



**ms consultants, inc.**  
engineers, architects, planners



# YOUNGSTOWN

## Mahoning River Corridor Plan

Prepared by ms consultants, inc.



# YOUNGSTOWN

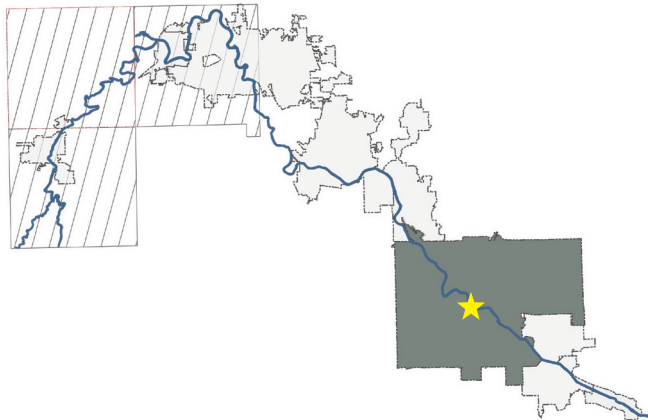
## COMMUNITY IMPLEMENTATION TOOLKIT

### Overview

The following toolkit explores how the corridor-wide objectives may be specifically applied to the Youngstown river section with an emphasis on the identified opportunity sites. Each community presents its own challenges and potential for revitalization and river restoration. The Community Implementation Toolkits outline these unique traits, provide context on existing conditions, and offer recommendations for the future. The recommendations are supported by action items and potential funding sources to support feasibility and help ensure implementation. The Community Implementation Toolkits should not serve as a stand-alone guide for the local community, but as an additional, specialized resource to the Mahoning River Corridor Revitalization Plan as a whole.

The Youngstown Community Implementation Toolkit includes the following sections:

- Existing Conditions
- Primary Opportunity Site
- Secondary Opportunity Site
- Implementation Guide



### Existing Conditions

#### OPPORTUNITIES

As the largest municipality in the region, the City of Youngstown is uniquely positioned to provide an urban riverfront experience. Unlike the majority of the river corridor which is best enhanced through natural and recreational improvements, the Mahoning River area in Youngstown can support a myriad of uses at a higher density, including residential. The river's proximity to the downtown furthers the opportunity for increased commercial activity, while nearby anchor institutions, including Youngstown State University, create unique potential for long-term partnerships in riverfront development.

#### CHALLENGES

Connectivity within the community and to regional networks is limited; especially for non-vehicular travel modes. Access to the riverfront is very limited and is further impeded by active rail lines. Historic population decline creates challenges for maintaining underutilized infrastructure, such as vacant buildings and overbuilt utility networks.

### MAHONING RIVER CORRIDOR RIVERFRONT COMMUNITIES

TRUMBULL COUNTY		MAHONING COUNTY	
Newton Township	Newton Falls	Braceville Township	Leavittsburg
Warren Township	Warren	Niles	McDonald
Girard	Youngstown ★	Campbell	Struthers
		Lowellville	

8.28	River Miles
URBAN	Character
65,469	Population
1	Launch
5.21	Trail Miles

### Dam Removal & Riverbank Restoration in Youngstown

Dam removal is an essential component to re-imagining the Youngstown corridor segment as an urban riverfront destination. Having outlived their useful life for industry, the dams currently impede seamless navigation for recreational users and fish species, negatively impact water quality, and are costly to maintain. Perhaps most importantly, the Youngstown dams are highly dangerous. The hydraulics of lowhead dams create very unsafe conditions for paddlers and increase the likelihood of drowning.

There are currently three lowhead dams located within Youngstown - Crescent Street, Mahoning Avenue, and Center Street; all of which have been thoroughly studied for the feasibility and cost of removal. The City of Youngstown plans to move forward with physical removal of dam structures beginning summer of 2021. This involves deconstruction of infrastructure, sediment removal, and bank restoration.

**YOUNGSTOWN**



**MAHONING RIVER**  
Corridor Revitalization  
[www.mymahoningriver.com](http://www.mymahoningriver.com)

FIGURE1 EXISTING CONDITIONS - ENVIRONMENT



## THE ENVIRONMENT

### Existing Conditions

The Mahoning River cuts diagonally through the heart of Youngstown impacting the community’s landscape and land use. As with the region in general, the river in Youngstown was historically utilized as a tool for industry. Recent planning efforts have emphasized returning the Mahoning River, Mill Creek, and Crab Creek back to the public domain as contributors to a healthy, active, and vibrant community.

### NATURE & WATERWAYS

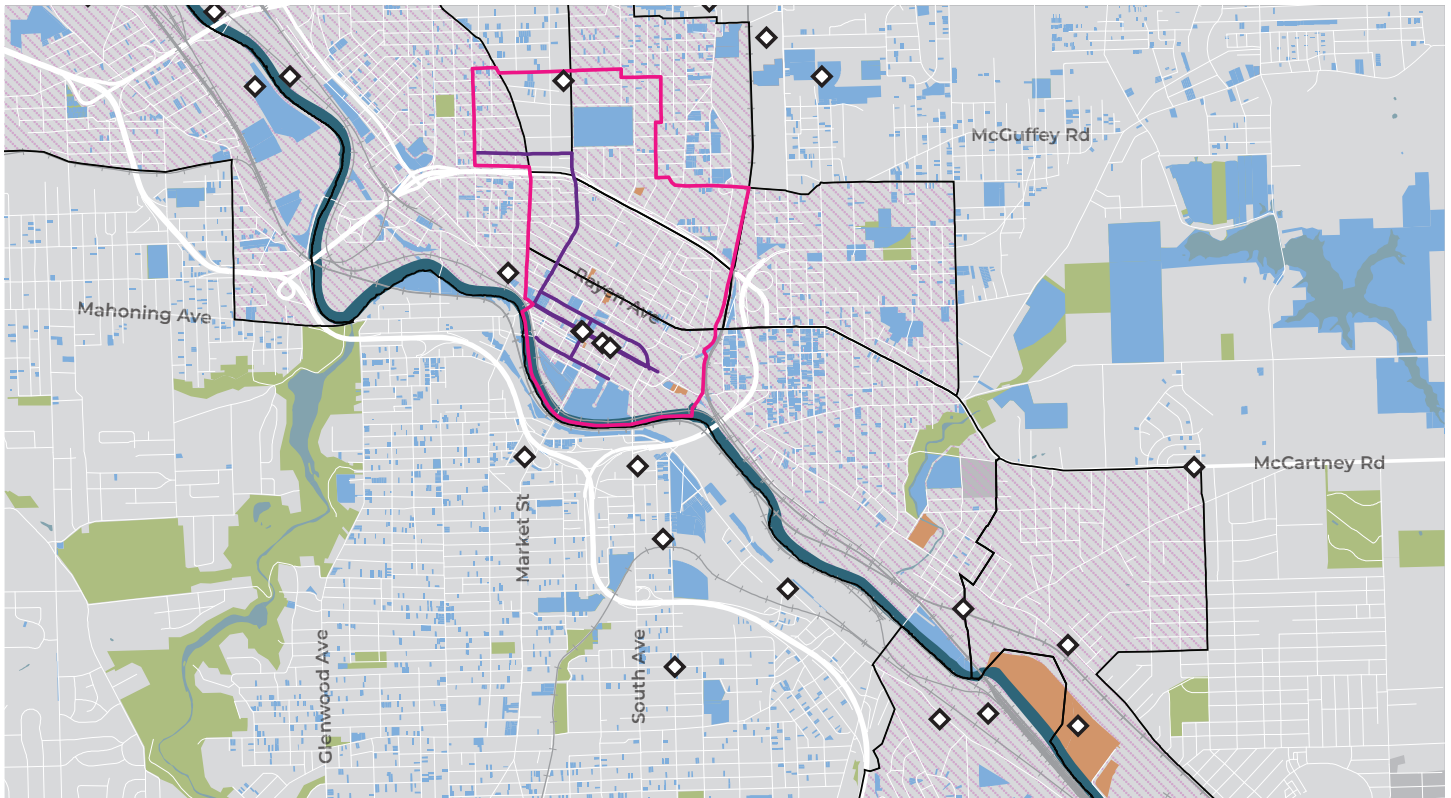
The presence of multiple waterways in the area emphasize the need for flood mitigation, green infrastructure, and maintenance of healthy ecosystems, including native plants and wildlife. The Clean Ohio program has been utilized to protect some wetlands and environmentally sensitive land in the area of the riverfront, particularly at McKelvey Lake.

