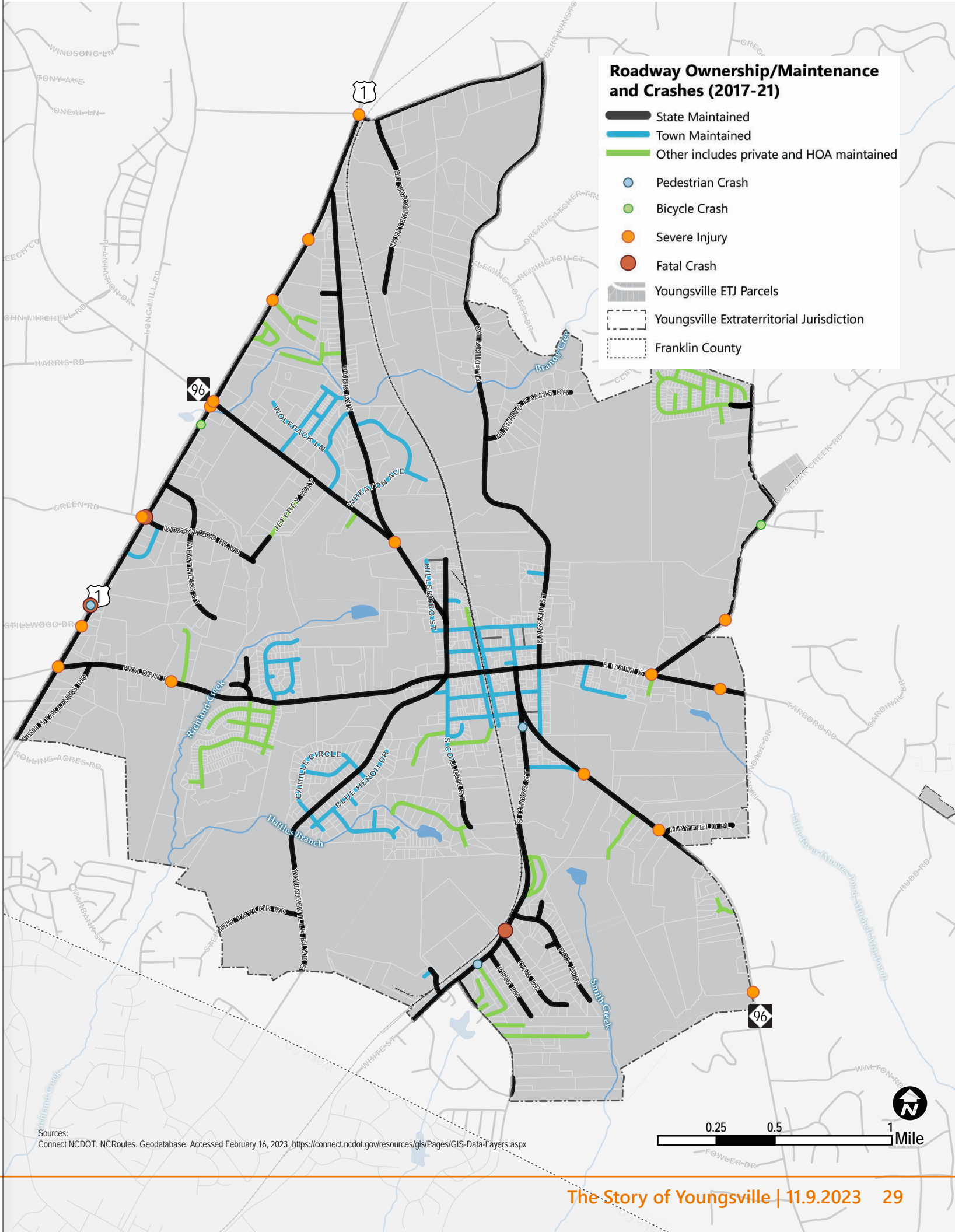
During the years 2017 to 2021, three people lost their lives and 17 people experienced severe injuries from a roadway crash in Youngsville. While often considered “accidents” these crashes were moments where human error, distraction, or roadway design contributed to a life altering moment for someone in the Youngsville community. In a town of just more than 2,000 people, crash data also only tell part of the transportation safety story. Crash data do not reflect near misses or crashes that were not reported to the police. It also does not account for varying perceptions of safety among people of different ages and abilities, and people using different transportation modes. The map at right shows locations of crashes over the last 5 years.

RAIL INFRASTRUCTURE

Youngsville is bisected by a CSX rail line that runs north to south through the length of Town. Winston Street, Main Street, and Pine Street are currently the only public crossing locations within the Town. There is a third crossing south of Town within the ETJ area at K-Flex Way. NCDOT is in the planning and design phases of the S-Line rail improvement project, which is intended to improve freight and passenger service between Raleigh and Richmond, Va; and could eventually support regional commuter rail services. The proposed alignment for the S-Line follows the CSX tracks but splits to the west south of Pine Street to reduce curvature in the tracks to allow high speed rail service. It is also likely that number of rail crossings in town will be reduced, and current crossings may be relocated. The future commuter rail line will be part of a 95-mile corridor linking Washington DC, Raleigh, Charlotte, and Atlanta.

BICYCLE AND PEDESTRIAN NETWORK

Facilities for people walking and biking in Youngsville are limited. There are sidewalks along portions of Main Street, Cross Street, and E. Winston Street, however the extended sidewalk gaps present a significant barrier to pedestrian connectivity. Sidewalks are also narrow and often inaccessible for people using wheelchairs or mobility devices. While Youngsville does not have any dedicated bicycle infrastructure, a recognized state bicycle route, NC Route 2, runs through the center of the town along Holden Avenue and Main Street. This route is part of the Mountains to Sea Trail which connects to other bicycle routes across North Carolina. The corridor though, has no dedicated bicycle facilities and users are expected to ride with vehicular traffic. Bicycling in mixed traffic is often tolerable along slower speed routes or for more experienced cyclists, but becomes increasingly uncomfortable and dangerous where speeds and vehicle volumes increase. Bicyclists and pedestrians are especially vulnerable to unsafe roadway conditions. Between 2017 and 2021 there were two bicycle crashes and three pedestrian crashes, one of which was fatal.

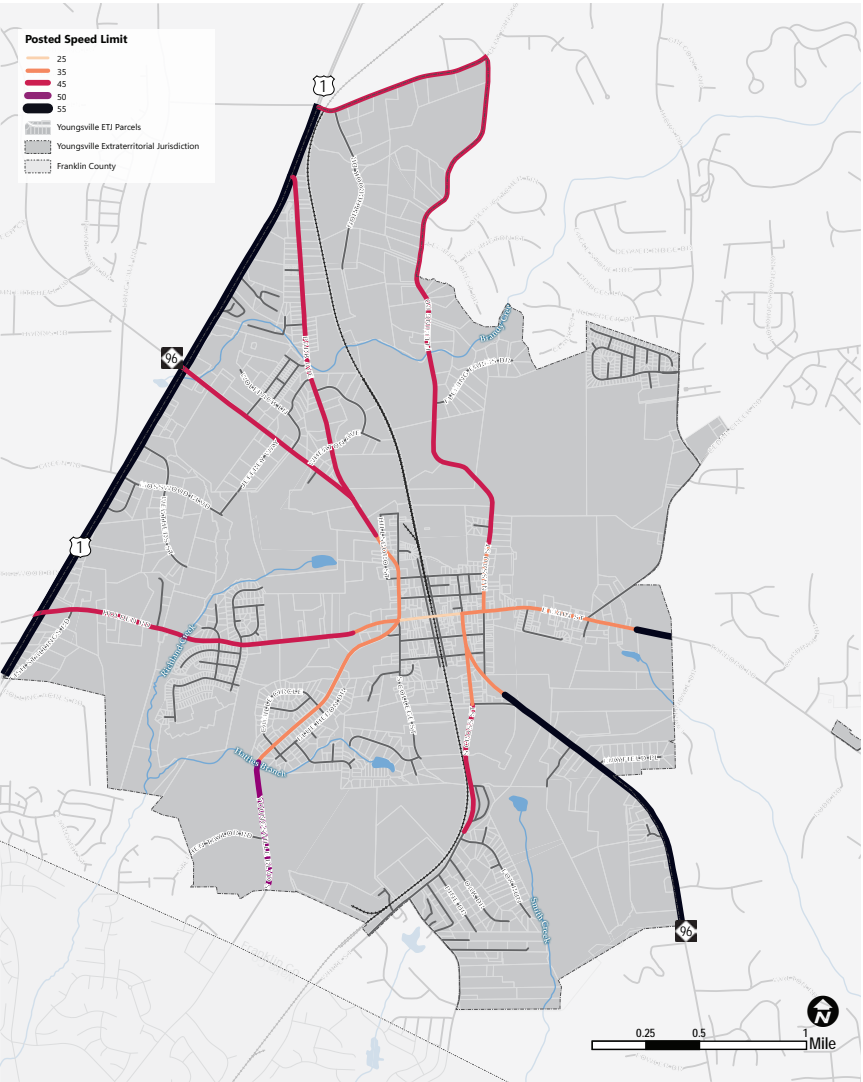


SPEED, VOLUME AND CAPACITY

Speed, volume, and roadway capacity each play an important role in the balance of how a street feels and functions. Despite Youngsville’s relatively small footprint, vehicle speeds across the Town vary significantly. Local neighborhood streets, and Main Street between College Street and S Cross Street are posted 25 MPH. Moving away from downtown though, most State Route speed limits increase to 35 or 45 MPH and then up to 50 MPH beyond the Town limits. US 1 to the west of Youngsville and HWY 96 on both sides of the Town limits are posted 55 MPH.

While some of Youngsville’s higher speed routes are designed with capacity to also support high vehicle volumes, significant mismatches also exist between speed, volume, and roadway capacity. The greatest mismatch in Youngsville is Main Street, a location where multiple high-speed, high-volume corridors all funnel into a two-lane stretch with a 25MPH speed limit. NCDOT’s Average Annual Daily Traffic (AADT) volume data highlights which streets are carrying the most vehicles each day and emphasizes the funneling effect—and resulting congestion—onto Main Street.

The table at right lists the AADT, speed limit, and number of lanes for State Routes in Youngsville. Comparisons across these categories reveal four



broad categories of streets in Youngsville. While simple, these categories highlight the often-delicate balance between the design, volume, and speed of a street. As Youngsville grows and also continues to invest in non-vehicle transportation opportunities for people walking, biking, and using transit, streets will need to adapt to meet the needs of a changing community.

1. High speeds – high volumes

Some higher speed roadways, such as US 1 have been designed to also support high volumes of vehicle traffic. These roadways typically have higher capacity (i.e., more lanes) which accommodate large volumes of vehicles moving quickly through the corridor.

2. Low speeds – low volumes

On the other end of the spectrum, many of Youngsville’s local streets have low speeds and low volumes and are designed with lower capacity. These are typically one-or two-lane unmarked roads which appropriately support small volumes of slower moving vehicles.

3. High speeds – low volumes

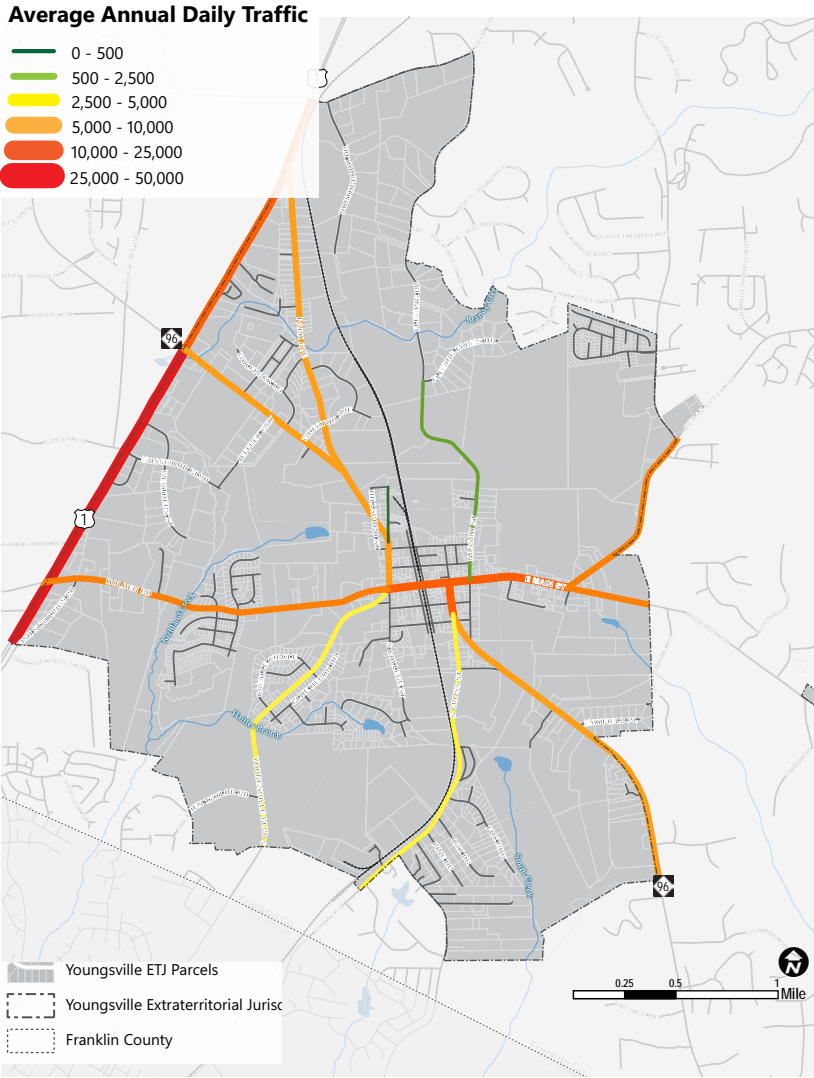
Streets with high speed limits and low traffic volumes are common in rural areas and help people reach destinations across less dense areas of the town. When these streets have a “right-sized” capacity they can provide important links in a rural transportation network. However, overbuilt high speed streets can often lead to unsafe roadway conditions and be especially dangerous for people walking and biking.

