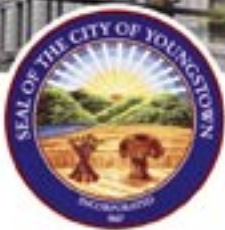


YOUNGSTOWN 2010



Youngstown
STATE UNIVERSITY

YOUNGSTOWN 2010 CITYWIDE PLAN

GEORGE M. MCKELVEY
MAYOR
CITY OF YOUNGSTOWN

Dr. DAVID C. SWEET
PRESIDENT
YOUNGSTOWN STATE UNIVERSITY

WILLIAM D'AVIGNON
DEPUTY DIRECTOR
YOUNGSTOWN PLANNING DEPARTMENT

HUNTER MORRISON
DIRECTOR
YSU CENTER FOR URBAN AND REGIONAL STUDIES

JAY WILLIAMS
DIRECTOR
COMMUNITY DEVELOPMENT AGENCY

ANTHONY KOBAK
PROJECT MANAGER



Youngstown 2010 Citywide Plan

Lead writer:

Thomas A. Finnerty Jr.
Associate Director
Center for Urban and Regional Studies
Youngstown State University

Contributors:

William D'Avignon
Anthony Kobak
Jay Williams
Urban Strategies, Inc.

Copyright ©2005 by The City of Youngstown
Youngstown City Hall
26 South Phelps Street
Youngstown, Ohio 44503

All Rights Reserved.

Layout, Design and Printing by



Very special thanks to the over 5,000 community members that participated in the Youngstown 2010 planning process. Your involvement has made this planning process a huge success!

Co-conveners

George M. McKelvey Mayor City of Youngstown	Dr. David C. Sweet President Youngstown State University
---	--

Youngstown 2010 Planning Team

William D'Avignon Jay Williams Anthony Kobak	Hunter Morrison Tom Finnerty Jim Shanahan
--	---

Youngstown City Council

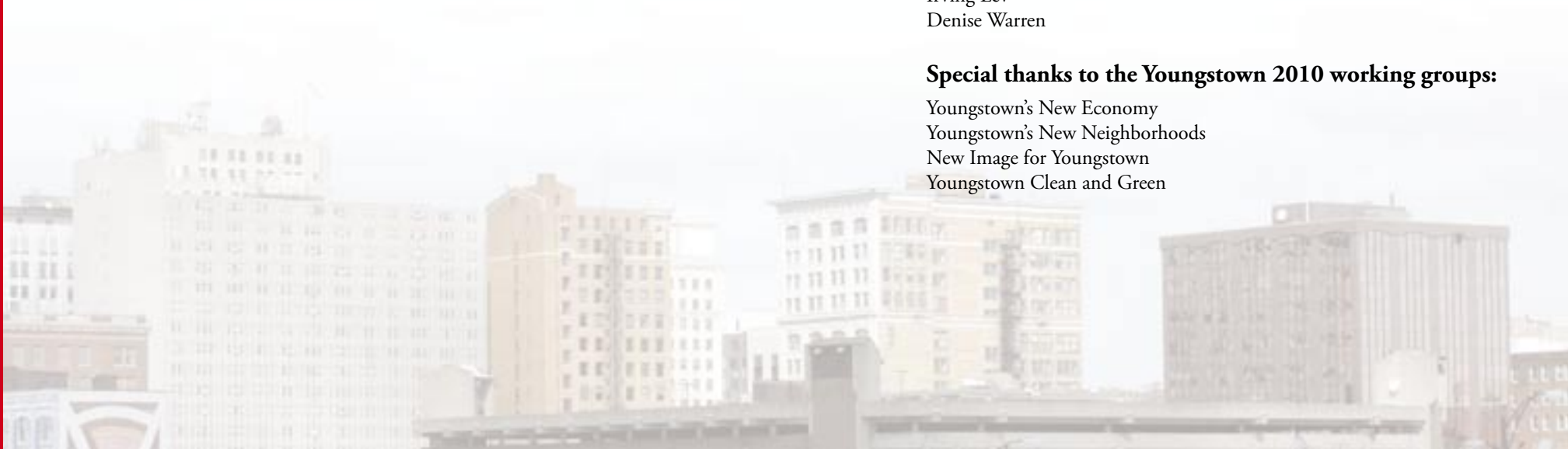
James Fortune, Sr.	President
Artis Gillam, Sr.	1st Ward
Rufus Hudson	2nd Ward
Richard Atkinson	3rd Ward
Carol Rimedio-Righetti	4th Ward
Michael Rapovy	5th Ward
Paul Pancoe	6th Ward
Mark Memmer	7th Ward

Youngstown City Planning Commission

Mayor George McKelvey
Iris Guglucello
Carmen Conglose
Wallace Dunne
Angelo Pignatelli
Irving Lev
Denise Warren

Special thanks to the Youngstown 2010 working groups:

Youngstown's New Economy
Youngstown's New Neighborhoods
New Image for Youngstown
Youngstown Clean and Green



Youngstown 2010 Citywide Plan



"Youngstown 2010 is not just about Youngstown's future, it is about the future of the entire Mahoning Valley. It is the blueprint for a vibrant future for this region. Youngstown 2010 must be your vision, your plan, the time is now!"

George M. McKelvey

George M. McKelvey
Mayor
City of Youngstown, Ohio



"For the first time in our community's history, the city and university, along with businesses, institutions, and our neighborhoods, are working to embrace a common vision for the future. Youngstown 2010 is that vision!"

David Sweet

Dr. David C. Sweet
President
Youngstown State University

Youngstown
STATE UNIVERSITY



Youngstown 2010 is a citywide plan for the City of Youngstown, Ohio. Youngstown 2010 began as a process to engage and educate the community about the importance of planning and the planning process, as well as create a vision and plan to help revitalize Youngstown well into the future. The City of Youngstown and Youngstown State University coordinated this planning process with help from nearly 200 volunteers, neighborhood organizations and businesses.

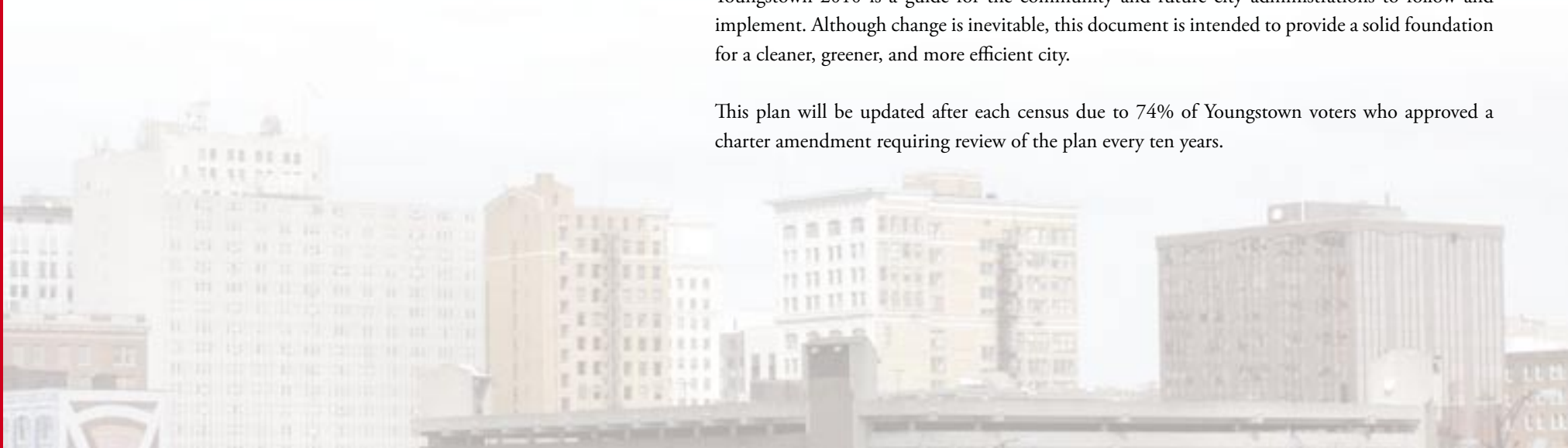
The City of Youngstown was operating under a comprehensive plan that was formulated over a four year period in the early 1950s. The plan was reviewed and updated with two additional volumes in 1974. These plans were for a different era that anticipated a population of between 200,000 and 250,000. The Youngstown 2010 Citywide Plan is based on a new vision for the new reality that accepts we are a smaller city that will stabilize at 80,000 people.

Linear population projections produced by the Ohio Department of Development and analyzed by Youngstown's metropolitan planning organization, Eastgate Regional Council of Governments, indicate that by 2030 Youngstown's population will fall to 54,000. Linear projections may be accurate if there is no change in the status quo. Youngstown 2010 is a chance to change the status quo and alter the slope of the projected trend line.

The City of Youngstown is positioned to become a competitive city once again. Keeping Youngstown 2010 a viable movement and not just another plan on the shelf will take the continued involvement of the community who helped bring the process to fruition. The City of Youngstown can not, on its own, do everything that is called for in the plan. It will be the energy of each neighborhood and each community member that makes this plan work. It is you that will make this plan work.

Youngstown 2010 is a guide for the community and future city administrations to follow and implement. Although change is inevitable, this document is intended to provide a solid foundation for a cleaner, greener, and more efficient city.

This plan will be updated after each census due to 74% of Youngstown voters who approved a charter amendment requiring review of the plan every ten years.



Chapter 1 – City History

Development History – Site and Situation	13
Physical Setting	13
Why We Need a Plan	14

Chapter 2 – The Youngstown 2010 Planning Process

The Visioning Process.....	17
Youngstown's Vision	18
The Planning Process.....	19
Public Participation & Marketing Efforts	21

Chapter 3 – Existing Land Use – The 1951 and 1974 Plans

Industrial	25
Residential	26
Commercial	27
Institutional	28

Chapter 4 – Citywide Conditions

Population.....	30
Race.....	30
Age.....	30
Housing.....	31
Vacant and Abandoned Properties.....	36
Overlay Zoning.....	37

Chapter 5 – Assets to Build On

Regional Connectivity - Transportation.....	39
Water Courses.....	41
Green Networks	41
Compact Core.....	43

Chapter 6 - The Youngstown 2010 Citywide Plan

Plan Themes.....	45
1. Green Network	45
2. Competitive Industrial Districts	45
3. Viable Neighborhoods	45
4. Vibrant Core	45
Recreation and Open Space.....	47
Industrial.....	48
Residential	50
Commercial	51
Institutional	53

Chapter 7 - Planning Districts

North Side Planning District.....	57
Location.....	57

Neighborhoods	57
1. Brier Hill	57
2. Wick Park	57
3. North Heights.....	58
Conditions	58
Population.....	58
Race	58
Age.....	58
Housing, Vacant and Abandoned Properties.....	59
Current Land Use.....	61
Assets and Resources	62
The Youngstown 2010 Citywide Plan.....	63
Recreation and Open Space.....	64
Residential	65
Institutional	67
Commercial	68
Industrial.....	69
South Side Planning District	70
Location.....	70
Neighborhoods	70
1. Oak Hill	70
2. Erie	70
3. Lower Gibson	70
4. Idora	70
5. Warren	71
6. Newport	71
7. Lansingville.....	71
8. Buckeye Plat	71
9. Cottage Grove.....	71
10. Pleasant Grove	71
11. Brownlee Woods	71
Conditions.....	72
Population.....	72
Race	72
Age.....	72
Housing, Vacant and Abandoned Properties.....	73
Current Land Use.....	75
Assets and Resources	76
The Youngstown 2010 Citywide Plan.....	77
Recreation and Open Space.....	78
Residential	79
Institutional	80
Commercial	81
Industrial.....	82

East Side Planning District.....84
 Location84
 Neighborhoods84
 1. East High84
 2. East Side.....84
 3. Hazelton.....84
 4. Landsdowne85
 5. Lincoln Knolls.....85
 6. Sharon Line/McGuffey Heights.....85
 Conditions.....86
 Population86
 Race.....86
 Age86
 Housing, Vacant and Abandoned Properties87
 Current Land Use89
 Assets and Resources90
 The Youngstown 2010 Citywide Plan91
 Recreation and Open Space.....92
 Residential.....93
 Institutional.....94
 Commercial.....95
 Industrial.....96

West Side Planning District.....97
 Location97
 Neighborhoods97
 1. Belle Vista97
 2. Kirkmere97
 3. Salt Springs.....98
 4. Schenley98
 5. Steelton98
 Conditions.....99
 Population99
 Race99
 Age99
 Housing, Vacant and Abandoned Properties100
 Current Land Use102
 Assets and Resources103
 The Youngstown 2010 Citywide Plan104
 Recreation and Open Space.....105
 Residential.....106
 Institutional.....107
 Commercial.....108
 Industrial.....109

Central Planning District110
 Location110

Neighborhoods110
 1. Arlington.....110
 2. Downtown110
 3. Mahoning Commons111
 4. Riverbend.....111
 5. Smoky Hollow111
 6. YSU.....112
 Conditions.....112
 Population112
 Race.....112
 Age112
 Housing, Vacant and Abandoned Properties113
 Current Land Use115
 Assets and Resources116
 The Youngstown 2010 Citywide Plan117
 Recreation and Open Space.....118
 Residential.....119
 Institutional.....121
 Commercial.....123
 Industrial.....125

Chapter 8 - Implementation

Next Steps.....127
 Citywide Projects127
 Cleaner.....127
 Greener127
 Better Planned and Organized128
 North Side Next Steps129
 Cleaner.....129
 Greener129
 Better Planned and Organized129
 South Side Next Steps.....130
 Cleaner.....130
 Greener130
 Better Planned and Organized131
 East Side Next Steps.....131
 Cleaner.....131
 Greener132
 Better Planned and Organized132
 West Side Next Steps133
 Cleaner.....133
 Greener133
 Better Planned and Organized133
 Central District Next Steps134
 Cleaner.....134
 Greener134
 Better Planned and Organized134

List of Maps

Map 1. City of Youngstown Physiography.....	13	Map 39. South Side Assets	76
Map 2. City of Youngstown Corporate Expansion.....	15	Map 40. South Side 2010 Land Use Plan	77
Map 3. City of Youngstown Neighborhoods and Neighborhood Clusters	20	Map 41. South Side 2010 Recreation/Open Space	78
Map 4. City of Youngstown Current Zoning.....	24	Map 42. South Side 2010 Residential Land Use.....	79
Map 5. City of Youngstown Current Industrial Zoning.....	25	Map 43. South Side 2010 Institutional Land Use.....	80
Map 6. City of Youngstown Current Residential Zoning.....	26	Map 44. South Side 2010 Commercial Land Use.....	81
Map 7. City of Youngstown Current Business Zoning.....	27	Map 45. South Side 2010 Industrial Land Use.....	82
Map 8. City of Youngstown Current Institutional Zoning.....	28	Map 46. East Side Population and Blight	87
Map 9. City of Youngstown Current Land Use	29	Map 47. East Side Vacant Land.....	88
Map 10. City of Youngstown Year Structure Built	33	Map 48. East Side Current Zoning	89
Map 11. City of Youngstown Owner Occupied Housing Value.....	34	Map 49. East Side Assets	90
Map 12. City of Youngstown Population and Blight	35	Map 50. East Side 2010 Land Use Plan.....	91
Map 13. City of Youngstown Vacant Land	36	Map 51. East Side 2010 Recreation/Open Space.....	92
Map 14. Regional Transportation Network	39	Map 52. East Side 2010 Residential Land Use.....	93
Map 15. City of Youngstown Water Courses	41	Map 53. East Side 2010 Institutional Land Use	94
Map 16. City of Youngstown Green Networks	42	Map 54. East Side 2010 Commercial Land Use	95
Map 17. City of Youngstown Compact Core.....	43	Map 55. East Side 2010 Industrial Land Use.....	96
Map 18. City of Youngstown 2010 Land Use Plan.....	46	Map 56. West Side Population and Blight.....	100
Map 19. City of Youngstown 2010 Recreation/Open Space	47	Map 57. West Side Vacant Land.....	101
Map 20. City of Youngstown 2010 Industrial Land Use.....	49	Map 58. West Side Current Zoning	102
Map 21. City of Youngstown 2010 Residential Land Use.....	50	Map 59. West Side Assets.....	103
Map 22. City of Youngstown 2010 Commercial Land Use.....	51	Map 60. West Side 2010 Land Use Plan.....	104
Map 23. City of Youngstown 2010 Institutional Land Use.....	52	Map 61. West Side 2010 Recreation/Open Space.....	105
Map 24. City of Youngstown Planning Districts	55	Map 62. West Side 2010 Residential Land Use	106
Map 25. City of Youngstown Neighborhoods and Neighborhood Clusters	56	Map 63. West Side 2010 Institutional Land Use	107
Map 26. North Side Population and Blight.....	59	Map 64. West Side 2010 Commercial Land Use	108
Map 27. North Side Vacant Land.....	60	Map 65. West Side 2010 Industrial Land Use	109
Map 28. North Side Current Zoning	61	Map 66. Central Population and Blight.....	113
Map 29. North Side Assets.....	62	Map 67. Central Vacant Land	114
Map 30. North Side 2010 Land Use Plan.....	63	Map 68. Central Current Zoning.....	115
Map 31. North Side 2010 Recreation/Open Space.....	64	Map 69. Central Assets	116
Map 32. North Side 2010 Residential Land Use	65	Map 70. Central 2010 Land Use Plan.....	117
Map 33. North Side 2010 Institutional Land Use	67	Map 71. Central 2010 Recreation/Open Space	118
Map 34. North Side 2010 Commercial Land Use	68	Map 72. Central 2010 Residential Land Use.....	119
Map 35. North Side 2010 Industrial Land Use	69	Map 73. Central 2010 Institutional Land Use.....	121
Map 36. South Side Population and Blight	73	Map 74. Central 2010 Commercial Land Use.....	123
Map 37. South Side Vacant Land	74	Map 75. Central 2010 Industrial Land Use.....	125
Map 38. South Side Current Zoning.....	75		

List of Tables

Table 1. Youngstown 2010 Working Groups.....19
 Table 2. Historic Housing Census Data.....31

List of Figures

Figure 1. Median Housing Value32
 Figure 2. YMHA Hope VI Site Plan66
 Figure 3. Mahoning River Corridor of Opportunity Plan83
 Figure 4. Wick District Redevelopment Plan120
 Figure 5. Youngstown State University Centennial Master Plan122
 Figure 6. Youngstown Convocation Center.....124
 Figure 7. Seventh District Court of Appeals.....124

Appendix

Appendix A -
 Youngstown 2010 Vision135

 Appendix B -
 PBS 45 & 49 Youngstown 2010 Programs (as of July 20, 2005).....144

 Appendix C –
 Youngstown Neighborhood Map145

 Appendix D –
 City of Youngstown Current Zoning Map146

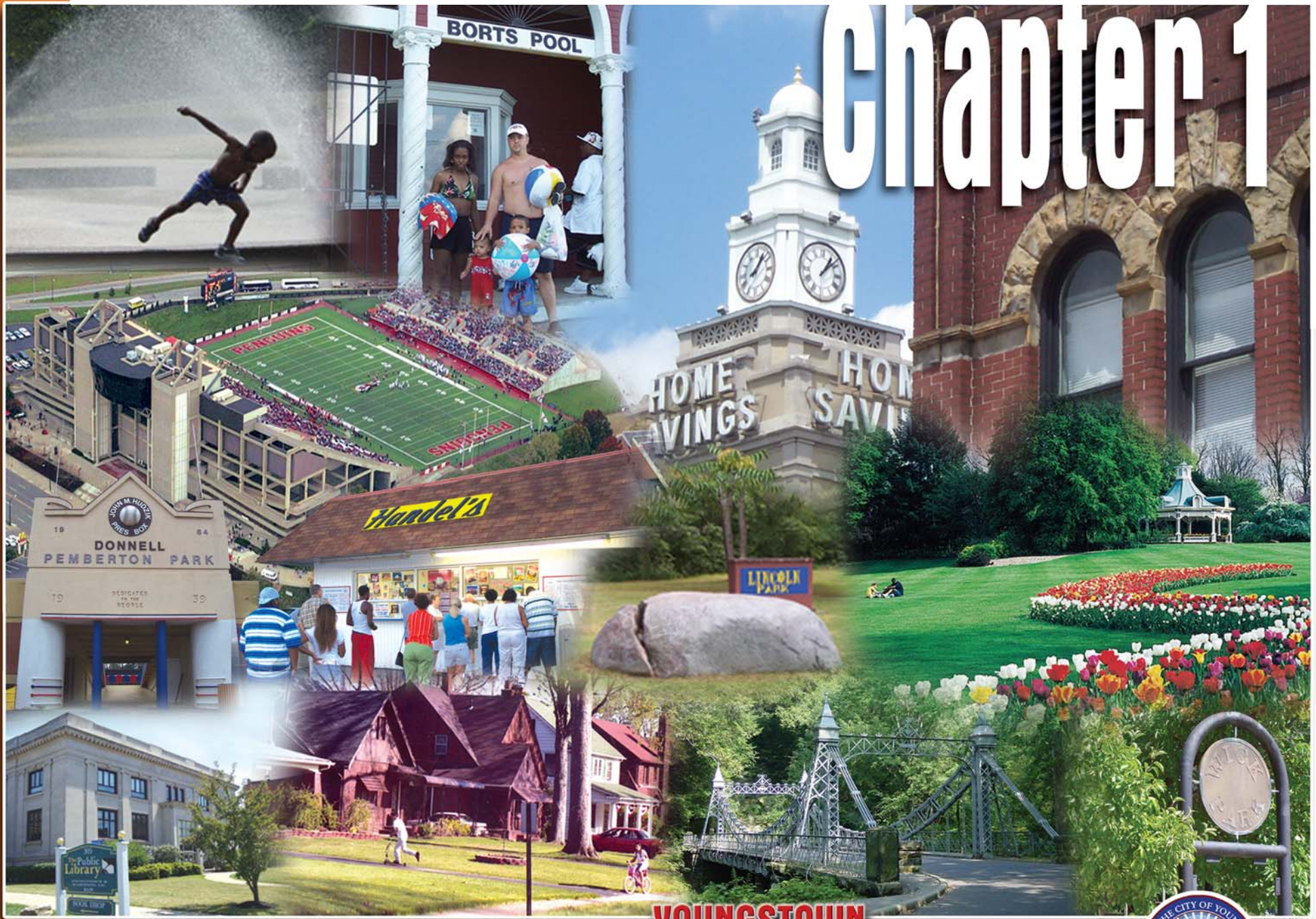
 Appendix E –
 Youngstown 2010 Future Land Use Map.....147

 Appendix F –
 Definitions148





Chapter 1



YOUNGSTOWN
2012

Youngstown
STATE UNIVERSITY





Development History – Site and Situation

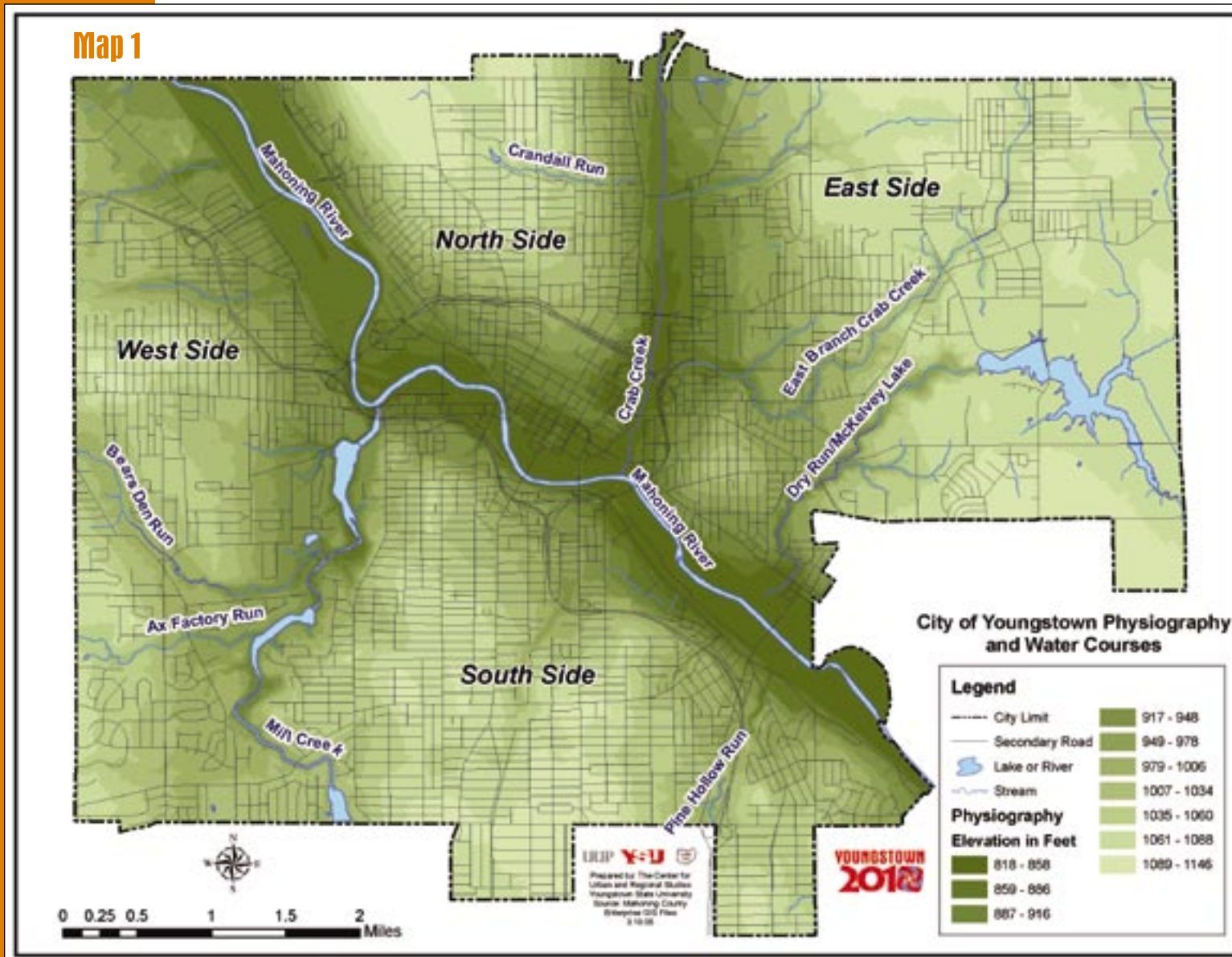
Youngstown, Ohio developed out of the setting, where people were drawn to work in the mines, mills and factories. Youngstown was created by the same factors that led to the establishment of the U. S. industrial belt that stretched from Massachusetts to the Mississippi River: resources, ingenuity and capital. In the chaos of American industrialization and the flow of immigrants, what settled out on John Young's township was this unique city.

Physical Setting

Youngstown lies on the glaciated portion of the Allegheny Plateau. As the last glaciers retreated 12,000 years ago they left behind a landscape dramatically different from the heavily eroded table lands that existed prior to their advance. Glacial till filled the steep valleys leaving behind a relatively uniform plain. The melting ice carved out the Mahoning River, which drains into the Ohio River Basin.

During the 120 centuries that have passed since the retreat of the last ice sheets, the land that now is the setting of Youngstown underwent a further sculpting by rain and runoff creating Mill Creek and Crab Creek, the tributaries that define eastern and western extent of the wide Mahoning River floodplain that John Young platted as “Young’s Town” (see Map 1). The Mahoning River, Mill Creek and Crab Creek basins formed the boundaries of what would become culturally engrained as the four ‘sides’ of Youngstown. Over time the valleys became the site of Youngstown’s industry and the high ground provided living space for its people.

Youngstown grew in spurts from its corporate infancy in 1869 to its great spatial expansion in 1929 (see Map 2). The City expanded with its industry and population until the township was entirely absorbed and portions stretched into Boardman, Liberty and Coitsville Townships. Following 1929, territorial growth was minimal as suburbs resisted annexation.