### RECREATION

The Mahoning River and its tributaries create a regional destination for recreation and natural leisure. Mill Creek MetroPark includes 15 miles of trails, a golf course, water activities, sports facilities, and natural areas. Municipal recreation amenities along the Mahoning River in Youngstown also include Spring Commons (B&O Station) which offers a venue space, boat docks, a picnic area, and a unique view of the downtown cityscape. Only one designated launch exists in Youngstown at Spring Commons Park and off-street bicycle infrastructure is limited to the Mill Creek MetroPark.

LEGEND	
	Mahoning River Water Trail
	Existing Dam
	Existing Launch
	River Access Point
	Existing Trail
	Public Park
	Clean Ohio site
	Wetland
	Brownfield
	100-year Floodplain
	500-year Floodplain
	Youngstown Boundary

FIGURE2 EXISTING CONDITIONS - ECONOMIC & COMMUNITY DEVELOPMENT



## ECONOMIC & COMMUNITY DEVELOPMENT

### Existing Conditions

#### PHYSICAL IMPROVEMENTS

There are currently multiple projects underway to beautify and enhance the river corridor in Youngstown. The Smart<sup>2</sup> Network and Mahoning Avenue streetscape improvements, and the Downtown Special Improvement District (SID) will strengthen the connectivity of regional destinations and provide additional opportunities to attract students, workers, and visitors to the riverfront. Mahoning Avenue streetscape improvements offer opportunity to strengthen multimodal connections in that area along the river.

#### DEVELOPMENT OPPORTUNITIES

Parcels owned by the City and/or Land Bank demonstrate potential for acquisition, redevelopment, and leveraging of incentives. Because the City owns the majority of the riverfront land near Downtown, there can be greater control over a long-term strategy for public space and income-generating commercial uses.

#### INCENTIVES & ECONOMIC DEVELOPMENT TOOLS

Several incentive programs are currently employed in the entirety of the Youngstown river corridor. Revitalization and redevelopment are supported by New Market Tax Credits, the Community Reinvestment Area (CRA) program, and the Ohio Enterprise Zone program. Additionally, portions of the corridor reside in opportunity zones.

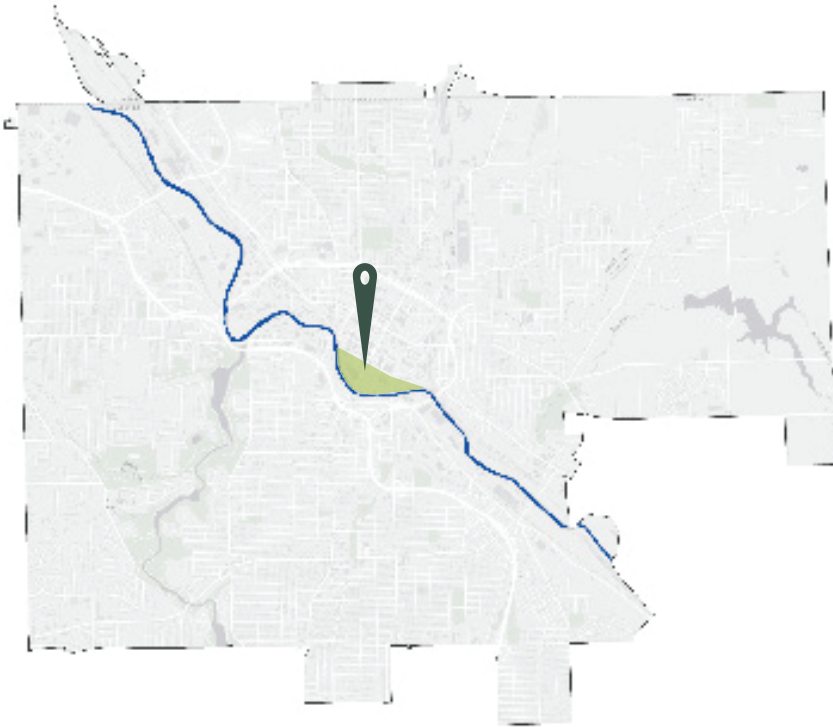
LEGEND	
	Available Development sites*
	Opportunity zone
	City of Youngstown / Land Bank / Port Authority Parcels
	Remediated Brownfield
	Smart <sup>2</sup> Network Autonomous Transit Shuttles & Complete Streets Enhancements
	Proposed Youngstown Special improvement district (SID)

\*Identified by Team NEO (JobsOhio) and/or the Youngstown-Warren Regional Chamber at the time of this plan

# YOUNGSTOWN: PRIMARY OPPORTUNITY SITE

## Downtown Riverfront District

FIGURE3 SITE LOCATION WITHIN YOUNGSTOWN



### EXISTING CONDITIONS

<b>OWNERSHIP</b>	City of Youngstown, Private
<b>CURRENT LAND USE</b>	Civic, commercial
<b>LOCAL ZONING</b>	Mixed Use Community / Industrial Green
<b>RIVER ACCESS</b>	Spring Commons (B&O Park)
<b>SIZE</b>	62 acres

### Additional Notes:

- Riverfront access is impeded by active rail lines
- Large swatch of municipally-owned land
- Current attractions include the Amphitheater, Covelli Centre, and Youngstown Flea
- Adjacent to Downtown and less than a mile from YSU

FIGURE4 PRIMARY OPPORTUNITY SITE: EXISTING IMAGERY



## Primary Opportunity Site Overview

The vision for the future of the primary opportunity site on the Mahoning River in Youngstown is a mixed-use riverfront district of regional attraction and local celebration. The City of Youngstown has conducted previous planning efforts related to downtown and riverfront revitalization, and as such, the primary opportunity site leverages existing work and uses river corridor-wide recommendations to support ongoing initiatives.