4. Low speeds – high volumes

Congestion along Main Street in Youngsville is the result of an imbalance in speed, volume, and capacity. Main Street between College Street and Cross Street has only one lane in each direction and yet it averages 15,000 trucks and vehicles moving through it every day. Low-speed, high-volume streets can create vibrant, people-centered main streets and downtowns. However, the traffic should exclude freight trucks and not be at a standstill to encourage a mix of retail.

Segment	2021 AADT	Speed Limit	Capacity (# of lanes)
Cedar Creek Road	8,000	45	2
College Street (US 1A)	9,700	35-45	2
College Street (north of Park Avenue)	200	35	Unmarked
E Main Street	14,000	25-35	2-3
Holden Road (east of Porter Hill Drive)	7,400	35	2
Holden Road (west of Holden Creek Drive)	7,300	45	3
N Nassau Street/Fleming Road	1,600	35-45	2
Park Avenue (US 1A)	5,200	45	2
US 1 (north of HWY 96)	23,000	55	5
US 1 (south of HWY 96)	27,000	55	5
HWY 96 (north of downtown)	7,700	55	2-3
HWY 96 (south of downtown)	7,100	35-55	2
S Cross Street (north of HWY 96)	11,000	35	2
S Cross Street (south of HWY 96)	4,200	35	2
Tarboro Road	7,000	35-55	2
W Main Street	15,000	25	2-3
Youngsville Boulevard (north of Camille Circle)	3,800	35	3
Youngsville Boulevard (south of Camille Circle)	3,600	50	2

Streets with most significant imbalance between volume and capacity are highlighted in orange above.



Pictured above is S. Cross Street, North of HWY 96 (top) and E. Main Street (bottom). The photos demonstrate the mismatch between volume and capacity along segments of HWY 96 through Town. This state route runs concurrent with S. Cross Street, Main Street, and College Street through downtown. HWY 96 is a highly traveled trucking route through North Carolina and truck traffic through Town is a major contributor to the traffic delays along these streets. In addition to traffic backups at intersections in Town, the truck traffic also creates an unpleasant environment for patrons of downtown businesses.

FACILITIES & SERVICES

WATER AND WASTEWATER SERVICES

Local water supply is provided by Franklin County Public Utilities (FCPU), which purchases water from the Kerr Lake Regional Water System, delivered through the City of Henderson. According to the County’s 2020 Comprehensive Plan, in recent years, the number of connections to the public water system has grown by about 7.5% annually.

In the 1980s, large diameter transmission lines were installed by the County along US 1 from Franklinton to Youngsville; however, since that time, the primary source of system expansion has been through private development.

Franklin County owns and operates a wastewater treatment facility, which was recently upgraded to expand capacity and meet projected demand through 2032.

Currently, FCPU limits the number of connections to the public water and wastewater system. Proposed subdivisions may request up to 50 connections per phase per year. Current policy is to grant a limited number of available connections on a first come, first served basis.

This utility allocation policy has had a detrimental effect on development patterns within and around Youngsville. The first come, first served policy is at odds with stated land use goals of Franklin County and Youngsville. Both jurisdictions have future land use plans that support higher density, mixed use development within Town and protection of environmental resources and agricultural lands within the County. However, the lack of differentiation between developments within and outside of Town, and the limit to only 50 connections per year per subdivision, has contributed to a pattern of low density and sprawling development around the periphery of Youngsville. Franklin County’s 2020 Comprehensive Plan seeks to remedy this misalignment and sets a goal to update the allocation ordinance to achieve greater alignment between the policy and desired development patterns.

PARKS & RECREATION FACILITIES

The Town owns and operates two public parks: Luddy Park and Irene Mitchell Park. Luddy Park is a 10-acre park along

US 1A across from Youngsville Elementary School. Luddy Park has baseball fields, basketball courts that double as pickleball courts, a playground, a walking trail, and parking. Irene Mitchell Park is a 1-acre park along S. College Street that offers passive recreation opportunities and contains benches, a gazebo, and mature shade trees.

Youngsville Elementary School is sandwiched between both parks and has a playground, two baseball fields, and a gym. The fields and gym are frequently rented for use by the Town for recreational leagues. Faith Baptist Church also has a gym that can be rented and used by the Town for recreational leagues and events.

The Town offers youth basketball and baseball recreational leagues, but due to the popularity of these programs and the lack of facilities in Town, registration is often limited.

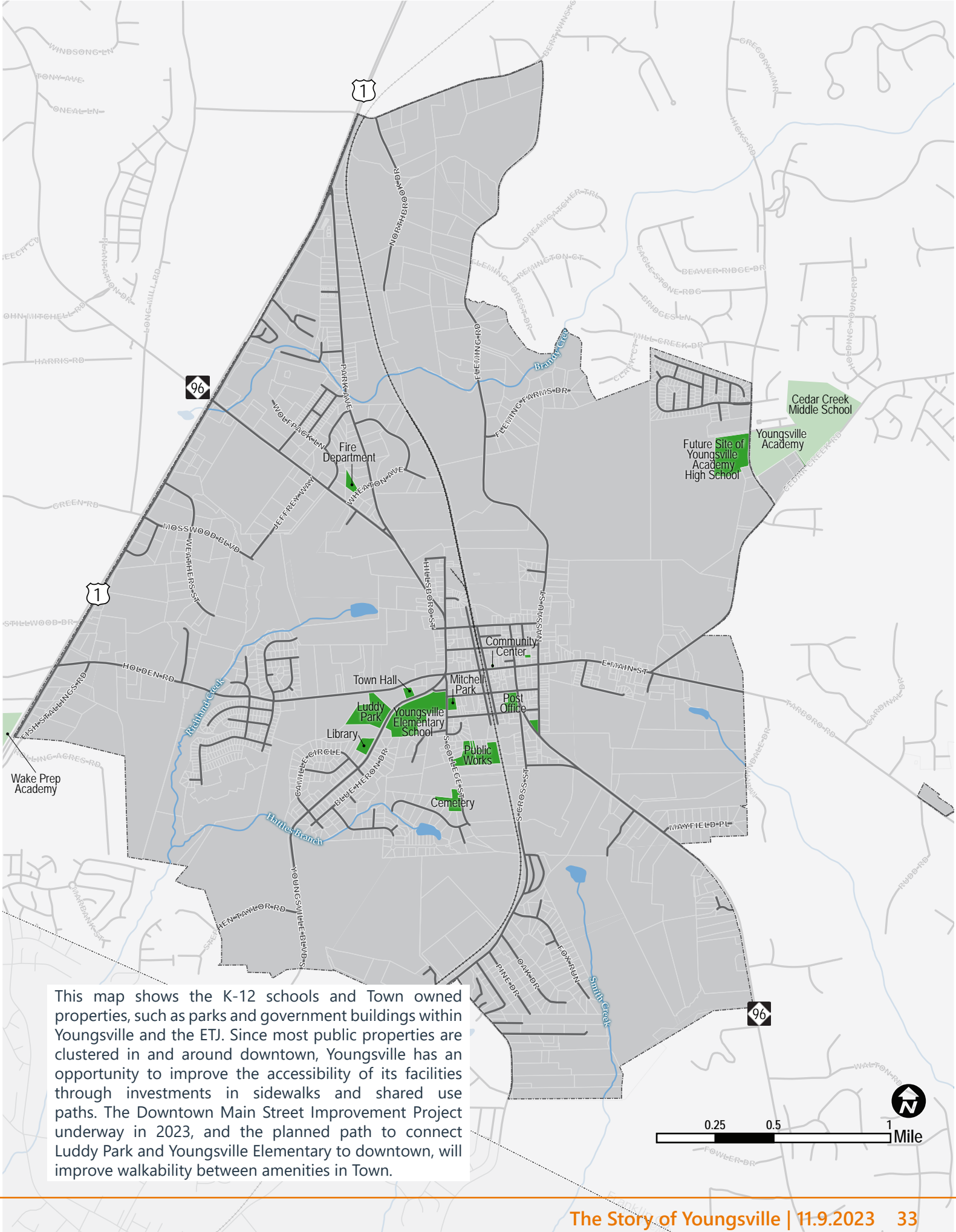
According to ParkServ, a dataset operated by the Trust for Public Land, 40% of Youngsville residents are within a 10-minute walk of a public park. It should be noted that this statistic does not include residents living within the ETJ, many of whom live too far away to walk to the parks.

The ParkServ dataset also does not evaluate the presence of sidewalks and the safety of walking to parks. Right now, the incomplete sidewalk network makes it difficult to walk to the parks and school. The Town is in the process of designing and constructing new sidewalks and crosswalks in downtown. Future sidewalk extensions would help improve access and safety for the Town’s park facilities and schools.

There are currently no publicly accessible trails within the Town or ETJ. The CLUTP offers an opportunity for the Town to evaluate current deficiencies in its parks and recreational facilities and identify future locations for facilities and trails.



Irene Mitchell Park offers opportunities for passive recreation, picnics and small gatherings in Town.



LAND USE & BUILT ENVIRONMENT

CURRENT LAND USE

The map at right shows current land uses within the Town and extraterritorial jurisdiction (ETJ), using data from the Franklin County Tax Assessor's Office. Land is categorized into seven general categories of use such as residential, agricultural, industrial, and commercial (see table below for full list). "Undeveloped" properties are those that do not have taxable structures on them. The Civic/Tax Exempt category includes properties that are owned by the Town and other privately held tax exempt parcels, such as religious institutions and open space parcels owned by homeowners associations. Parcels in the "Other" category represent minor uses that do not fit within these categories.

Land Use	Acres
Agricultural	585
Commercial	266
Civic/Tax Exempt	187
Industrial	321
Residential	1,310
Undeveloped	2,135
Other	195
Total	5,000

Land use categories are different than a property's zoning. The zoning on a property sets laws and regulations about what uses and building forms can be built on a property, but zoning does not always reflect what is built there today. The map of current land use is also different from the Town's "Future Land Use Plan" which identifies a future vision for land uses and informs decisions, such as

whether to approve a rezoning to a different use. The data on this map are used by the Tax Assessor's Office to inform property tax rates for each parcel and it is the best source of data to see how land is currently developed and being used within Town and the ETJ

By far the largest category in current land use is "Undeveloped," which accounts for about 2,000 of the Town and ETJ's roughly 5,000 acres. Undeveloped properties do not have buildings on them and typically have natural land cover such as meadows or forests. Most undeveloped parcels are large in size, some of which are over a hundred acres, including a 350-acre parcel south of Town along Youngsville Boulevard and Stephen Taylor Road. The other large parcels within the ETJ boundary are categorized as Agricultural, including a cluster of agricultural land southeast of Town.

Residentially used properties are visible downtown in the blocks north and south of Main Street. The majority of the residential properties outside of downtown are part of newer subdivisions east and south of downtown, including Holden Creek Preserve and Patterson Woods. There is also a cluster of larger residential properties north of Town along Fleming Road.

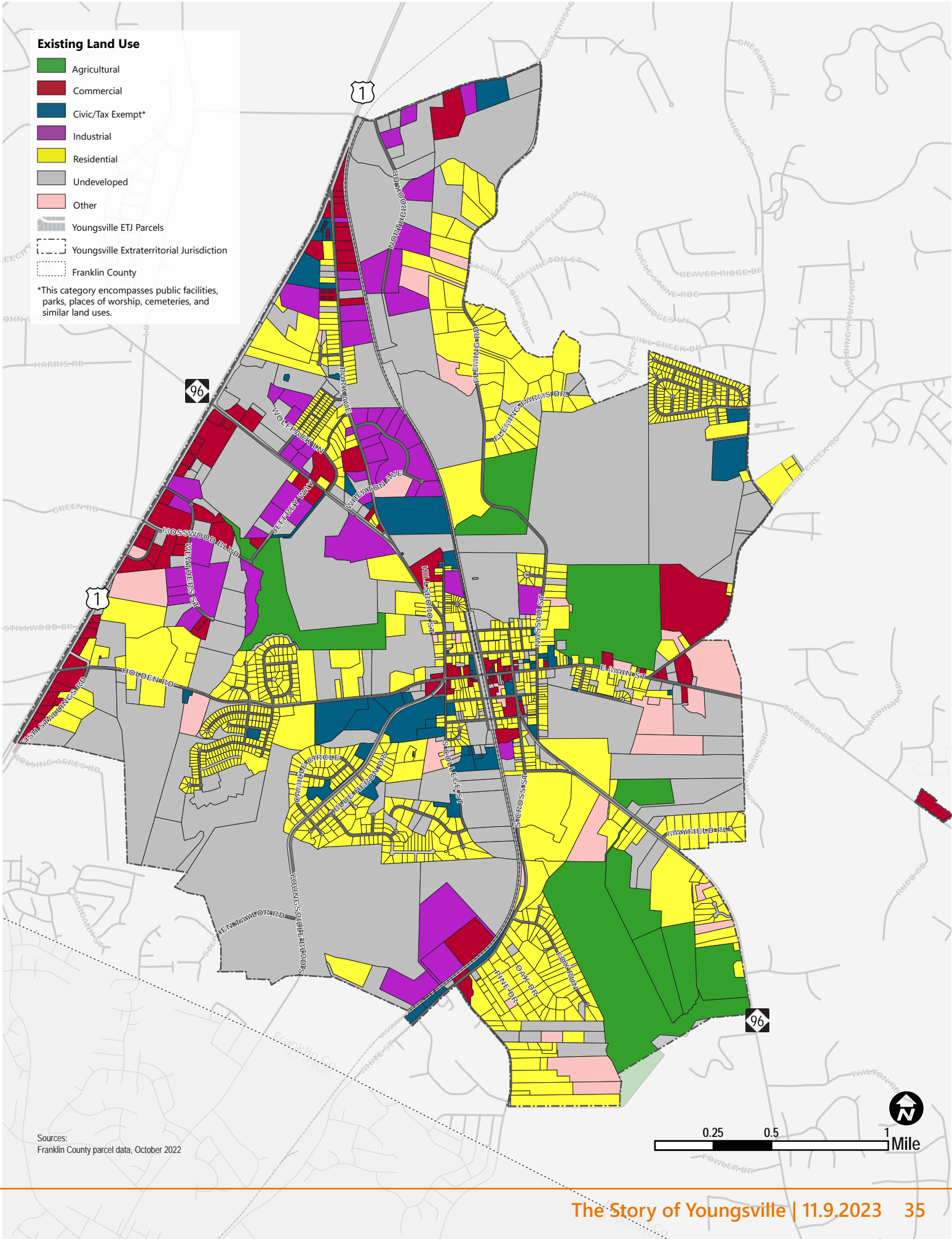
There are about 266 acres of commercial properties within Town and the ETJ, which are mostly clustered along Main Street in downtown and along US 1 west of Town. The majority of the 321 acres of industrial properties are between HWY 96 and the railroad to the north, and east of downtown near the intersection of Mosswood Boulevard Weathers Street.