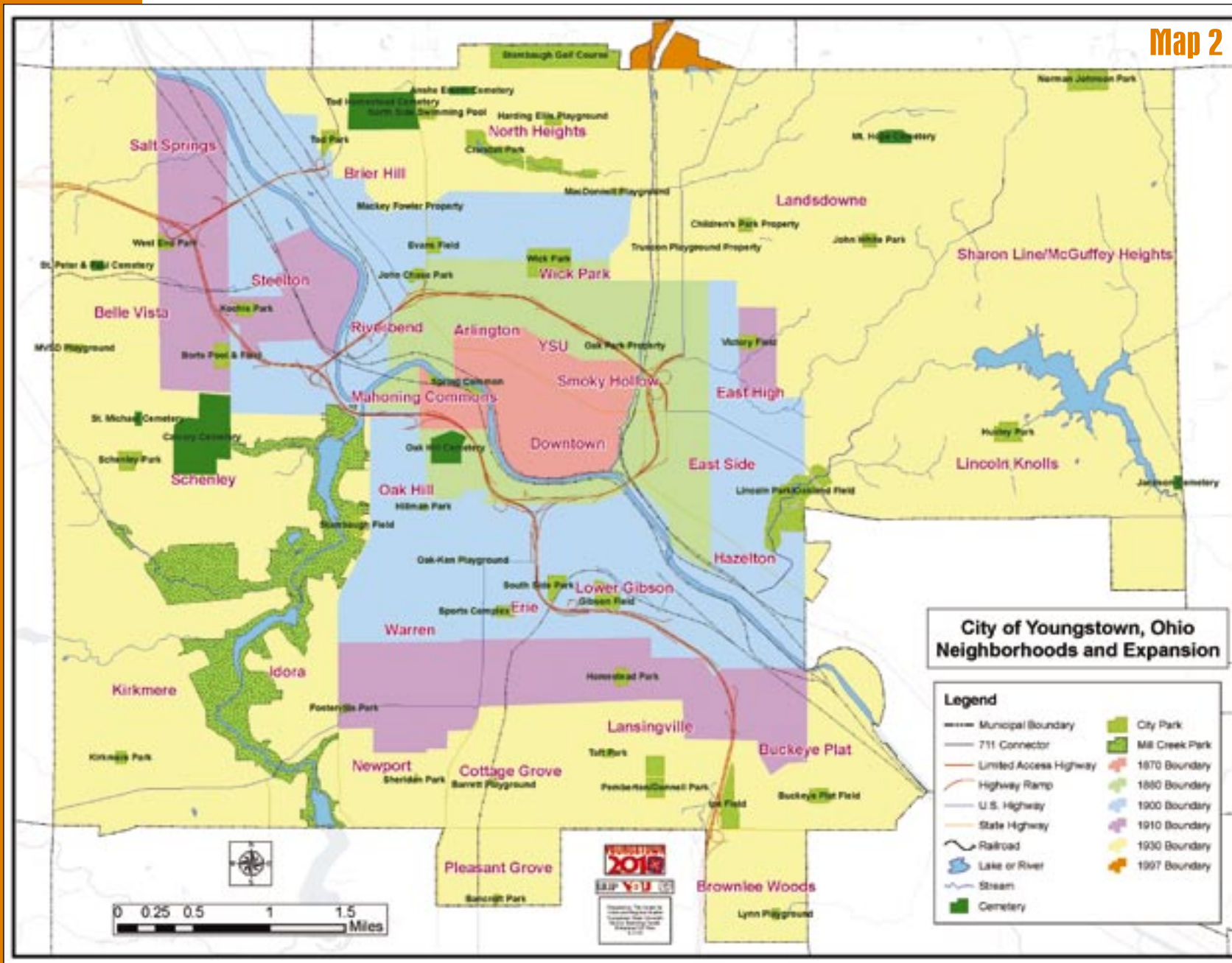
Youngstown as part of the great American manufacturing belt was pulled and influenced by forces from its larger neighbors, Cleveland and Pittsburgh. It took on traits of the river valley mill town that was Pittsburgh and the industrialized Great Lakes gateway that was Cleveland. The result was uniquely Youngstown, a place linked to two distinct regions but acknowledged by neither. This paradox of connection and isolation would shape the mindset that led Youngstown to its industrial dominance and exacerbated its fall as deindustrialization swept across America's heartland.

Why We Need a Plan

When steel's reign came to a screeching halt and the smoke literally cleared, Youngstown was left with no vision and no plan to deal with the aftermath, not that any city so hard hit by similar economic forces did. Youngstown was operating on a comprehensive plan adopted in 1951 and updated in 1974 that was based on growth and expansion. By the late 1970s the plan was without foundation and virtually obsolete. Youngstown lacked direction through its decline, and without vision languished for the next twenty five years.



Youngstown circa 1870, view looking northwest — Courtesy of the Mahoning Valley Historical Society

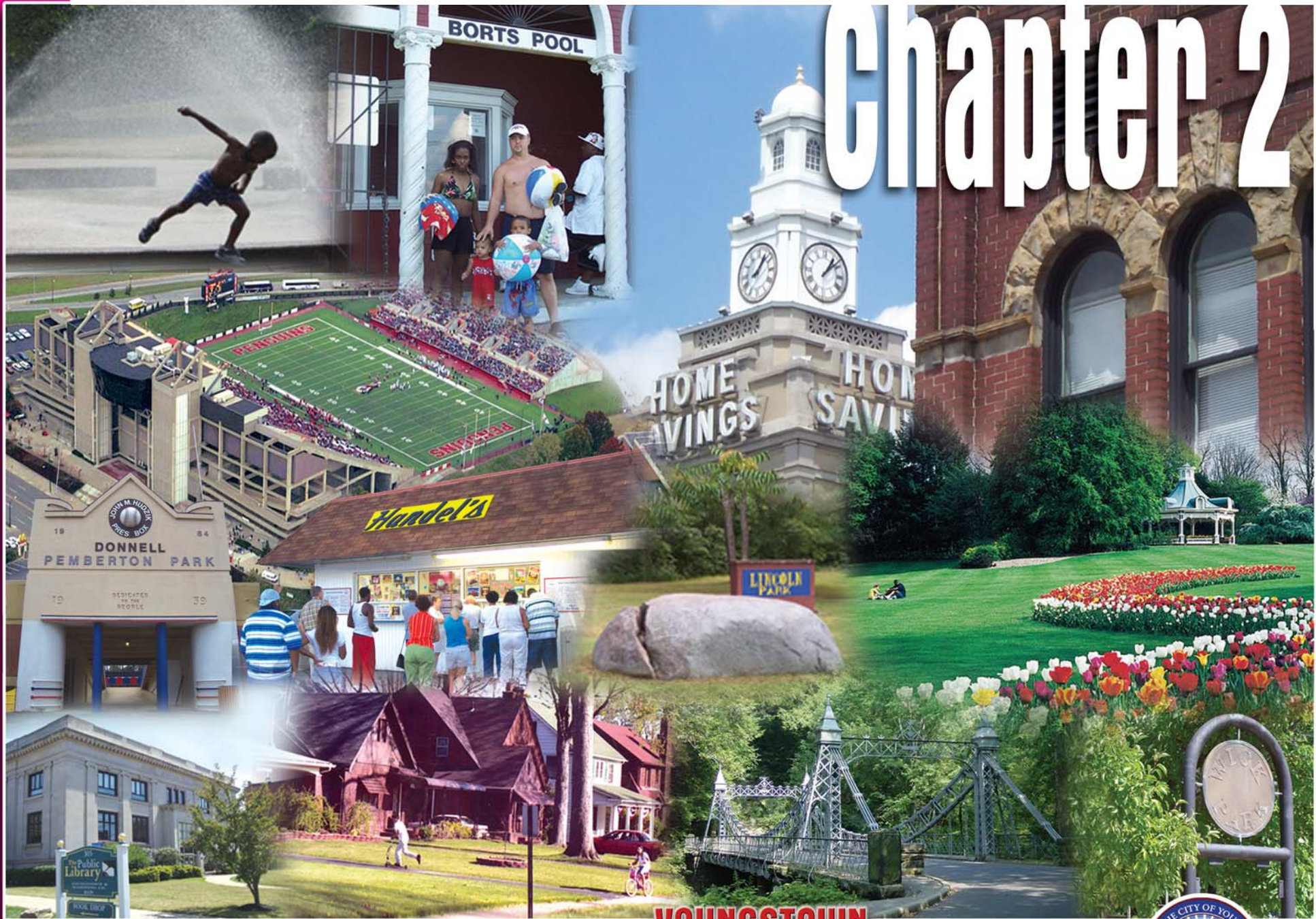


The collapse of the steel industry and the impact it had economically and socially has made it extremely difficult to begin a process of revitalization. Few, if any, cities have experienced the highs of being the third largest steel producing city in the U.S. at one time with census data showing its highest per capita family income locally (adjusted for inflation) in 1960 to losing 40,000 manufacturing jobs overnight and garnering national attention for crime and corruption.

Youngstown's and the entire region's future is dependent on a positive, planned and mutually inclusive journey towards renewal. The civic psyche, inside the City and out, came to this consciousness in 2002 when the spirit of Youngstown 2010 was born. Youngstown 2010 is a planning process to pick up the pieces and organize them to set the stage for sustainable regeneration in the new economy of the 21st century.



Chapter 2



YOUNGSTOWN
2010

Youngstown
STATE UNIVERSITY





Youngstown 2010 is the City's first citywide planning process in over fifty years. This process is nothing short of a paradigm shift. Former knee jerk reactions to events outside of the City's control have failed. A proactive approach toward the future is the last chance for sustainability, perhaps even survival. To be proactive involves a clear vision of what the future can be and a road map towards that end. This planning process supplies both a Vision and a Plan that will give direction to Youngstown through 2010 and provide the foundation for a future beyond that point.



Focus group workshop at Youngstown State University

The City of Youngstown and Youngstown State University (YSU) came together in a unique and inspiring 'town-and-gown' union. YSU was in the process of rethinking and updating its Campus Plan while the City was about to embark on the first review of its Comprehensive Plan since 1974. It was clear to both that these initiatives could not be undertaken in isolation. It was even more evident that the planning process could only proceed if both entities worked together to meaningfully engage the community in a way that would help reverse the City's pattern of cynicism and pessimism.

The Visioning Process

Youngstown 2010 began as a community engagement and civic education process meant to gain public participation but also educate people about the importance of planning. With the assistance of consultants – Urban Strategies, Inc. of Toronto, Ontario – the community engagement and civic education process occurred over a seven-month period in 2002. It involved a series of workshops with over 200 community leaders – representing neighborhoods, local governments, non-profit agencies, business groups, religious groups, trade unions, educational institutions and the media. Initial workshops were held where opinions and ideas about the future of Youngstown were shared. A new Vision for the City emerged, through discussions among a diverse group of community leaders on the salient issues. A dozen workshops in all; structured as a SWOT analysis (strengths, weaknesses, opportunities and threats) with a final thought from each participant. The Vision became a guide for defining common ideals about the future and identifying matters to be addressed through further planning and implementation.

and initiated a new public discourse. Beyond the formal workshops, many discussions took place in church basements, high school and university classrooms and community-group meetings. The evolving Vision took center stage in the local media and among elected officials as the community became thoroughly engaged in the planning process and excited about the possibilities it held.

The community engagement and civic education process culminated in a public meeting on December 16, 2002 where 1,400 people (in a city of 82,000) attended. One of the great successes of that night was the number of people who made a personal commitment to volunteer their time; nearly 100 people left their contact information to get involved. Attendees left the auditorium with a new level of optimism and interest in planning for the future of their community.

Having built and shaped a new Vision, the community leaders had a considerable stake in overseeing its success. They became the voice for Youngstown 2010



Youngstown 2010 Vision public meeting at Stambaugh Auditorium with 1,400 people in attendance.

Chapter 2 — The Youngstown 2010 Planning Process

Youngstown's Vision

The Youngstown 2010 Vision is a guiding document that sets out a framework for understanding and addressing the issues that Youngstown faces. It provides a community-based agenda for change organized around platforms:



- **Accepting that Youngstown is a smaller city.**

The dramatic collapse of the steel industry led to the loss of tens of thousands of jobs and a precipitous decline in population. Having lost more than half its population and almost all of its industrial base in the last 30 years, the city is now left with an oversized urban infrastructure. (It has been described as a size 40 man wearing a size 60 suit). There are too many abandoned properties and too many underutilized sites. Many difficult choices will have to be made as Youngstown recreates itself as a sustainable mid-sized city. A strategic program is required to rationalize and consolidate the urban infrastructure in a socially responsible and financially sustainable manner.



- **Defining Youngstown's role in the new regional economy.**

The steel industry no longer dominates Youngstown's economy. Most people work in different industries today. The city must align itself with the present realities of the regional economy. This new positioning means support for a more diverse and vibrant economy founded on the current strengths within the city and region, such as the university, the health care sector, industrial clusters and the arts community.



- **Improving Youngstown's image and enhancing quality of life.**

Youngstown must become a healthier and better place to live and work. Over time people have grown accustomed to seeing rundown buildings and streets. Urban decay is a constant and demoralizing reminder of Youngstown's decline. It is important that Youngstown begin to "fix its broken windows" and support initiatives to improve neighborhoods, the downtown, the river, and the education system. The city must also begin dealing with difficult issues such as public safety and racism.



- **A call to action.**

The people of Youngstown are ready for change. The city already has a large number of local leaders who want to involve others and make a contribution. The comprehensive plan must ensure that the excitement and optimism fostered through the visioning process is maintained and advanced. To that end, the city needs a practical, action-oriented plan and a process through which local leaders can continue to be empowered and the city's successes constantly celebrated.

Youngstown City Council unanimously adopted the Youngstown 2010 Vision by resolution at its February 19th, 2003 meeting (see Appendix A for complete version of Youngstown 2010 Vision).

The Planning Process

Once the Vision was established from the community engagement and civic education process and adopted by City Council, phase two of the planning process began – develop a plan.

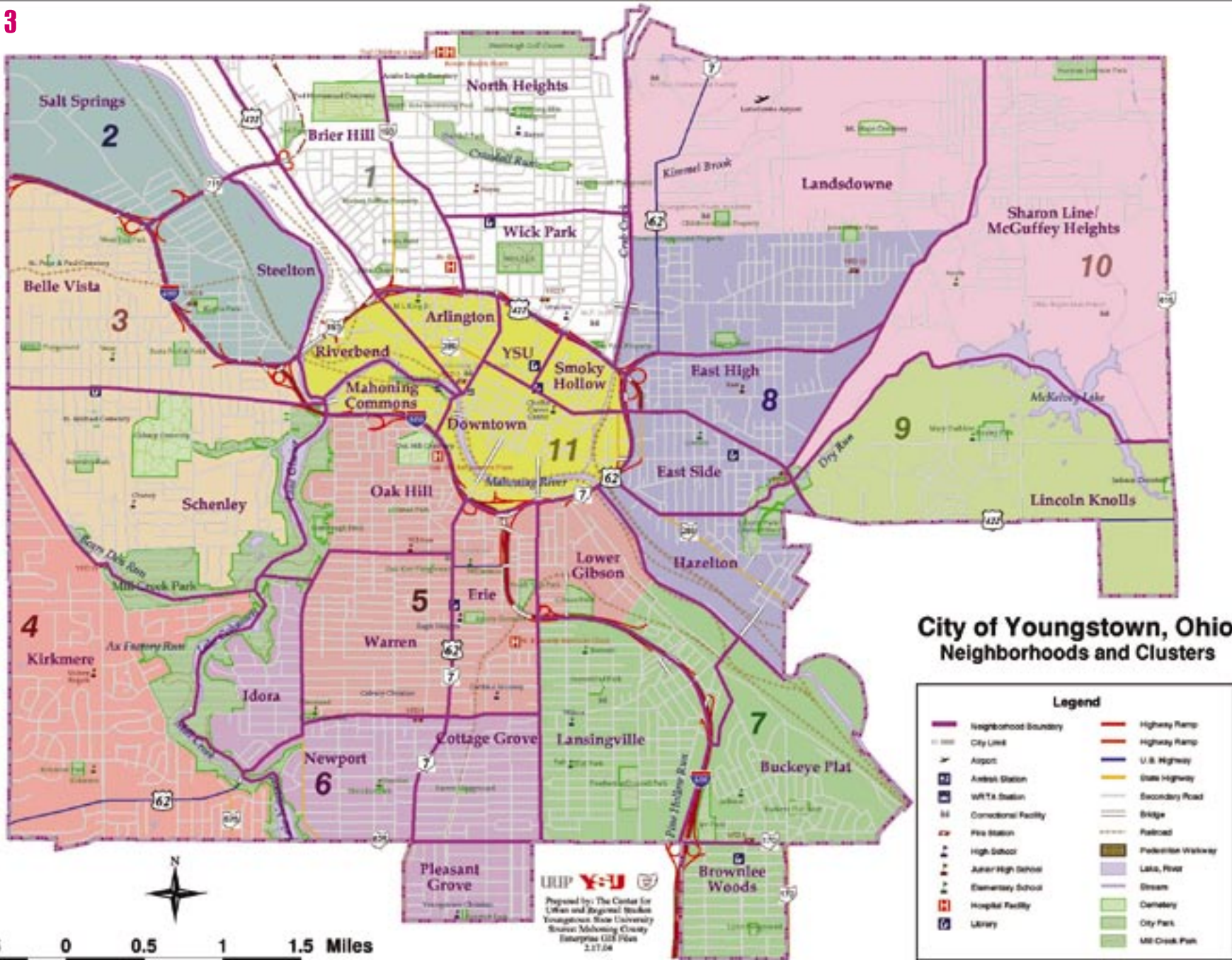
The City and YSU, understanding the amount of work left to do and the limited staff support, seized the momentum from the Vision presentation with volunteer help. A number of volunteer working groups were set up to help create the plan and promote the planning process (see Table 1).

Planners and historians list 31 distinct neighborhoods in Youngstown. Some have historical significance; others were conveniently created as justification for census tract designations. Several of the neighborhoods share similar demographics and housing characteristics that allowed them to be combined into neighborhood clusters. The result was eleven neighborhood clusters (see Map 3).

Table 1

Engaging Volunteers to Achieve the Youngstown 2010 Vision		
Four main working groups, made up of subgroups, were formed with over 150 volunteers performing specific tasks to help develop the Youngstown 2010 Plan.		
Working Group & Sub-groups	# of Volunteers	Mission
Youngstown's New Economy		Define Youngstown's Role in the New Regional Economy.
Creating Economic Wealth and Jobs in the Valley and City	15	Achieve a shared understanding and vision of the new regional economy and the city's economic opportunities.
Reinvest in City Retail and Service Commercial Centers	10	Create commercial centers in the City to compete for consumer spending of city households.
Vision for the Downtown Economy	25	Define a business development strategy for the downtown.
Youngstown Clean and Green		Improve the attractiveness of Youngstown as a place to live and do business.
Fix-up, cleanup, and beautification	40	Create a livable city by eliminating blight, increasing property maintenance, and beautifying public spaces and gateways.
Enjoy our natural amenities	20	Achieve a shared vision of the city-wide network within the regional network of greenways and outdoor amenities, and restore/protect the river and streams.
Youngstown's New Neighborhoods		Create a shared vision for Youngstown's neighborhoods using grass-roots groups and residents.
Neighborhood-based planning	15	Engage broad-based participation of residents and groups in planning for the city's authentic neighborhood areas.
Housing for Emerging Markets	15	Define a housing strategy for each neighborhood area for improving the supply of quality housing.
New Image for Youngstown	25	Create a marketing strategy to promote Youngstown 2010 and establish open communication for the Youngstown 2010 planning process.

Map 3



URIP Y-SU
Prepared by: The Center for Urban and Regional Studies
Youngstown State University
Sharon Mahoning County
Enterprise GIS Files
2.17.04

A series of eleven neighborhood cluster planning meetings were held throughout the City during the summer and fall of 2004. The purpose of these meetings was to reinforce the Vision principles, emphasize the importance of planning, present background data for the neighborhoods and find out from the residents and business owners how they see their neighborhoods developing in the future. To prepare for these neighborhood meetings, volunteer working groups were organized as follows:



Neighborhood cluster planning meeting on the south side.

- The *Fix-up, Cleanup and Beautification* working group had 40 trained volunteers that surveyed every parcel of land in the city for structure, property and sidewalk conditions. A simple survey form was prepared and volunteers canvassed the city to record the conditions of each neighborhood. The surveys were entered into a database and then mapped. The maps were used to visually show the neighborhood conditions at the neighborhood cluster meetings.
- The *Housing for Emerging Markets* working group analyzed census information as well as the conditions surveys and made recommendations for the plan. Those recommendations were presented at the neighborhood meetings and gave the neighborhood people an opportunity for comments and to refine the recommendations.
- Recreational and green space land use and projects were identified by the *Enjoying Our Natural Amenities* working group. Their suggestions were mapped and presented at the neighborhood meetings too.
- The *Youngstown's New Economy* working groups had intentions of analyzing the city economy in relation to the regional economy, with a more detailed analysis of commercial centers and downtown economic functions. But budget constraints and timing have pushed this component of the plan to an identified project in Youngstown 2010.
- The *Neighborhood-Based Planning* and *New Image for Youngstown* working groups were vital to the success of the planning process because part of their mission was to engage broad-based participation of residents and groups in planning for Youngstown's authentic neighborhood areas.

Over 800 people participated and provided input at the eleven neighborhood cluster planning meetings. This analysis gave a realistic account of the current neighborhood conditions and helped keep expectations, goals and projects for the future within reach. Development ideas and project suggestions fit into one of six sections: recreational activity in your neighborhood, residential activity in your neighborhood, retail activity in your neighborhood, industrial activity in your neighborhood, transportation and accessibility issues in your neighborhood and improving the quality of life in your neighborhood. The input from the neighborhood meetings was used to generate a draft land use plan.

The Youngstown 2010 Citywide Plan was unveiled at Stambaugh Auditorium on January 27, 2005. Two years since the unveiling of the Vision, the continued enthusiasm of the City and region for this planning process led to 1,300 people attending the public meeting.

Public Participation & Marketing Efforts

Public inclusion was a top priority in the Youngstown 2010 planning process from the beginning. The visioning process brought in representatives from every possible business, community, government and education group that was within the city limits and the region.

The media (i.e. television, print and radio) were viewed as a vital link to the public and they responded with excellent coverage of the planning process. During the visioning phase, the media covered Youngstown 2010 multiple times and the main newspaper ran a four-part cover story leading up to the Vision unveiling at Stambaugh Auditorium in December 2002. A full-page ad was placed in the newspaper for four days leading up to the meeting, explaining the purpose of Youngstown 2010, inviting the public to attend and stressing the importance of their involvement.

Two volunteer working groups were established to engage the community in the Youngstown 2010 planning process and help create the plan. The first working group, called New Image for Youngstown, was to concentrate on developing marketing initiatives. Their mission was to promote Youngstown 2010 and to establish open communication for the

Chapter 2 — The Youngstown 2010 Planning Process

Youngstown 2010 planning process. The volunteers met regularly and came up with a variety of ways to educate and engage the community. Their work included recommendations to the Youngstown 2010 planning team in the areas of marketing, advertising, event coordination, memorabilia, public relations and website design and content. In addition, they developed the billboard and t-shirt slogan, “It’s your future... get involved!”

The other working group, Neighborhood-Based Planning, mainly focused on getting public participation for the neighborhood planning meetings that took place in 2004. This working group distributed the informational brochure developed by the New Image for Youngstown working group to businesses, neighborhood organizations and residents in order to inform them about the neighborhood planning meeting schedule. The volunteers contacted these groups and individuals again as the individual planning meetings approached in their neighborhoods.

Keynote Media Group, a marketing firm, was used to handle the technical components of the marketing strategy. Keynote coordinated the spring 2004 news conference that released the neighborhood planning meeting schedule and marketing strategy to the public. The firm also produced two television public service announcements (PSAs), which appeared on the three local television networks in the area over a nine-month period. The first PSA was a brand awareness spot about Youngstown 2010. The second PSA had a more specific purpose of inviting the public to the January 2005 public meeting to see the unveiling of the plan. Additionally, the firm coordinated the marketing of the January 2005 event itself.

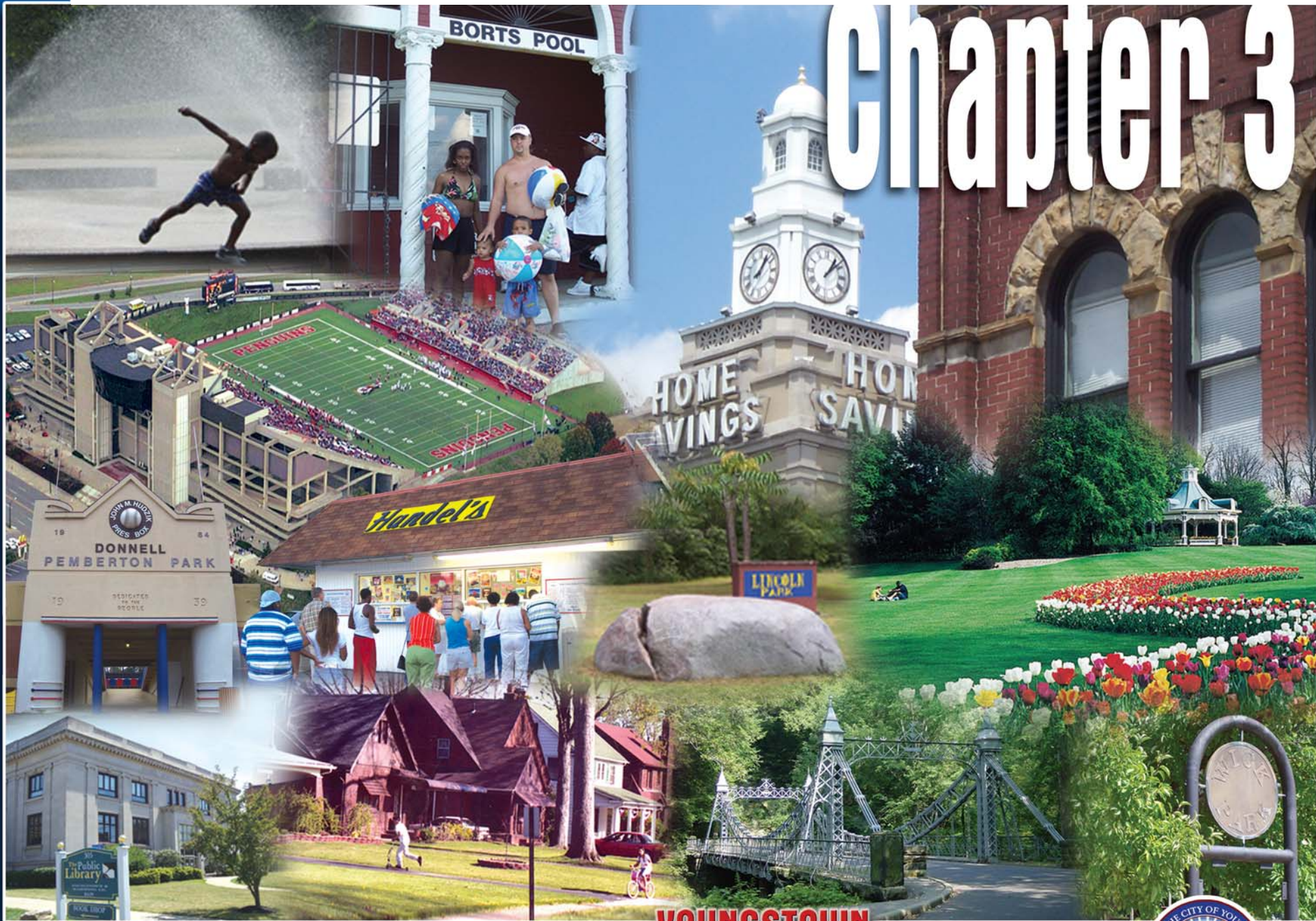
The last and most interesting marketing component is the involvement of our local public television station WNEO/ Channel 45 and WEAO/ Channel 49, known as PBS 45 & 49. PBS 45 & 49 are jointly operated public television stations serving the northeastern Ohio region. The station became interested in Youngstown 2010 because its policy has been to own and operate the airwaves in the interest of its member communities. The station took an active role and promoted the public meeting at Stambaugh Auditorium in December 2002 and rebroadcast the event the following month. A few months later, PBS made a commitment to produce and broadcast a live program, “2010 Moving Ahead: A Forum for Reporting Progress” to keep citizens informed about the progress of Youngstown 2010 and related issues. In its continuing support of Youngstown 2010, PBS 45 & 49 has produced eight additional Youngstown 2010 programs on a quarterly basis (See Appendix B).

The local public radio station, WYSU-FM Classical 88.5, has complemented the PBS 45 & 49 Youngstown 2010 programs with live simulcasts of each event. Our public television and radio stations continue to be partners and are scheduled to continue live broadcast updates of Youngstown 2010.

Over 5,000 people participated directly in the Youngstown 2010 planning process between the visioning process and the Vision presentation, the neighborhood cluster meetings, the PBS live broadcast audiences, presentations to neighborhood groups and surrounding communities, and the Youngstown 2010 Plan presentation at Stambaugh Auditorium. The emphasis of Youngstown 2010 is about the people of the city and the surrounding communities. The future viability of the city and its successes will only be achieved if people contribute to the plan. Therefore, public participation and awareness will continue to be a top priority as we move from planning to implementation.