The future vision for the Downtown Riverfront District is a vibrant, activated gateway to the community which highlights its historical legacy and supports the well-being of its residents. Recreation activities, such as kayaking and cycling, converge with economic opportunity of revitalized spaces. Sustainability is at the forefront of design with floodplain control and river/creek restoration measures. This vision will be achieved through enhancement of the riverfront park with access to the waterway, year-round programming, public attractions, and open green space. The park, which currently includes the recently renovated amphitheater, will feature multi-use paths to connect the civic greenspace and river with regional destinations including Youngstown State University (YSU). The primary opportunity site also encompasses the Covelli Centre and includes potential for future private arts and entertainment



development. New residential development is proposed along Front Street and on the elevated vacant land south of the Mahoning River. The future vision for housing in this area is a high-quality product of attached single-family or multi-family units with walkable access to Downtown, parks, and commercial amenities. The South Avenue Bridge serves to transition the riverfront district to the mixed-use innovation area which serves as a secondary opportunity site in Youngstown.

FIGURE5 PRIMARY OPPORTUNITY SITE: FUTURE RENDERING



# YOUNGSTOWN: PRIMARY OPPORTUNITY SITE

## Downtown Riverfront District

FIGURE 6 PRIMARY OPPORTUNITY SITE: PROPOSED







1



**Proposed Character:**

- A commercial anchor on Mahoning Avenue to serve neighborhood needs
- Features public and pedestrian-oriented spaces to connect private land with adjacent park amenities



2



**Proposed Character:**

- Improvements to Spring Commons (B&O Park) as a public-private community space and recreational asset with river access



3

4



**Proposed Character:**

- A focal point for the City and region at-large
- Lively expansive parkspace with the amphitheater, green lawn, and amusement attractions
- Connected to nearby destinations by trails



5



**Proposed Character:**

- Townhomes, condominiums, and/or apartments with convenient access to nearby parks, trails, and downtown and hilltop views of the Mahoning River



6



**Proposed Character:**

- Vibrant mixed-use district centered around the Covelli Centre with shopping, dining, and entertainment
- Shared parking and ride share drop-offs zones are encouraged

# YOUNGSTOWN: SECONDARY OPPORTUNITY SITE

## Mahoning Commons

FIGURE 7 SECONDARY OPPORTUNITY SITE: PROPOSED



## Secondary Opportunity Site Overview

The vision for the future of the Mahoning Commons opportunity site on the Mahoning River in Youngstown is a well-connected, green corridor of recreation and natural areas supported by concentrated commercial growth. There are four pockets of parkland along the river in this opportunity area: a proposed passive parkspace adjacent to the Crescent Street Dam (slated for removal), linear greenspace connecting Mill Creek Park to Spring Commons (B&O Park) - including trail connections, preserved natural area at the riverbend, and the existing Spring Commons (B&O Park).

1



**Proposed Character:**

- Passive park space with seating areas to overlook proposed riffles at the former site of the Crescent Street dam
- Accessible to workers of nearby commercial uses

2



**Proposed Character:**

- Natural, preserved greenspace with local and regional trail access and riverfront views

3



**Proposed Character:**

- Pedestrian connections from the Mill Creek Park system to nearby local attractions
- Signage and wayfinding elements

5



**Proposed Character:**

- Mixed-use commercial redevelopment
- Design should support ongoing streetscape improvements

# YOUNGSTOWN: SECONDARY OPPORTUNITY SITE

## Crab Creek District

FIGURE 8 SECONDARY OPPORTUNITY SITE: PROPOSED



## Secondary Opportunity Site Overview

The vision for the future of the Crab Creek district is an extension of the downtown riverfront district as an innovative mixed-use neighborhood which advances job creation and environmental remediation. This site is currently home to the Youngstown Flea, Penguin City Brewing, and Valley Foods. The planned expansions of these thriving local businesses can be supported through environmental maintenance and improved ingress/egress of the site. The mix of commercial uses and access to community anchor partners would support entrepreneurial and makerspace initiatives. Current and future businesses are encouraged to grow in a way which supports the health of Crab Creek and the Mahoning River. Though inclusive of light industrial and commercial uses, the area should also provide ample opportunity for pedestrian connections in a campus-like setting and feature outdoor spaces such as patios.



**Proposed Character:**

- Valley Foods and future light industrial are safely integrated in the site
- Green infrastructure and landscape screening
- Shared parking is encouraged



**Proposed Character:**

- A creative mixed-use area which enhances the Youngstown Flea and Penguin City Brew



**Proposed Character:**

- Pedestrian connections offer a continuation of the innovation district across Federal Street
- Signage and wayfinding are encouraged



**Proposed Character:**

- Restoration and daylighting of Crab Creek
- Invasive species removed and native vegetation planted

# YOUNGSTOWN: IMPLEMENTATION GUIDE

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## Preparing for the Future Now

The recommendations provided within the Mahoning River Corridor Revitalization Plan represent goals for the region over the next few decades. The future vision for the Youngstown river segment should be pursued strategically by breaking down the ideal long-term state into manageable short-and immediate-term projects. The Implementation Guide provides further insight to assist local decision-makers in working together to achieve a revitalized downtown river district with best practices, industry standards, and potential funding sources. Though the guide is designed to be a simple and straightforward reference, these guidelines should not be treated so rigidly as to prevent adaptation should unforeseen circumstances arise during implementation. The Implementation Guide is not an exhaustive list and should be pursued in concert with the corridor-wide objectives identified in the larger Mahoning River Corridor Revitalization Plan. Regional collaboration and coordination is highly encouraged.