BUILT ENVIRONMENT

The built environment within Youngsville and the ETJ is heavily influenced by proximity to downtown and timing of construction. Broadly speaking, the built environment outside of downtown can be characterized by suburban and auto-oriented development patterns. Buildings along US 1 are mostly single story commercial strip centers with large surface parking lots between the building and the street, for convenient access of those driving through Town.

Residential neighborhoods outside of downtown contain predominantly single family detached homes on quarter to one acre lots within planned subdivisions. Subdivision streets meander and often end in cul-de-sacs. These neighborhoods typically have only one or two entrances onto a major street and residents have little ability to walk from their houses to nearby Town amenities due to lack of street connectivity and sidewalks.

The built environment within downtown reflects a more traditional and human-scaled development pattern that is conducive to walking. Buildings front the sidewalk on Main Street, with pedestrian entrances along the sidewalk. There is a mix of housing and businesses within downtown that allows for convenient walking between destinations and a "park once" environment for visitors.



ASSETS, CHALLENGES, & OPPORTUNITIES

OVERVIEW

Youngsville is at a pivotal moment in the Town's history. Over the past decade, the Town's population has nearly doubled, and the rate of growth is expected to escalate as the growth pressure increases from the greater Triangle Region.

Recent growth has manifested in a pattern of suburban residential development patterns around Town, which has created impacts including increased traffic and strained public utilities such as wastewater treatment. With this Plan, the Town has the opportunity to shape its future by choosing to build upon its assets and grow in a way that is smart and sustainable while preserving treasured places.

The following pages provide a summary of the key assets and treasured places worth protecting and enhancing; some challenges the Town will face as it continues to grow; and opportunities that the Town can embrace and build upon to improve the quality of life for all community members in Youngsville.

ASSETS & TREASURED PLACES AT A GLANCE

Assets and Treasured Places are features of Town that community members value and cherish. These features are part of what makes Youngsville special and are worthy of protecting as part of this planning effort. A few of the Town's assets and treasured places are highlighted below, with a complete list and map on the following pages.

- » Luddy Park
- » Walkable downtown street grid
- » Mix of local businesses
- » NC Bike Route 2
- » Youngsville Elementary
- » Connectivity to Raleigh

CHALLENGES AT A GLANCE OPPORTUNITIES AT A GLANCE

For much of its existence, Youngsville has been a small community surrounded by farms and countryside. Since the 1910 tobacco boom, the Town population has hovered around 500 people. That began to change at the turn of the 21st Century when the population began a steep incline, mostly due to growth creeping north from Raleigh and Wake County.

Many of the challenges the Town faces today are attributable to this recent and rapid growth. Town infrastructure that was originally designed to support a population of 500 is being stretched thin by the current population of 2600 and the growth felt around the periphery of Town in Franklin County.

Pages 36-38 describe some challenges the Town is facing in more detail, with a few highlights listed below.

- » Traffic issues throughout Town
- » Lacking bicycle & pedestrian infrastructure
- » Limited housing options
- » Growth and development on the Town's periphery
- » Water and wastewater infrastructure
- » Community facilities and infrastructure

With new growth comes new opportunities. Growth brings new people to Town to support local businesses, it brings new vibrancy and vitality to Town, and it creates an opportunity to improve quality of life for current and future residents through investments in new services, infrastructure, and Town facilities.

Pages 39-42 list opportunities that Youngsville should take advantage of as it plans for the next 25 years. A few highlights are listed below.

- » Building on a strong downtown
- » Improving walkability
- » Making Downtown a 'park once' place
- » Leveraging new growth and development
- » Tapping into the regional parks & greenway network
- » Improving roadway connectivity
- » Staying true to Youngsville's history and identity



ASSETS & TREASURED PLACES

YOUNGSVILLE COMMUNITY ASSETS

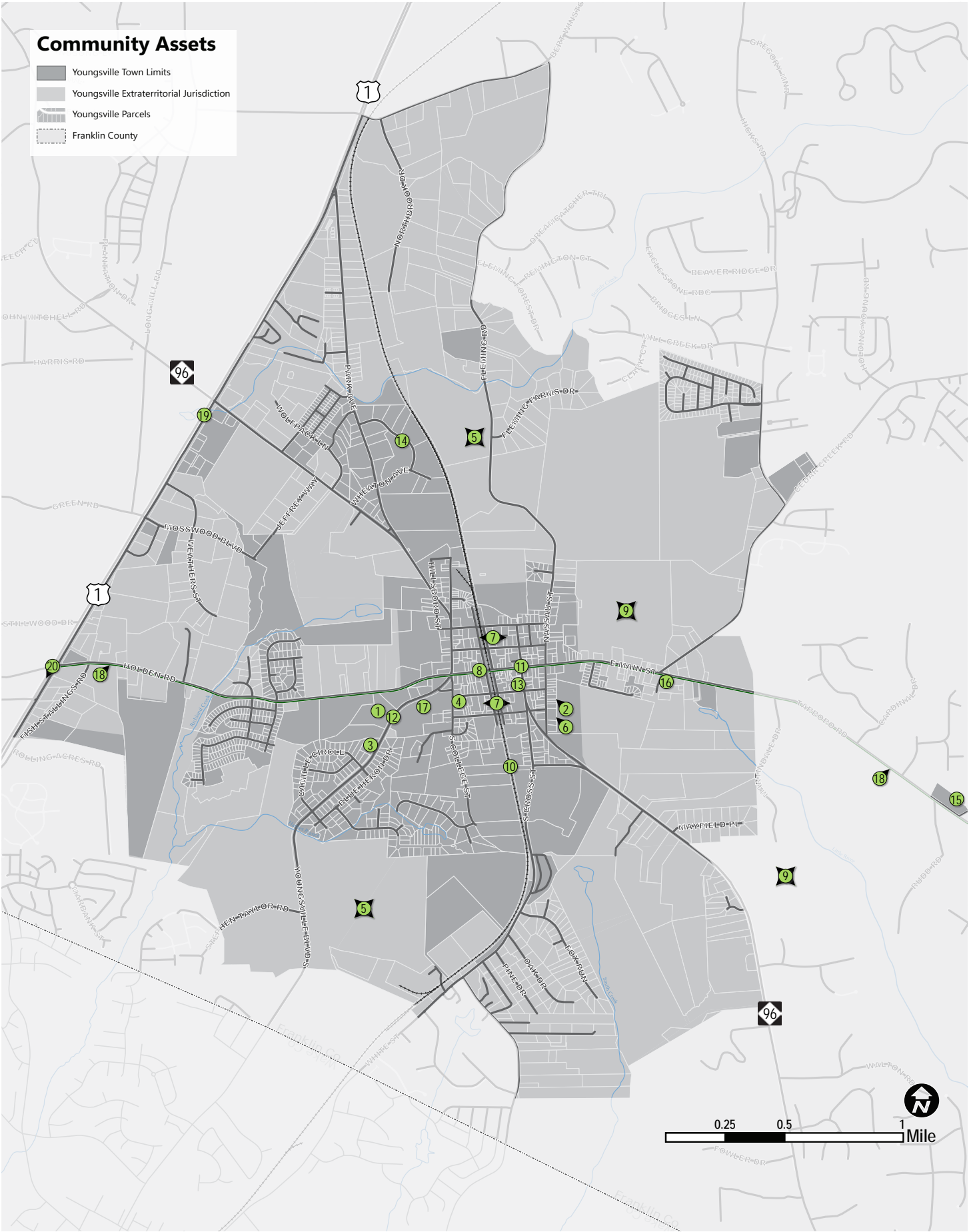
The list of assets to the right corresponds to the numbers on the map on the following page. These assets were identified by members of the community through a downtown walking tour, a series of listening sessions, and a community workshop. Community members identified on a map and through the downtown tour which parts of Youngsville they treasure most.

These assets and treasured places include unique characteristics of the Town, such as its local businesses, downtown residential neighborhoods, and local farms.

Others on the list are key parts of the Town makeup and community facilities that contribute to the quality of life for Youngsville residents. These include the walkable street grid, the downtown tree canopy, connectivity to Raleigh, and the downtown streetscape.

A critical aspect of the CLUTP process will be to identify strategies to protect, enhance, and build upon these community assets, so that as Youngsville grows, it stays true to its history and identity and continues to be a great place to live, work, and visit.

- 1 Luddy Park
- 2 Downtown residential neighborhoods
- 3 Youngsville Library
- 4 Irene Mitchell Park
- 5 Forest and open space
- 6 Walkable downtown street grid
- 7 Downtown tree canopy
- 8 Downtown streetscape
- 9 Local farms around the Town
- 10 Railroad corridor - potential for passenger rail
- 11 Mix of local businesses
- 12 Cluster of public facilities
- 13 Downtown Armory - potential to re-purpose
- 14 Franklin Park Industrial Center
- 15 Hill Ridge Farms agritourism
- 16 Local produce outlet
- 17 Youngsville Elementary
- 18 NC Bike Route 2
- 19 Commercial activity center
- 20 Connectivity to Raleigh



CHALLENGES

TRAFFIC ISSUES THROUGHOUT TOWN

Truck traffic along HWY 96 through the heart of Downtown creates noise, localized air pollution, and traffic backups in Town. Spillover effects of this include cut through traffic on residential streets, safety concerns at intersections, and an unpleasant experience for patrons of downtown businesses.

Additionally, the Town experiences lengthy traffic delays through downtown and along main arterials during peak times, especially during the after-school hours.

LACKING BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Most roads in Youngsville lack sidewalks. In addition, there are no existing bicycle lanes or paths in Town. These conditions make it difficult to walk or ride a bicycle to most destinations in Town, forcing most residents to use an automobile for trips throughout Town, even trips of a short distance.

DOWNTOWN PARKING

The only public parking downtown is on-street parallel parking, which can be difficult to access during peak traffic times. Some private lots are available to customers of downtown businesses, but this parking is not well known to visitors of Town. The current parking is not sufficient during peak visitation times, such as during events and celebrations, which can draw hundreds of visitors.

KEEPING REVENUE LOCAL

Residents and business owners expressed a need for more diverse dining options and entertainment for families and young adults in Town. Residents often choose to visit neighboring towns for entertainment and visitors to local events and amenities such as Hill Ridge Farm are forced to go elsewhere for a sit-down meal due to the limited dining options in Town.



Truck traffic on Main Street is a constant during daytime hours and creates noise and localized air pollution downtown.



Pedestrians walking on Pine Street with no sidewalks as cars pass during a downtown walking tour.



A privately owned parking lot that serves multiple businesses in Downtown.

LIMITED HOUSING OPTIONS

The local housing stock (both older and newer homes) is mostly single family detached housing, with some townhouses and duplexes in newer neighborhoods. There are few housing options in Town that would be considered affordable for low-to-moderate wage earners or public sector employees, such as teachers.

GROWTH AND DEVELOPMENT ON THE TOWN'S PERIPHERY

The Town does not have control over the types and forms of development that occur outside of its boundaries. Often the forms of development that occur just outside of the Town's Extraterritorial Jurisdiction (or ETJ for short) are low density residential sprawl. Residents in these locations rely on the Town for certain amenities and services, but do not pay taxes to support needed infrastructure development.

WATER AND WASTEWATER INFRA- STRUCTURE

Based on regional trends, the Town is expected (and has already begun) to experience substantial population growth in the coming years. Providing new and existing residents with needed services such as water and sewer service will require substantial upgrades to existing infrastructure and facilities. This work has begun by upgrading water lines downtown to increase capacity. Additional upgrades, such as centralized wastewater pump stations for Town will also be needed in the near future.

COMMUNITY FACILITIES AND INFRASTRUCTURE

In addition to water and wastewater needs, Town residents and staff have identified needed upgrades to facilities and infrastructure in Town. Current needs include adding curb, gutter, and sidewalks as well as stormwater management facilities to downtown streets (beyond just Main Street). Residents also identified a need for new and upgraded parks and recreational facilities, and sidewalks and bicycle paths to connect to other destinations in Town. As growth continues, these needs will become even more pronounced.



Aerial of a single family detached subdivision in town



The Main Street Improvement Project, which will improve sidewalks and add crosswalks downtown is currently underway. This project includes upgrading of waterlines to increase capacity for growth downtown.



Community members expressed a desire to see updated amenities in parks, such as at Irene Mitchell Park, pictured above, to activate this space.

PRESERVING LAND FOR EMPLOYMENT AND INDUSTRIAL USES

Much of Youngsville’s land outside of downtown is designated for residential and agricultural uses. Before this land is developed, some land should be identified for future employment and industrial uses. This will help to strengthen and diversify the local economy and provide local jobs.

Identifying appropriate land for industrial/employment uses can be challenging. Sometimes these uses have additional infrastructure needs such as three-phase power, highway access, and public water. In addition, residents may object to having these types of users locate near their homes, even though many industrial uses today are technology based and may have little to no impact on adjacent uses.