Chapter 3



YOUNGSTOWN
2010

Youngstown
STATE UNIVERSITY







West Federal Street, downtown, Youngstown — Courtesy of the Mahoning Valley Historical Society



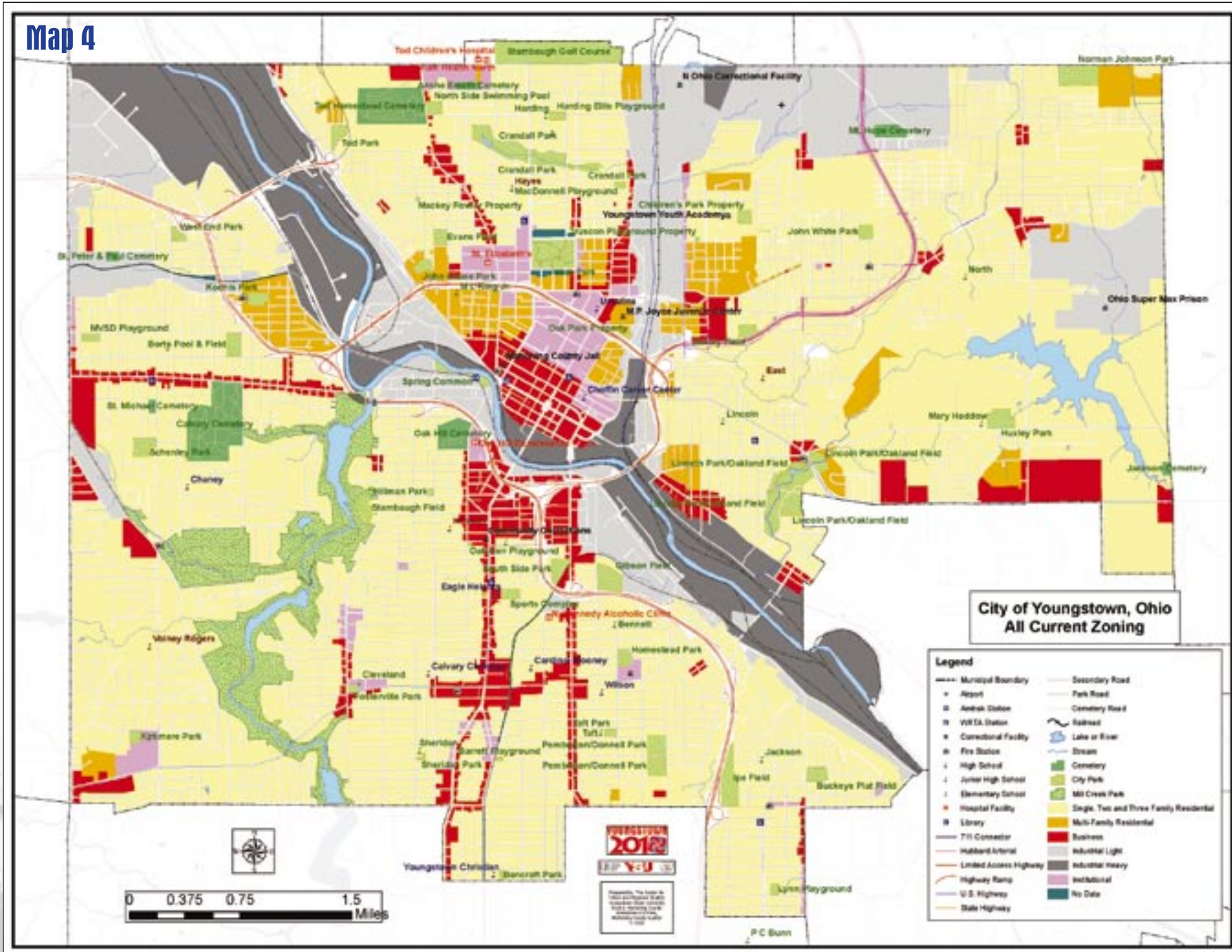
Ohio Works of the United States Steel Corporation located on Youngstown's west side — Courtesy of the Mahoning Valley Historical Society

The planning process that was undertaken by the City of Youngstown in the early 1950s was based on the reality of that time. The Korean War was underway, reconstruction was ongoing in Europe and Japan and the demand for steel remained strong. Planners had no reason to doubt that the city would continue to grow and the steel industry would thrive. Suburbanization had begun, but new tracts were still being built in the City. New retail centers were being constructed along high traffic corridors inside the City. Suburban plazas had yet to take root. Locally owned steel companies were still investing in local facilities and were seeking more industrial space.

Planners were more than willing to set land aside for industrial expansion. With industrial growth, planners anticipated the City would attain a population of between 200,000 and 250,000. A population of this size, even at relatively high densities, would need an expansion of land set aside for residential growth. Residents would need more commercial opportunities than the built out downtown could supply, so planners increased land set aside for commercial use. Greenspace was not planned, but was a permitted use in most zoning classifications. Land was set aside as neighborhood parks. Green space, planned or residual, also served as a buffer between conflicting land uses.

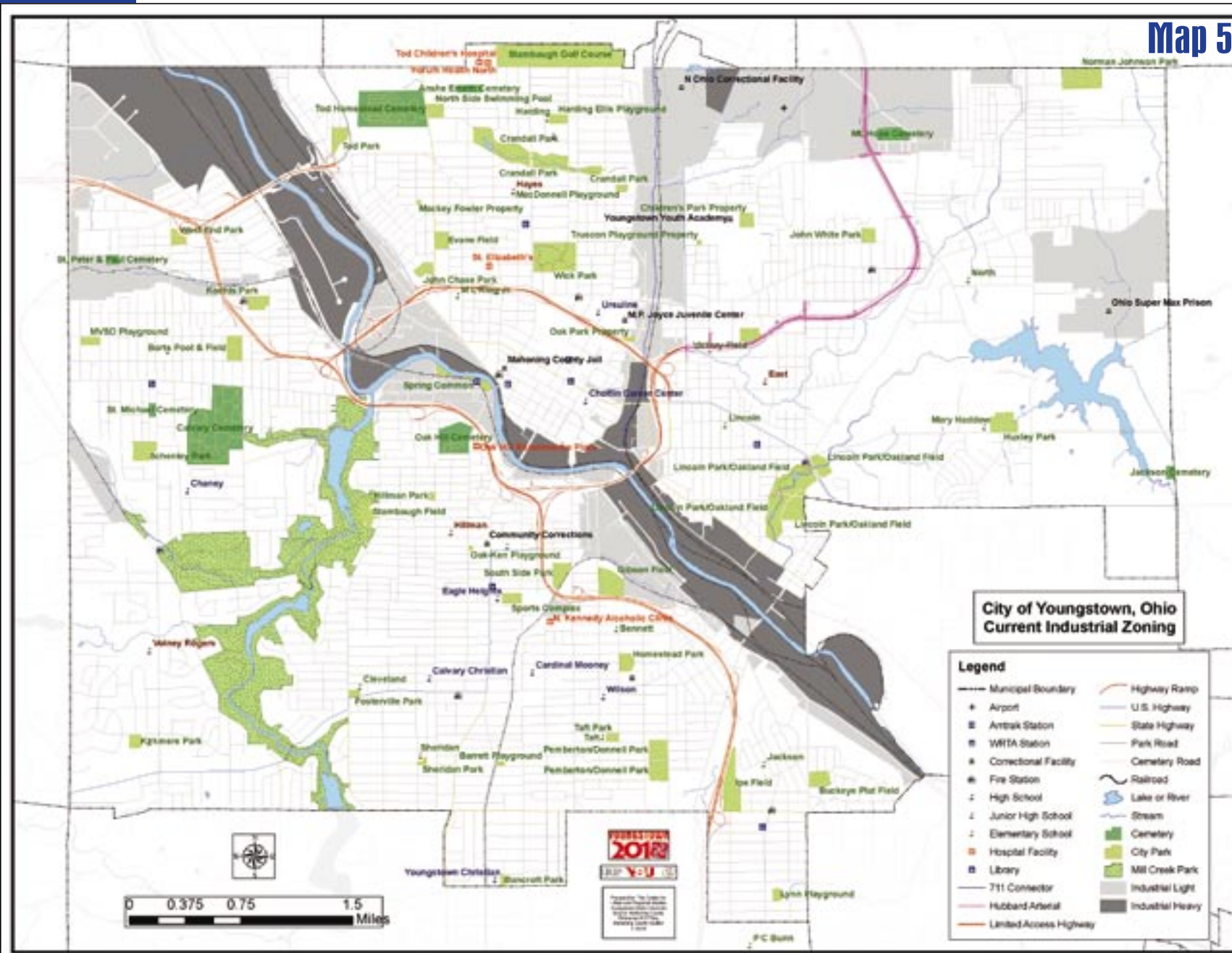
The zoning ordinance that was the legal document behind the 1951 plan was updated in 1969. The plan itself was updated in 1974. The zoning ordinance has been updated continuously since its adoption. The zoning map (see Map 4) is the graphic representation of the land use patterns dictated by the 1951 and 1974 plans.

Map 4



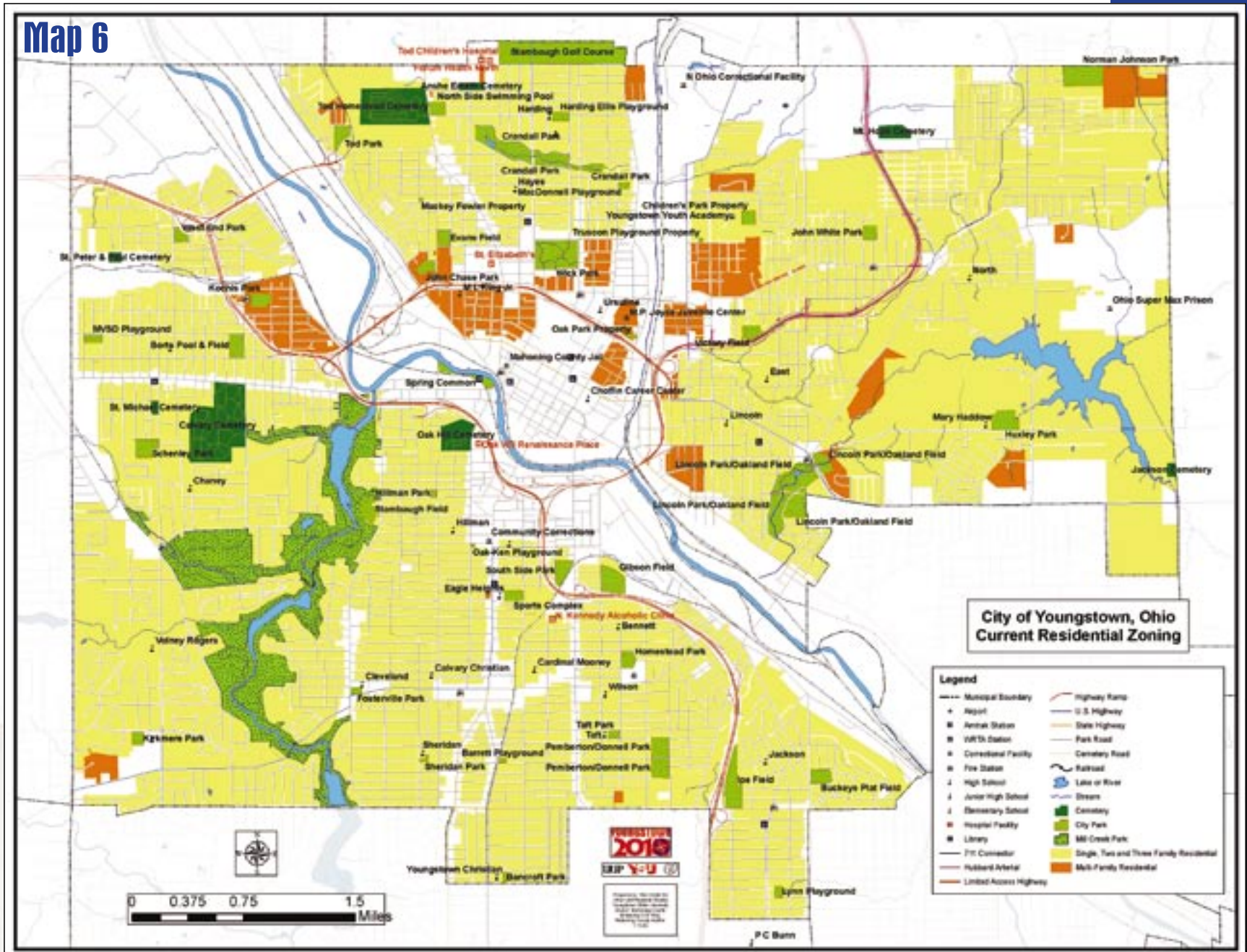
Industrial

There are currently approximately 3,900 acres of land set aside in Youngstown for industrial use. The vision of the heavy industrial past is evident in the 1,700 acres of land zoned for heavy industry. These are the former sites of integrated steel production. The 2,200 acres of light industrial land represent some current industry along with brownfields and greenfields set aside for expansion that never came (see Map 5).



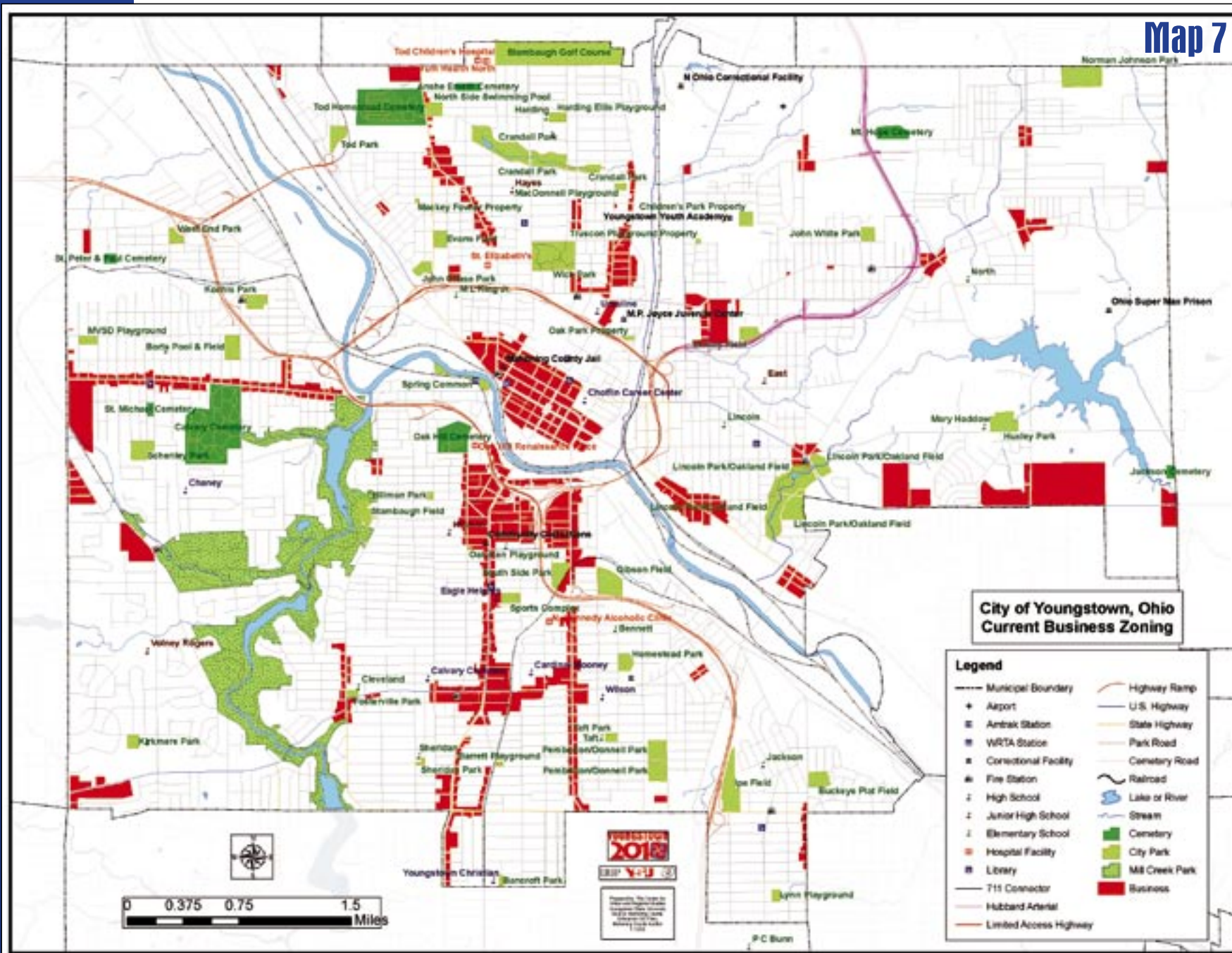
Residential

The current zoning map (see Map 6) shows that other than the historic industrial corridors and commercial gateway routes, the bulk of the City is planned for residential development. The expectation of huge population growth is evident in the expanse of residentially zoned land. Nearly 12,000 acres were set aside for single, two and three family residential units. Another 720 acres were allocated for multi-family residential. As was the case with industrial land, much of the residentially zoned land remained in a green field state as suburbanization usurped new housing demand from the City.



Commercial

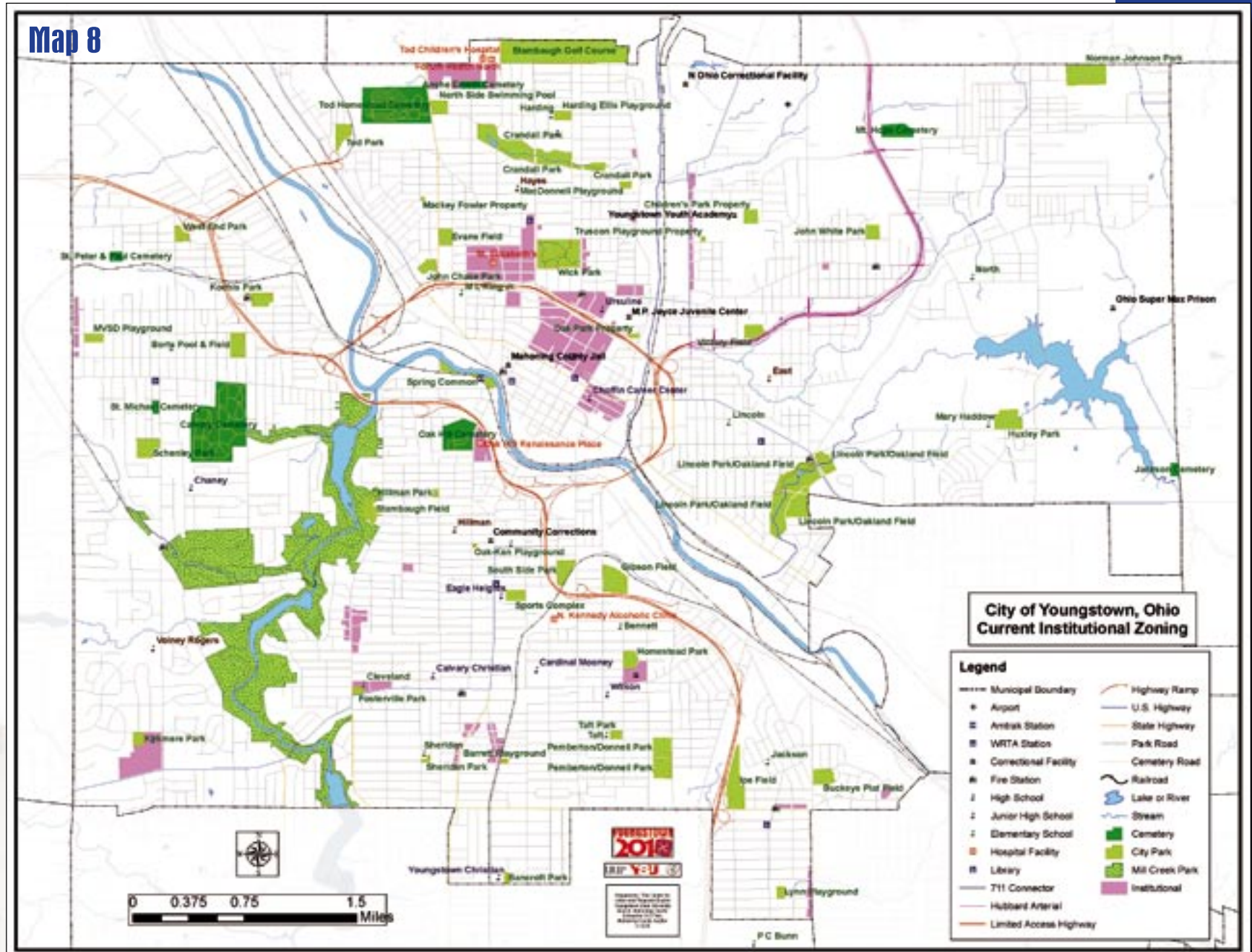
The 1951 and 1974 plans (current zoning) have left Youngstown with 1,260 acres set aside for commercial use. These plans predated mass retail migration to the suburbs and were extremely optimistic concerning commerce in the City. Commercial land was set aside along all the major corridors into the City, downtown, and at selected key locations around town (see Map 7). Prior to suburban expansion in the late 1950s this was a reasonable assumption. By 1974 this logic for retail was suspect.



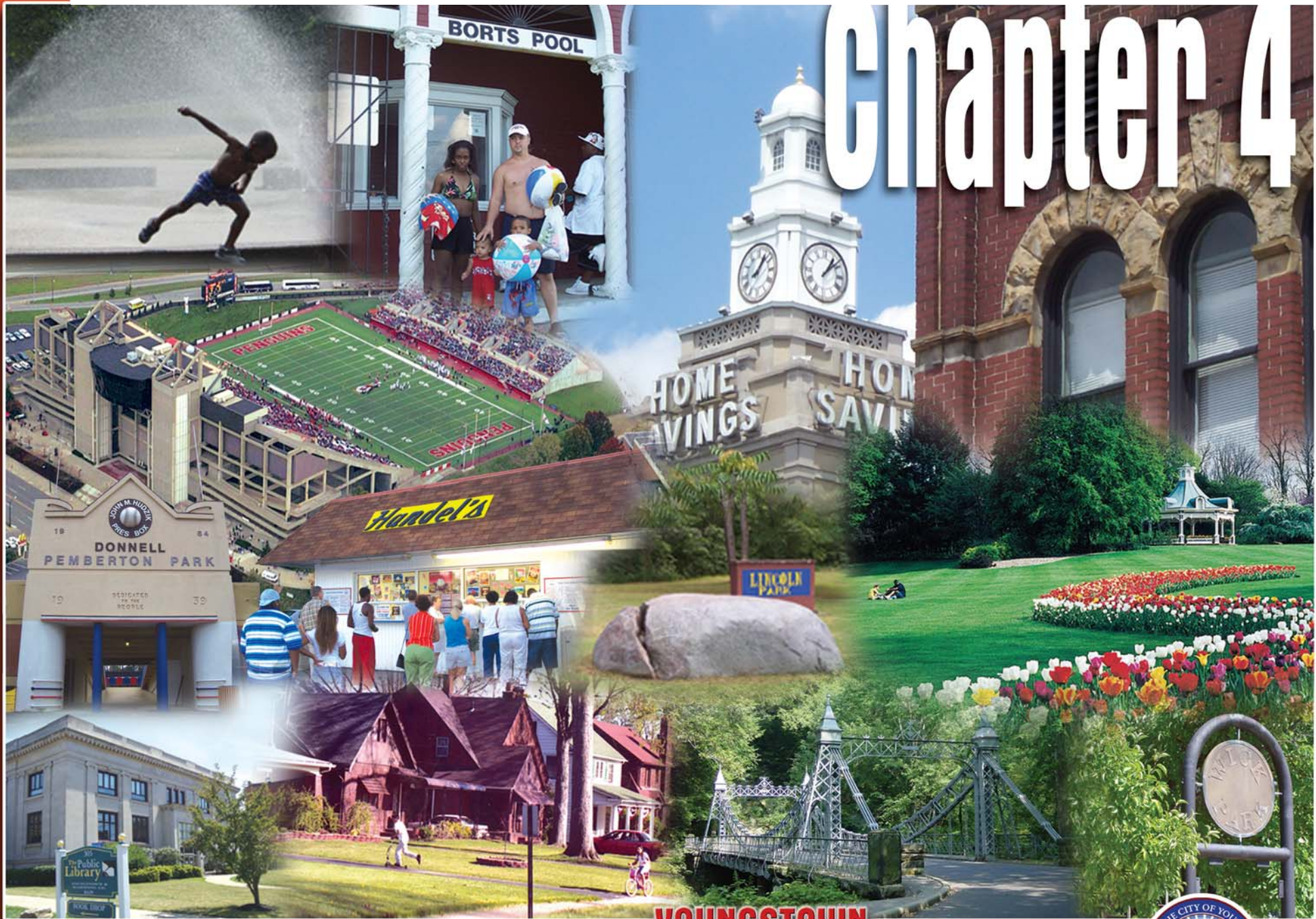
Institutional

Institutional land use generally is set aside for the cultural, governmental and educational aspects of a given society. The zoning ordinance has a list of uses allowed in an institutionally zoned district, but institutional uses are also allowed in other zoning classifications. Examinations of the old plans show that institutional zoning (see Map 8) is reserved for expansive developments and not required for each individual church or school. This means that there is more land in institutional use than is reflected in the plan.

The zoning ordinance sets aside 460 acres for strictly institutional use. The largest agglomeration of institutional use was along the border of the Downtown and North Side planning districts. Included in this grouping, among others, are Youngstown State University, St. Elizabeth Medical Center, Park Vista, the Our Lady of Mt. Carmel complex and the Mahoning County Martin Joyce Juvenile Justice Center. Other medical facilities and larger education and religious complexes were scattered throughout the City.



Chapter 4



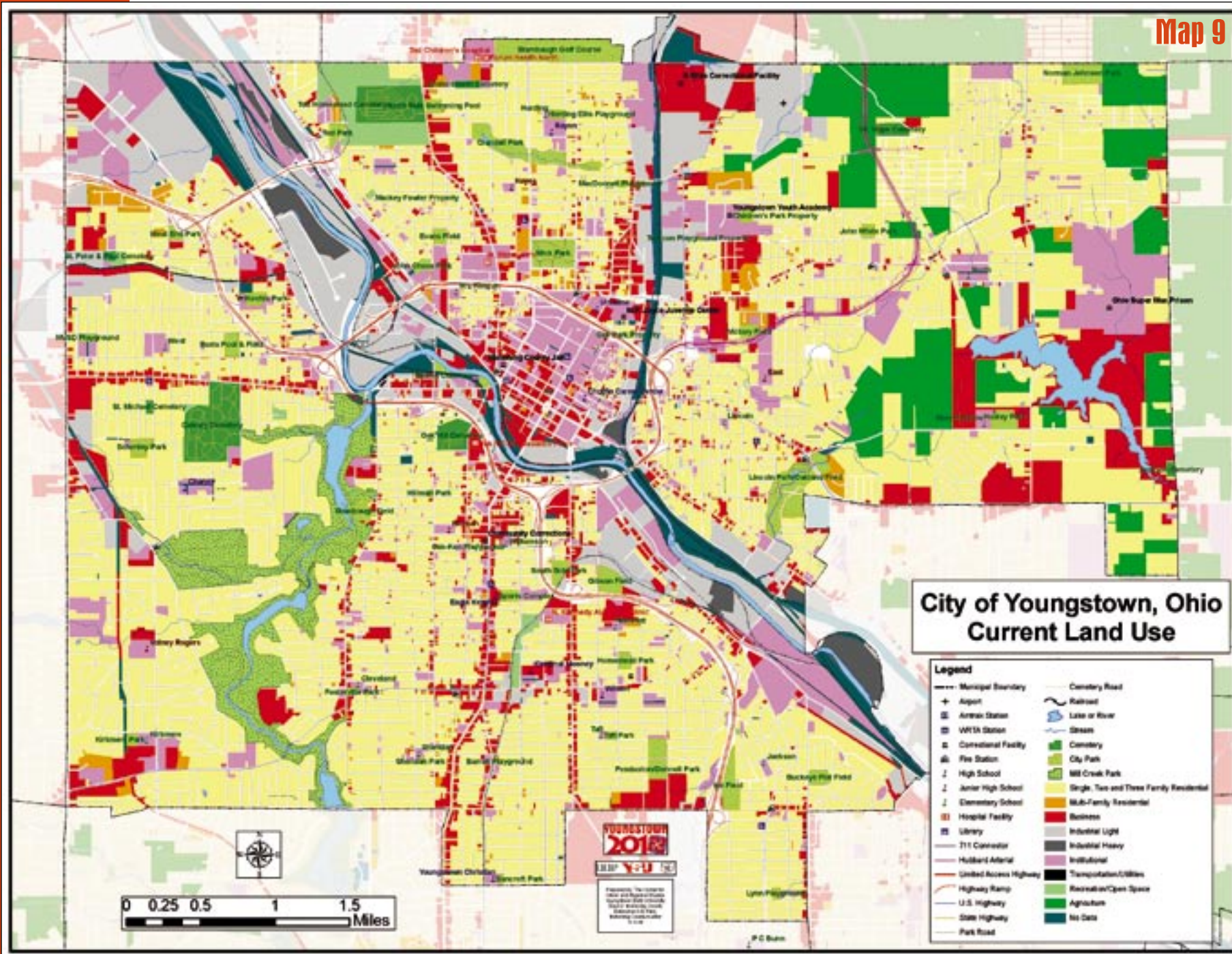
YOUNGSTOWN
2012

Youngstown
STATE UNIVERSITY





Map 9

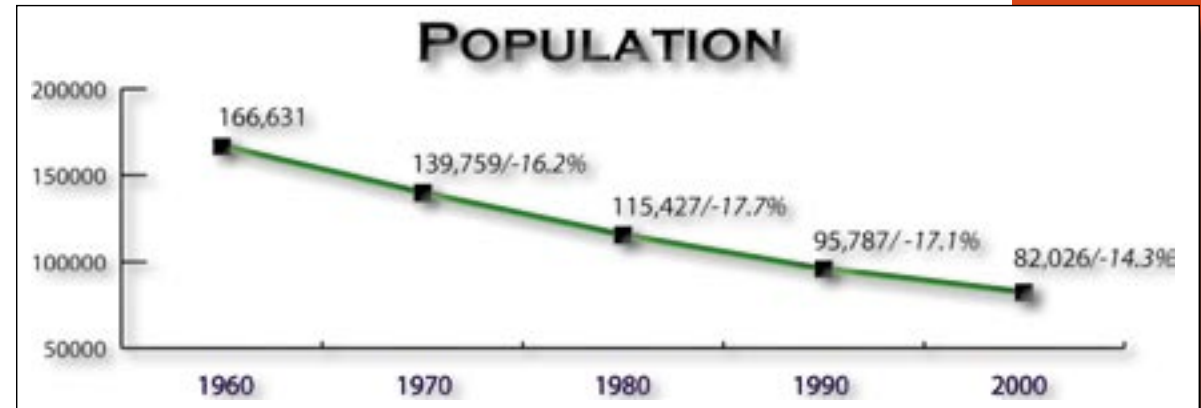


The reality that became Youngstown after the 1951 & 1974 plans only slightly resembles the intentions of the planners. The current land use (see Map 9) shows prescribed uses peppered with widespread non-conforming uses. It demonstrates far too much commercial, industrial and residential use for a city of 82,000. The current land use shows the need to plan for the new reality of a smaller city.