*To learn more about funding opportunities, visit Chapter 05 Next Steps of the Mahoning River Corridor Revitalization Plan.*

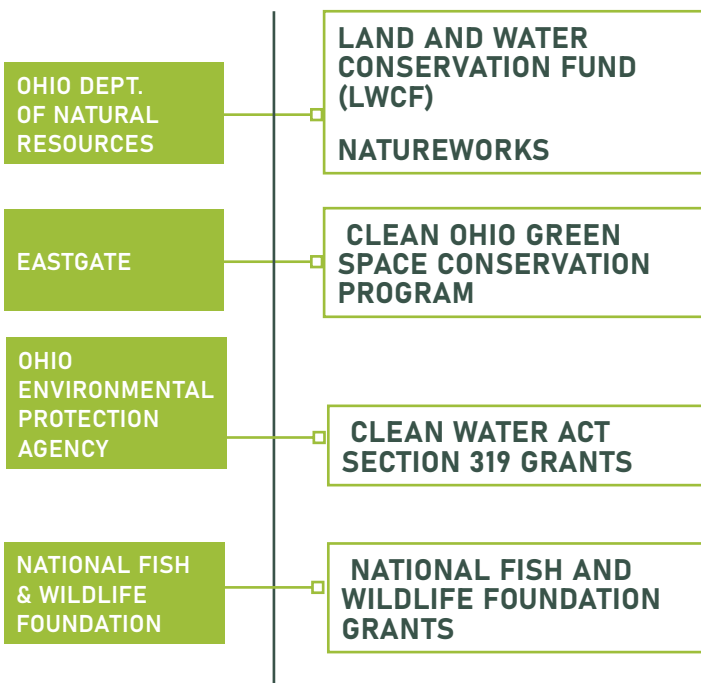
# CRAB CREEK RESTORATION

## Defined Project(s)

The confluence of Crab Creek and the Mahoning River at the east portion of the priority opportunity site should be treated for restoration, conservation, and bank stabilization. Environmental remediation and protection efforts should remove invasive species and support native wildlife. Removing the industrial-age infrastructure through daylighting would also greatly contribute to the long-term goal of returning this section of the Crab Creek corridor to its natural state. Improvements to the natural environment would be further supported by an informal launch to provide northern paddle access to the river without needing to cross the railroads. In addition to work at the confluence, previous design charrettes led by students in Cleveland Urban Design Collaborative (CUDC) studios demonstrate ways to link enhancements to Crab Creek from the Mahoning River through Youngstown, including trail connections and development opportunities.

While the environmental benefits of improvements to the Crab Creek confluence area warrant the project necessary, there are also economic benefits to consider. The development plans for this segment of the Mahoning River in Youngstown (Figure 8), create the potential for natural overlooks, scenic patio dining, and walking paths. Bank stabilization, slope reduction, and revegetation would improve pedestrian safety as land becomes developed.

## Funding Opportunities



## Case Study

### MUDDY CREEK, MASON OH

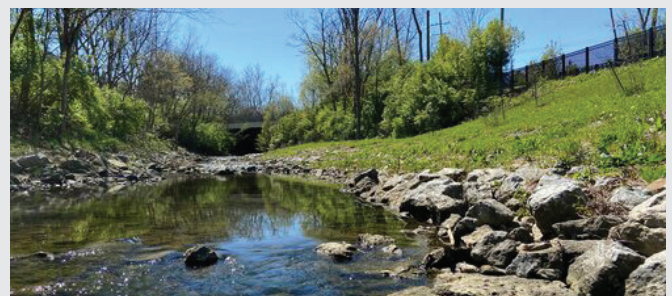
In 2011, the City of Mason initiated a process to restore and protect a local waterway and its riparian zone. Muddy Creek is a tributary of the Little Miami River and the receiving stream of the City of Mason Water Reclamation Plant.

The Muddy Creek project, funded in part by the Ohio EPA Section 319(h) Nonpoint Source Implementation Grant, was intended to improve water quality and stabilize eroding stream banks. The design and implementation process involved community engagement and education, including a stream clean-up event. Permanent educational signage was also installed at the stream to display information on the project and habitat.

The environmental improvements resulted in the restoration of 1,400 ft of stream and the rehabilitation of 2,700 ft of riparian habitat. The stabilization was designed to prevent future erosion and improve public safety along the floodplain bike path. The revegetation restored native species and provided a pollinator habitat for bees and butterflies. A conservation easement was included as part of the project in order to protect the restored stream in perpetuity.



*Muddy Creek before restoration and protection*



*Muddy Creek after restoration and protection*

# MULTI-USE CONNECTIONS

## Defined Project(s)

### MILL CREEK - MAHONING COMMONS - DOWNTOWN LINK

Pedestrian connections, such as trails, paths, or bike infrastructure, are severely lacking in and around the downtown. The benefits to improving multi-use connections in this segment of the river corridor are numerous and include improved quality of life for residents, promotion of healthy lifestyles, reduction of area congestion, and enhanced regional connectivity.

A priority project for multi-use connectivity in Youngstown should be from the Mill Creek Park system and Mahoning Commons to the Downtown. The connection should engage with the riverfront and river amenities including Spring Commons (B&O) Park. The connections to local commercial and recreation attractions should serve as spurs to the proposed regional greenway.

### REGIONAL GREENWAY

The long-term vision for the Mahoning River corridor includes a continuous greenway along the waterway to connect all of the riverfront communities and contribute to recreation, tourism, and health improvements. Youngstown in particular has several attractions to link to a regional network as well as development momentum and community partnerships to support cohesive, rather than patchwork, trail construction.

## Funding Opportunities

OHIO DEPT.  
OF NATURAL  
RESOURCES

CLEAN OHIO TRAILS FUND  
(COTF)

RECREATIONAL TRAILS  
PROGRAM (RTP)

EASTGATE

CONGESTION MITIGATION  
AND AIR QUALITY  
IMPROVEMENT PROGRAM  
(CMAQ)

## Design Elements

Alternative routes are shown on the following page and may include different facility types, based on further feasibility analysis and community input. Examples of appropriate infrastructure include:



Sharrows are a shared environment, indicated by road markings, in which bicycles are entitled to full access of the travel lane. The simplicity in design translates to low implementation costs, but for safety and comfort, should be limited to low volume roads.



Protected bike lanes are designed for separate bike travel adjacent to automobile traffic, protected by a physical barrier such as planters, bollards, or parking. The barriers can improve safety and user comfort.



Multi-use paths are dedicated infrastructure for two-way travel of non-vehicular uses distinctly separate from vehicular travel. Paths may be used to establish connections beyond the existing roadway network or parallel to heavily trafficked streets.