A CHANGING RAILROAD CORRIDOR

With plans underway for the new S-Line passenger rail from Raleigh to DC, it is expected that the at-grade crossings of the railroad at Pine and Winston will close to vehicular traffic. It is possible that pedestrian crossings in these locations may remain. However, the closure of the roadway crossings will reduce vehicular connectivity, putting even more pressure and traffic onto Main Street.



Available flex and industrial space for business expansion and new businesses is limited.



The railroad crossing at Pine Street, anticipated to close when the S-Line Service starts.

OPPORTUNITIES

BUILDING ON A STRONG DOWNTOWN

Downtown Youngsville has many features that make it a great place, including a quaint and historic building stock, a walkable street grid, and mature canopy trees. The downtown is also home to a group of dedicated local businesses with owners who are committed to keeping Youngsville vibrant.

Opportunities for expanding the downtown street grid, bringing in more housing that is walkable to downtown, and the possibility of a commuter rail station all make downtown poised to grow and evolve in a way that stays true to Youngsville’s past as a railroad town while meeting future needs of the growing Town.



Charron’s Deli and Cafe is a Downtown mainstay.

IMPROVING WALKABILITY

The downtown streetscape project will improve walkability along Main Street through downtown. The Town should continue to expand options for walking to and from Town to nearby amenities such as the parks, elementary school, and the library. New developments surrounding downtown should build sidewalk and greenway connections between downtown and newer residential areas. Public investment should be focused on connecting existing and older neighborhoods, especially higher density areas such as along Wolfpack Lane to downtown and along US 1A to Food Lion.



Rendering of proposed shared use path and crosswalk at Youngsville Elementary and Luddy Park (2015 Bike Ped Plan).

MAKING DOWNTOWN A ‘PARK ONCE’ PLACE

For visitors to downtown who are not able to walk or ride a bike, the Town should encourage a ‘park once’ environment where people can park their car and walk between downtown destinations. Continuing to pursue opportunities to use underutilized spaces for parking (such as the Downtown Armory parking lot) and providing wayfinding signage can support a park once downtown.



The Downtown Armory parking lot is currently underutilized.

LEVERAGING NEW GROWTH AND DEVELOPMENT

New growth brings new revenue to the Town and new people who can help support local businesses. Developers can build or provide funding for needed capital projects associated with their developments and identified in the CLUTP, such as future roads, trails, and parks.

The Plan can also lay out a vision for needs such as greater housing options and resource preservation so that new growth happens in a way that supports the Town’s vision. One example of this is expanding housing choice by recommending that new developments of a certain size provide a mix of housing types.

TAPPING INTO THE REGIONAL PARKS & GREENWAY NETWORK

Town residents expressed a need for more and updated park facilities to support the growing population. The updated CLUTP should identify locations for new parks and trails so that when development is proposed, park land or portions of trails can be dedicated and constructed at the time of development.

A specific need identified by community members and business owners is a permanent gathering space downtown that could host events such as a farmers’ market or live music. Residents also identified the need for more trails and paths. The Town has the opportunity to tap into the greenway network of greater Raleigh by building a shared use path connection south of Town to Wake Forest.

IMPROVING ROADWAY CONNECTIVITY

The downtown street grid and the roads that ‘spoke’ out of Town, such as US 1A, Fleming Road, and HWY 96 provide a foundation for a better connected roadway network. A key opportunity with this CLUTP update is to create a multi-modal Transportation Plan that identifies needed roadway connections so that future development surrounding downtown can support the build out of a connected street network. Part of the Transportation Plan will be to continue to prioritize and to build out segments of the alternative truck route bypassing Town, so that trucks are able to avoid driving through downtown.



The CLUTP can include recommendations for a mix of housing types. Pictured above is a triplex designed to fit the context of a single family neighborhood



By building a few key shared use paths, Town can link up to Franklin County and Wake County greenway networks.



The downtown street grid and the roads that ‘spoke’ out of the downtown, such as US 1A, Fleming Road, and HWY 96 offer an opportunity for greater connectivity.

STAYING TRUE TO YOUNGSVILLE’S HISTORY AND IDENTITY

Youngsville grew up along its railroad and several downtown buildings date back to Town’s early founding. Youngsville can support the protection of its historic building stock by allowing the adaptive reuse of existing buildings in downtown. Infill development in Town will allow for higher density housing near downtown to support local businesses.

Context sensitive design of redevelopment and infill development can ensure that new buildings are compatible with old buildings. The Town has an opportunity to continue its legacy as a railroad community by planning for and supporting the potential for a future rail station along the proposed commuter rail connecting south to Raleigh and points beyond.

EMBRACING THE BICYCLE COMMUNITY

Safe and connected bicycle facilities have several benefits including reduced traffic congestion, healthy commuting options for residents, and increased visibility for local businesses. The Town can build on the recommendations from the 2015 Youngsville Bicycle and Pedestrian Plan to identify the most important bicycle routes to invest in, such as the NC State Bike Route 2 Mountains to Sea Trail, which runs along Holden Road, Main Street, and Tarboro Road. Building a paved shoulder or side path for bicycles along this route can create a safer, more enjoyable experience for cyclists. The addition of wayfinding signage and bicycle parking can encourage through cyclists to stop for a meal or overnight stay in Town.

SHARED INFRASTRUCTURE TO SUPPORT GROWTH

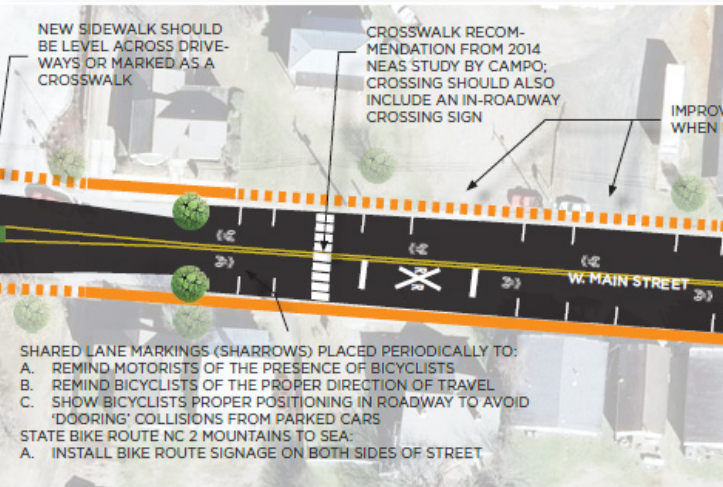
The Town has the opportunity to support new growth in and around downtown by providing needed infrastructure for businesses and future residential infill. This could include a public shared parking facility and stormwater management infrastructure to reduce flooding and runoff from large storm events. The Town could explore various funding sources for these facilities such as user fees (for parking), tax increment financing, or a business improvement district.



Woodlief’s Supply, Downtown Youngsville, NC – Circa 1958
Courtesy of Youngsville Museum of History



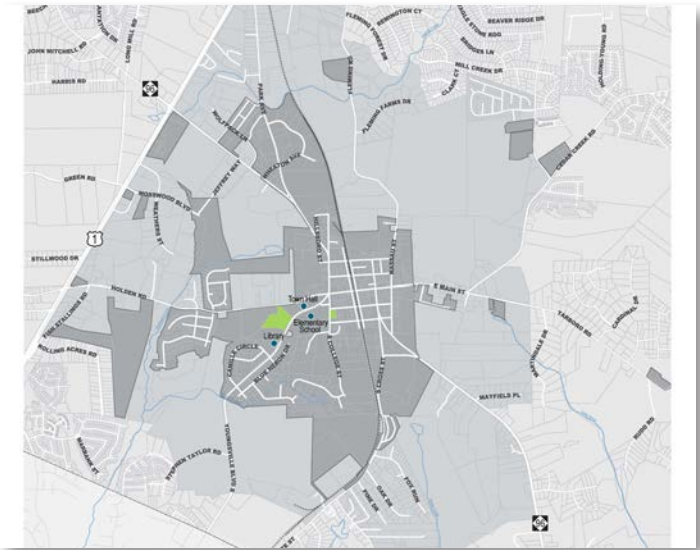
NC Bike Route 2 Mountains to Sea trail runs through town along Main Street and can be a draw for bicycle tourism.



Conceptual plans showing future crosswalks, sidewalks, and bicycle sharrows on Main Street (from 2015 Bike/Ped Plan)

EXPANSION OF EXTRATERRITORIAL JURISDICTION (ETJ)

Growth and development around the periphery of Town’s borders often takes the form of low density, suburban sprawl, which is inefficient, creates impacts on Town roads and facilities, and does not support goals such as walkability, minimal stormwater expenses, and tree canopy preservation. One way to help manage growth in these areas is to expand the ETJ border in areas that may eventually become part of the Town. Doing so will allow Youngsville to regulate the forms and types of development in these areas through zoning regulations. This will help ensure that the Town can grow in a way that supports the community’s vision for growing in a smart and sustainable way.



The map above shows the current Town boundary (dark grey) and ETJ (light grey).

NEW SERVICES FOR COMMUTERS

A large percentage of Youngsville’s workforce commutes to the Research Triangle and the greater Raleigh area for work. When the S-Line begins passenger rail service, it is expected that there will be a commuter rail stop in Youngsville. The Town should find opportunities to support the S-Line project as it moves forward and should begin to plan now for future infrastructure needs such as a park and ride lot. The CLUTP can be used to identify locations for the future station and needed parking to ensure that space is available for these facilities in the future.



North Carolina passenger rail, pictured in Raleigh (source Trains.com)



PLANNING & LOOKING AHEAD

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FORECASTING GROWTH

RECENT GROWTH TRENDS

Youngsville’s population nearly doubled from 2010 to 2020, per the North Carolina Office of State Budget and Management (OSBM), with much of that growth occurring in the last few years. The Town’s 2021 population estimate from the U.S. Census is 2,503.

Youngsville and the surrounding areas of southwestern Franklin County have been the focus of an outsized proportion of Franklin County’s recent growth. The Town is contained by two Census Tracts, 5.01 and 5.02, divided along US 1A. These tracts’ combined population stood at 11,300 in 2010, just under 20 percent of the County’s 58,500 people. The two tracts have grown by nearly 6,000 people in the past 10 years, to 17,200, a growth rate exceeding 50 percent. Moreover, that nearly 6,000 person increase accounts for more than 60 percent of the County’s 9,500 person rise over the same period.

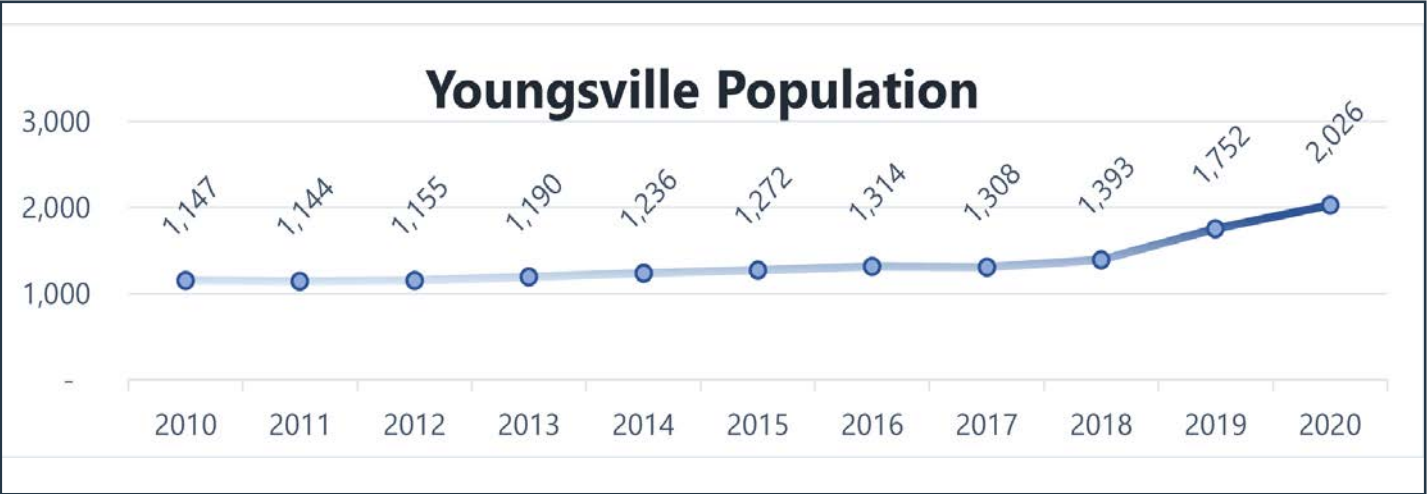
While the Town of Youngsville is also growing quickly, it accounted for only 9 percent of the County’s 2010-2020 population growth. The vicinity surrounding the Town’s zoning jurisdiction has been encumbered by more than five times as much development over the last 10 years as within the Town. However, while most of the growth in southwestern Franklin County is not attributable to Youngsville, it demonstrates development pressures and locational preferences for this portion of Franklin County,

which is more accessible to the job and entertainment opportunities of Raleigh and Wake County.

LOOKING AHEAD TO 2050

Youngsville has opportunities to grow and leverage growth for new amenities that residents have indicated a desire for, such as parks, trails, transportation improvements, and local shops and restaurants. However, forecasting the Town’s population in 2050 is not an exact science. Traditional population and employment forecasting methods are poor fits given Youngsville’s current size, potential for land expansion, and growth pressures. Straight line forecasting used by the Town in the past resulted in long-term population estimates that were exceeded while the plans were still being drafted

This forecast of Youngsville’s 2050 population relied on new inputs to develop a growth range. These inputs include an evaluation of geographical peers within the Triangle region that have already experienced growth; a buildout analysis of land within Youngsville’s current extraterritorial jurisdiction; and revised proportional growth forecasting methods, which forecast Youngsville’s growth based on the OSBM forecasts for Franklin County, including up-to-date data that captures recent growth trends in both jurisdictions (see the table at right).