Chapter 4 — Citywide Conditions

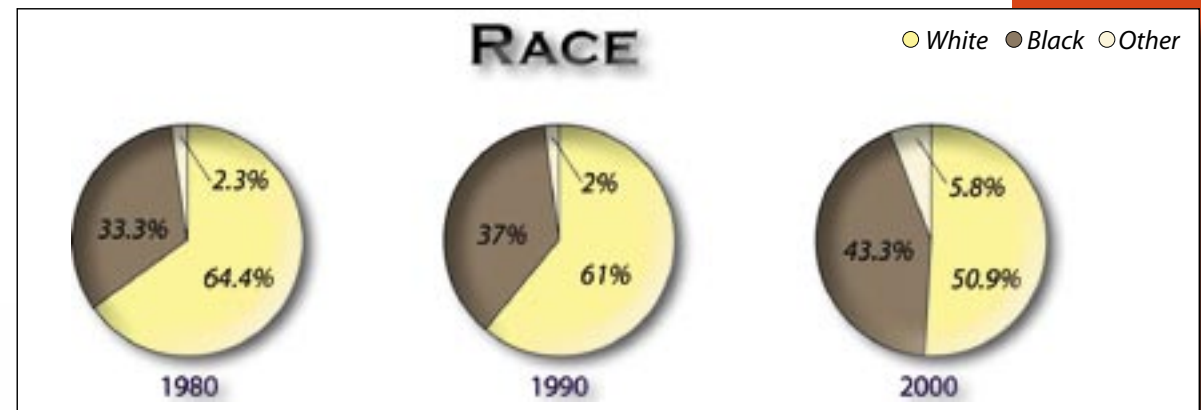
Population

The City of Youngstown has experienced an average of 16% population decline every ten years for the past 40 years and has lost over half its total population. It is anticipated that this trend will slow and the population will stabilize.



Race

The racial make up the City has changed over time as well. Twenty years ago 64% of the population was white and by 2000, it was just over 50%. The city had become racially balanced.



Age

The majority of the population of the city in 2000 was between 20 and 54 years old. An important factor to consider is that of the 25.3 % of the population over the age of 55 years old, 17.4 % were over the age of 65.

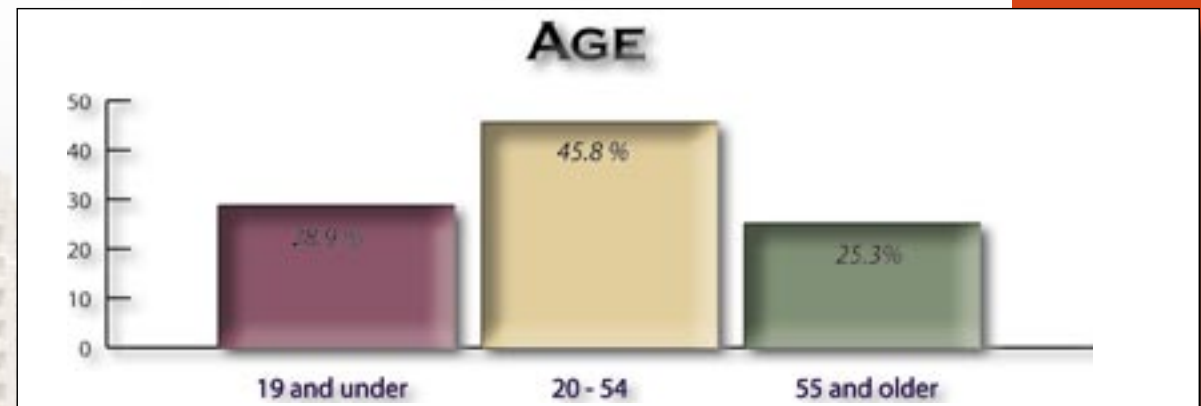


Table 2

Housing Data 1980	Mahoning County	Youngstown City	Youngstown % Mah. Co.	% Youngstown Total
Total Housing Units	108,583	45,105	42%	100%
Owner Occupied	74,692	28,099	38%	62%
Renter Occupied	27,868	13,891	50%	31%
Renter Rates (Median)	163	128	79%	X
Housing Value (Median)	37,500	26,700	71%	X
Housing Age (1979-March 1980)	1,856	98	5%	0%
(1975-1978)	6,004	780	13%	2%
(1970-1974)	9,047	1,221	13%	3%
(1960-1969)	173,921	3,085	2%	7%
(1950-1959)	23,077	8,841	38%	20%
(1940-1949)	13,465	7,009	52%	16%
(1939 or earlier)	37,473	24,071	64%	53%
Housing Data 1990				
Total Housing Units	107,915	40,802	38%	100%
Owner Occupied	72,515	21,476	30%	53%
Renter Occupied	28,620	12,022	42%	29%
Renter Rates (Median)	260	204	78%	X
Housing Value (Median)	47,900	31,000	65%	X
Housing Age (1989-1990)	1,198	196	16%	0%
(1985-1988)	2,565	205	8%	1%
(1980-1984)	3,392	432	13%	1%
(1970-1979)	16,949	2,679	16%	7%
(1960-1969)	17,416	3,512	20%	9%
(1950-1959)	23,570	8,830	37%	22%
(1940-1949)	13,205	6,915	52%	17%
(1939 or earlier)	29,620	18,036	61%	44%
Housing Data 2000				
Total Housing Units	111,762	37,158	33%	100%
Owner Occupied	67,517	19,564	29%	53%
Renter Occupied	27,551	11,549	42%	31%
Renter Rates (Median)	446	401	90%	X
Housing Value (Median)	79,700	40,900	51%	X
Housing Age (1999-March 2000)	1,413	159	11%	0%
(1995-1998)	4,532	221	5%	1%
(1990-1994)	4,344	145	3%	1%
(1980-1989)	6,500	689	11%	2%
(1970-1979)	16,192	2,301	14%	6%
(1960-1969)	16,542	3,992	24%	11%
(1940-1959)	37,746	16,197	43%	44%
(1939 or earlier)	24,486	13,454	55%	36%

Housing

Between 1980 and 2000, census data indicates that the population has fallen from 115,423 to 82,026 and the number of housing units has fallen from 45,105 to 37,158. The drop in population experienced by the City of Youngstown has not been matched by a sufficient reduction in the housing stock. The 2000 census showed that the City has 3,325 excess housing units assuming 2.4 persons per household. This figure is over and above a generous 15% ‘normal’ vacancy rate.

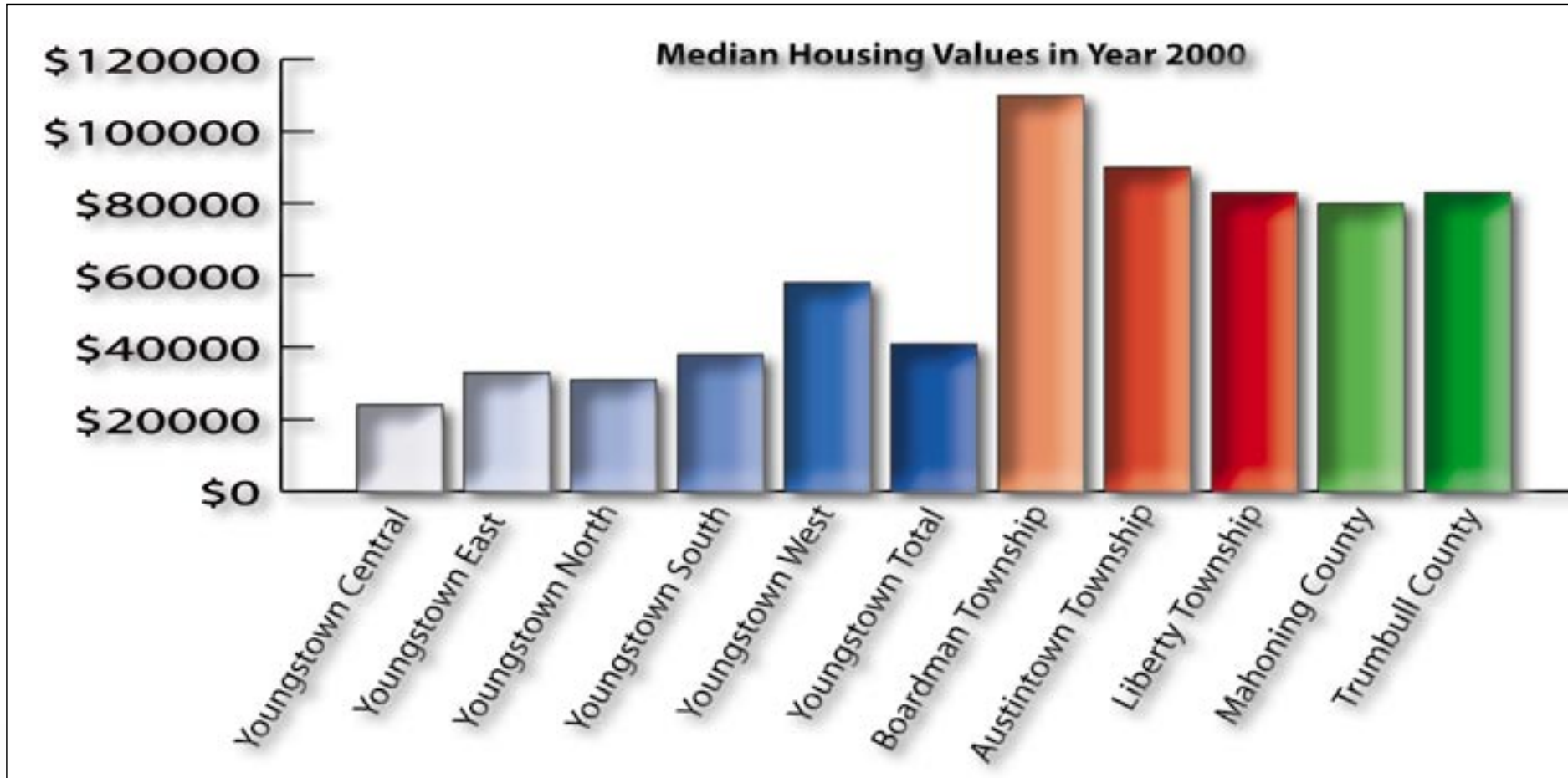
Census data (see Table 1) also indicates that Mahoning County outside the City actually gained housing units between 1980 and 2000, more than offsetting the decline in the City. The statistics also indicate that the City’s housing stock is disproportionately old compared to the County’s. The vast majority of new construction has taken place in the suburbs since 1980; the majority of the City’s housing stock was constructed before 1950.

The City has not shared in the housing boom that continues to occur in the Mahoning Valley region. The “up and out” phenomenon that has occurred nationally has been painfully evident in Youngstown. The region as a whole lost population during this time period, so there was no population pressure to support a new housing boom. The net result was that every new construction yielded a dwelling somewhere else in the region that was no longer economically viable. The majority of nonviable dwellings were in Youngstown. The implications of this extra housing stock are readily apparent throughout the City. Structures that in effect have no economic value are abandoned and looted of anything that has scrap value, become convenient places for criminal activities and eventually deteriorate to the point where demolition is the only option. The impact on neighborhoods where concentrations of abandoned houses exist is catastrophic, leading to further disinvestment and abandonment.

The age of the housing stock, the lack of new market-rate construction and abandonment have left the City of Youngstown with housing values that lag behind those of the two counties and all suburbs. The 2000 census data (see Figure 1) shows that not one of Youngstown’s five planning districts has a median housing value that is equal to any suburban or county rate. More disconcerting is the fact that the City as a whole has a median housing value approximately half the Mahoning County median, and fares even worse compared to the other entities.

Source: U.S. Census, 1980, 1990, 2000.

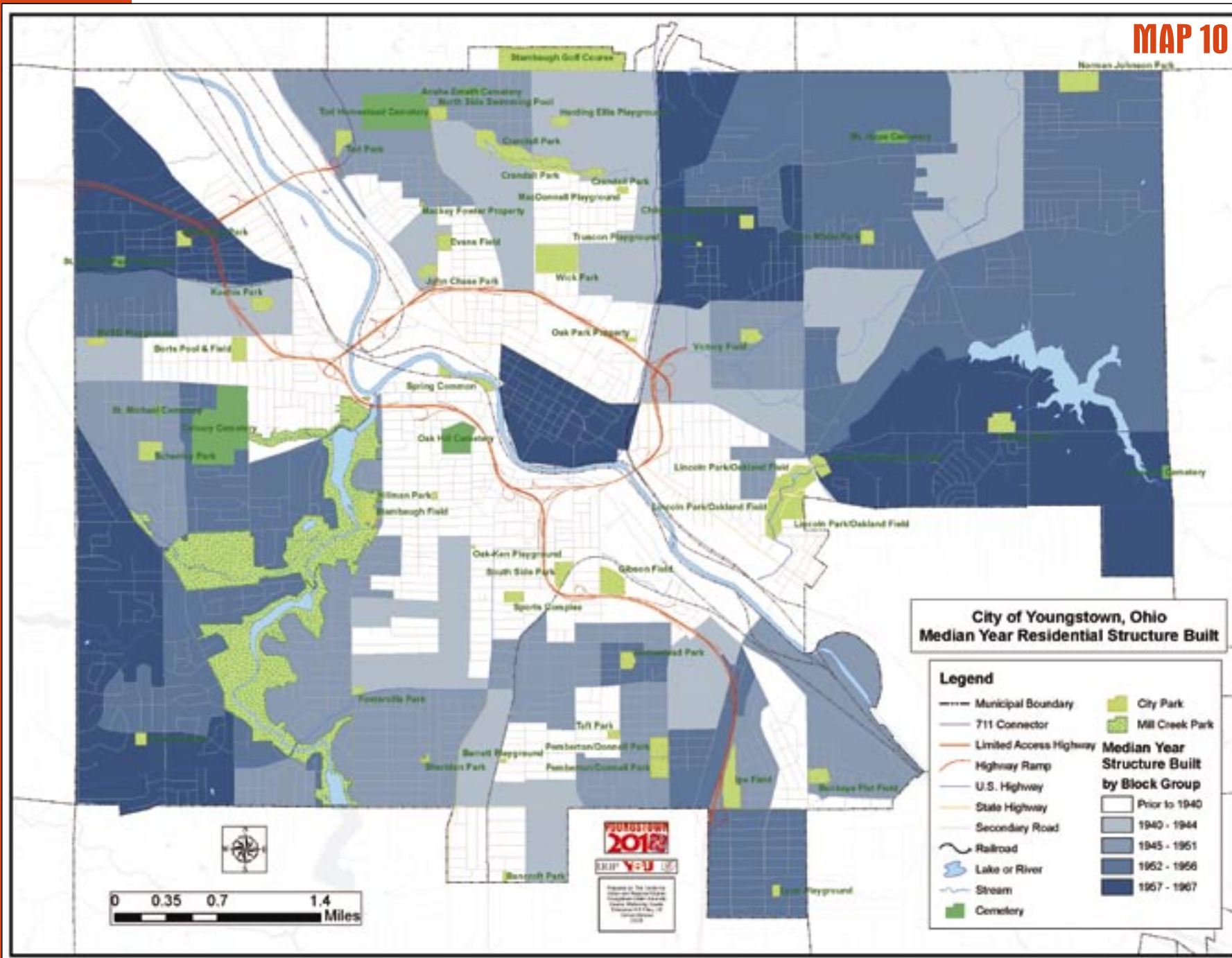
Figure 1



The patterns of stability and instability become evident when the age and value of the City's housing stock are mapped at the census block group level. Time and disinvestment have left indelible marks on Youngstown's residential landscape.

The age of Youngstown's housing stock reflects the geographic expansion of the city. The oldest housing, as would be expected, is generally clustered in the oldest parts of the city (see Map 10). The historic core areas of the City have housing stock that on average was built prior to 1940. The City's extremities demonstrate a more recent median age of construction due to either a build out of existing neighborhoods with postwar housing (e.g. Brownlee Woods, Lansingville, East High), or totally new suburban-style developments (e.g. Kirkmere, Lincoln Knolls).

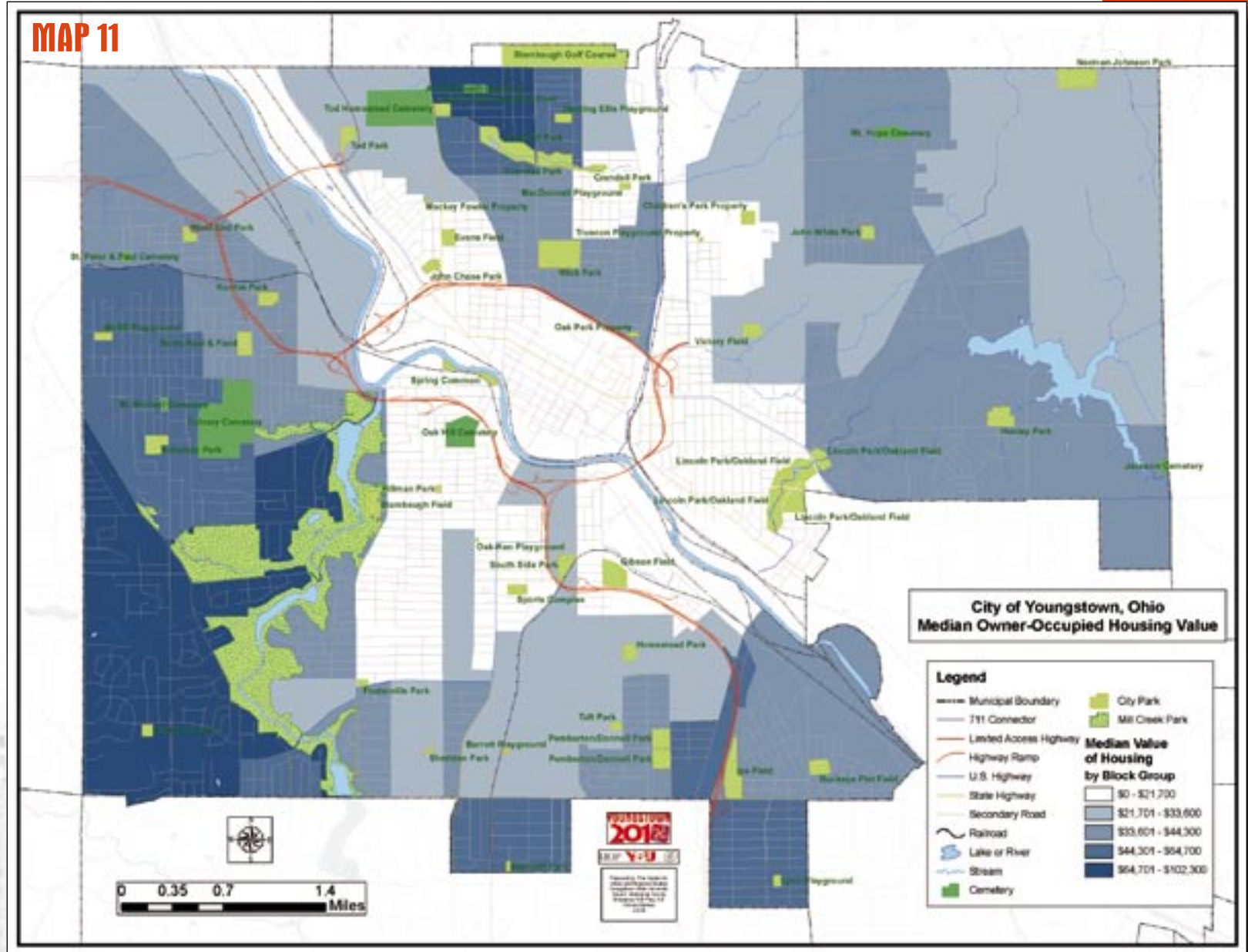
The only apparent exception to this trend is the Downtown neighborhood, where the median year of construction for residential units is post 1957. This anomaly is explained by the construction of several high-rise apartment buildings for the elderly, and the conversion of the former Pick-Ohio Hotel into residential units as a result of urban renewal and HUD projects of the 1960s, 1970s and 1980s.



Major problems associated with Youngstown's aging housing stock other than the ravages of time are lead and asbestos. Much of the City's housing is in need of remediation for lead paint (the oldest for lead plumbing) and asbestos. The negative health impacts of lead and asbestos not only limit resale potential but dramatically increase the cost of demolition and/or rehabilitation.

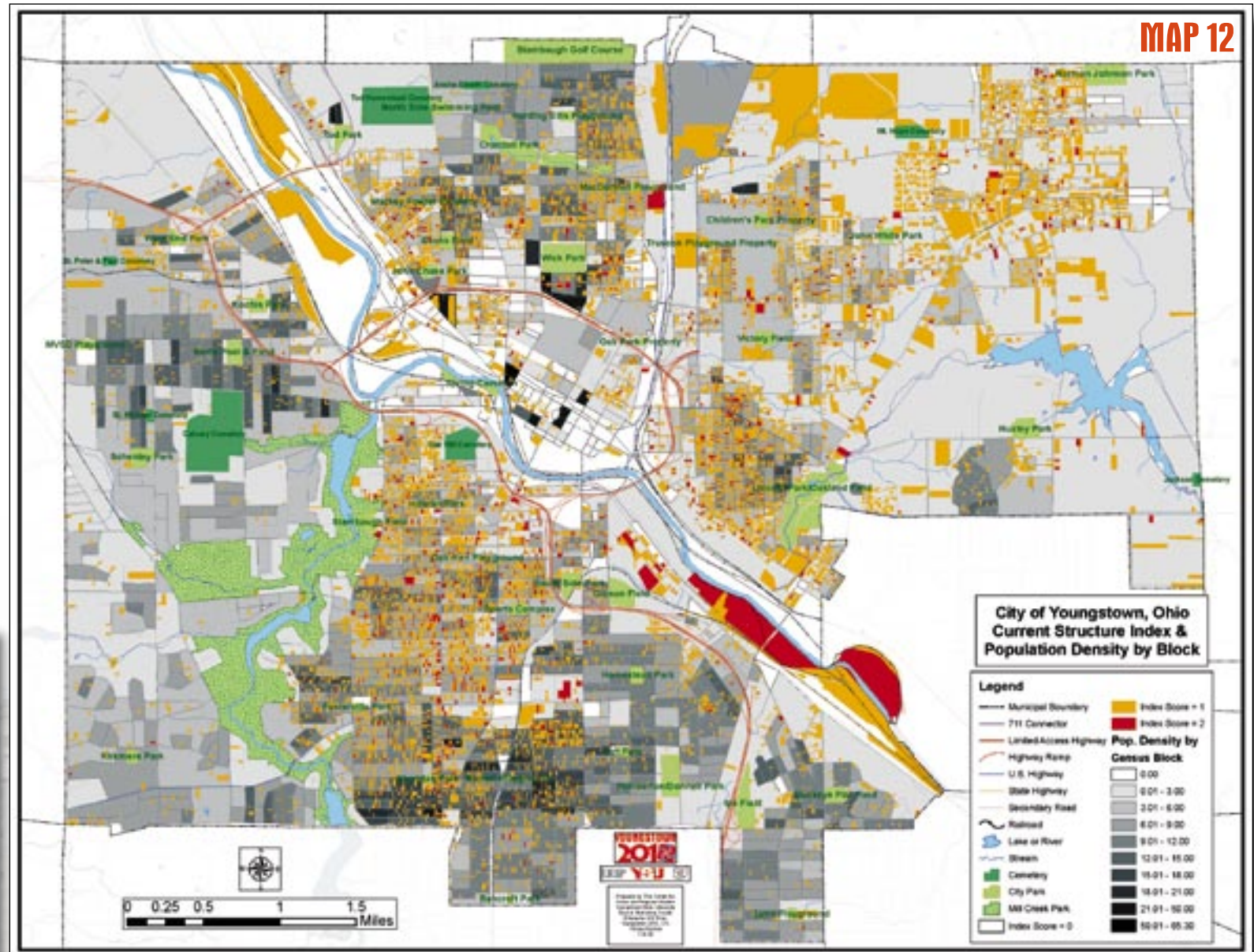
The spatial distribution of the median housing value of owner-occupied housing mirrors the patterns of the age of housing stock. In general, newer housing carries higher value. The postwar suburban-type development in the Kirkmere neighborhood on the southwest side illustrates this, as it has the City's highest median value (see Map 11). Housing in the section of the North Heights neighborhood (along and west of Fifth Avenue and north of Crandall Park) also demonstrates high value despite being older stock. This area is a relatively stable section of the City's historic upper income district.

The City's old core neighborhoods on the North (Brier Hill), South (Oak Hill, Warren, Erie, Lower Gibson) and East (Hazelton, East Side, sections of East High, and sections of Landsdowne) have housing values that show the ravages of time and disinvestment. These areas are the victims of neglect and abandonment.



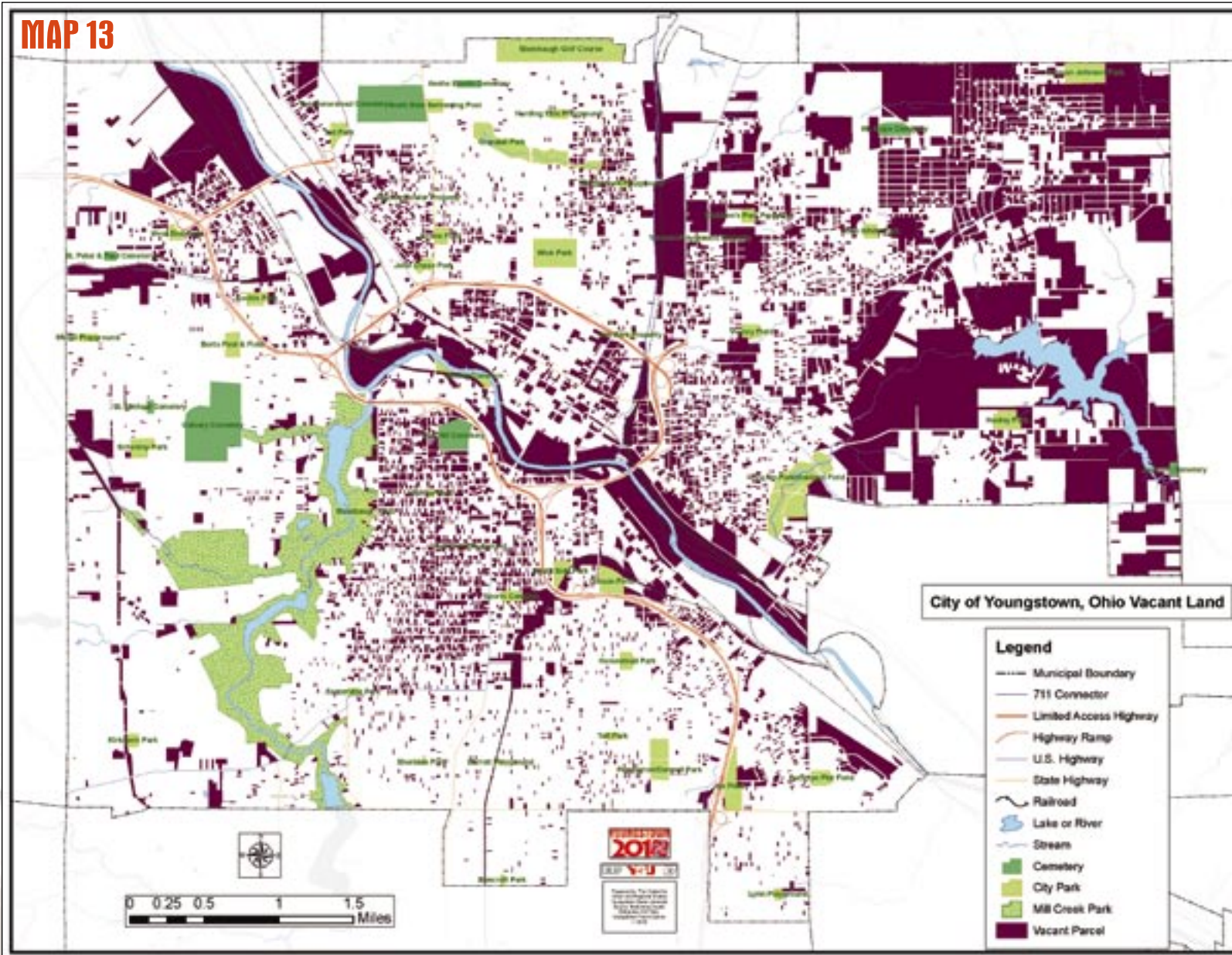
The degree to which disinvestment and abandonment impact the City is graphically evident when tax delinquencies and structure conditions are overlaid onto census block population (see Map 12). Blocks with high structure index problems (a function of tax delinquency and disrepair) and low population densities illuminate areas where neighborhoods have been gutted. These neighborhoods (sections of Oak Hill, Warren, East Side and Brier Hill) are beyond any hope of short-term solutions and require comprehensive reinvestment strategies.

Neighborhoods exhibiting a substantial population base but which still display tax and structure problems are in transition. These neighborhoods (Idora, Newport, Cottage Grove, and Lansingville, sections of Oak Hill, Warren, East Side, Landsdowne, Wick Park, North Heights, Steelton, Belle Vista, Schenley and Brier Hill) have not reached the point of no return and could benefit by city program intervention. Focused code enforcement and targeted demolition, along with community development and City rehabilitation efforts, could help to make these areas sustainable and keep them from slipping into a terminal condition.



Vacant and Abandoned Properties

The extent to which deindustrialization and suburbanization has impacted current conditions in the City is apparent in the amount of currently vacant land (see Map 13). The far east side contains vacant land that was never developed. The majority of the rest of the vacant land was formerly occupied by business, industry or housing.



The volume of vacant property is a double-edged sword for the City. It shows there is no shortage of available land, but it forces the City to make some hard choices. Not all infrastructure can be maintained and not all neighborhoods can return to their past sustainability.