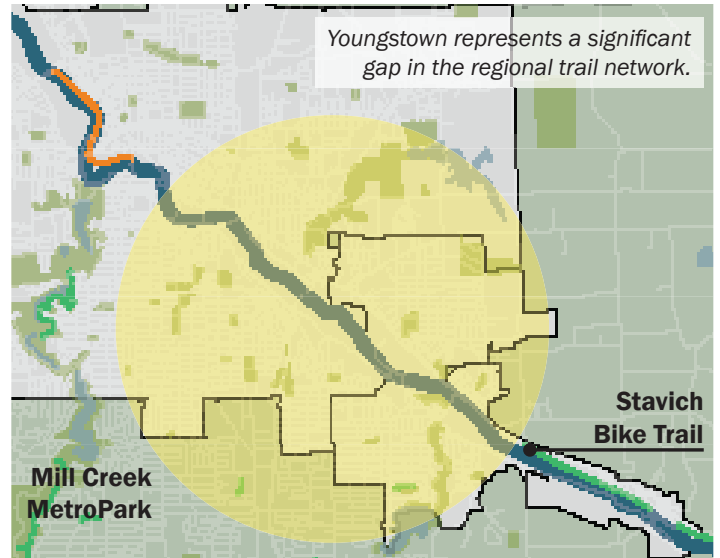


# MULTI-USE CONNECTIONS CONT'D.

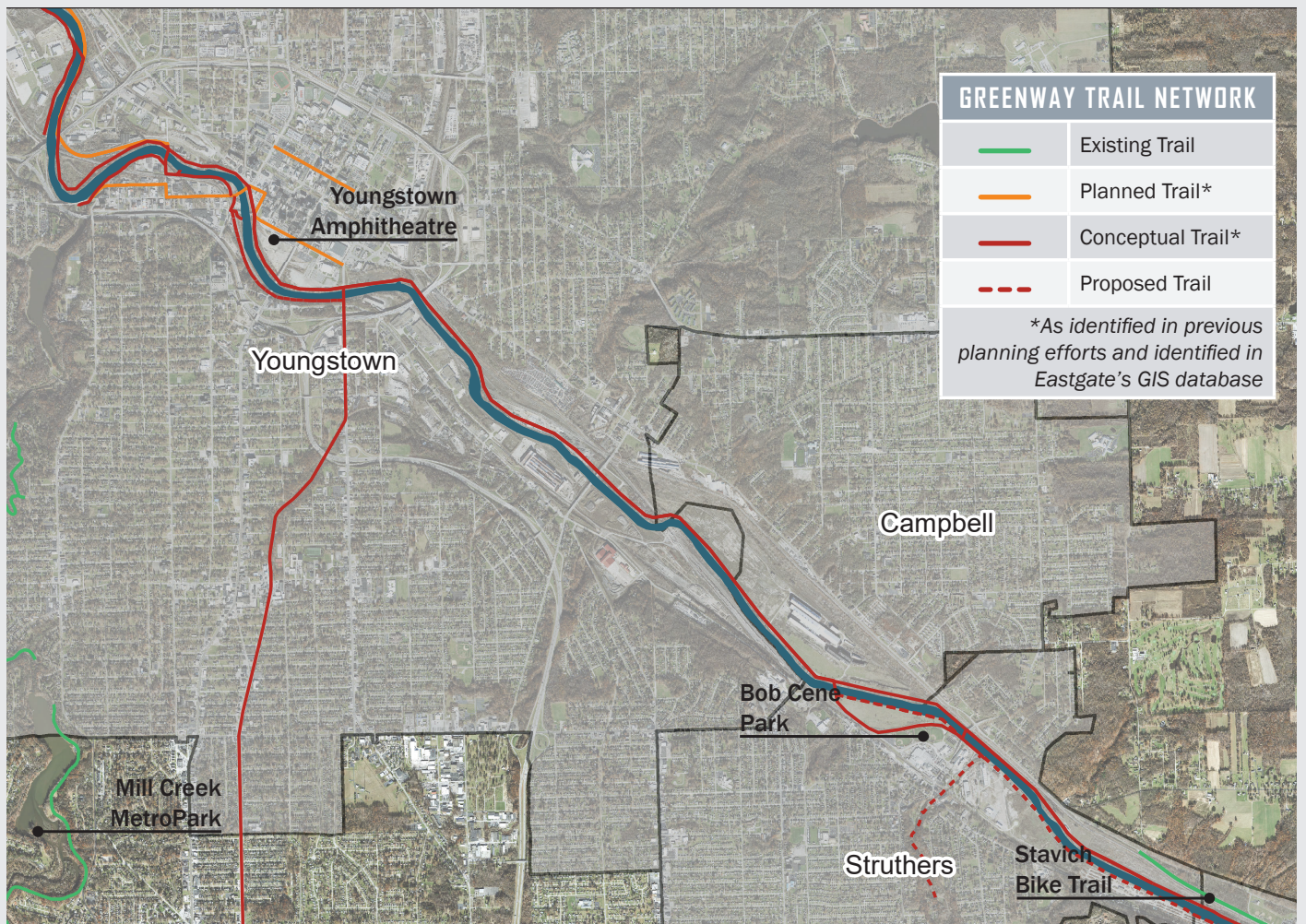
## YOUNGSTOWN CONNECTOR

Youngstown is a critical gap in the regional trail network. Investing in local infrastructure would connect Youngstown to its neighboring jurisdictions and ultimately support the goal for a continuous Mahoning River Greenway.

Despite its size and many recreation and cultural attractions, the Youngstown segment of the Mahoning River corridor severely lacks alternative transportation connections. Planned improvements for Downtown Youngstown, including Mahoning Commons bike lanes and Smart<sup>2</sup> Network streetscape enhancements, should be aligned with opportunities to extend bicycle infrastructure toward planned riverfront development in Lowellville. Potential connections exist along both sides of the river in this segment, as shown by the conceptual pathways below.



## Youngstown's Mahoning River Greenway Segment



# NEW DEVELOPMENT

## Defined Project(s)

In addition to specific parks, recreation, and infrastructure improvements, the future vision for the Youngstown riverfront includes long-term concepts for land use types and development patterns. These are not all new ideas, but rather, the compilation and expansion of existing plans and community feedback.

The City of Youngstown and its partners in real estate and development should continue collaborative and long-term efforts to transform the river opportunity sites to a regional destination of parkland, entertainment, and mixed-use commercial.

In order to accomplish such a comprehensive and visionary goal, short-term actions and ongoing policies should be applied. Methods include the following:

- Zoning and City ordinances - The code must allow and encourage the identified uses and styles. Approved site plans should promote walkability, connectivity, and add to the collective vision for the river corridor. In particular, portions of the Downtown Riverfront and Mahoning Commons opportunity sites are zoned “Industrial Green”, preventing residential and commercial development of the type described in this plan.
- Strategic acquisition - The City, Land Bank, Western Reserve Port Authority, and other partners in land purchasing should routinely collaborate on opportunities to acquire and consolidate parcels in the study area.
- Gap financing & grant funding - A key role of public and public financing entities in the promotion of desired development is decreasing the barriers for private investment - and doing so in a way which creates private buy-in to the long-term vision. This can be done through expedited reviews in target areas, leveraging local funds for grants, or incentive programs. The City and Eastgate should be active partners in working with property owners to develop creative solutions for gaps in their capital stacks. Examples of particular relevance to the downtown riverfront are listed in Funding Opportunities on the following page.
- Business attraction, retention, and expansion - The Youngstown community is actively engaged in economic development operations. In terms of the study area, these should be concentrated on sectors and businesses which support the overall desired characteristics of the area such as entertainment, retail, restaurant, and light manufacturing.