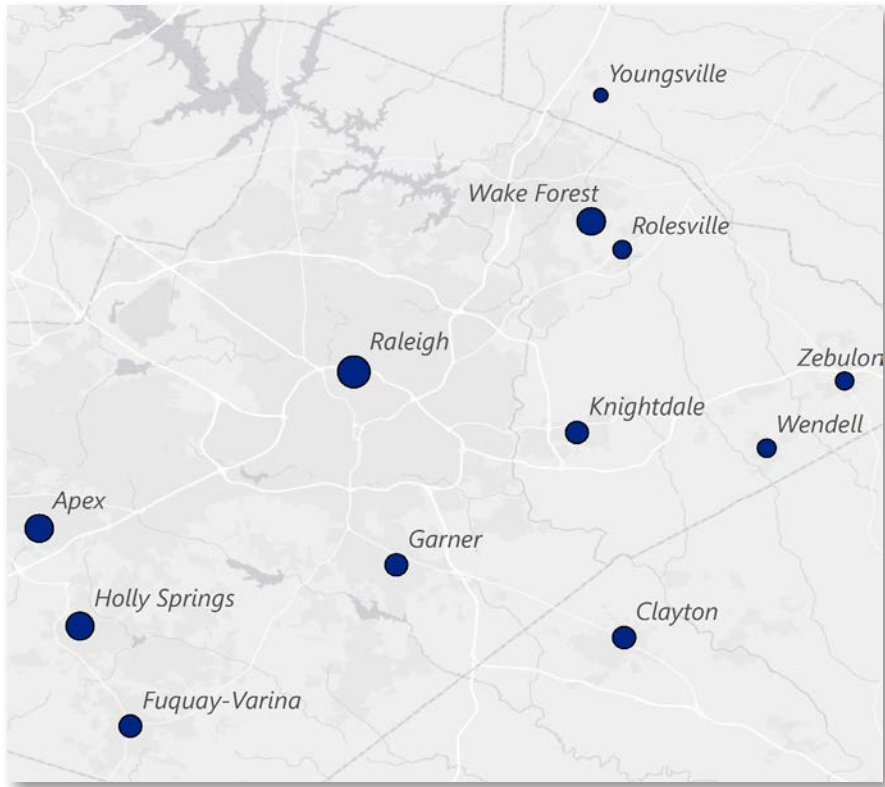
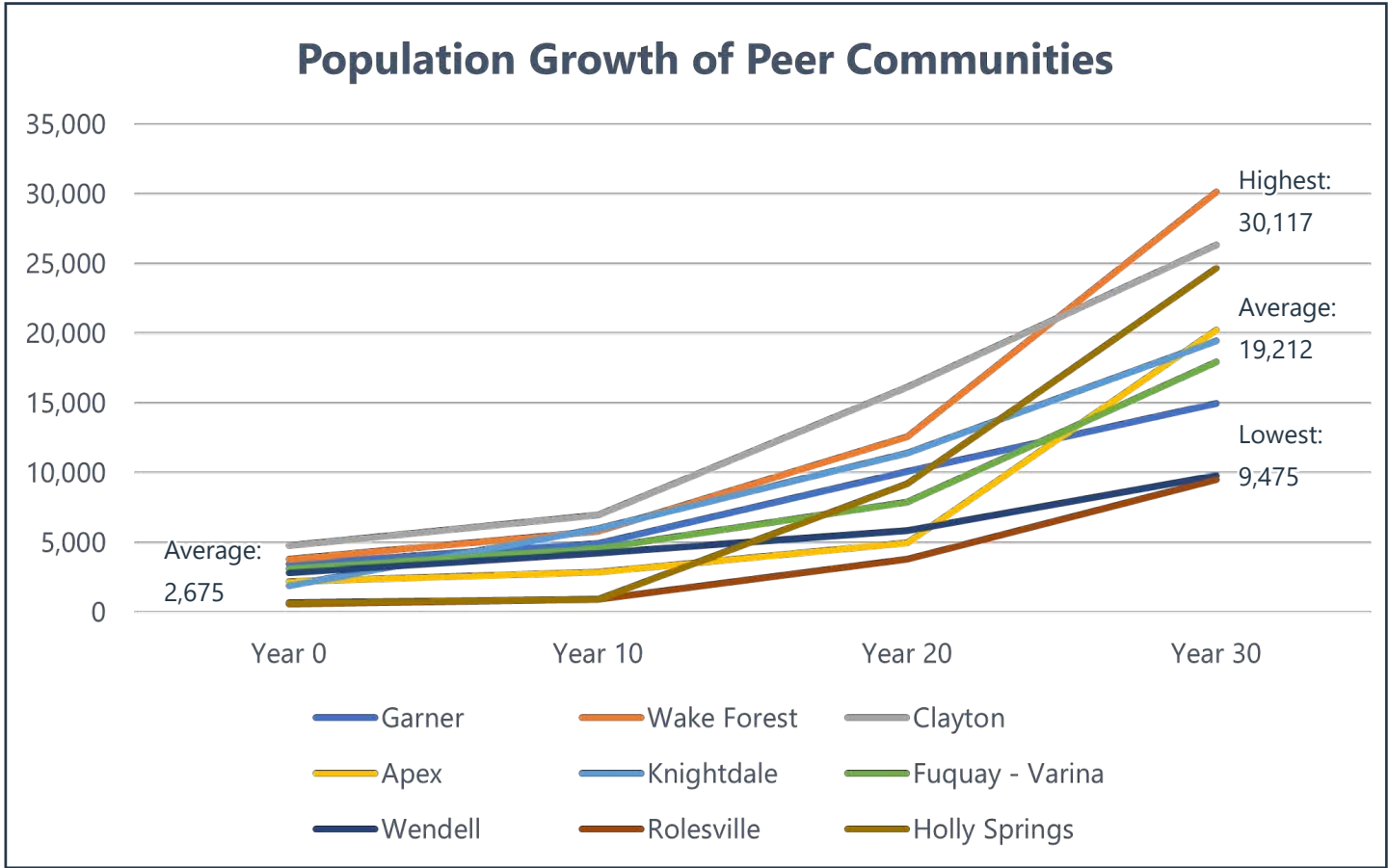


Franklin County Census Tracts Growth Trends

Tract Number	Location within County	Growth	2020	2015	2010
37069060100	North-Central (Hayesville – Sandy Creek)	3.2%	5,041	4,511	4,887
37069060200	Northeast (Centerville)	-7.1%	3,461	3,599	3,726
37069060301	North Central (Louisburg North)	5.0%	5,963	5,685	5,680
37069060302	Central (Louisburg South)	-4.4%	2,441	2,338	2,554
37069060401	West Central (Franklinton Twp)	24.7%	3,103	2,494	2,489
37069060402	Central (Franklinton)	-11.7%	4,814	4,853	5,452
37069060501	Southwest (Youngsville)	78.8%	7,969	6,567	4,456
37069060502	Southwest (Youngsville)	35.8%	9,260	8,512	6,820
37069060600	South Central (Harris Twp)	25.7%	9,773	8,664	7,777
37069060700	East (Cypress Creek Twp)	25.6%	6,167	5,919	4,911
37069060801	Southeast (Bunn)	-10.3%	4,349	4,137	4,847
37069060802	Southeast (Dunn Twp)	16.7%	5,686	5,017	4,874

*NOTE: Some listed tracts were split in 2020, so the 2020 summary is an amalgam of the 2010 tract boundaries





GEOGRAPHICAL PEER COMMUNITY GROWTH

The development trajectory of other towns within 30 miles of downtown Raleigh demonstrates the importance of planning for growth. Many small towns around the Triangle have already gone through periods of growth that Youngsville may be on the cusp of experiencing, and their population increases serve as real-world examples of Youngsville's potential future. Looking at nine such communities across the region shows how often similar population growth trends have occurred. The following graphics list the population change of these communities through their fastest 30-year period of growth.

Each of the peer communities experienced population increases after starting with populations between 600 and 5,000, then increasing substantially over 30 years. On average, these nine peers started at 2,600 people and grew to 19,200. Even when removing the largest city, Wake Forest, the

Geographical Peer Community Growth Trends

Garner		Clayton		Knightdale	
Year	Population	Year	Population	Year	Population
1960	3,451	1990	4,756	1990	1,884
1970	4,923	2000	6,973	2000	5,958
1980	10,073	2010	16,116	2010	11,401
1990	14,967	2020	26,307	2020	19,435
Change	334%	Change	453%	Change	932%
Holly Springs		Wendell		Rolesville	
Year	Population	Year	Population	Year	Population
1980	688	1990	2,822	1990	572
1990	908	2000	4,247	2000	907
2000	9,192	2010	5,845	2010	3,786
2010	24,661	2020	9,793	2020	9,475
Change	3,484%	Change	247%	Change	1,556%
Fuquay-Varina		Apex		Wake Forest	
Year	Population	Year	Population	Year	Population
1980	3,110	1970	2,192	1980	3,780
1990	4,562	1980	2,847	1990	5,769
2000	7,898	1990	4,968	2000	12,588
2010	17,937	2000	20,212	2010	30,117
Change	477%	Change	822%	Change	697%

average peer grew to just under 18,000. These estimates are for the most comparable timeline of municipal growth, and all communities have continued to grow beyond the initial 30-year period.

The graph reveals the wide range of growth prospects small Triangle communities closer to Raleigh have faced. The second ring of suburban communities around Raleigh are now confronting trends previously experienced by closer in suburbs, such as Cary and Apex. For example, Zebulon is a nearly identical highway distance from downtown Raleigh (25 miles). This small town on the eastern edge of Wake County grew by 55 percent from 2010 to 2020, has already eclipsed 7,000 people after being 4,400 in 2010.

PROPORTIONAL GROWTH

Another common method for forecasting the Town's future population is to estimate what percentage of the County's additional people will locate within the Town. This method relies on the State's 2050 population forecast for Franklin

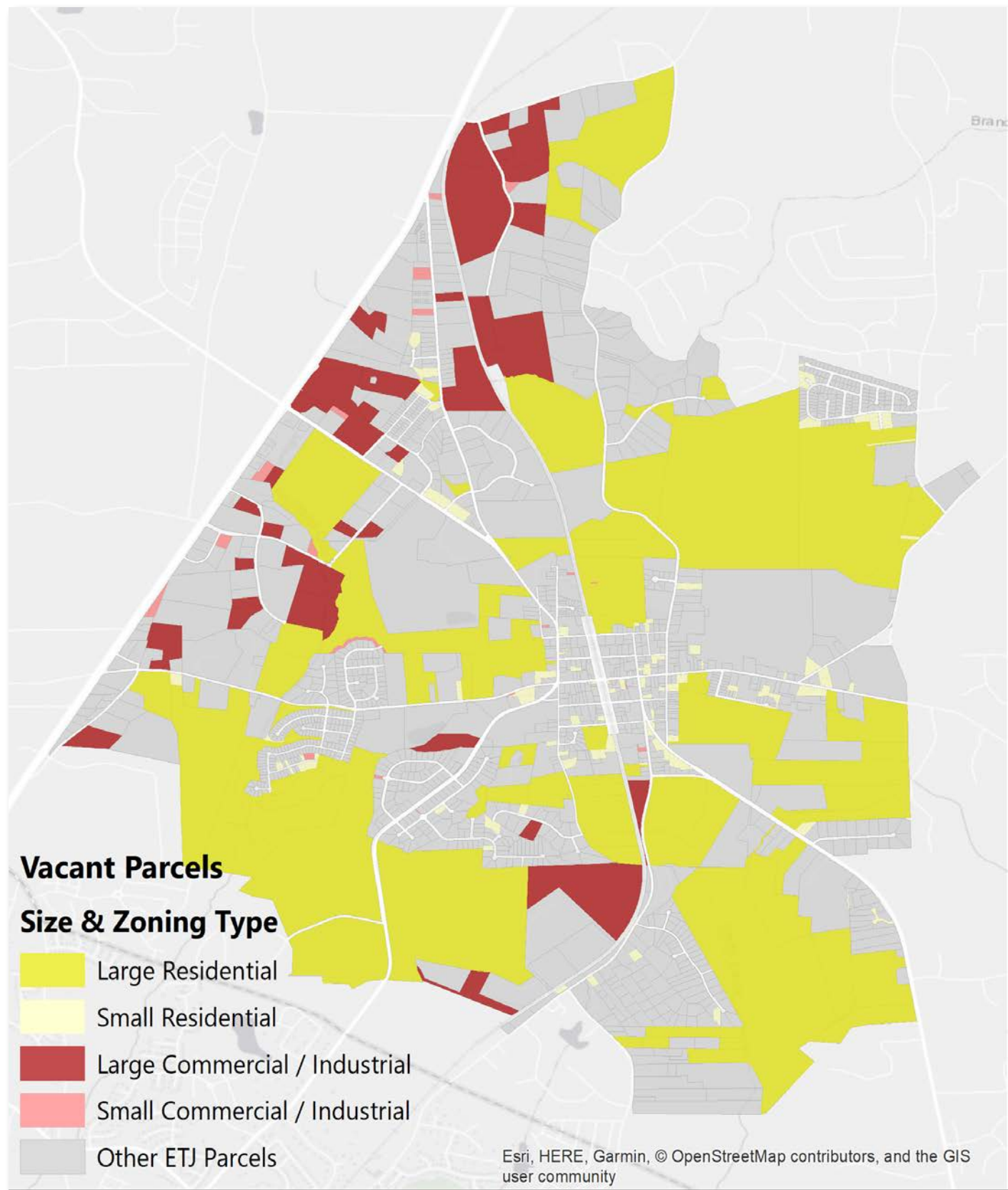
County. OSBM expects Franklin County to grow from 68,500 in 2020 to more than 118,000 in 2050, a net increase of just under 50,000 people. Proportional allocation method suggests a significant, but potentially under-counted, population increase for Youngsville.