Overlay Zoning

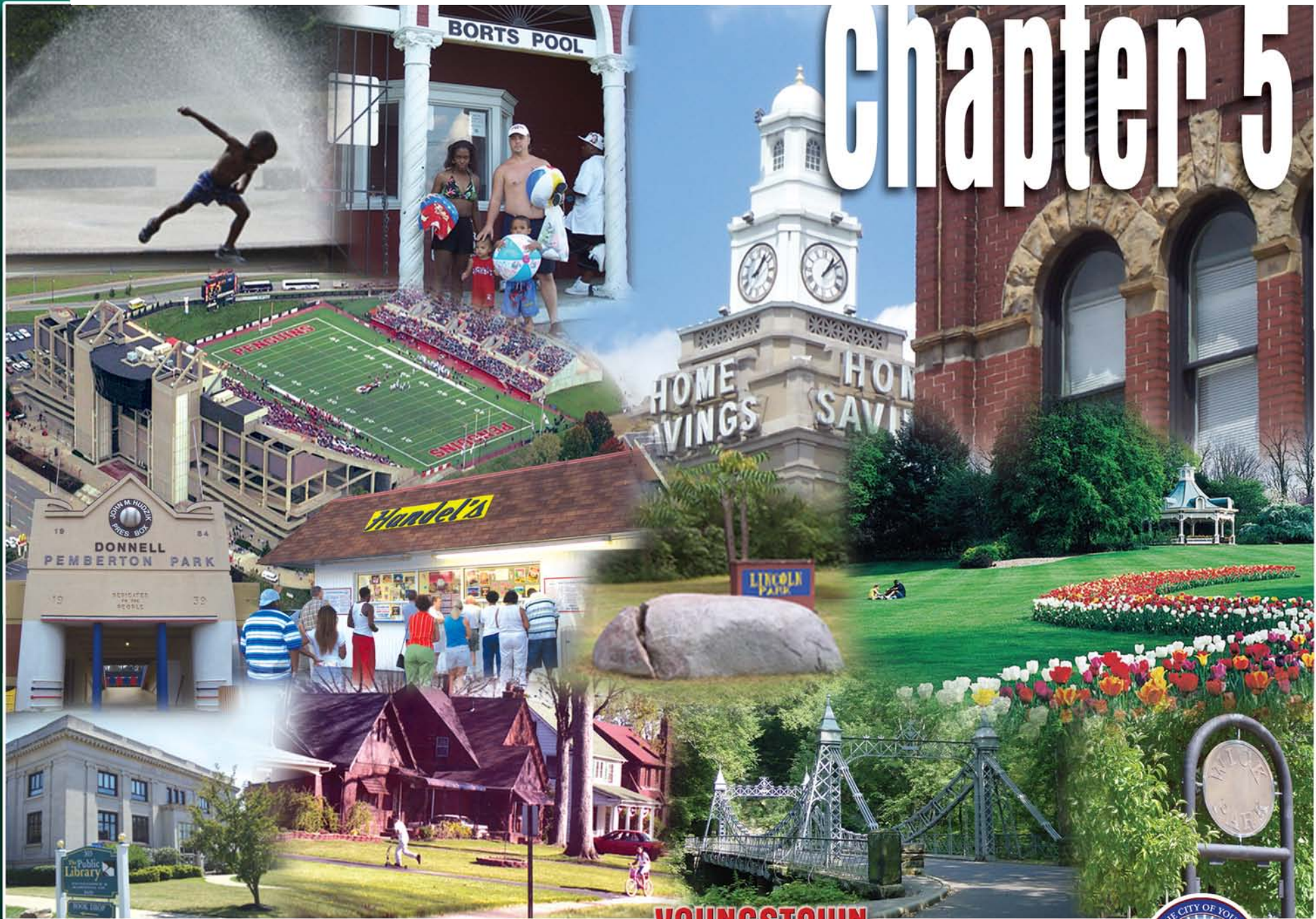
The purpose of an overlay zoning district is to provide an opportunity for appropriate, creative planned development and/ or redevelopment to occur within designated areas. Overlay zoning districts allow for more flexible use of land than does a more rigid zoning classification. Many factors determine the criteria and procedures for overlay zoning districts but the City will ultimately ensure the protection of public health, safety and welfare.

In the City's current Planned Development Overlay zoning, the property owners within an overlay zoning district have the option of developing subject to the requirements of either the approved final development plan or the underlying zoning classification.





Chapter 5



YOUNGSTOWN
2012

Youngstown
STATE UNIVERSITY





Regional Connectivity - Transportation

The Mahoning Valley Region including the City of Youngstown has always touted its connectivity to the national transportation network as a major locational advantage. Linkages to the region, nation and the world become evident when Youngstown is set as the focal point of the Cleveland – Pittsburgh corridor (see Map 14).

There are two major international airports, Cleveland Hopkins International and Pittsburgh International, within 75 miles of Youngstown. The Akron – Canton Regional Airport provides yet another option for airline passengers. The Youngstown – Warren Regional Airport serves fixed base operations and charter flights. Youngstown – Warren Regional is also home to the Air Force Reserve's 910 Tactical Air Lift Wing and houses Navy and Army Reserve facilities.

Within the same radius are two Great Lakes shipping ports at Cleveland and Erie. The Columbiana County Intermodal shipping facility at Wellsville allows access to America's interior waterway systems via the Ohio River. Youngstown is linked to these port facilities by interstate highway and railroad access. Railroad passenger service until recently were provided by Amtrak's Three Rivers service that ran daily between New York and Chicago.

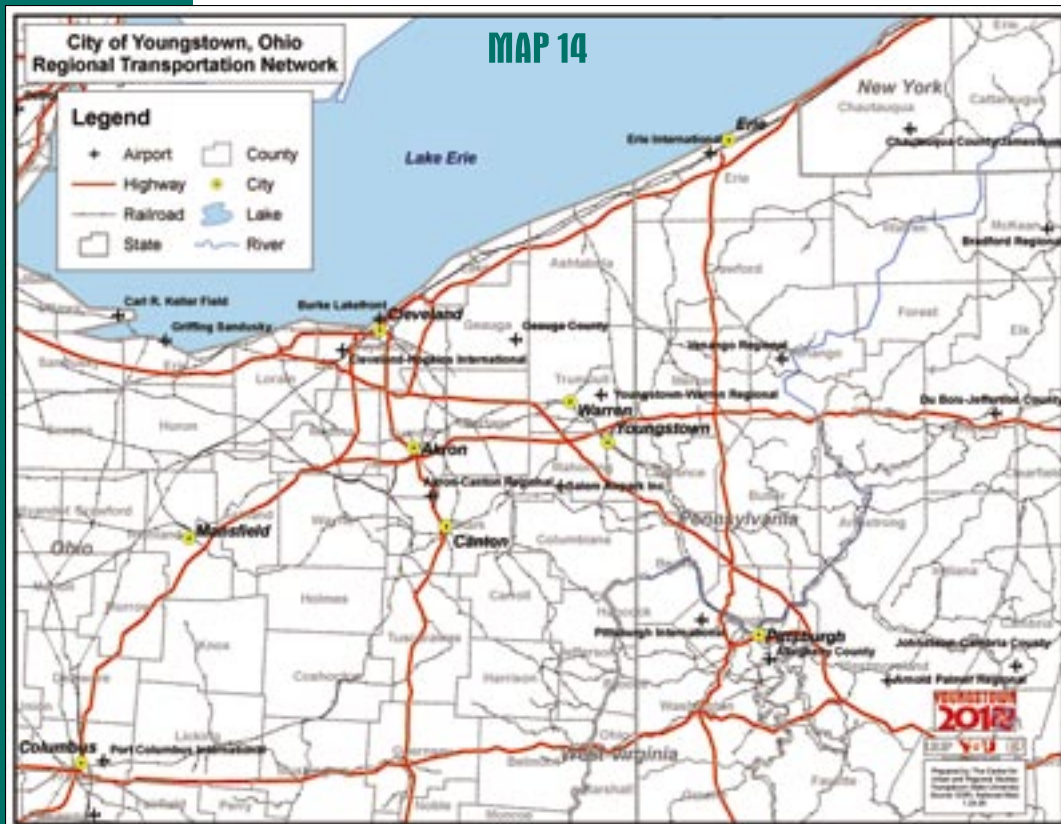
Efforts are underway to restore this service. The Ohio Rail Commission has developed plans to establish commuter rail services between Cleveland and Pittsburgh with eight stops daily.

The Youngstown 2010 Citywide Plan recognizes the importance of passenger/ commuter rail service as an essential component of the regional transportation linkages. One of the key projects listed by residents at the neighborhood planning meetings was maintaining the Amtrak service at the B&O station, and this plan supports daylight passenger/ commuter train service connecting Youngstown to other major cities in Ohio and other cities within the region (e.g. Chicago, Pittsburgh, Toronto, Detroit, New York).

Two freight haulers, CSX and the Norfolk and Southern, connect Youngstown to the national freight rail system. The City is also served by the Ohio Central and Youngstown and Austintown railroads, two short line haulers. Again, the Youngstown 2010 Citywide Plan recognizes the importance of continued freight service for the economic benefits of business and industry.

Highway connections through Youngstown and the region to national system are exceptional. Two major east/west interstates I-80 and I-76 pass through, while I-90 and I-70 are within an hours drive. Major north/south connectors, I-79, I-77, I-71 and Ohio 11 are also within the region.

City of Youngstown property taxpayers provide local financial support for the Western Reserve Transit Authority (WRTA) which provides bus service to Youngstown and surrounding communities. WRTA routes link City neighborhoods with employment, retail, financial, educational and medical facilities and opportunities inside and outside the municipal limit.



Chapter 5 — Assets To Build On

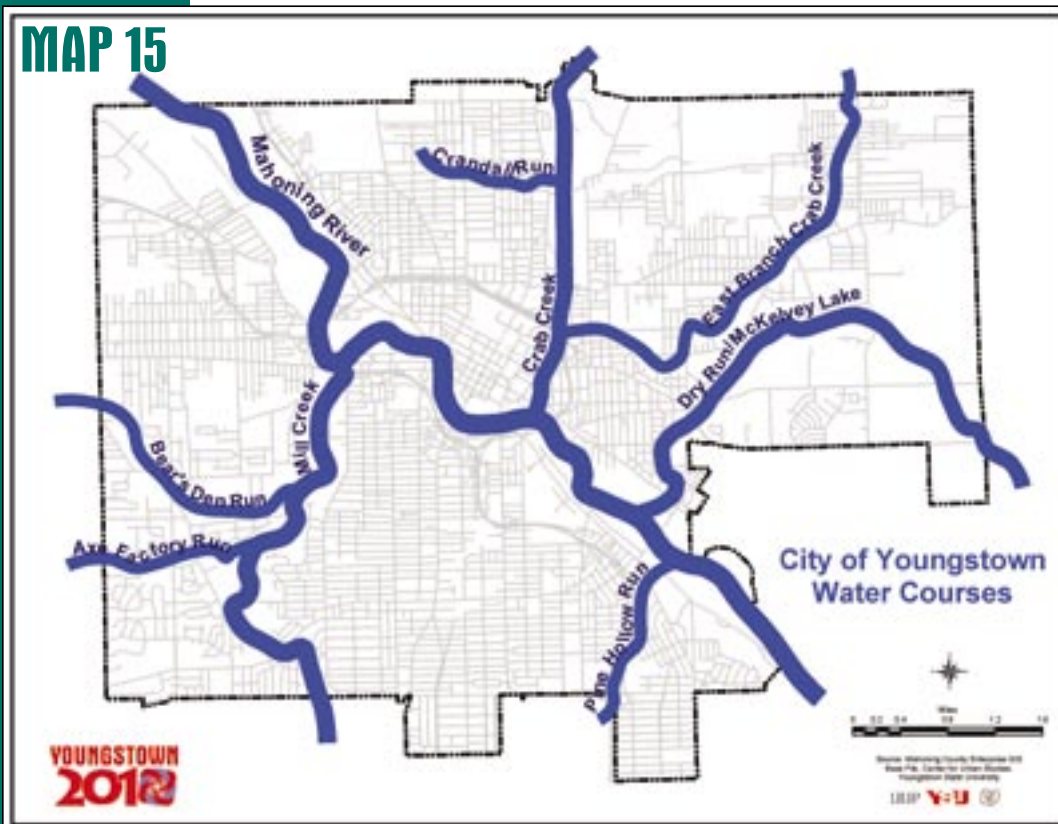
The WRTA provides linkages to public transportation systems in Trumbull County Ohio and Mercer and Lawrence Counties in Pennsylvania.

Youngstown is in the process of being linked to the national hike/bike trail system. Mill Creek MetroParks operates a trail west of Youngstown that runs from Green Township in southern Mahoning County to the Trumbull County line, where it continues in various states of development along an abandoned rail line to Ashtabula. The Stavich bike trail begins southeast of Youngstown and runs from Struthers to New Castle links to trail connections to Washington. The missing link between these trails is through Youngstown.

These transportation linkages point out the importance of interconnected planning processes. Highway and other transportation planning is done on a regional level. For Mahoning and Trumbull Counties, and in certain federal transportation cases Ashtabula County and Mercer County in Pennsylvania this service is performed by Eastgate Regional Council of Governments.



MAP 15



Water Courses

The same watercourses (see Map 15) that defined Youngstown's quadrants and fed its industrial growth are even greater assets following deindustrialization. The Mahoning River restoration project and related cleanups will give the river back to the citizens of the Mahoning Valley.

Communities all across the nation have found creative ways to take advantage of their water courses, economically, culturally and socially. Youngstown for the first time since the 1850s has the opportunity to use its water courses for something other than industry. Construction on Youngstown's new convocation center, to be completed in fall of 2005, has opened river access to downtown and leaves open the possibility for a riverfront park. The Mill Creek Metropolitan Park District, the City and YSU are pursuing a connector trail along the river that will link the park, downtown and the university.

Mill Creek Park already exists as a crown jewel in the Mahoning Valley because of Volney Rogers' efforts in 1891 to save a watercourse from overdevelopment. Youngstown, as it cleans and greens itself going towards 2010, has the opportunity to use its water course assets for the benefit of all its citizens and not just a few industries.

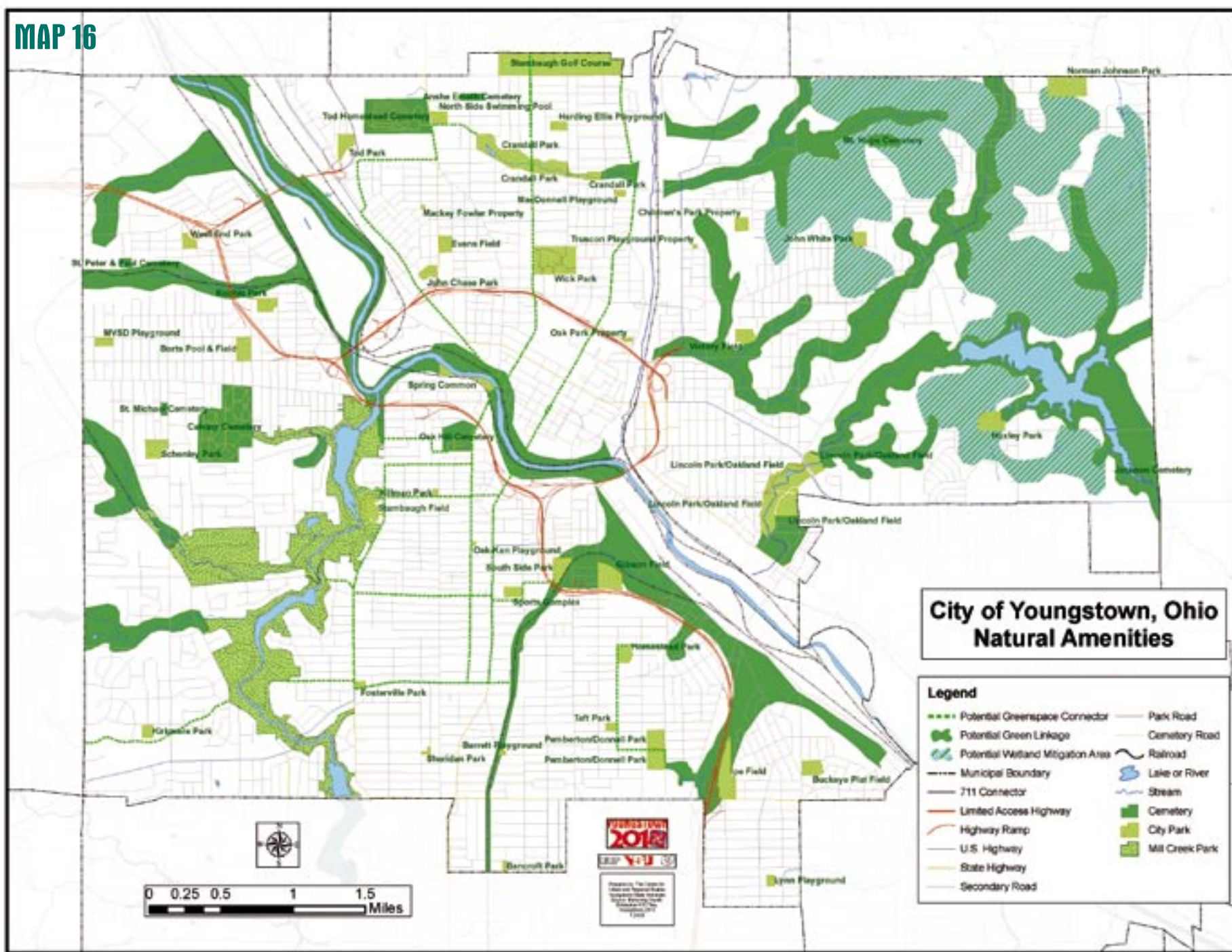
Green Networks

Restoring and protecting Youngstown's watercourses leads to the establishment of a system of green networks (see Map 16). Many of the pieces of the network already exist, but most are isolated from each other. The neighborhood parks and metropolitan parks provide substantial benefit to those that are near them. Linking them into a green network will enhance the quality of life for the entire Mahoning Valley.

When the voters of Mahoning County established the Mill Creek Metropolitan Park District, they recognized that preserving this unique asset was a regional priority, not just a city matter. The Mahoning River restoration project will impact the entire valley. Hiking and biking trails are being planned and constructed that link Cleveland and Pittsburgh and Ashtabula and the Ohio River. Linking Youngstown's waterways, parks and green spaces into this regional system makes Youngstown not only cleaner and greener, but in tune with the new realities of the 21st century.

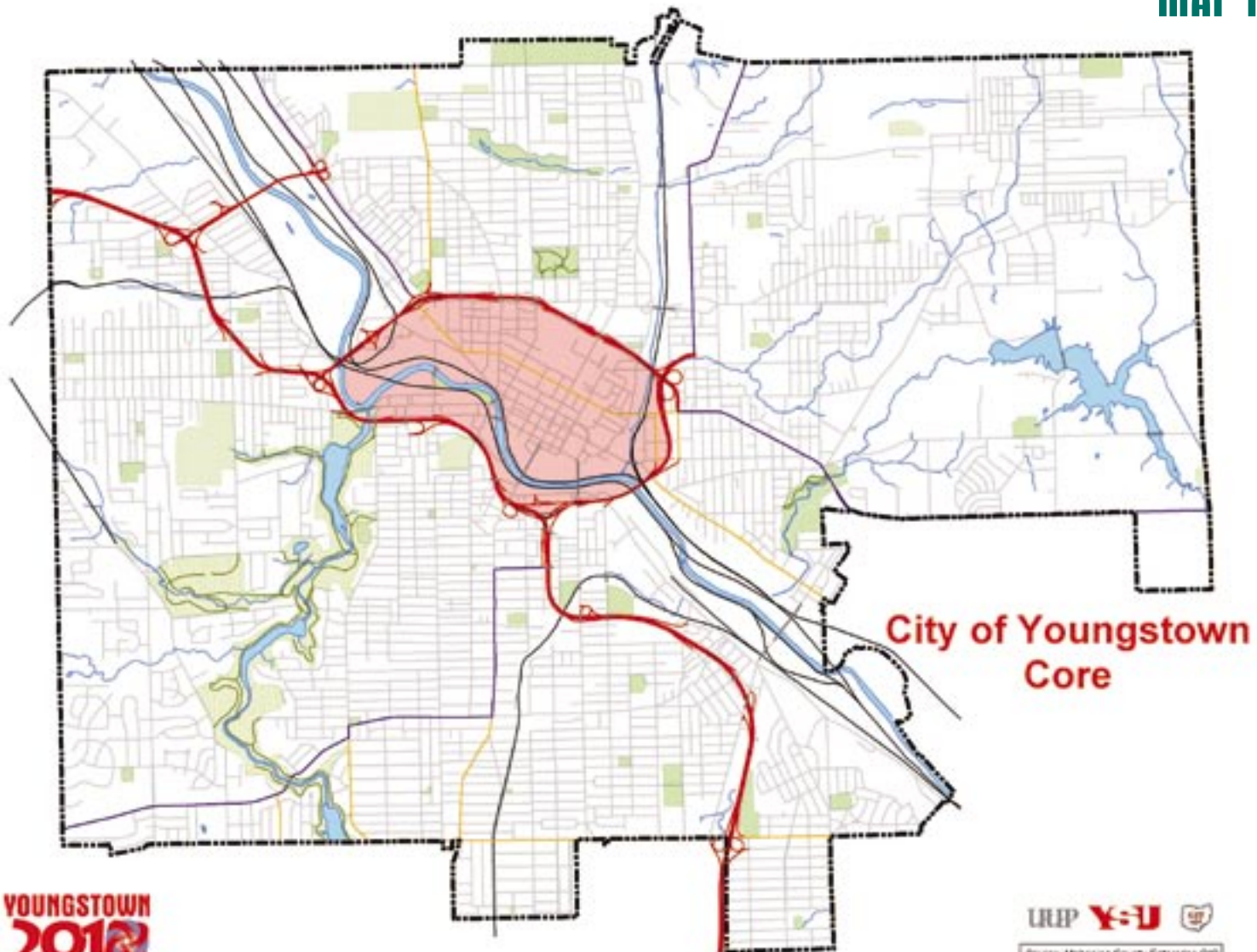


MAP 16



Compact Core

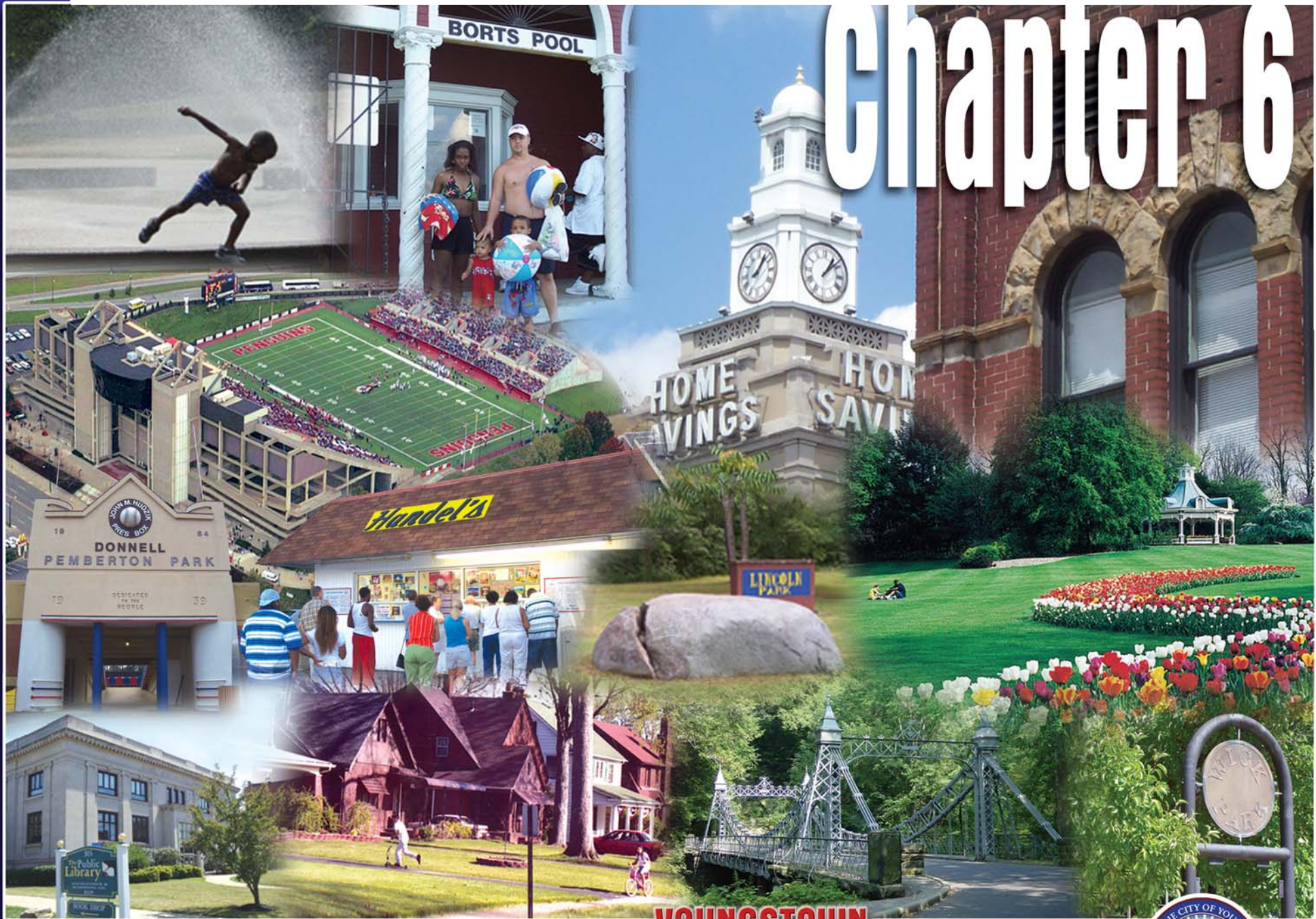
Youngstown's compact core (see Map 17) is a remnant of the earliest days of its settlement. It was on this piece of floodplain that John Young laid out the original grid for his town. Then it was a fledgling Western Reserve agricultural hamlet, it would later grow into the bustling downtown of a thriving industrial region.

MAP 17

The geography that made this place important to John Young, flat land bounded by the river and steep ridges, also kept the core from sprawling. The compactness and density of the infrastructure and a built environment that cannot be duplicated are assets that are incalculable.

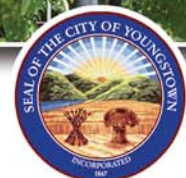


Chapter 6



YOUNGSTOWN
2010

Youngstown
STATE UNIVERSITY





Plan Themes

The Youngstown 2010 planning process from the vision through the neighborhood cluster planning meetings produced four recurring themes. These themes are the guiding forces behind the future land use map.

1. Green Network

The desire for a cleaner and greener city was constant. A key to this 'gray to green' transformation is the creation of a green network. This involves linking the existing green spaces in the city via water courses and trails, expanding or protecting green space that should stay green and linking the City's green network to the larger network of the region, state and nation.

2. Competitive Industrial Districts

Youngstown has become a leader in the creative reuse of old industrial brownfield sites. This has yielded state of the art industrial parks that fit comfortably in the new industrial green classification. Continued refinement of this 'gray to green' development process can keep Youngstown competitive within the new regional and global economies.

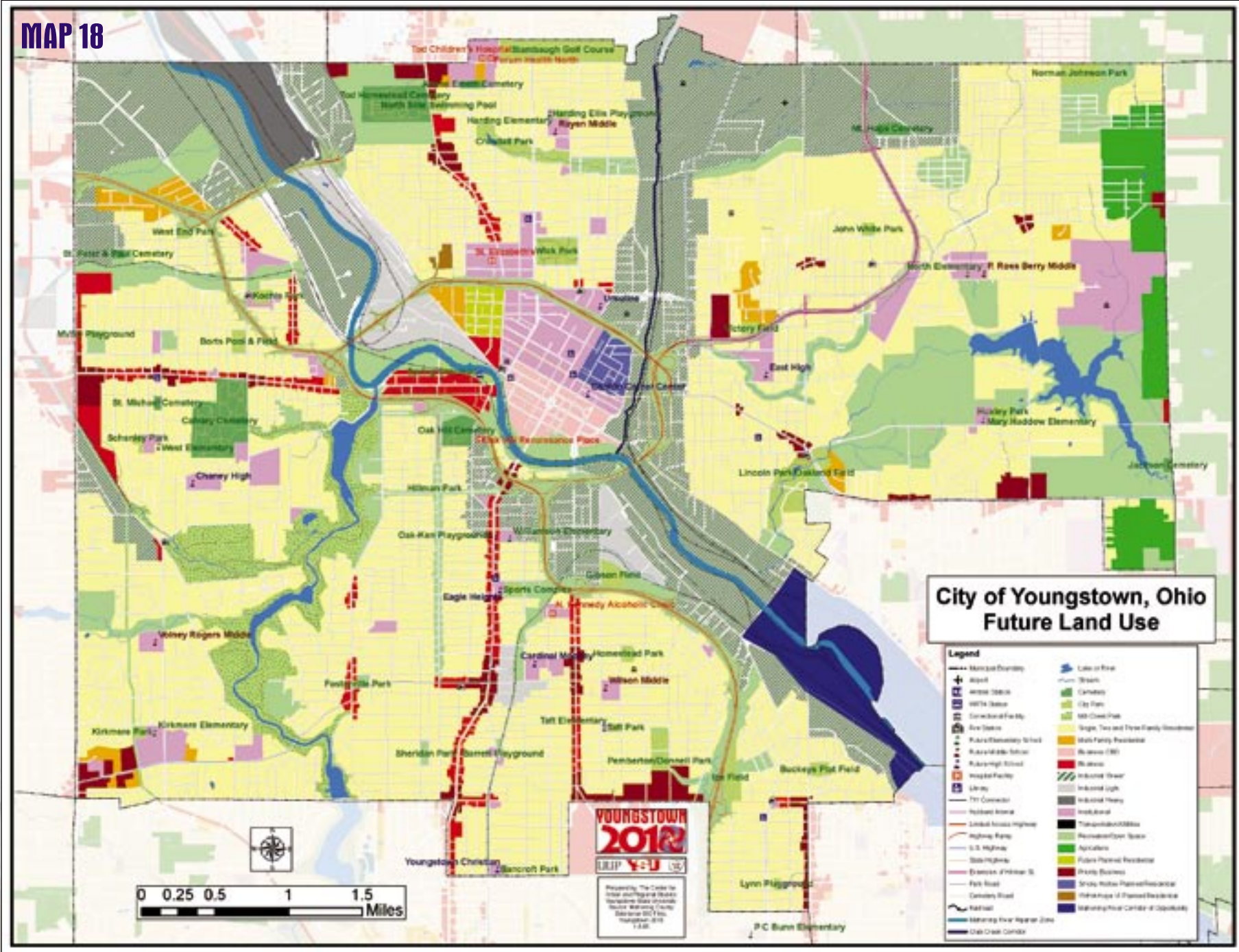
3. Viable Neighborhoods

Youngstown has viable neighborhoods on all sides of town. Celebrating their enduring vitality and stabilizing these neighborhoods gives the City a starting point from which to reclaim some of the adjacent neighborhoods that have not so successfully withstood the test of time.