## Design Elements

The Youngstown Mahoning River corridor has potential to support a range of development types. The transition from its historically heavy industrial and manufacturing use to its proposed character will require special attention to environmental remediation and strategic site planning to ensure a healthy and safe environment for all users. The design of new development which supports river restoration in Youngstown should incorporate:

### GREEN INFRASTRUCTURE



Rain gardens, bioswales, permeable pavement, street trees, etc.

### PUBLIC ART



Signage, historical / cultural displays, temporary installations, etc.

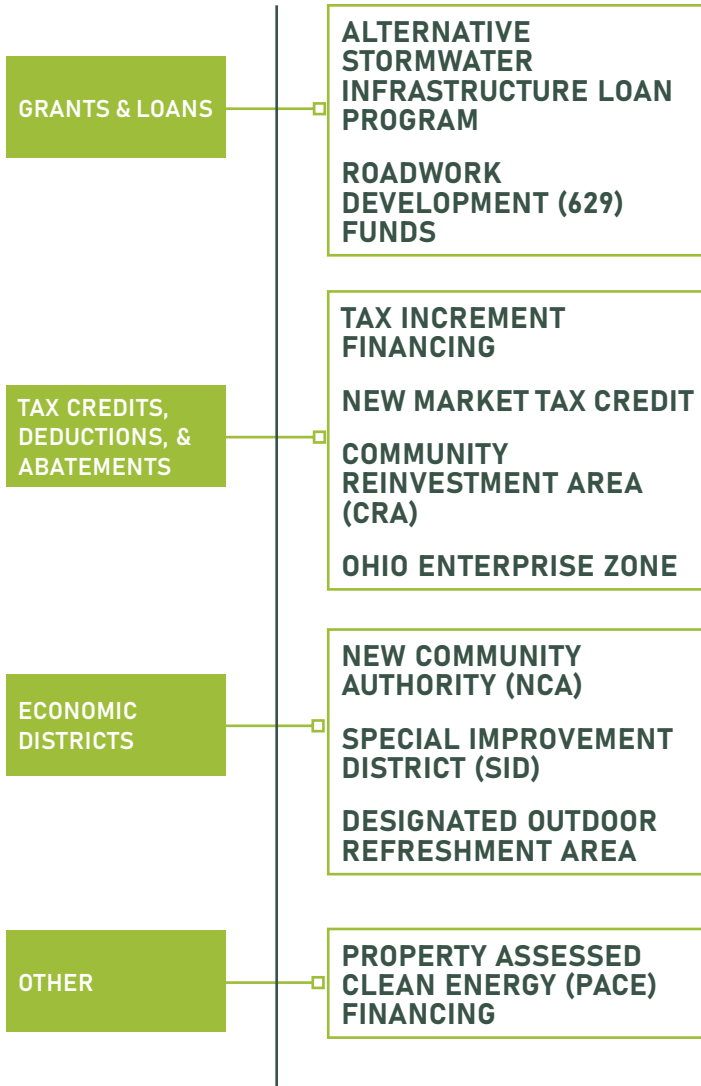
### BIKE / PEDESTRIAN FRIENDLY DESIGN



Outdoor dining, public gathering spaces, plazas, bike racks, etc.

# NEW DEVELOPMENT CONT'D.

## Funding Opportunities



## Additional Funding Opportunities

### AMERICAN RESCUE PLAN

#### City of Youngstown Allocation:

**\$82,775,370.00**

In addition to the strategies listed to the left and further described in Chapter 5 “Next Steps” of the Mahoning River Corridor Revitalization Plan, the City of Youngstown has been allocated over 82 million dollars through the local fiscal recovery fund of the American Rescue Plan. This funding can provide direct relief and will create opportunities to divert other budgetary allocations to deferred projects or other obligations.

According to guidance from the U.S. Department of the Treasury, this funding will be delivered in two phases, with roughly \$41M provided beginning in May 2021 and the remaining half delivered within the following year.

The City can use these funds to cover costs incurred by Dec. 31, 2024. Use of the funds should be responsive to the COVID-19 pandemic as described by the following eligible uses:

- “Support public health expenditures, by, for example, funding COVID-19 mitigation efforts, medical expenses, behavioral healthcare, and certain public health and safety staff;
- Address negative economic impacts caused by the public health emergency, including economic harms to workers, households, small businesses, impacted industries, and the public sector;
- Replace lost public sector revenue, using this funding to provide government services to the extent of the reduction in revenue experienced due to the pandemic;
- Provide premium pay for essential workers, offering additional support to those who have and will bear the greatest health risks because of their service in critical infrastructure sectors; and
- Invest in water, sewer, and broadband infrastructure, making necessary investments to improve access to clean drinking water, support vital wastewater and stormwater infrastructure, and to expand access to broadband internet” - U.S. Treasury as of May 10, 2021