The table below shows three 2050 population estimates using a different rate for proportions of Franklin County's total growth. The lowest 2050 population estimate for Youngsville applies the Town's proportion of the County's growth between 2010 and 2020. The middle estimate applies a larger proportion, based on the Census estimates for 2015 – 2020. The largest estimate assumes the Town's proportion of Franklin County's growth will continue to increase.

While these are sizable population gains, they are lower than the previously calculated growth of Youngsville's historical peers. Notably, these estimates do not consider new neighborhoods that have received zoning authority. As such, the proportional growth method is lacking as a method for forecasting the growth of a community such as Youngsville.

Proportion of County Growth	Rationale	2050 Population
9% (last 10 years)	Similar to 2010-2020 proportion	6,600
13% (last 5 years)	Similar to 2015-2020 proportion	8,600
17% (trend)	Presumes increasing proportions reflecting recent change	10,500

Vacant Parcels in Youngsville & ETJ



Average new units per acre (large parcels)	Total large residential acres	Total new units (includes small parcels)	Persons per unit (all parcels)	Total new population	Total 2050 population
2.0	2,150	4,450	3	13,350	15,500
3.0	2,150	6,600	3	19,800	22,000
4.0	2,150	8,750	2.5	21,875	24,000

BUILDOUT ANALYSIS

A buildout analysis can also help contextualize Youngsville’s growth prospects by assigning population and employment growth to vacant and underdeveloped land at varying intensities. The map on the preceding page highlights currently vacant parcels, and their zoning in 2022, within the extraterritorial jurisdiction boundary. The yellow parcels are zoned for residential, and the red shades indicate commercial zoning. These nearly 300 parcels account for almost 2,700 acres. Of the vacant parcels, 74 of them are zoned as residential or mixed use and are more than 2 acres in size, totaling 2,150 acres. Another 150 parcels are residential or mixed use and less than 2 acres. For the purposes of this analysis, it is assumed that parcels above 2 acres are developed as multiple housing units, while sites less than 2 acres are developed as single properties. Using a range of development intensities on the larger residential or multi-use parcels helps set a range of potential new residents.

This buildout analysis suggests that there is ample space for a future population approaching or exceeding 20,000 people, even at intensities already allowed under existing zoning within Youngsville’s ETJ. Were the Town to see more intensive projects, particularly in and around downtown or a future commuter rail station, or experience any redevelopment of underdeveloped parcels, this number could be even larger. This analysis should be viewed as rough estimates for the purpose of understanding Youngsville’s growth potential over the next 30 years.

SUMMARY

The methods in this study can be used to identify lower and upper bounds for Youngsville’s growth.

The proportional growth method, while based on historic trends, does not fully capture the current market demand within the Triangle region or development projects that have already received Board approval. Examining peer communities that have previously gone through a period of high growth can provide insights for Youngsville; however, local conditions such as zoning regulations and environmental constraints can widely impact growth and therefore, these growth rates should be applied cautiously. The buildout analysis does use local conditions and land characteristics to calculate growth potential, including parcel size and current zoning. For these reasons, the buildout analysis is a good measure of Youngsville’s current growth potential, but this method does not assume a growth rate for the community.

Given the rapid expanse of the Triangle region, there is no perfect method for forecasting Youngsville’s population growth. Assuming trends in line with other municipalities around Raleigh, Youngsville could exceed 20,000 people by 2050. The pace of growth, disruption of existing natural areas, and development patterns will be a function both of market demand and local growth management decisions.

COMMUNITY ENGAGEMENT SUMMARY

PHASE 1: LISTEN & OBSERVE

The Town’s first public engagement events in support of the CLUTP were held on October 25 and 26, 2022. Among the events were a walking tour of the downtown area, a community meeting at the Community House on Main Street, and roundtable discussions with business operators, community, and environmental groups. The purpose of the initial engagement activities was to identify the key community assets, challenges, and opportunities that help the Town identify policies and projects to include in the Comprehensive Plan.



Community members and the project team participated in a downtown walking tour on October 25, 2022.

Approximately 50 people participated in at least one of the meetings. The community ideas and input from these meetings was used to form the summary of assets, challenges, and opportunities described on the preceding pages.

The community meeting also provided an opportunity for the public to provide input on what they feel the Town is doing well and what needs the most attention in the CLUTP update. The public gave its highest marks to the Town’s parks and recreation offerings with several people commenting that they appreciate the range of programs offered. Public input focused on several areas where people felt the Town can improve and want to see emphasized in the Plan, including:

- » Vehicular traffic relief and downtown parking
- » Walkability, green space, and bicycle facilities

- » Downtown shopping, nightlife, restaurants, and family-oriented businesses and activities
- » Preservation of natural areas

The Town on November 10, 2022 shared a summary of the public’s input with the CLUTP Advisory Committee, Town Board of Commissioners, and Planning Board who affirmed the ideas shared by the community and contributed additional ideas and concerns. Each group also provided early input on what they feel should be the priorities of the Plan. Their input largely affirmed what the public shared, with the following topics identified as high priorities for the Comprehensive Plan:

- » Congestion relief/new roadway connections
- » Transportation options (such as walking and bicycling)
- » Downtown revitalization
- » Downtown parking
- » Efficient development patterns

Additional concerns expressed by the Advisory Committee, Town Board of Commissioners, and Planning Board included the need to enhance collaboration with Franklin County on planning for growth on the edges of Town, ensuring Town policies match the goals of the Comprehensive Plan, and having infrastructure and resources in place to support future development.



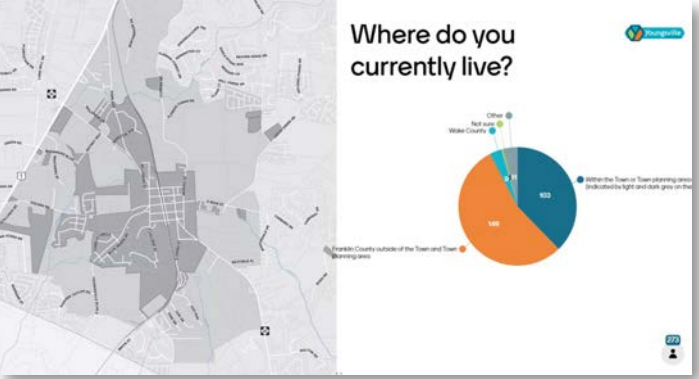
Attendees at an October 25, 2022 community meeting map their treasured places and Town opportunities and challenges.

PHASE 2: ASSESS

Community engagement in the second phase centered around an online community survey. The survey was hosted on the platform Mentimeter.com. The survey included three sections: questions about current Town conditions, asking respondents about what should be prioritized with the CLUTP update, and optional demographic questions to give the planning team information about who was participating to inform future outreach and engagement tactics.

The survey ran from December 2 to December 31, 2022. Outreach methods to spread the word about the community survey included the following: fliers and word of mouth at the Town’s table at the December 3 holiday parade, sidewalk stickers at the event (and after), town Facebook postings, door hangers at rental neighborhoods in Town, email blasts, and fliers at Town Hall.

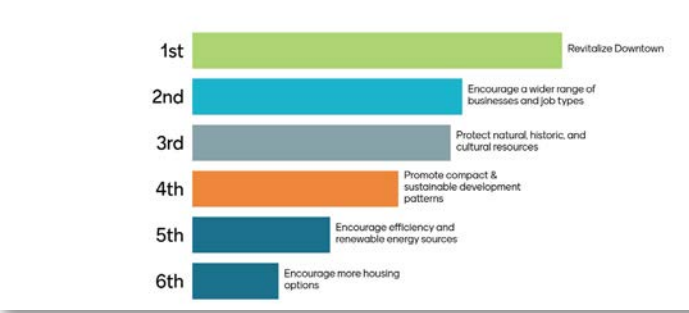
Overall, 377 people completed at least one question of the survey and 266 people completed the entire survey (though some skipped questions). Of 273 people who completed the question asking place of residence, only 103 identified as living in the Town or Town Planning Area (ETJ). Most people identified as living in Franklin County. Though some were from Wake County and other places not listed.



A few key takeaways from the survey are as follows:

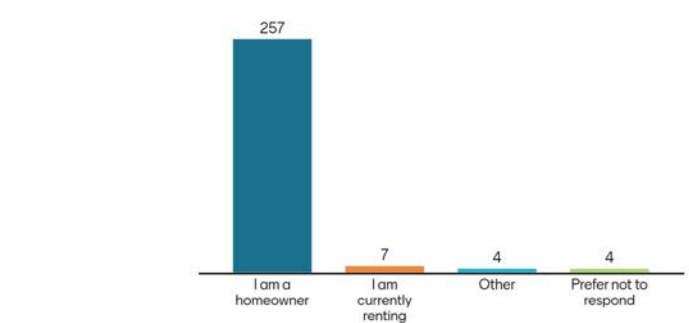
- » The survey had a great response rate; overall people shared thoughtful and meaningful feedback that will contribute to the CLUTP update.
- » The top issues for respondents were improving traffic conditions and adding facilities to support walking and bicycling in Town.
- » A theme of emphasizing downtown was prominent throughout the survey. Respondents expressed a desire for a wider diversity of businesses/shops, wanting more entertainment, family activities, better parking, and walking infrastructure in downtown.
- » Many respondents shared a desire for more greenways, trails, and parks within Town.

Which policies and initiatives are most important for Youngsville’s future?

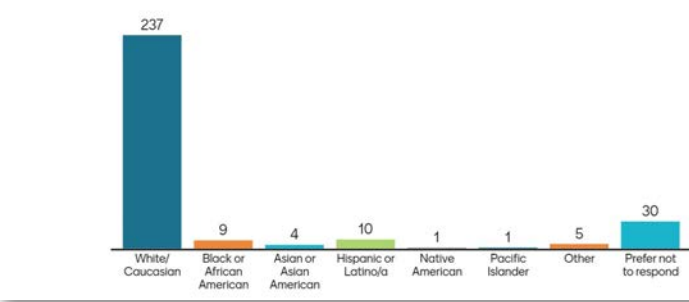


- » People value features of “small town life” in Youngsville: quietness, sense of community, friendliness, knowing neighbors, safety, and affordability.
- » Overall responses show a desire to strike a balance between growth and amenities that come with growth as well as interest in preservation of resources, rural spaces, and retaining qualities that make Youngsville special.
- » Respondents were not representative of Town demographics. Renters and people of color were not well represented. (See the following tables and compare to overall Town demographics from Section 2 of this report.)

Describe your primary residence.



What is your race/ethnicity?



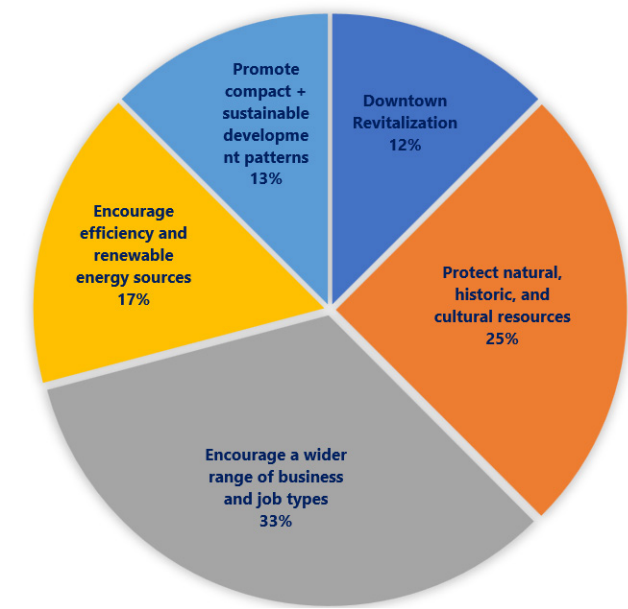
Though the survey had a high response rate, Hispanic and Black community members, and renters, were not well represented among respondents, so the project team conducted additional outreach after the survey closed.

On Saturday, February 18 the Town’s consulting team set up a table outside of La Potosina grocery on US 1 to reach shoppers as they were coming and going. Questions from the community survey were formatted as interactive activities and materials were translated into Spanish.

More than 60 people came to the store while the table was set up, with many stopping to participate in activities. Participants said they would like to see more dining options such as a bakery and street food in Youngsville. People also wanted to see a community center with support services for residents, including domestic violence needs, emergency information, social support, and communication services. Preschool programming, public transportation, and a historic district or museum were also suggested.

Overall, top priorities for participants at La Potosina were investing in resources for people and businesses, and investing in infrastructure.

For the survey question “what policies and initiatives are most important for Youngsville’s future,” respondents at La Postina shared the following responses:



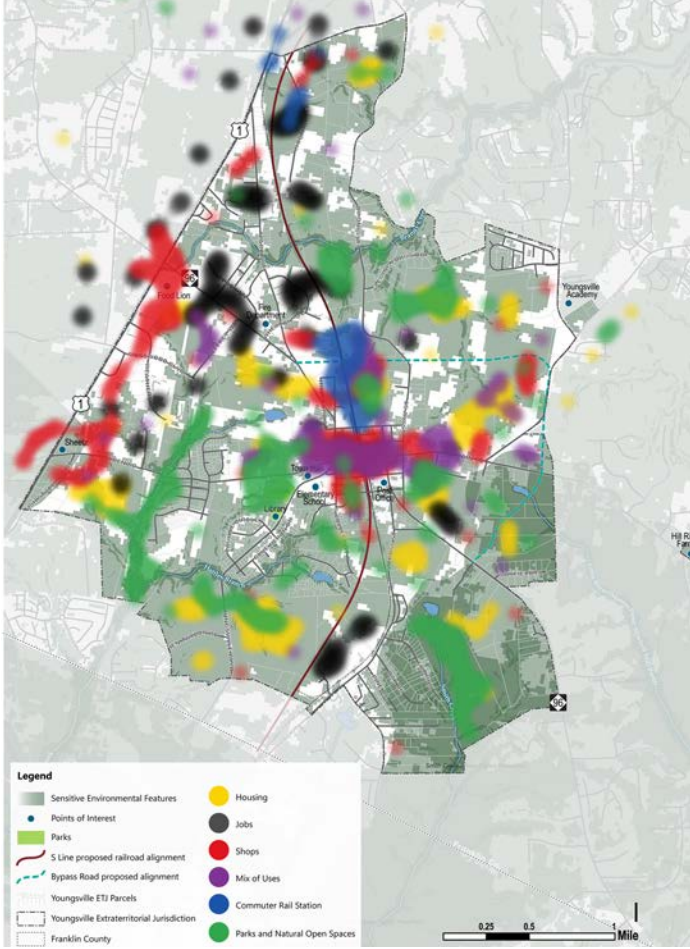
PHASE 3: ENVISION

On February 24, 2022 the Advisory Committee had their second meeting to begin to talk specifics about the future land use vision for Youngsville. The following day, on Saturday February 25, the Town hosted a community visioning meeting in the Youngsville Elementary School gym that was open to the public. About 40 community members attended the visioning meeting.