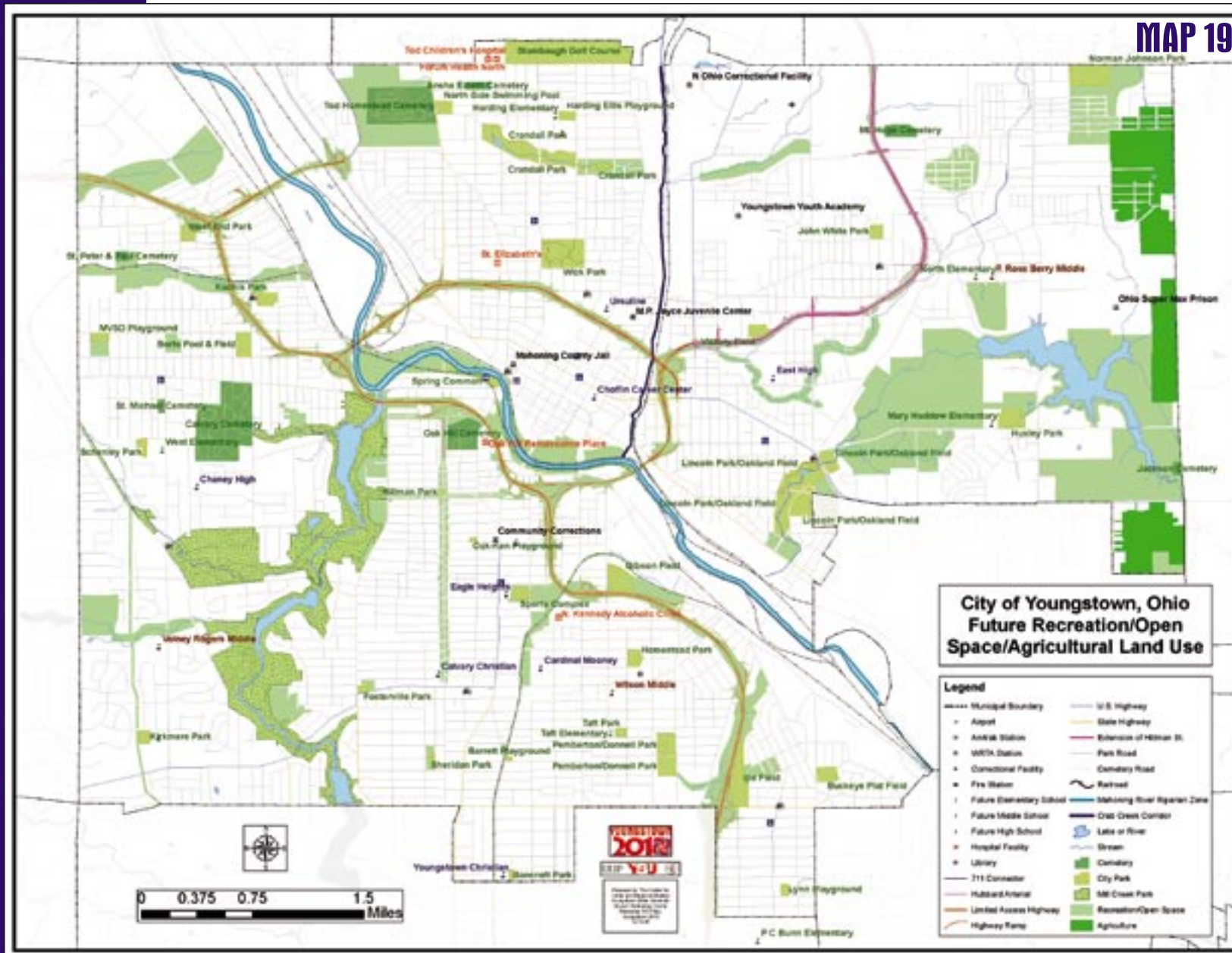
4. Vibrant Core

Youngstown's compact core, once the center of activity in the Mahoning Valley, is already recovering. The visioning process, every neighborhood meeting, every meeting with neighboring political units and the University's Centennial Master Plan emphasized the importance of a vibrant downtown. Building off the recent Federal Street renovations, convocation center construction, federal and state courthouse construction, state office buildings and arts expansion, new restaurants, night clubs and housing projects, vibrancy is returning to the core.





The themes distilled from the Youngstown 2010 Vision and planning process led to the creation of a land use plan (see Map 18) that will be used as a roadmap for Youngstown's future. This was constructed land use layer by land use layer. The step by step process follows.



Recreation and Open Space

Recreation and open space deals with the greener aspects of land use, and is in itself not one, but many land uses. Youngstown has always had green space and recreation, but it has not been the focus of a comprehensive city plan, let alone examined from a regional perspective. The Youngstown 2010 Citywide Plan seeks to make these vital linkages (see Map 19).

The visioning process called for a greener Youngstown and being generous with our available urban land. The consensus at all the neighborhood meetings was to keep the existing green space green, create new recreational opportunities, and link to the regional recreational system.

The land use set aside for green space and recreation in the Youngstown 2010 Citywide Plan addresses these issues. Existing open space is protected in several ways. Two new land classifications (i.e. recreation/open space and agriculture) are identified.

This plan also provides linkages between recreational opportunities in the City and region by establishing greenways along river and stream corridors so that hike and bike trails allow access to all facilities. Cleaning and gaining access to the Mahoning River is integral to establishing regional recreational linkages. Adequate recreational opportunities have become a major factor for business location, especially with high tech firms. Local and regional linkages will make Youngstown more attractive to such businesses.

Industrial

Youngstown, like the rest of America's industrial belt, has learned that the future of industry is no longer limited to the fire-and smoke-belching factories of its past. While the transition through several new economies has not been easy, Youngstown is left with new possibilities for the watercourses that were the lifeblood of its heavily industrial past.

The Youngstown 2010 Citywide Plan creates a new industrial land use, industrial green, for a new reality. Global shifts in manufacturing have made it clear that the land currently zoned for heavy and light industry will never again be used to its full potential, and that these classifications are not only a liability to the City's watercourses and air but to a sustainable future. Uses currently permitted in heavy and light industrial are remnants of a past that has left not only Youngstown but America. The Vision that guided this planning process called for a cleaner and greener Youngstown and at every community meeting that sentiment was reiterated. Industry is still welcome in Youngstown, but as the Salt Springs, Performance Place and Ohio Works Industrial Parks have shown, new industry can be environmentally friendly. These remediated brownfield sites are examples of the new "industrial green" land use classification with their non-polluting activities, landscaped grounds and lack of outside storage.

The Youngstown 2010 Citywide Plan actually increases the amount of land intended for industrial use to 4,200 acres, while decreasing the set asides for heavy and light industry to 490 and 350 acres respectively.

Heavy and light industrial uses are permitted in the Youngstown 2010 Citywide Plan, but are far less extensive (see Map 20). This is mostly an acknowledgement to remnants of the old system that have survived deindustrialization. Heavy industry is confined to the northwest and southeast approaches to the City along the Mahoning River. V & M North Star Steel occupies the former facilities of the Youngstown Sheet and Tube Brier Hill Works in the northwest section of the city. The site is isolated from residential areas by the 711 Connector and various reclaimed brownfield industrial sites.

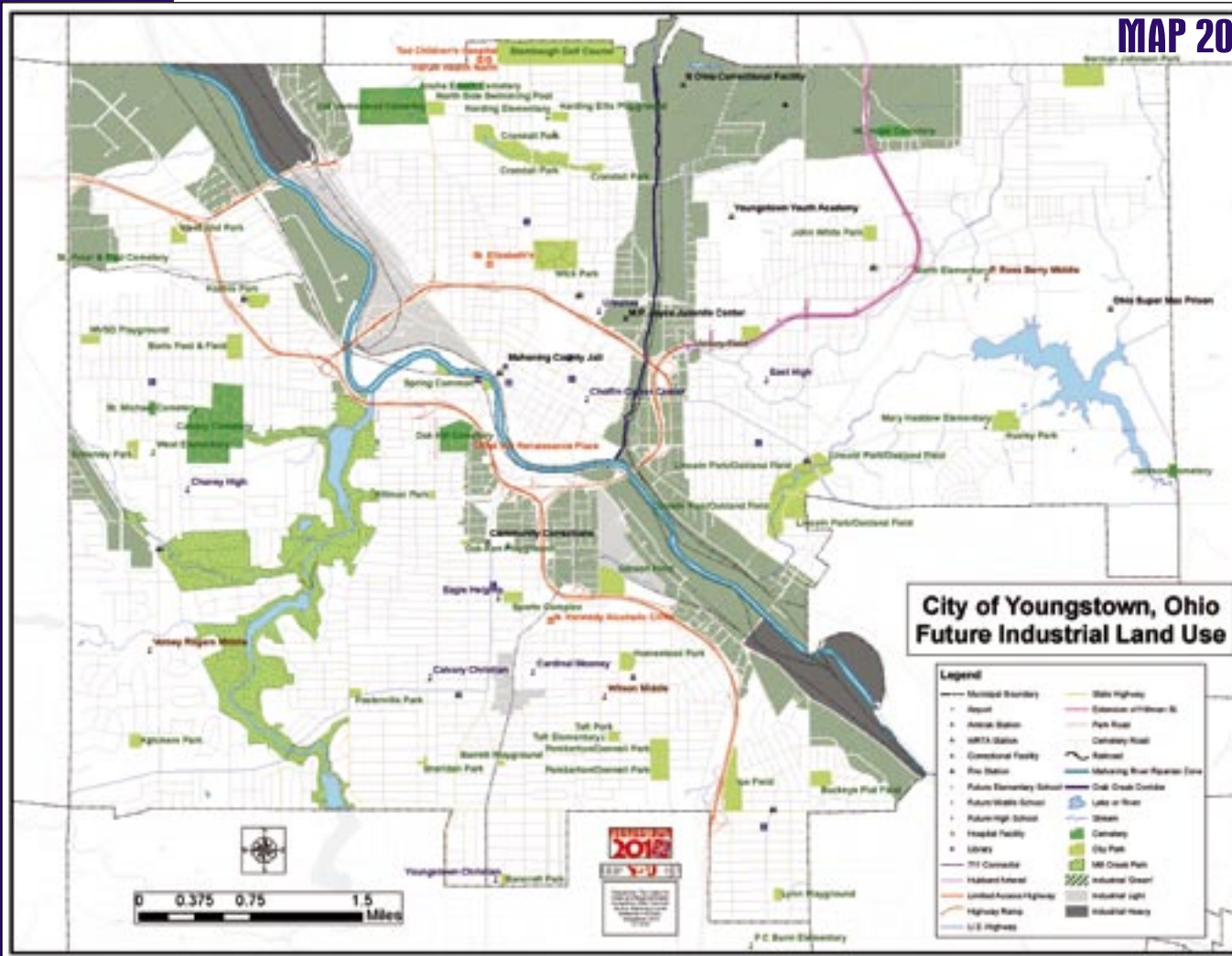
The other section that remains heavily industrial is along the river on the southeast side where the Youngstown Sheet and Tube Campbell Works and the Republic Steel Youngstown Works formerly stood.

The Campbell Works is part of the Mahoning River Corridor of Opportunity district, and may eventually be the location of a planned district requiring overlay zoning. Part of the planned district will be heavy industrial; in lieu of overlay zoning the Campbell Works will retain its heavy industrial use.

Light industrial, a category that harbors uses somewhere between heavy and green, is only 15% of its former extent. Much of what was classified as light industrial meets the criteria for inclusion into the new green category. The remaining light industrial is composed of land with residual industry that was part of the former heavy industrial complex, or has other characteristics that exclude it from industrial green. Only three clusters remain.

The largest cluster stretches from the 711 Connector through the Riverbend Industrial Park between the Mahoning River and Martin Luther King Jr. Boulevard. This area contains, among others, relics of the Brier Hill Works, asphalt and cement plants, the City Street Department, an active foundry and other light manufacturing and distribution facilities. All these activities yield an area that is not heavy industry, but not green either.





The other remaining light industrial areas also exhibit special circumstances. The largest cluster houses the City’s sewage treatment plant. Processing the sewage for the city and parts of adjacent suburbs is technically a ‘green’ activity; tertiary treatment of sewage before it is released into the river has greatly improved water quality. During this process, the plant produces odors and uses and stores on site hazardous chemicals that preclude it from industrial green classification.

The third island of light industrial is new to the category. This cluster straddles the South Side’s Erie and Cottage Grove Neighborhoods in the deeply incised Gibson Run Valley. The current zoning is commercial. The actual use is a mix of metal fabricators with outdoor cranes and pipe storage, building supply distributors and other small companies that congregated along what was the Youngstown and Southern Railroad. Some evidence of the areas coal mining past is still visible along the rail line. The overall character of this place is light industrial.

One of the most exciting pieces of the Youngstown 2010 industrial land use section is the inclusion of industrial green as an official land use. The plan places approximately 3,300 acres of land from other uses into this new category. Most land is shifted from the other industrial categories, but some residential and commercial areas are also shifted. Industrial green differs from previous classifications in that it requires non-polluting environmentally friendly industries. This classification also encourages preservation and rehabilitation of open space as part of the overall site design.

Industrial green land use straddles the Mahoning River where commercial, heavy and light industrial uses are not now active. This category also occupies the entire Crab Creek basin, and stretches across the City’s northern border from Crab Creek to the western edge of the Sharon Line/McGuffey Heights Neighborhood.

Crab Creek is a major tributary to the Mahoning River, and as the Mahoning River, restoration project takes place, abandoned environmental hazards need to be remediated and current polluting activities need to be abated. Benefits of cleaning the Mahoning River are diluted if contaminants still flow freely down the major tributaries. The existing industries along Crab Creek can take advantage of the green status to create workplace amenities such as hiking and biking along a restored Crab Creek. Greening the Crab Creek basin also creates linkage opportunities with the green network throughout the City and the region. These types of green opportunities are attractors to business and industry in the new millennium.

The City’s brownfield reclamation industrial parks, Performance Place, Salt Springs and Ohio Works are examples of how the industrial green classification functions. They are occupied by environmentally friendly industries where green space is viewed as an asset. Instead of the mills and slag dumps that previously occupied these sites, there is an aesthetic mix of modern buildings and landscaped open space. In the case of the Ohio Works, it is anticipated that its connection to the Mahoning River will become enhanced green space. Much of the development along Industrial Road and the old Y & A rail line on the City’s West Side meets the criteria for industrial green and becomes part of this new classification.

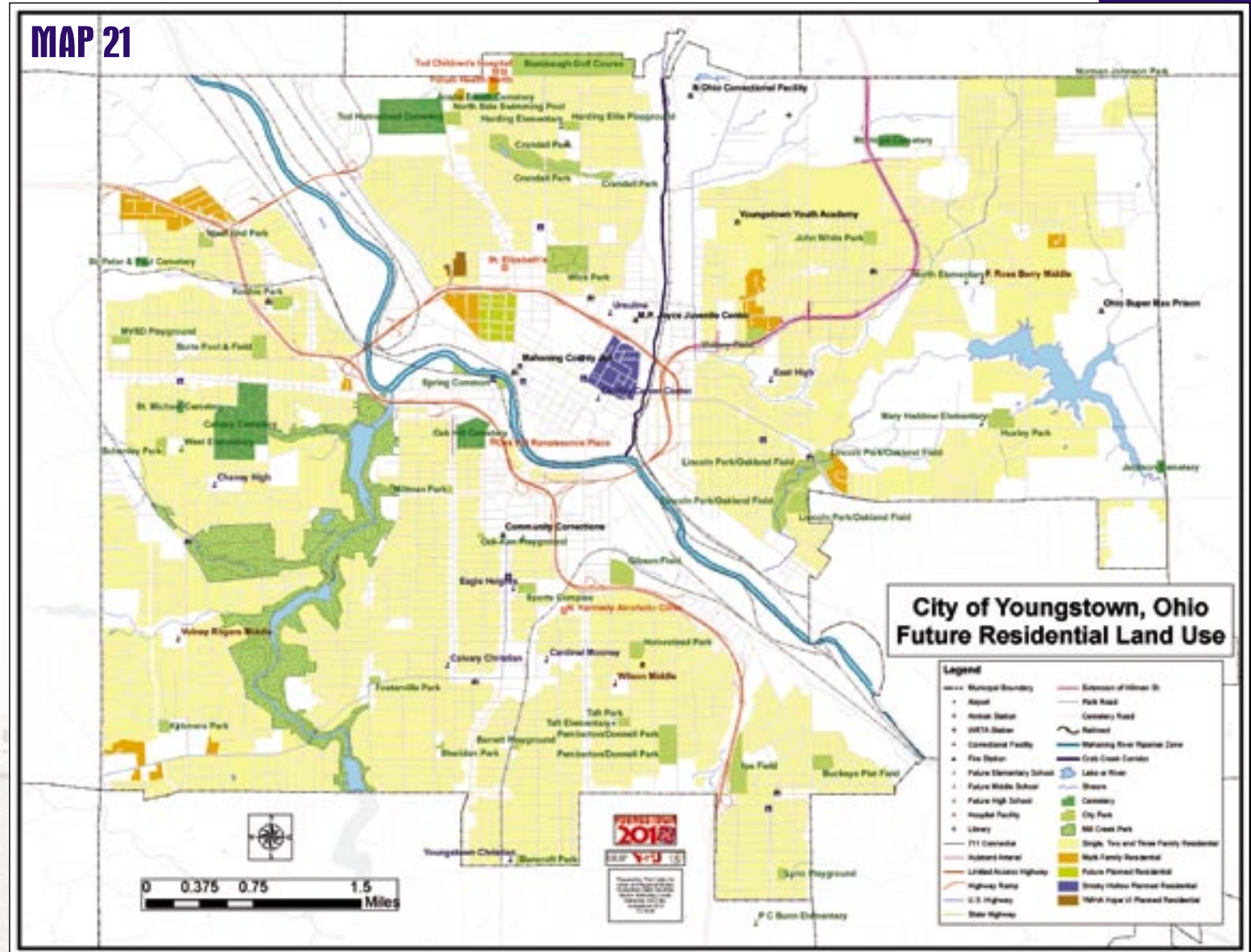
Chapter 6 — The Youngstown 2010 Citywide Plan

The land between the 711 Connector and Martin Luther King Jr. Boulevard (U.S. 422) is also classified industrial green. This section of the North Side's Brier Hill Neighborhood currently has a hodgepodge of commercial, industrial and residential uses. This area is currently wedged between Tod Homestead Cemetery and V & M North Star Steel, and when the 711 Connector is completed, it will be isolated from the rest of Brier Hill. To take advantage of transportation connections presented by the 711 Connector, the best future use for this land is industrial green.

The majority of the Lower Gibson Neighborhood on the South Side also gets converted to green industrial use. Like Brier Hill, this area has been isolated by a freeway, in this case I-680. In addition to I-680, this area also suffers from some serious slope disadvantages. The same mix of existing uses that are present in Brier Hill are also existent in Lower Gibson. Much of the residential housing stock has outlived its usefulness and many units have already been abandoned or arsoned and subsequently removed. As the old mill housing slips away, the best use for this area becomes industrial green. The northern section of the Erie Neighborhood adjacent to Lower Gibson exhibits many of the same traits, except the current zoning is commercial in anticipation of expansion out of downtown that never came. This also becomes industrial green.

Residential

The future land use plan (see Map 21) calls for a thirty percent decrease in land intended for residential use. With the City's historic population losses and the overabundance of residential land from the previous plans, this is a rather conservative reduction in residential land. Leaving excess land in residential use allows the City to retain the ability to absorb new residential development should the need arise. The requirement that all new residential development obtain approval from the planning commission and council helps to ensure that future residential development will not be scattered and haphazard.

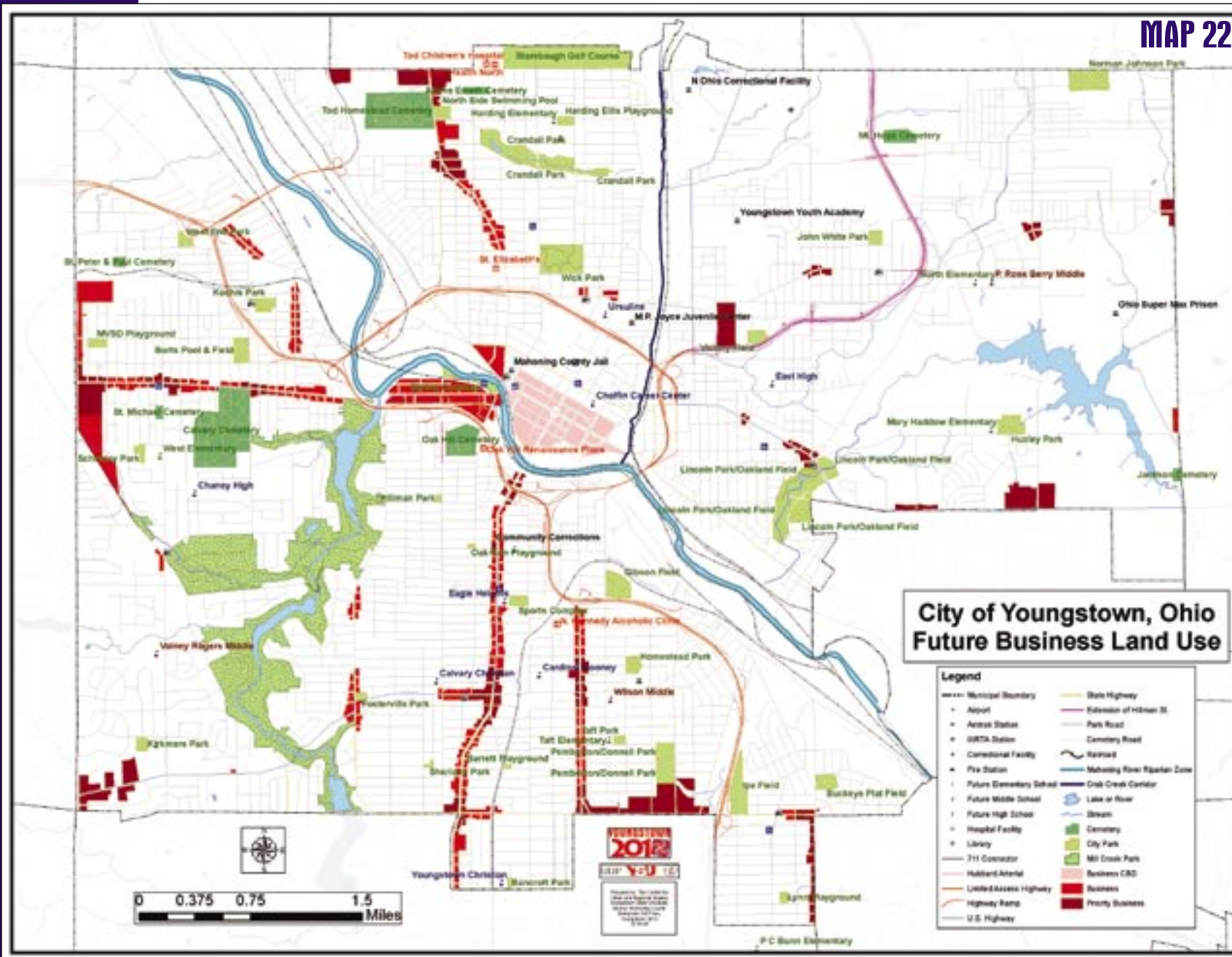


Commercial

Time was not kind to the commercial land use plans of the City, and as population suburbanized, retail and other commercial activities were quick to follow. What was left was an overabundance of commercial land and abandoned commercial structures. Many of the neighborhoods abutting the commercial corridor have been abandoned and cleared. The corridors and their commercial buildings have become facades hiding empty neighborhood space.

The Youngstown 2010 Citywide Plan does eliminate some of the excess commercial space, but leaves the major corridors open for commercial use (see Map 22). Total acreage in commercial use drops to 965, sixteen percent less than the old plan. This was accomplished by converting the old 'Wick Six' auto dealership area, Industrial Road, and the commercial spaces along the northern stretches of South Avenue and Market Street to industrial green. The commercial space allocated to the Lincoln Knolls Plaza, Glenwood Avenue and the Uptown District was reduced.

Other than a decrease in the amount of commercial land, major adjustments include separating the Central Business District from the rest of the commercial land use, and the establishment of commercial nodes (neighborhood business districts) along the corridors.

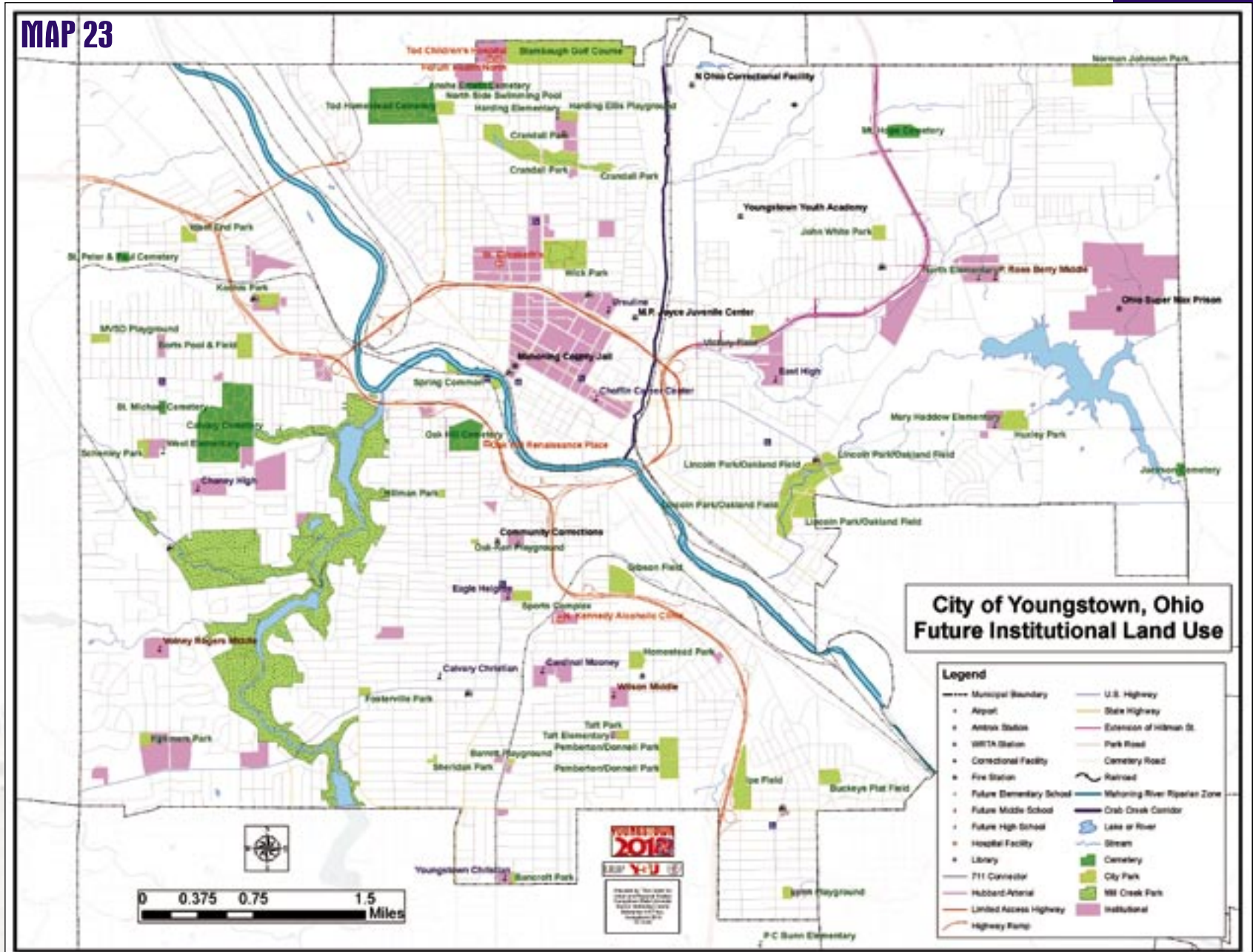


Chapter 6 — The Youngstown 2010 Citywide Plan

The Central Business District has always been given a separate zoning classification from other commercial designations because of the uniqueness and importance of the core. Making it distinct among commercial areas in the Youngstown 2010 Citywide Plan reinforces this significance. It is essential with the opening of the convocation center, the rehabilitation of Federal Street and the increase in entertainment activity downtown that land use flexibility is maintained. New courthouses and University projects show the commitment of federal, state and county governments to the downtown area. Combine this with the perceived demand for housing in the upper floors of commercial buildings and the willingness of developers to risk their own money, and it becomes apparent that downtown is reclaiming some of the luster that had been tarnished during deindustrialization.