# RAILROAD ACCESS

FIGURE9 EXISTING RAIL ACTIVITY

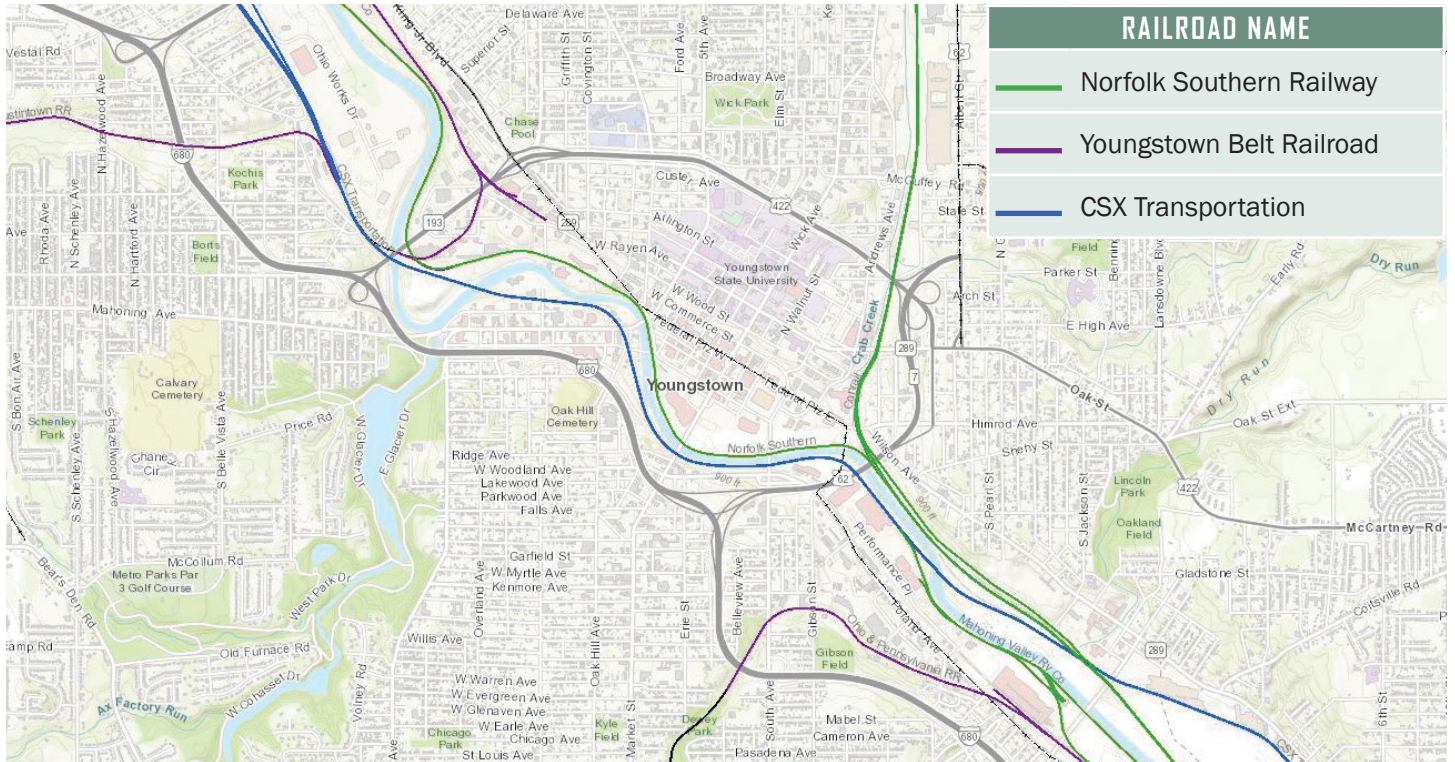
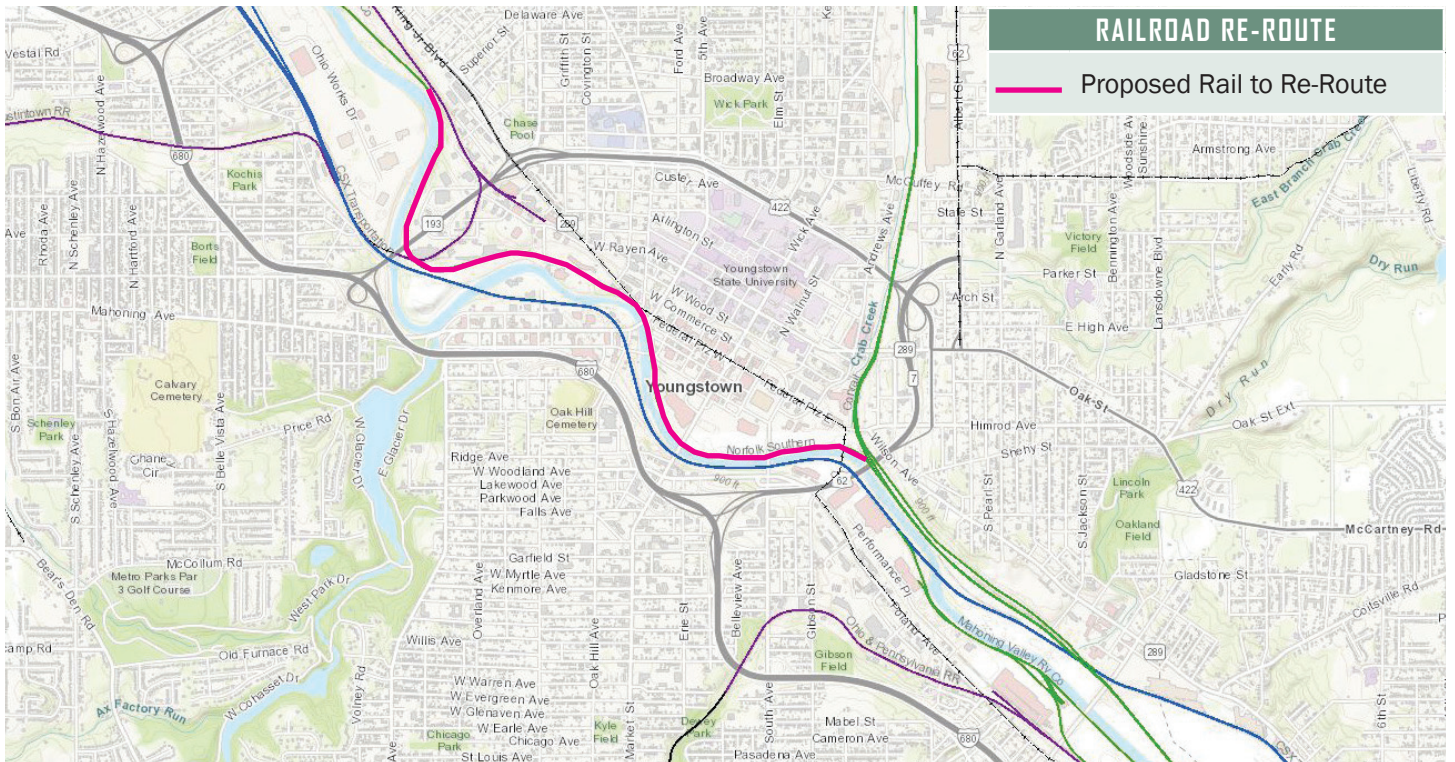


FIGURE10 PROPOSED RAIL ACTIVITY



## RAILROAD ACCESS CONT'D.

### Defined Project

The long-term vision for the Downtown Riverfront area includes the redirecting of rail activity in order to provide public river access and improve pedestrian safety. Further study is necessary to determine the feasibility of reconfiguring the active rail routes along the river in order to allow direct public access to the waterfront.