At both meetings, the Town’s consulting team and staff shared data on existing conditions, population forecasts, and a summary of input from the community survey. Attendees then shared their ideas for where certain land uses are appropriate in a mapping activity and voted in

a visual preference survey. At the community meeting, attendees also used dots and sticky notes to indicate what they like (dots) and what they would change (sticky notes) on a draft vision statement. Some key themes from the input are summarized here.

Land Use Visioning



Participants placed dots on maps to indicate where they think new growth of different types and open space preservation are appropriate. An amalgamation of all of the participants’ maps is shown on the “heat map” image below.

The heat map shows some clear patterns from the feedback. Most participants preferred to see commercial uses (red) along US 1, where commercial already exists, and clustered within and around downtown.

Housing dots (yellow) were scattered throughout Town and the ETJ, with the most prominent locations southwest of downtown and smaller clusters slightly northeast and northwest of downtown. Almost no housing dots were placed northwest of town between HWY 96 and Fleming Rd.

People mostly preferred to see jobs (gray) along HWY 96 and US 1A, northwest of downtown. People also placed these uses west of US 1, just outside the current ETJ boundary.

Participants had a strong preference for a mix of uses (purple) within downtown and expanding outside of downtown to the east and west.

Clear patterns of parks and open space (green) are also visible on the map, especially along the length of Richland Creek. People also placed green dots in the forested areas southeast of Town. Generally, the green dots were placed throughout Town and the ETJ showing the potential for a dispersed but connected greenway network.

Lastly, participants indicated their preference for a future commuter rail stop (blue) north of downtown in two locations: north of the intersection of Winston and Railroad Avenue or in the northern portion of the ETJ, where the railroad closely parallels US 1.

Visual Preference: Public Space

The slides at right are excerpts from the public spaces/public facilities section of the visual preference survey. These slides reflect the response rates and scores from the online survey posted to the Town website, though preferences and scores were similar between the online and in-person community meeting responses

The total number of participants for each question is shown in the bottom right corner of each slide. The number in the blue circle shows the average score for each place type. Scores reflect a 1-5 ranking where a score of 1 represents a “very undesirable” place and 5 is “very desirable.”

The top ranking public space and facility types that people selected are (images and rankings are shown at right):

- 1. Shared use path for walking and bicycling as part of a greenway network (average score 4.3)
- 2. Nature trail in a wooded area (average score 4.2)
- 3. Large neighborhood park with playground, walking paths, and amenities (average score 4)

Draft Vision Statements

Attendees showed support for the draft vision statements. A thriving downtown with locally owned small businesses and walkable streets with less traffic received the most support. There was also strong support for protection of open space on the Town’s periphery. Additional comments suggested a future high school and a veteran’s park in Town.

Visual Preference Survey

Meeting attendees were asked to participate in a visual preference survey where they rated the desirability of public facilities, neighborhood forms, and development patterns for Youngsville’s future. The survey was also on the Town’s website for people to participate online at their convenience.

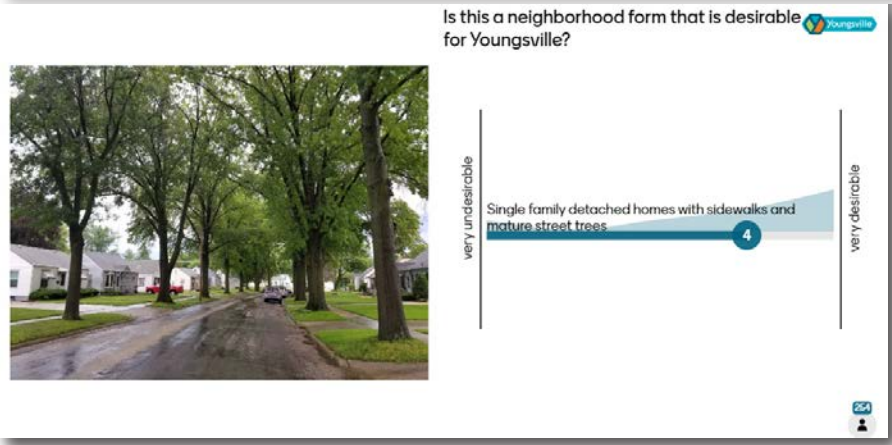
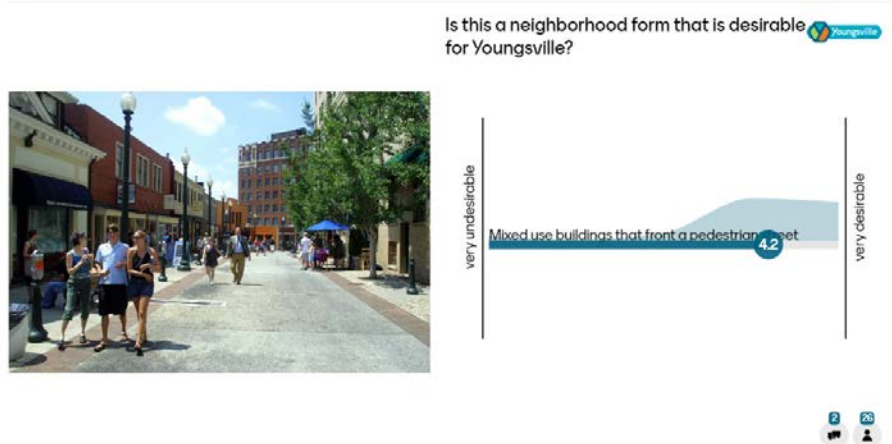


Visual Preference Survey: Desirable Neighborhood Forms

Community members were also asked to weigh in on neighborhood forms and development patterns that they thought were desirable for Youngsville. This section of the survey included a series of images of residential, commercial, and mixed use development patterns.

The most popular neighborhood forms tended to be mixed use neighborhoods and areas that were designed with a focus on walkability. Places with more active streets, human scaled buildings, and dedicated pedestrian spaces were the most popular neighborhood forms. The top scoring images from the online survey were (images shown at right):

- 1. Mixed use buildings that front a pedestrian street (average score 4.2)
- 2. Single family detached homes with sidewalks and mature street trees (average score 4)

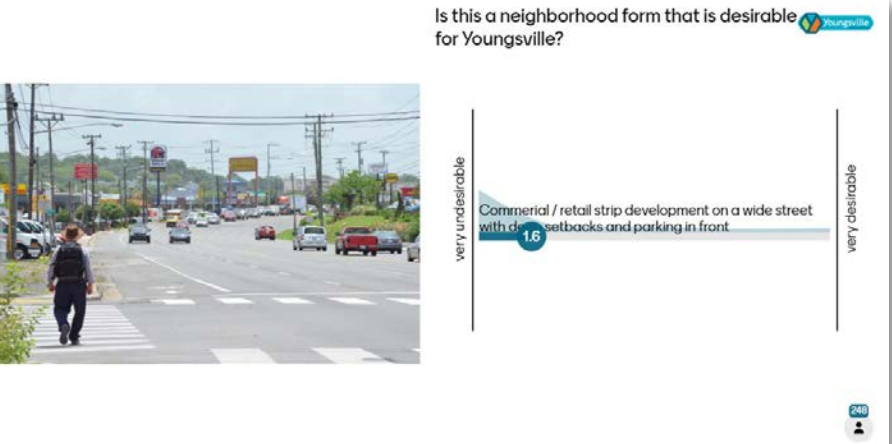


Visual Preference Survey: Least Desirable Neighborhood Forms

It is also telling to highlight development forms that were least desirable to community members. As part of the planning effort, the CLUTP should include recommendations to avoid places like the ones shown at right.

The least popular neighborhood forms and development patterns were sprawling auto-centric places that were not designed to be safe for pedestrians. Participants online gave the lowest rating to the following images (bottom two images at right):

- 1. Commercial retail strip development on a wide street with deep setbacks and parking in front (average score 1.6)
- 2. Housing built in a pattern of low density sprawl, far away from other uses such as stores, schools, and offices and streets funnel traffic to a single large road (average score 1.7)



PHASE 4: CHART THE COURSE

Community engagement in the fourth phase centered on a pop-up station at SummerFest on July 29, 2023 to inform the Transportation and Implementation sections of the Plan.

Summerfest

More than 100 people visited the station at SummerFest and provided input on the future of transportation and land use in Youngsville. The station included three activities:

Connecting Youngsville: People used push pins and yarn to indicate preferred new transportation connections on a map of the town. This activity informed the proposed Transportation Plan map, which is a key component of the Comprehensive Plan. Among the desired new connections indicated were:

- » East-west connection north of downtown (the proposed bypass road).
- » East-west connection south of downtown across the future S Line railroad.
- » Better connections from downtown and the west to the northeast side of town, in the vicinity of Youngsville Academy and Cedar Creek Middle School.
- » North-south connection west of downtown.
- » North-south connection east of downtown.



Design a Street: People provided input on preferred street design for three proposed street types – Town Connector, Neighborhood Connector, and Local Link. Through the activity people provided input on to what extent driving,

walking, bicycling, and landscaping should be prioritized on each type of street. This activity informed the proposed street designs (cross sections) included in the transportation section of the Comprehensive Plan. The activity highlighted the importance of accommodating all modes of travel on Youngsville’s streets, but with more emphasis on vehicles for



the Town Connectors and more emphasis on walking and bicycling on the Neighborhood Connectors and Local Links.

Community Design Whiteboard: People used sticky notes to share their responses to two questions: 1) What makes a complete neighborhood? and 2) What are some of your favorite places or neighborhoods in North Carolina? This input informed the land use and implementation strategies sections of the Comprehensive Plan. Among the themes that emerged from the question about elements of a complete neighborhood were:

- » Grocery store
- » Shops and restaurants
- » Safe and connected streets for walking and biking
- » Parks, playgrounds, sports courts, and greenways
- » Event space (music, farmers market, etc.)
- » Houses
- » Places to interact with friends
- » Places for kid activities

Among the favorite places and neighborhoods in North Carolina mentioned were:

- » Downtown Wendell
- » Downtown Wake Forest
- » Downtown Cary
- » Downtown Franklinton

PHASE 5: ADOPT

Community engagement in the fifth and final phase centered on an open house meeting at Town Hall on October 12, 2023. In advance of the Open House the draft Plan was posted on the Town’s website. Individuals that had asked to stay informed about the Plan were notified by email that the Plan was available to view both online and in print format at Town Hall and the library. The project team also met with the Town Board of Commissioners and Planning Board on October 13, 2023 to obtain their feedback on the draft Plan.

Open House

The purpose of the Open House was to present the draft Plan to the community and obtain their feedback. About a dozen people participated in the meeting, providing their comments at four stations – vision, land use, transportation, and implementation. The project team also provided an overview presentation. A summary of comments received at each station is provided below.



Vision

- » The Bypass Road should be the Town’s top priority.
- » Consider a different alignment for the Bypass to move it further east so it can intersect with HWY 96 near where it bends to the northwest.
- » Concern that the bypass extension west of HWY 96 won’t be used by trucks.

Land Use

- » Like the idea of being able to live above my down-town shop.
- » Both support and concern about the alignment of the Dunn Creek Greenway, which could provide a direct connection to Wake Forest’s growing green-way network.
- » Consider extending the Hattles Creek Greenway through the proposed “wetland trail” behind Youngsville Elementary to Irene Mitchell Park.

- » Extend the Town’s jurisdiction to the maximum extent allowed. The Town has a good vision for the future.
- » Maximize commercial development to support the tax base.
- » Consider larger lot sizes for residential.
- » Want to see more greenways included in new de-velopment.

Transportation

- » Getting traffic out of downtown should be the top priority. People avoid downtown because of traffic and trucks.
- » Make sure the Town maintains the present number of railroad crossings.
- » Extend the bypass road to intersect with HWY 96 further south of Town.
- » A path or sidewalk on East Main Street should be on the south side of the street.
- » Plan for a commuter parking lot where people can park once and explore on foot.

Implementation

- » The Bypass needs to be the Town’s top priority.
- » Want to see more transparency with proposed development projects.

Four open house attendees also filled out and returned a questionnaire about the draft Plan. All respondents raised the same concern, which is that the Bypass Road be built as soon as possible.

Joint Town Board of Supervisors/Planning Board Meeting

The project team met with the Town Board of Supervisors and Planning Board on October 13, 2023. The purpose of the meeting was to present the draft Plan, share public comments and input with the Boards, and seek their input to the final round of revisions to the Plan. The Boards were generally supportive of the draft Plan. Key comments included the following:

- » Working collaboratively with the County will be critical for implementing the Plan.
- » Want to ensure that projects in the mixed-use neighborhood center include mixed use.
- » Like the “Big Moves” name and feel they are the right Big Moves. Updating the water allocation policy is important for the Town’s future.

The project team reported that they would make a few modifications to the Plan in response to comments and return with a final Plan for public hearing and consideration of adoption.