Downtown is the predominant but it is not the only commercial space in the City. The commercial corridors along the City's gateways are the first impression to visitors coming to Youngstown. The City cannot support the level of commercial activity that would allow full occupation of the remaining space in the commercial corridors. To help focus commercial activity along the corridors in places where it will have the most impact, an overlay of priority business nodes where commercial activity should be focused was created.

These key intersections along the corridors generally already contain clusters of viable retail and commercial activity. They contain establishments that are frequented on a regular basis and generate not only automobile but pedestrian traffic. Commercial classification was left along the entire corridor so that any entity that wishes to establish commercial activity in these zones will be allowed to do so, but the goal of this plan is to focus revitalization efforts in these nodes first. These priority business clusters will serve as growth poles and as demand develops, growth will spread outward along the corridor.



Institutional

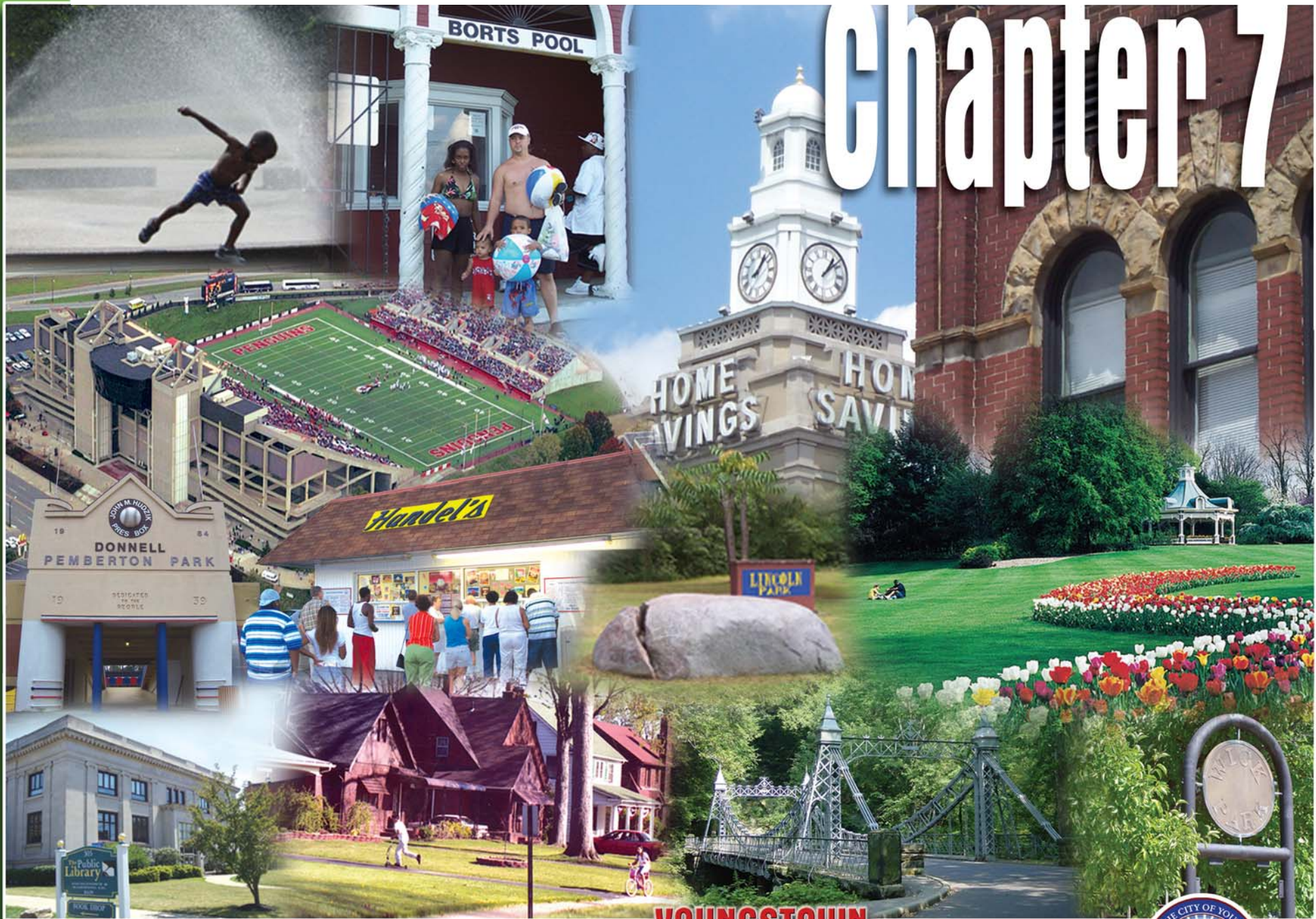
The Youngstown 2010 Citywide Plan doubles the land set aside for institutional use (see Map 23), to 925 acres, due in large part to the existence of the Ohio State Penitentiary and four new school projects on the East Side. Some reduction of institutional land occurred as former hospitals were designated for other uses.

Like the 1951 and 1974 plans, the institutional land use will be reserved for special cases in the Youngstown 2010 Citywide Plan.





Chapter 7



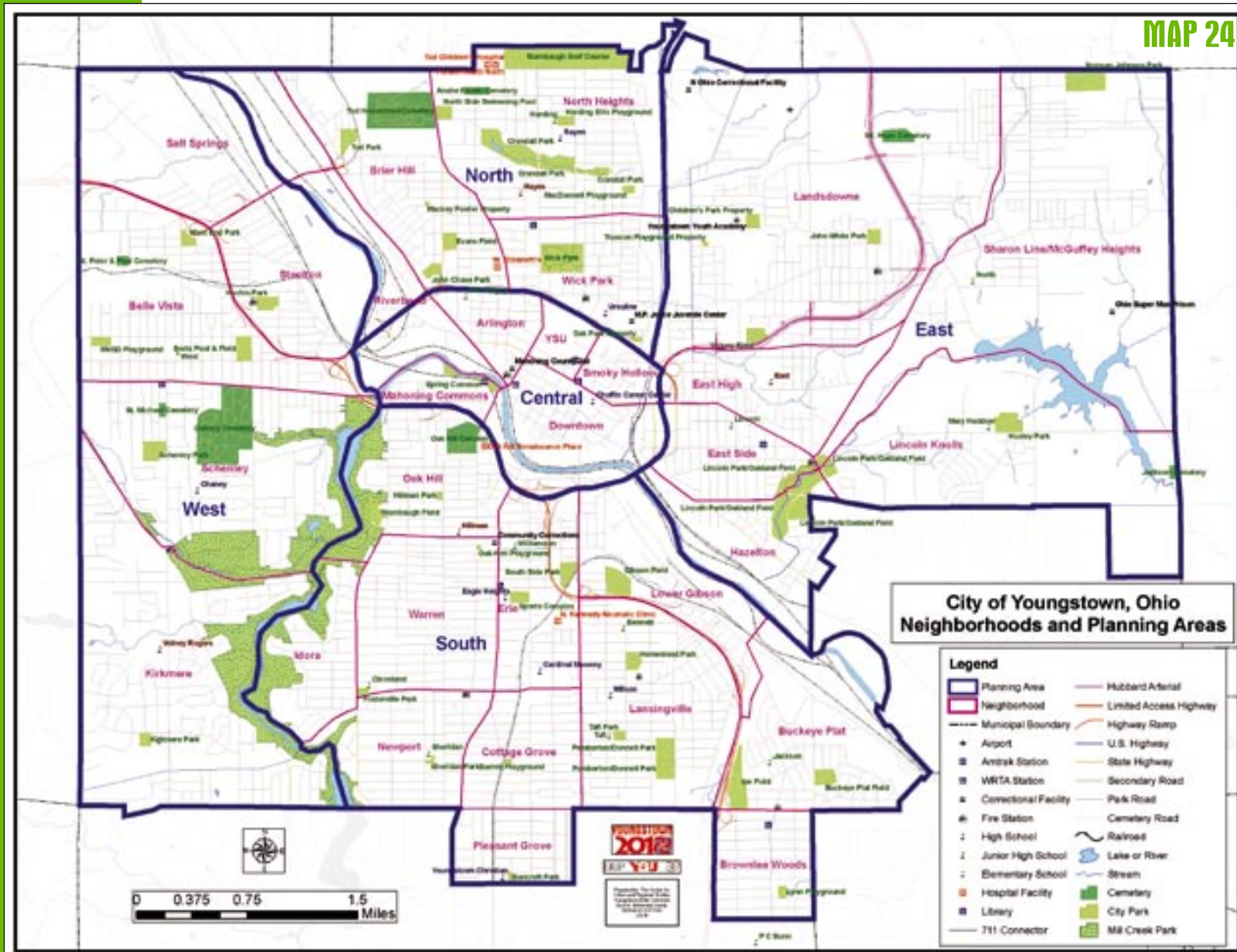
YOUNGSTOWN
2012

Youngstown
STATE UNIVERSITY





The City of Youngstown historically has been subdivided by nature and tradition into four quadrants, the North, East, South and West sides. The Central District, though technically situated on the North Side, because of its commercial, financial, governmental and cultural dominance has achieved an independent status.

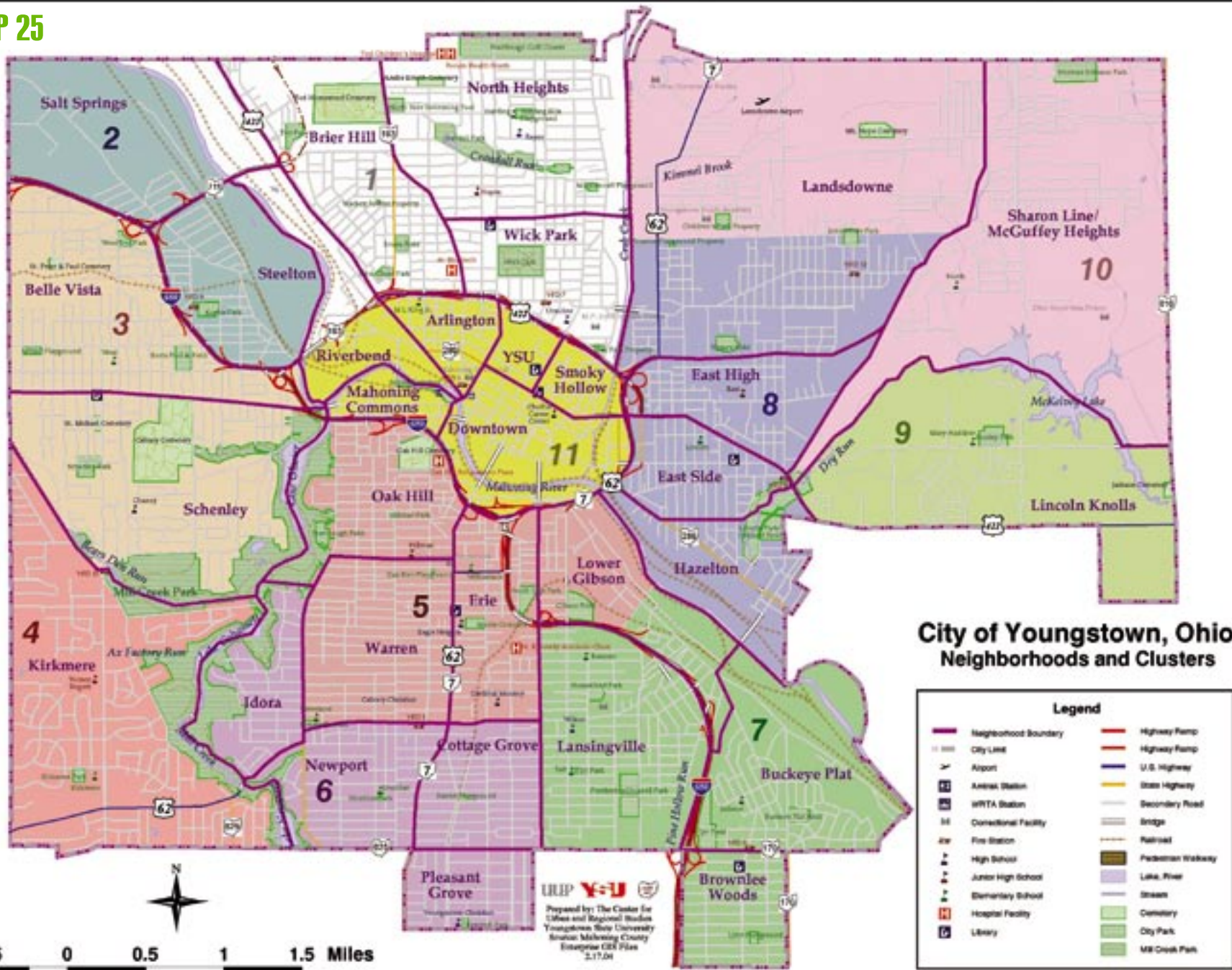


These five areas formed the foci of analysis for the initial planning process. Thirty-one defined neighborhoods overlie the five major planning regions (see Map 24). The 31 neighborhoods were remnants of the City's initially designated census tracts as well as attempts by the planning department to tie in historic references. As the process evolved, it became apparent that the five major planning areas, other than the Central (downtown), were too expansive for efficient citizen input. Equally apparent was that planning for 31 individual neighborhoods was time and cost prohibitive. Eleven neighborhood clusters were created as a compromise to expedite the process (see Map 25).

The eleven neighborhood clusters for the most part retained the neighborhood and census tract boundaries. A community meeting was held in each cluster to obtain input from residents as to how they saw their neighborhood in the year 2010 and beyond.

Following the eleven neighborhood cluster meetings, comments were assimilated into comments gathered during the visioning process and the post-vision planning period. A series of next steps, both citywide and locally based, were derived from the commentary and became action steps for the Youngstown 2010 Citywide Plan.

MAP 25



**City of Youngstown, Ohio
Neighborhoods and Clusters**

Legend	
	Neighborhood Boundary
	City Line
	Airport
	Airport Station
	WRTA Station
	Conventional Facility
	Fire Station
	High School
	Junior High School
	Elementary School
	Hospital Facility
	Library
	Highway Ramp
	Highway Ramp
	U.S. Highway
	State Highway
	Secondary Road
	Bridge
	Railroad
	Pedestrian Walkway
	Lake, River
	Stream
	Cemetery
	City Park
	Mill Creek Park



URP YSU
Prepared by The Center for
Urban and Regional Studies
Youngstown State University
Amherst, Mahoning County
Enterprise GIS Files
2.17.04

North Side Planning District

The North Side Planning District consists of three neighborhoods and part of an industrial district. Brier Hill, North Heights, Wick Park and the northern section of the Riverbend Industrial Park are contained in this cluster. Traces of Youngstown's early settlement, economic, industrial and cultural history are scattered through these neighborhoods.

Location

The North Side Planning District is bounded by the Mahoning River on the west, the City of Girard and Liberty Township on the North, Crab Creek on the east and the Madison Avenue Expressway on the south. The District occupies parts of both Mahoning and Trumbull Counties.

Neighborhoods

1. Brier Hill

The Brier Hill neighborhood grew on the homestead of early Youngstown industrialist and Ohio's Civil War governor, David Tod. Tod's mines provided coal for his mills and subdivision of his land provided housing for the miners and iron workers that provided muscle for such enterprises. Brier Hill grew as an unincorporated village inside Youngstown Township until it was absorbed by the City in stages between 1880 and 1900.

The rapid expansion of industry was a pull factor for the entire Mahoning Valley and Brier Hill served as an entry point for early immigrants, Welsh, Irish, Italian and African American as they, like the raw materials they processed, coalesced and became the strength of a rapidly growing industrial region. The coal mines that fueled the iron industry are long gone and the old rooming houses are either razed or in various stages of disrepair.

Brier Hill has the last working vestige of Youngstown's steelmaking past, V & M Star, a pipe producing mini-mill located in the buildings of the former Brier Hill Works of the Youngstown Sheet and Tube Company. The chaos that spawned Brier Hill is still evident in its current land use. Brier Hill contains a mixture of residual ethnic influences (churches and stores), industry, public housing and vast tracts of open land that were once residences. As the population of Youngstown moved up and out, much of Brier Hill was simply left behind.

2. Wick Park

What Brier Hill was to the working class, the Wick Park neighborhood was to the wealthier residents of Youngstown. During Youngstown's preindustrial days, transportation was primarily on foot or horse drawn. Initial residential development was clustered in what would become the downtown. Wealth was irrelevant to residential location because the village had to be walkable. As transportation improved, the upper classes could afford, financially and timewise, to move away from the densely populated core. This movement, blocked by the steep ridge to the south, was towards the north away from the noise and grime of the mills and commerce. Migration originally proceeded up Wick Avenue to Madison and flowed towards the park and continued up Fifth Avenue.

Wick Park, a gift to the City from the family whose name it bears, was designed as an open space with horse trails. It straddled the City's northern border in 1880 and by 1890 was entirely within the city limits. The area adjacent to the park and on Fifth Avenue north of the park was the domain of Youngstown's rich and famous. The trappings of wealth faded with distance from Wick Park and Fifth Avenue. Working class apartments and houses filled in the residential land between Wick Avenue and Elm Street, and along the hillside above Andrews Avenue. Many residential structures still remain with uses ranging from funeral homes to group homes, while much of the northern extent of Fifth Avenue retains its status with an active upper end real estate market.



North Side

3. North Heights

The North Heights neighborhood grew as demand for housing for all classes expanded with Youngstown's industrial base. The bulk of the neighborhood came into the City as part of the 1929 annexation with the rest of Youngstown Township.

Wealthy residents took advantage of the prestige of Fifth Avenue and frontages along Crandall Park and the Henry Stambaugh Golf Course. The working class resided along the hillside that rose from the Crab Creek industrial district up to Ohio Avenue while middle class residents filled in between.

Conditions

Population

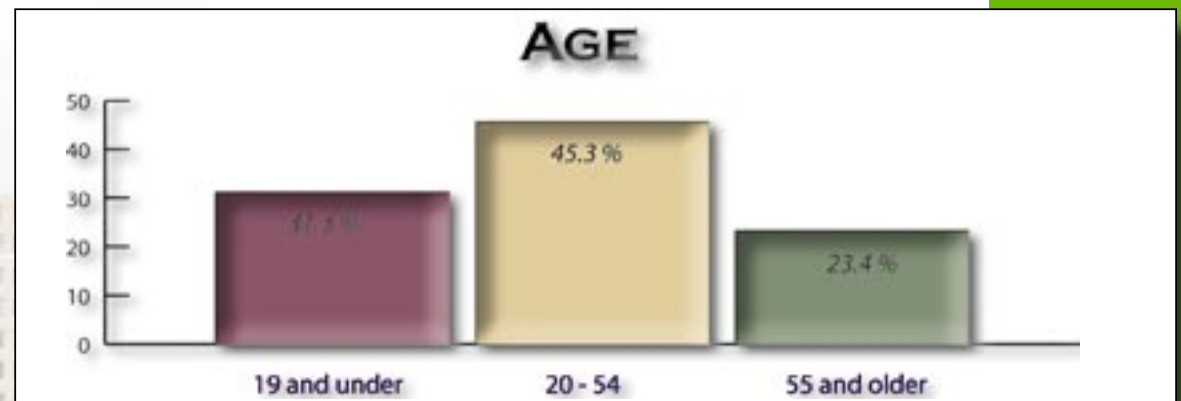
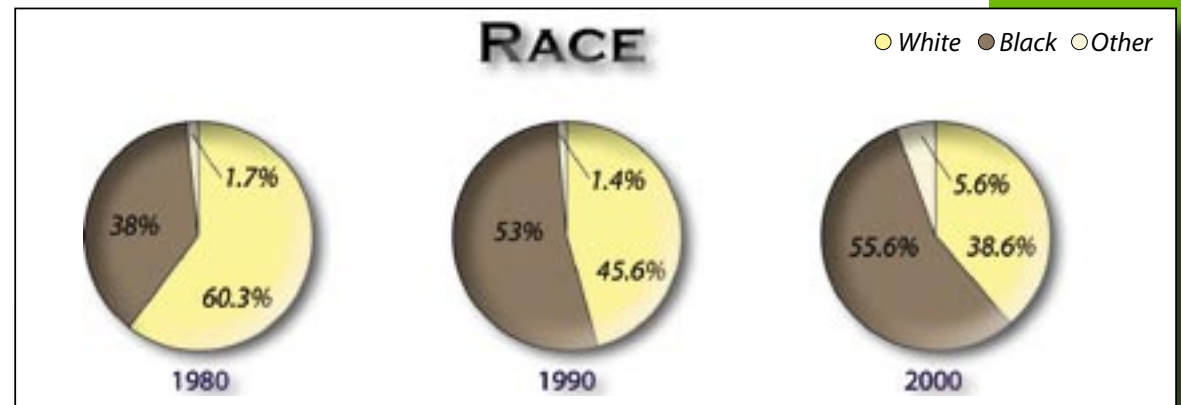
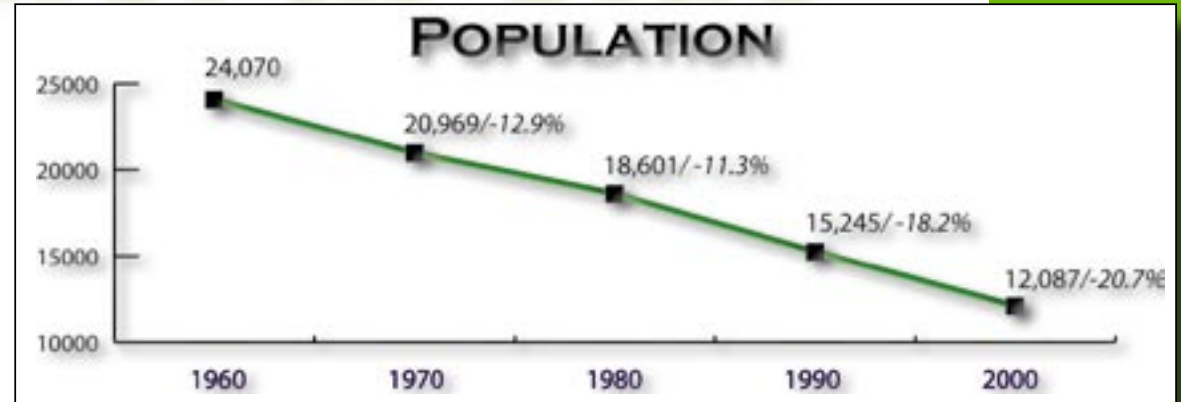
The North Side, like the City has experienced an average of 16% population decline every ten years for the past 40 years and over half its total population. It is anticipated that this trend will slow and the population will stabilize.

Race

The racial make up the North Side has changed over time as well. Twenty years ago 60.3% of the population was white and now minorities make up the majority population at 61.2%.

Age

The majority of the population of the North Side is between 20 and 54 years old. An important factor to consider is that a large percent of the 23.4 % of the population over the age of 55 years old are over the age of 65.

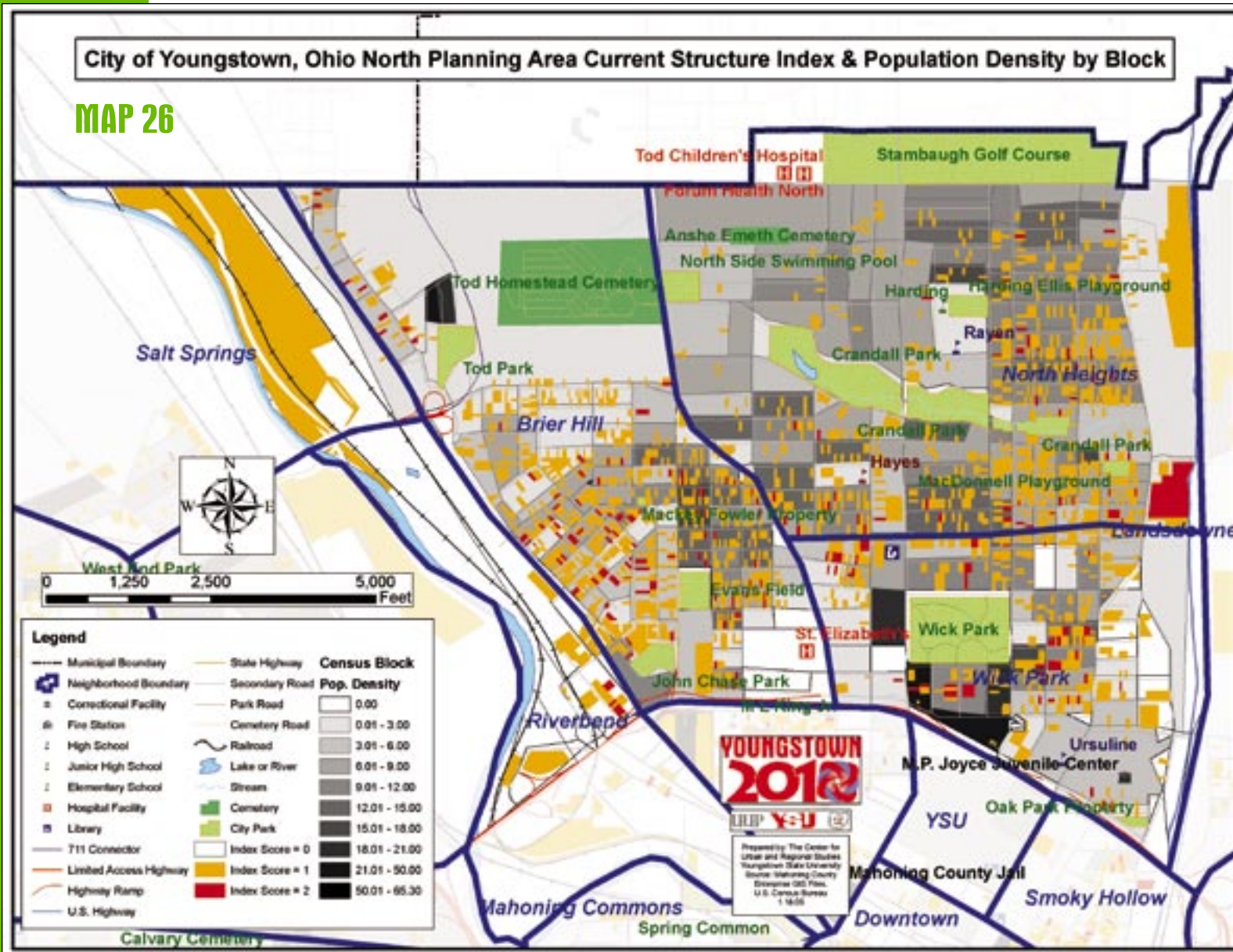


Housing, Vacant and Abandoned Properties

Chapter 4 chronicles what has been left behind by suburban flight and deindustrialization. Housing has been particularly impacted, as housing stock that once held in excess of 170,000 people now contains only 82,000 (see section 4.4 Housing). Excess housing is both a liability to existing neighborhoods and an opportunity to find alternative uses for surplus residential land.

Over time many units have been removed from the City's housing stock, but removal has lagged behind the rate of disinvestment and abandonment. Youngstown has been left with nearly 3,500 housing units in excess of what the current population can support. This agglomeration of economically nonviable housing induces further blight and abandonment. Patterns of blight and disinvestment are not geographically uniform.

Neighborhoods have been impacted dramatically differently. Patterns of stable housing, blight, disinvestment and open space are all evident in the North Side district (see Map 26). All North Side neighborhoods show signs of blight, but there are heavy concentrations throughout Brier Hill, in the Wick Park and North Heights neighborhoods east of Elm Street.