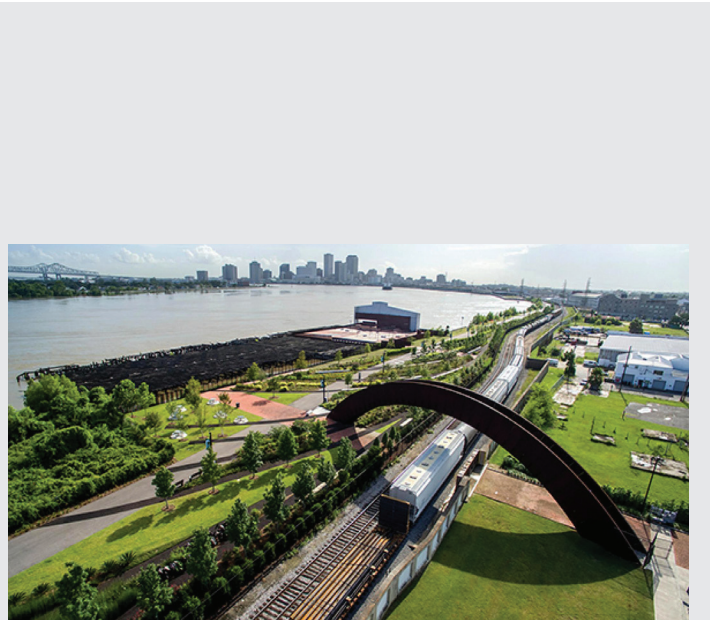
There are currently multiple railroad companies operating lines in Youngstown, including a track at the primary opportunity site in Downtown Youngstown on the north side of the river (Figure 9). The track is owned by Norfolk Southern Railway and leased to Youngstown Belt Railway (YB). As shown on the previous page, railroad infrastructure in Youngstown includes both active lines and obsolete abandoned bridges and tracks.

### Case Study

#### CRESCENT PARK, NEW ORLEANS LA

The long-term goal for the region is unimpeded public access to the Mahoning River, though there are examples of designing river access around existing infrastructure. Crescent Park, located in New Orleans's Bywater neighborhood and stretching 1.4 miles along the Mississippi River, delivers public access to an otherwise segmented waterfront. The linear park features event space, a dog run, multi-use paths, and gardens. Prior to the park's development, the neighborhood was separated from the riverfront by an active rail and a flood wall. Now a pedestrian bridge and walkway connect residents and visitors to the park space.

Adaptive re-use strategies were applied to existing infrastructure to pay homage to the City's former maritime significance and leverage existing resources. Additionally, native vegetation was restored and obsolete wharves were transformed to venue space for weddings, community programming, and private gatherings.



*Pedestrian connections were built above rail and flood infrastructure to connect to a linear park which provides river access and celebrates New Orleans's industrial and port history.*



*The park's pathway acts like a cultural trail, including monumental tributes to the City's history and remnants of former railroad track routes.*



# RESIDENTIAL GROWTH

## Defined Project(s)

The downtown riverfront in Youngstown is a prime opportunity for a vibrant, mixed-use environment. In addition to the recreation, entertainment, and commercial attractions, there is potential for strategic residential development which leverages downtown views of the skyline, access to multi-modal transportation networks, and nearby employment and education opportunities.

Infill residential development is a right-sizing strategy in shrinking cities to maximize the efficiency of public infrastructure and services by focusing new or redevelopment in concentrated areas. The connectivity, density, and access to amenities within the downtown and surrounding areas of the Mahoning River create the opportunity to support medium-density residential development at Front Street and Woodland Avenue (“The Bluffs”).

The City and local and regional community development partners should support concentrated residential uses at an appropriate scale and affordable price point. This can be achieved through zoning and development policies, acquisition, and public-private partnerships. Public stakeholders can directly reduce the costs for private development of housing, and indirectly support residential growth through investment and improvements in the neighborhood.

## Funding Opportunities

TAX CREDITS,  
DEDUCTIONS, &  
ABATEMENTS

COMMUNITY  
REINVESTMENT AREA  
(CRA)  
TAX INCREMENT  
FINANCING

## Design Elements

Housing near the riverfront in Youngstown should appropriately fit within a mixed-use downtown context. The most appropriate scale and design for this area is a diverse, walkable, and high-quality attached single-family or multi-family dwelling units. Residential buildings should be highly connected to nearby parks, commercial uses, and transportation networks. Examples of potential building types include:



A live/work apartment building includes commercial or flex space at the street level with residential units above. Retail, restaurants, and services should cater to the neighborhood with the potential to expand to local workers and visitors.



Quality amenities can be offered at both market-rate and affordable pricing. A mixed-income housing development sets aside a percentage of units for individuals at particular levels of the Area Median Income (AMI), usually in accordance to fee or tax incentive programs.

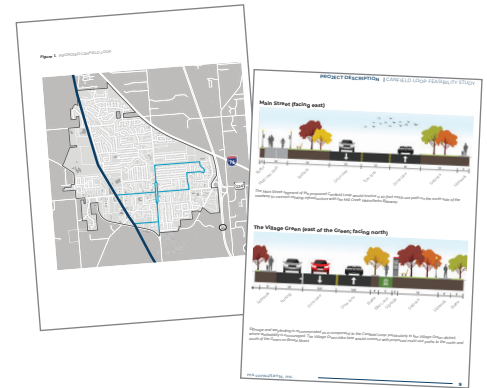


The Bluffs, largely vacant, offer unparalleled views of the Youngstown skyline. This area could provide a product for young professionals and retirees looking to enjoy downtown’s amenities and the river’s natural beauty.

# PRIORITY ACTIONS FOR IMPLEMENTATION

## ENVIRONMENTAL & RECREATION

- A.1** Conduct a feasibility study for proposed trail connections.
- A.2** Activate the amphitheater park with amusement park attractions and temporary seasonal uses.
- A.3** Coordinate with Eastgate to create and implement a parks and recreation signage and wayfinding plan.
- A.4** Add additional and improved amenities to Spring Commons Park.
- A.5** Collaborate with private land owners at proposed park, recreation, and/or conservation sites to identify opportunities for partnerships, public easements, or acquisition.
- A.6** Develop a restoration plan for the Crab Creek confluence section (from the Mahoning River to E Federal St) to restore the riverbank, remove invasive species and obsolete structures, and daylight the creek.
- A.7** Create a public art installation program for the downtown riverfront park.



*A trail feasibility study will identify appropriate types of multimodal infrastructure at each trail segment, right-of-way ownership, and environmental needs. Planning and design work will also position the City to apply for recreational grants.*

## ECONOMIC & COMMUNITY DEVELOPMENT

- B.1** Conduct a parking analysis of the Covelli Center and surrounding uses to determine feasibility of converting surface lots to parking structure.
- B.2** Encourage residential development on Front Street from Vindicator Square to S Walnut St.
- B.3** Study traffic circulation needs for converting land south of the Mahoning River bound by South Avenue, Woodland Avenue/Ridge Avenue, and Oak Hill Avenue to residential use.
- B.4** Create a site plan for the Crab Creek development site (Secondary Opportunity Site).
- B.5** Develop a long-term strategy for re-routing railroad activity on the river.
- B.6** Establish a Crab Creek Tax Increment Financing (TIF) District to support mixed-use development and infrastructure improvements.



*The City of Youngstown is proactively acquiring parcels along the river and near downtown. This land can be used to catalyze area redevelopment and attract private investment.*