Public Hearing and Final Plan Adoption

The adoption process for a Comprehensive Plan requires the Planning Board to review the Plan and make a recommendation to the Board of Commissioners. After receiving the Planning Board recommendation, the Board of Commissioners is required to hold a public hearing and vote for final Plan adoption.

To prepare the Plan for final adoption, the project team made a last round of edits to the Plan to reflect feedback and to correct minor mistakes and inconsistencies. The changes included:

- » Revised alignment of Bypass east of Town at inter-sections of E Main Street and HWY 96. Added addi-tional Town and Neighborhood Connector streets.
- » Revised maps in Volume 1 to fix a minor error in the Town boundary (adding in parcels northeast of Town).
- » Changed Goal CP-E to say the following: Develop a culture of safety for all travel modes, ages, and abilities.
- » Final revisions for grammar and language consis-tency.

The Planning Board met on October 26, 2023 to review the final draft and recommended that the Board of Commissioners approve the draft of the Youngsville 2050 CLUTP with no changes.

On November 9, the Board of Commissioners held a public hearing to review the final draft CLUTP. One person spoke during the Board public hearing. The person’s primary concerns were that the Plan should set aside more land for conservation, concern with truck traffic on Fleming Road due to the planned connection between Northbrook Drive and Fleming, and a desire to see a sustainability element added to the Plan.

After the public hearing, the Board of Commissioners voted unanimously to adopt the 2050 CLUTP with no changes.

COMPREHENSIVE PLAN ADVISORY COMMITTEE

As part of the update process, the Town conveyed a Comprehensive Plan Advisory Committee. The Advisory Committee consisted of local community members and stakeholders who offered varied perspectives and ideas to inform the Plan update. During the update process, the Advisory Committee’s role was to share relevant experiences as residents and business owners of Youngsville, to provide input to staff and the consultant team on draft materials and recommendations related to the CLUTP update process, to act as a sounding board on drafts of materials and maps to ensure they are clear, understandable, and accessible, and to help support project outreach by sharing information with networks and neighbors.

The Advisory Committee’s input was used to craft recommendations within the Plan document. Throughout the process the Advisory Committee reviewed drafts of content prior to broader community engagement activities. The project team made adjustments to content based on Advisory Committee input and also summarized and shared their input with the Town Board of Commissioners and Planning Board.

While Advisory Committee input was used to shape draft materials and recommendations, final decision-making for the Comp Plan lies in the hands of the Town Board of Commissioners. The Town Board has the authority to adopt and amend the Comprehensive Plan, with a recommendation from the Planning Board.

A summary of the Advisory Committee’s meetings and themes from their feedback is provided below.

Advisory Committee Meeting 1 - Assets,



Challenges, and Opportunities

The consulting team presented a summary of assets, challenges, and opportunities that were shared by the community during meetings on October 25th and 26th. Members suggested the following additional challenges:

- » Preserving land for economic development and industrial use.
- » Imminent loss of parking behind the Yacht Club.
- » Difficulty engaging with the Armory owner to convey the land back to the Town.
- » Water/sewer capacity can support growth, but there is insufficient infrastructure in parts of the Town for moving the water/wastewater.
- » County zoning outside the ETJ is zoned for signif-icant development and the town cannot manage growth in these areas. Growth along the edges of town is causing problems for the town without the town benefiting from the development.

Members also suggested the following additional opportunities:

- » Accessory dwelling units and their benefits to the community.

- » Tapping into the horse community/economy.
- » Connecting trails and requiring shared use paths in conjunction with new development.
- » New shared parking ordinance where the town will lease extra spots from owners if they are available.
- » Use low lying areas as water retention areas to allow developments to satisfy their stormwater mitigation requirements while also providing park space opportunities.
- » Expansion of the ETJ west of U.S. 1.
- » Maintaining and improving aesthetics is important to the town’s success.
- » Plan for park and ride lots to support commuting. The Town may be able to support express routes within the next 20 years.

No additional community assets were identified.

Mentimeter Poll Questions

Members participated in several poll questions using the Mentimeter application. The responses that garnered the most support are listed below each question.

In 5 words or less, what are your hopes for Youngsville in 25 years? I want Youngsville to be...

- » Vibrant
- » Destination
- » Walkable

How important are the following policy options to Youngsville’s future?

1. Provide congestion relief
2. Revitalize downtown
3. Promote efficient development patterns

How would you invest \$100 across the following town facilities and services?

1. New roadway connections (\$21)
2. Parks (\$12)
3. Downtown parking (\$12)

Attendees also shared other policy areas/options that are important to them:

- » Infrastructure investment
- » County-wide water resources prior to allowing development
- » Ensuring town policies as a whole match with the goals of the updated Plan
- » Have Youngsville have a strong voice in Franklin County policymaking
- » Tree/habitat protection ordinance
- » Recreation assets
- » Multimodal transportation

- » Resources to support future development
- » Climate mitigation and adaptation
- » Multimodal transit
- » Mixed use

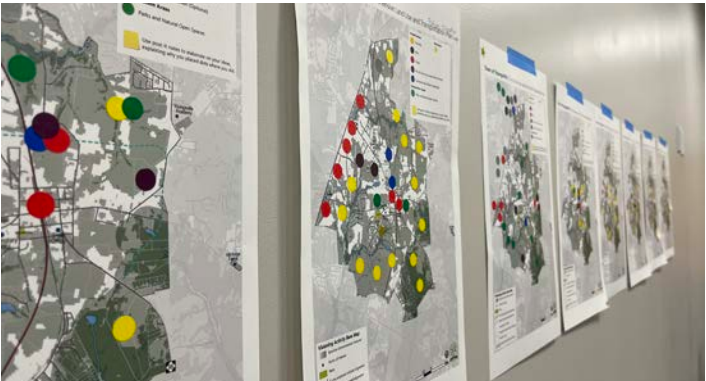
Advisory Committee Meeting 2 - Future Growth and Visioning

Population Forecast

The consulting team presented findings from the population projections analysis. The Advisory Committee shared the following reactions:

- » Population projections seem like an accurate prediction but doesn’t take into consideration climate migration.
- » Current infrastructure won’t support this growth and there is no clear path for this within current policy. Water and sewer connections as an example only allowing 50 connections per year. The Town is currently trying to negotiate this but they are at a standstill.
- » The proposed Moss Wood (Rolling Meadows) project will build 30-45% of the bypass, but this project is not possible with the 50 permits a year limitation.
- » Consider framing it as a “climate mitigation bypass” for grant applications. This will reduce GHG because of reduced queuing / travel times for vehicles traveling HWY 96.
- » County is not currently prioritizing growth in the Towns/ETJ - the fact they are not doing this is problematic - they are limiting connections within the Town/ETJ but not outside
- » Discussion of the development south of town that is outside of ETJ and is allowed more than 50 units / year because they are not connected to public utilities.

Visioning Map Exercise



The Advisory Committee participated in an exercise where they were asked to identify areas on the map for future development using dots of different colors to represent types of development and/or conservation areas. Participants

were asked to give their map a name and share important features. A summary of each map is listed below.

- » Focused on businesses in downtown area. There are currently a lot of dead businesses downtown taking up real estate that could change over and expand into the surrounding undeveloped area. Town should build up rather than spread out. Commuter rail stop should be north of Town.
- » Map name “Monocentricity” – most stuff should be downtown with a railroad station just north of Town so its walkable. If you can’t walk to the station people will just get in their cars to drive Raleigh. Linear park should be located along Richland Creek to connect into Wake County greenway, and a shared use path along the railroad so people can ride bike into Wake Forest.
- » “Infrastructure Friendly Growth” focused more on areas outside of Town and consolidating growth around existing infrastructure. Adding housing around Downtown will help downtown businesses flourish and be a walking community
- » A mix of uses in most places. Town is currently lacking in mixed use. Also would like to see a large park in Town. Added jobs along Northbrook Drive on vacant land that has industrial potential.
- » Put commercial, industrial, green spaces on the map and then housing should just fill in the other areas. Parks and open spaces should be along creeks, forested areas, natural areas that are good buffers. Identified potential railroad stops: Northbrook drive near Franklinton or north of the pump station that borders the rail, walkable and large enough for parking.
- » Would like to see housing around downtown; retail shops on US 1 and downtown. Additional park space beside Luddy park; added a railroad station near Wake Electric north of downtown.
- » Residential should locate south of Town towards Wake because this won’t cause congestion on Town roads when people drive to Raleigh. Would like to see the Food Lion plaza redevelop into a more vibrant place. Railroad station should be just north of Town. There is a high amount of biodiversity in areas south east of Town so this should be preserved with a greenway along Richland Creek.
- » Wetland areas should be conserved as open spaces. Rail station should be within downtown along with mixed use and businesses Residential growth should be minimal, and located east of downtown.

Advisory Committee Meeting 3 - Vision Elements & Vision Map



Vision Elements

The project team shared an initial draft of the Five Vision Elements The Advisory Committee Shared the following feedback:

- » Add parks/playgrounds to item C under “Healthy Community.”
- » The downtown area has too many vacant buildings and underutilized lots. Want the Plan to speak to the importance of addressing vacancy. Want facades cleaned up, streets/buildings kept tidy, etc.
- » Warrenton cited as an example of a nearby community that has adopted a vacant commercial building ordinance and is enforcing it on Main Street. Henderson considering something similar.
- » Staff cited concerns about enforcement and subjective nature of defining “blight.” One potential tool is fees related to increased public safety cost.

Vision Map

The project team presented the draft Vision Map for Advisory Committee Feedback. Feedback themes are summarized below.

- » Concern about loss of railroad crossings within Town in the future.
- » A multi-user stormwater facility would support the vision. Developers could contribute when they develop land.
- » Connected Places should mention other modes beyond vehicles, bikes, and walking. Golf carts are a viable option in a Town like Youngsville.
- » The Town Center or Neighborhood Mixed Use districts could be TOD depending on where a commuter rail station gets built. Near transit is a good location for higher density development. Could look at setting a minimum floor area ratio/height/ etc. to encourage development around the station.
- » Want the Plan to make a statement about the need for health care services near U.S. 1.
- » Make it clear that the vision for the green lines is a separate/protected network of paths for all users.

- » Think carefully about where the southern connector roadway should go. It may be difficult to connect the bypass road to this road. Might be more feasible to make the Youngsville Blvd to South Cross Street connection.
- » The greenway/shared use path connection to the County along Cedar Creek Road could make more sense along the sewer line that runs between Cedar Creek and Tarboro.

Advisory Committee Meeting 4 – Land Use & Transportation



The Advisory Committee met on August 17, 2023 to provide input on the draft land use and transportation sections of the Comprehensive Plan. They reviewed the Future Land Use Plan map and Transportation Plan map. Among the key comments on the draft Future Land Use Plan were:

- » Improve symbology and legibility of the map, particularly for the areas beyond the existing extraterritorial jurisdiction (ETJ) and parks and open spaces.
- » Emphasize parks and open space, recreation, and tree conservation in implementing policies.
- » Identify a preferred location for a future rail station and identify transit-oriented development as the preferred future land use around the station.
- » Consider adding another mixed-use neighborhood center southeast of downtown.

Among the key comments on the draft Transportation Plan were:

- » Adjust the proposed classification of several streets (change Fleming to Neighborhood Connector, Northbrook to Town Connector, and Cedar Creek to Town Connector).
- » Add a Neighborhood Connector between Richlands Creek Drive and Patterson Lane.
- » Emphasize the importance of railroad crossings in the implementing policies.
- » Emphasize the importance of addressing truck congestion in the downtown area in the implementing policies.

- » Establish policy to allow golf carts on streets where they can be safely accommodated.
- » Ensure there is a clear distinction between on street paths, off street paths, and greenways.
- » Emphasize traffic calming, especially on Neighborhood Connector streets.
- » Identify natural trails in addition to trails that can function as part of the street network.

The project team addressed the Advisory Committee’s comments and made changes to the draft Future Land Use Plan map and draft Transportation Plan map. Two of the comments were not included in the revised versions. The suggestion of a mixed-use neighborhood node southeast of downtown was not included in the revised Future Land Use Plan map because the water supply watersheds of Smith Creek and the Little River limit available land for the type of mixed use development envisioned for that land use category. The natural trails were not identified on the draft Transportation Plan map because they would be better considered in an upcoming Town project to create a parks and recreation master plan.

Advisory Committee Meeting 5 – Implementation Strategies

The Advisory Committee met again on September 21, 2023 to discuss and provide input on implementation strategies. The strategies include a set of policy actions and capital improvement actions that would help the Town achieve the vision and goals of the Comprehensive Plan. The Advisory Committee participated in an activity to identify the top priority actions within each vision theme. The top priorities for each vision theme are listed below.

Public Spaces

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.

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.

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.

Thriving Downtown

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, housing, and/or public parking behind shopfronts along South Cross Street.

Prioritize new shared use path, sidewalk, and greenway trail connections into the downtown area so most residents can access downtown on safe and comfortable facilities for walking, biking, and rolling.

Update the Youngsville Development Ordinance (YDO) and Zoning Map to align with the Future Land Use Plan and Downtown Place Type guidance.

Work with property owners and state and regional economic development partners such as 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.

Connected Places

Construct planned Bypass east and north of downtown connecting S Cross Street, Tarboro Road, Cedar Creek Road, Flemming Road, and HWY 96.

Remove truck route designation from Main Street.

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 transit-oriented development.

Planned Infrastructure

Identify a regional stormwater project that would offset development impacts downtown and reduce the need to manage stormwater through many small, dispersed facilities.

Work with Franklin County utilities to secure enough water for anticipated Town growth and to update the public utility allocation policy.

Healthy Community

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.

Increase the amount of open space protection, tree canopy coverage, and required landscaping within the YDO for new developments and incentivize clustering of home sites to increase amount of open space, especially in areas identified in the Comprehensive Plan as having more sensitive environmental features.

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.

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.

Encourage older adult housing developments in mixed use neighborhoods or the downtown area where people will have easier access to daily needs.