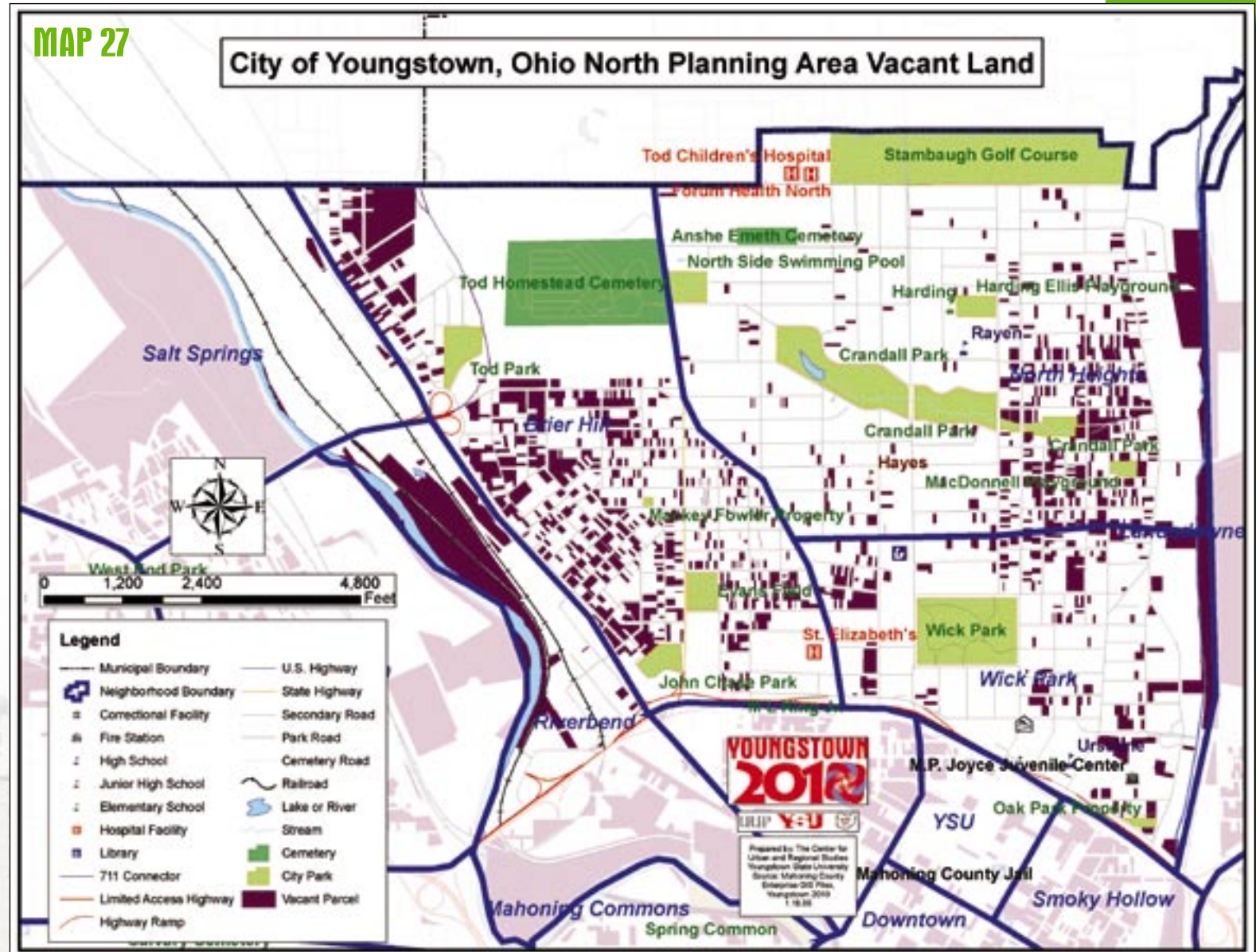


North Heights west of Elm Street is relatively stable. Population density ranges from relatively nonexistent in northern Brier Hill and along the Andrews Avenue corridor to relatively dense around YSU.

Years of disinvestment have also left clusters of vacant land, both from removed structures and land never developed, throughout the North Side (see Map 27). Patterns of vacant land tend to match the patterns of blight, providing graphic evidence that excess housing and unchecked blight lead to eventual abandonment and removal.

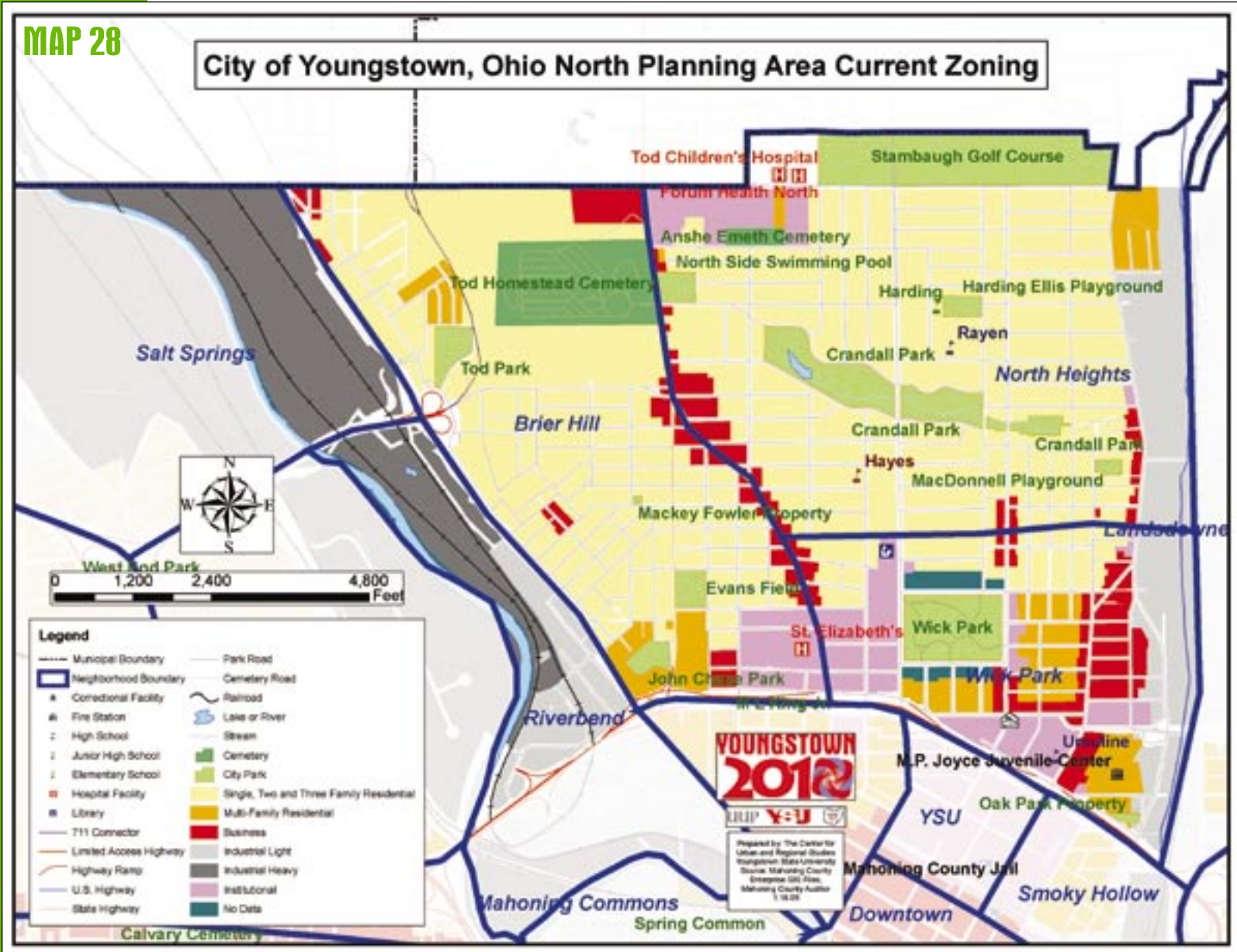
Northern Brier Hill demonstrates the ultimate result, nearly total disinvestment. Other sections of Brier Hill are following the same path. Sections of the North Side east of Elm Street show the same pattern. Between Belmont Avenue and Elm Street, the majority of land is in use.

The patterns of blight and abandonment on the North Side show problems and opportunities.



Current Land Use Plan

Current land use on the North Side is the result of history and the 1951 and 1974 plans. Land use was codified in the 1969 zoning ordinance, as amended, which yielded the official map (see Map 28).



Commercial use is directed along the Belmont corridor and the Logan/Wick corridor where it had naturally evolved prior to the 1951 plan. Small neighborhood business agglomerations were found along Elm Street and in Brier Hill where they had developed to serve the dense populations of these old ethnic and working class neighborhoods. Time and deindustrialization would weed out both the population and the business it supported.

Industrial land use was reserved for the district's major water courses the Mahoning River and Crab Creek. Smoke belching steel producing industries with their related coke batteries, finishing mills and slag dumps lined the Mahoning River. Crab Creek was dominated by metal manufacturers although it also had its share of environmentally destructive industry.

The North Side District has always been endowed with dedicated recreation/ open space. Although such land use was not a category under the 1951 plan, parkland gifts from early industrialists ensured recreational opportunity for north side residents. Wick Park, Crandall Park and the Henry Stambaugh Golf Course bear the names of these philanthropic community leaders. These facilities combined with Brier Hill Park, Tod Park, Evans Field, Chase Park, North Side Swimming Pool and the facilities at Harding Elementary and The Rayen School provided substantial outdoor recreational opportunities for north side residents.

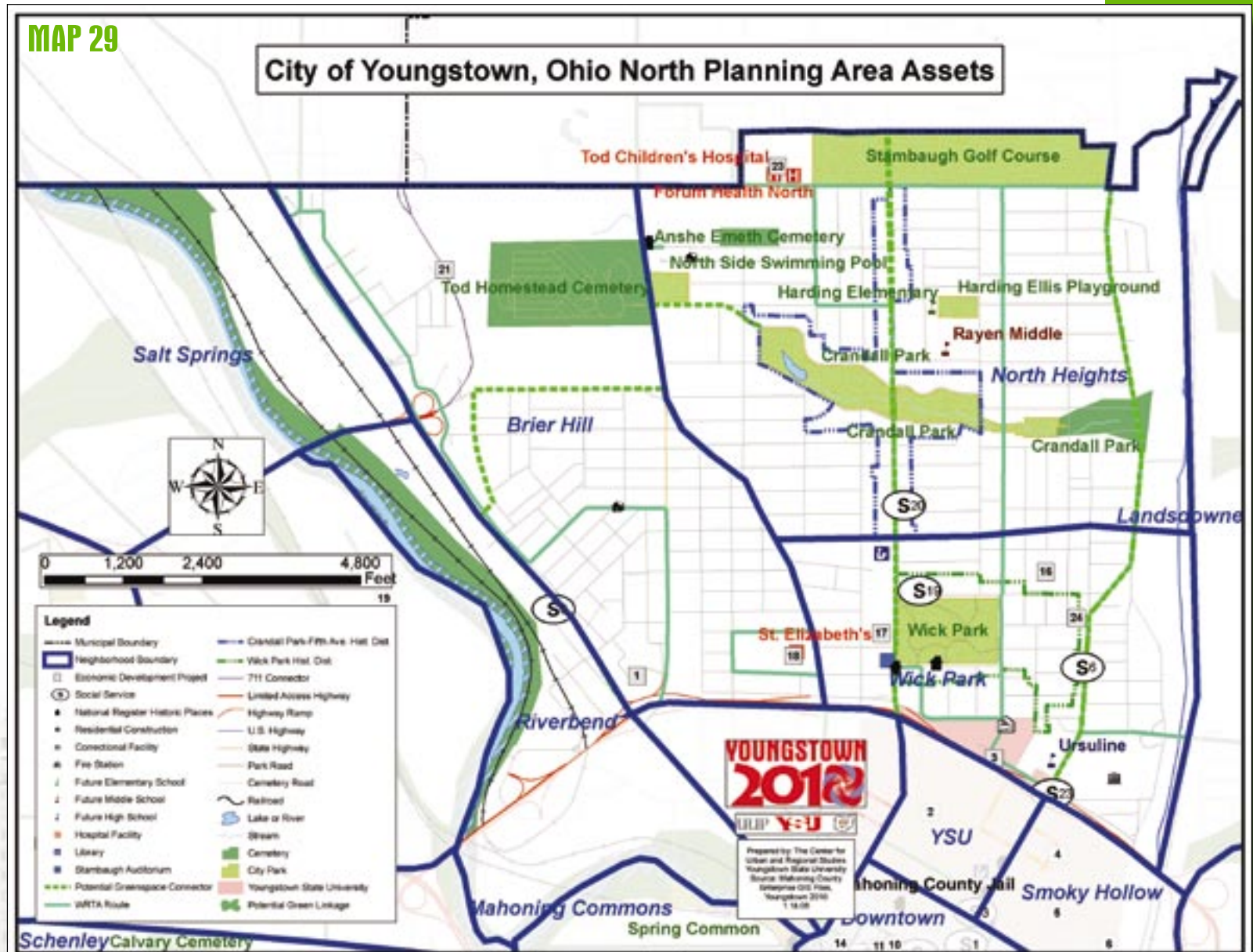
Assets and Resources

The North Side District is currently endowed with a number of ongoing projects, resources and assets that play into the new land use plan (see Map 29). The new Harding Elementary School is already open, while The Rayen High School will be replaced with a new middle school.

Ursuline High School is considering a major renovation project, and in conjunction with Youngstown State University's Centennial Master Plan, should help to stabilize and revitalize the southern edge of the North Side Planning District. The two major medical facilities that remain inside the City are located on the North Side. The Humility of Mary Health Partners (HMHP) and Forum Health still maintain a presence, HMHP's St. Elizabeth Medical Center and Forums Tod Children's Hospital and North Side Hospital. Both facilities have invested significantly in their existing facilities, however both have also significantly suburbanized.

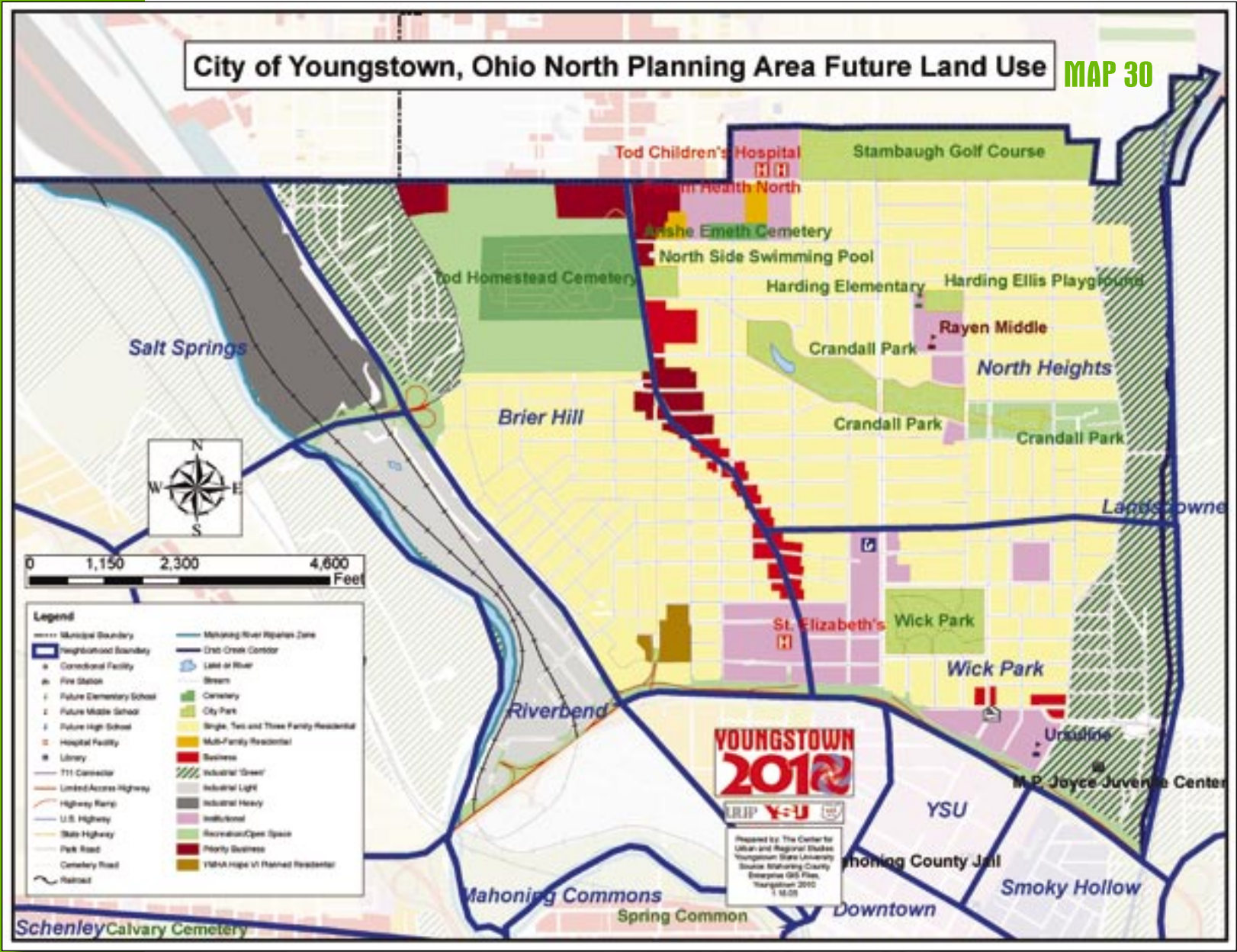
The Youngstown Fire Department operates Station 7 on Madison Avenue and this station along with Station #1 downtown and Station #3 on the West Side provide fire protection to the North Side.

The City's Park and Recreation Department operates Wick Park, Crandall Park, Stambaugh Golf Course, North Side Swimming Pool, Brier Hill Park, MacDonnell Playground and Harding Ellis Park on the Northside. Taken together with the water course of the Mahoning River, Crab Creek and Crandall Run and the vast expanse of Tod Homestead Cemetery, the North Side has a substantial green infrastructure ready to be linked into the green network.



The Youngstown 2010 Citywide Plan

The Youngstown 2010 Citywide Plan makes extensive use of the industrial green land use classification to return opportunities for sustainable development to the North Side (see Map 30). The amount of residential and commercial land is reduced as overall greenspace and institutional space are increased.



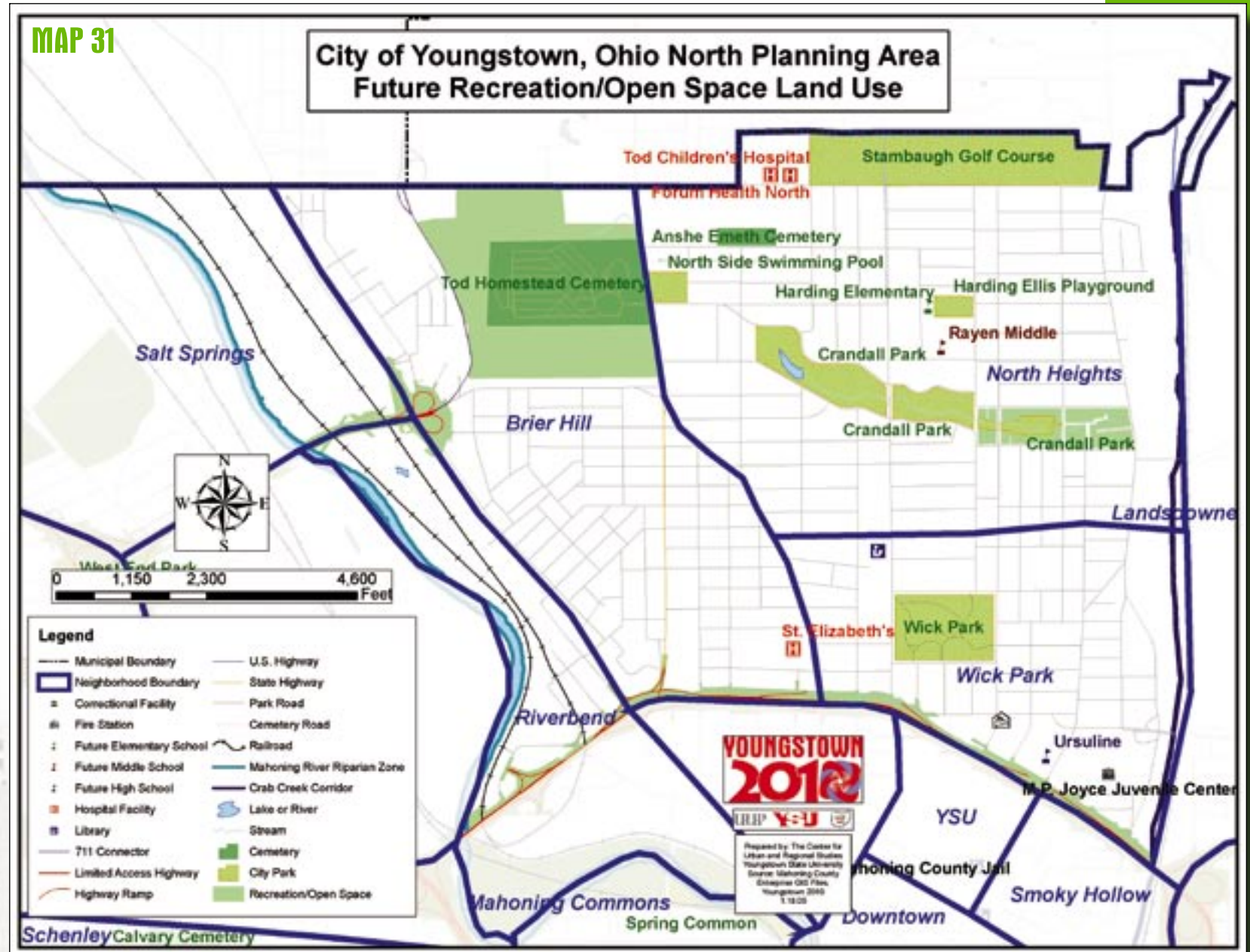
North Side

Recreation and Open Space

The North Side is well endowed with a substantial green infrastructure. This infrastructure forms the foundation of the North Side's recreation and open space plan (see Map 31).

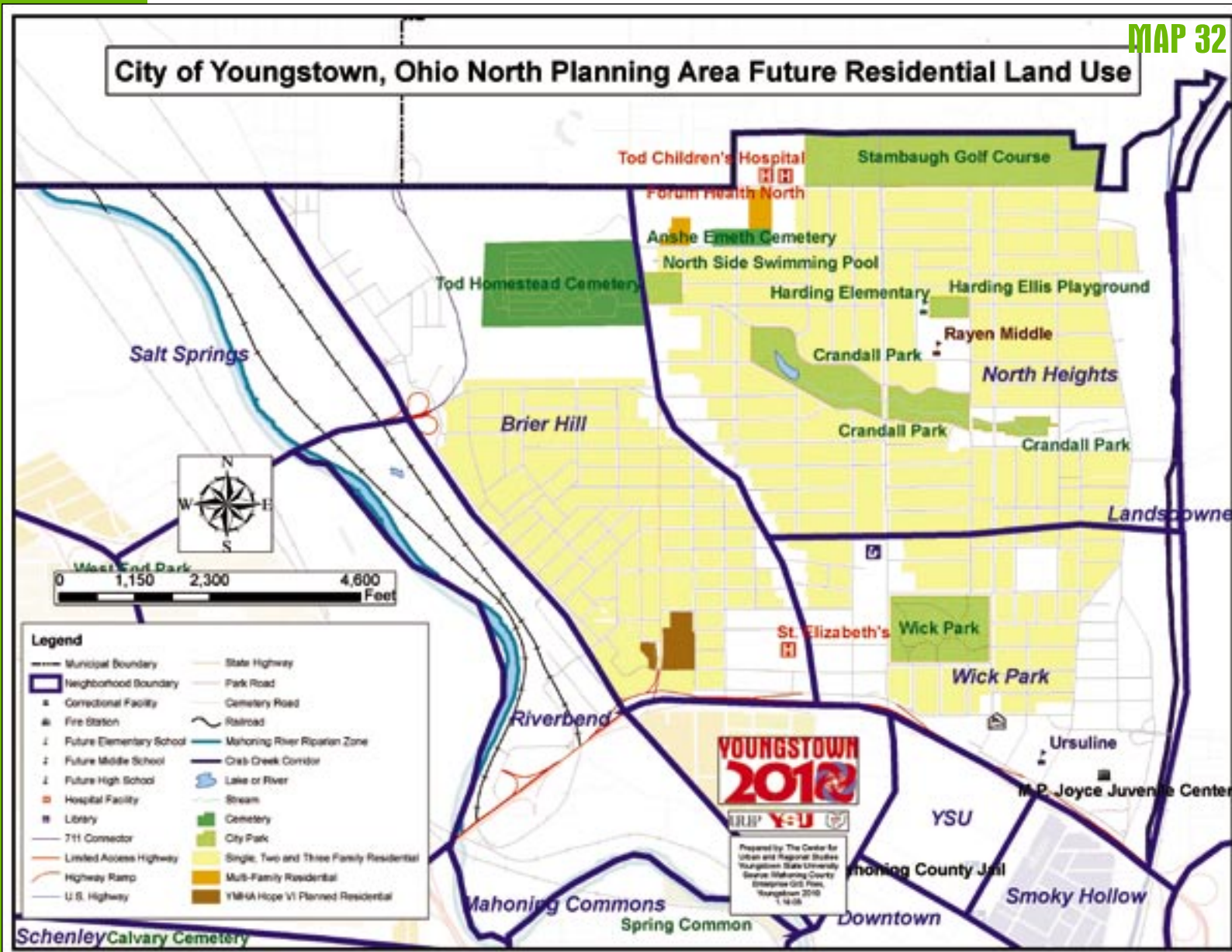
In addition to the existing green assets, the Youngstown 2010 Citywide Plan calls for the extension of Crandall Park by reclaiming Crandall Run and linking it to the key Crab Creek watercourse. The plan calls for keeping as much of the open space around Tod Homestead Cemetery as green as possible, while recognizing its location along major transportation links will lead to development pressures.

The plan also calls for restoration of green space along the Mahoning River and beautification projects along the 711 Connector and Madison Avenue Expressway as part of ODOT's construction and renovation projects. ODOT, the City and YSU have collaborated to make this a reality and expansion and maintenance of these projects is essential.



Residential

The Youngstown 2010 Citywide Plan leaves residential as the dominant land use on the North Side (see Map 32). The North Heights neighborhood remains predominantly low density residential with higher density uses adjacent to the Jewish Community Center on Gypsy Lane and behind the Union Square Plaza at Belmont and Gypsy.



Residential land from the 1951 and 1974 plans has been removed from the Brier Hill neighborhood to better utilize the new 711 Connector – Gypsy Lane freeway exit and to gain a land use buffer around V & M North Star Steel. Residential land has also been reclassified between Wick Avenue and Andrews Avenue to create new opportunities in the former Wick Six /Ursuline High School area.

The Youngstown Metropolitan Housing Authority (YMHA) Hope VI project (see Figure 2) is an example of a planned residential neighborhood by an independent development group that fits nicely within the Youngstown 2010 Citywide Plan and its goals and objectives. The majority of the Hope VI project is within the North Side Planning district. The plan offers a variety of uses and will require the overlay zoning statute.

FIGURE 2

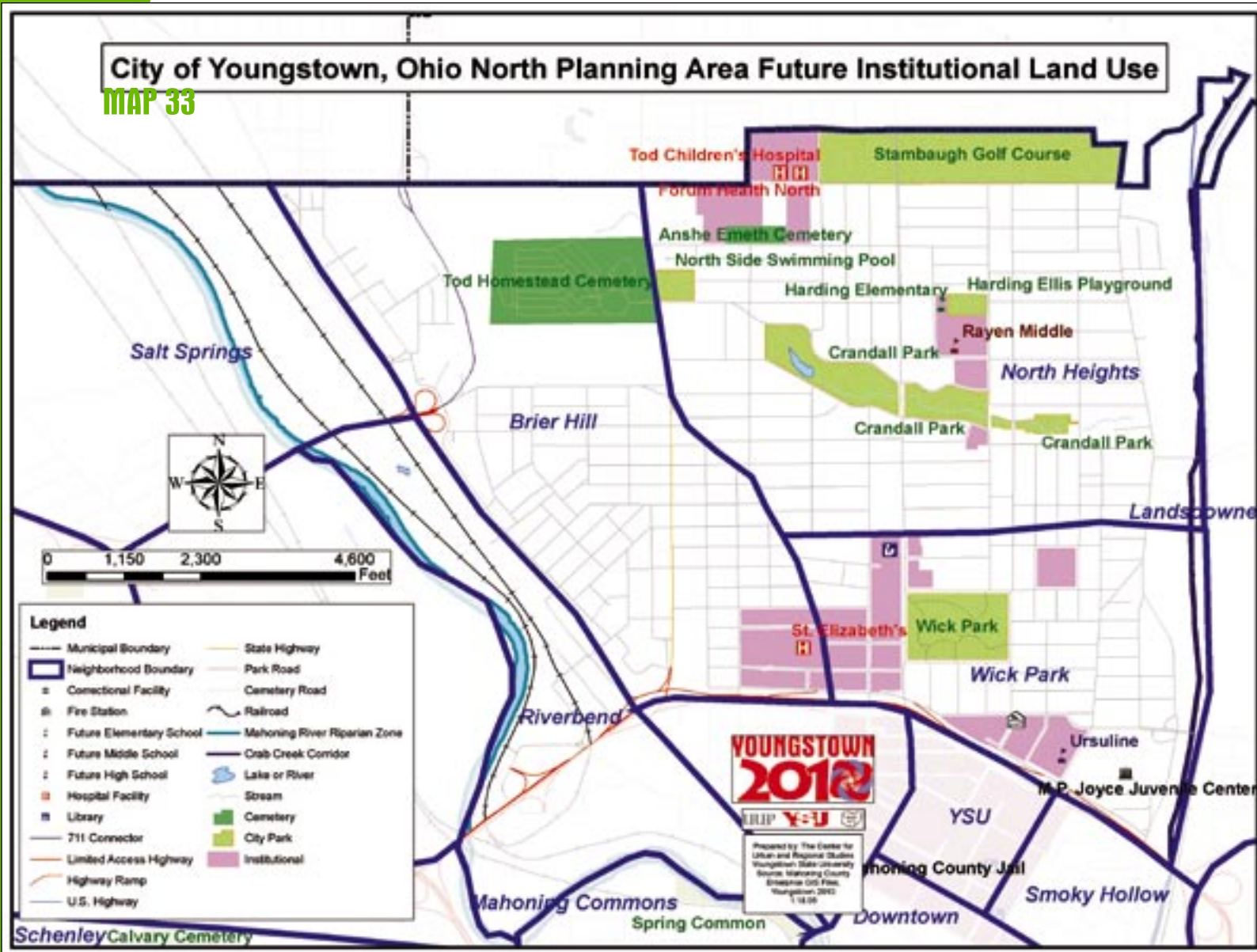
**ARLINGTON HEIGHTS
YOUNGSTOWN'S NEW NEIGHBORHOOD**



North Side

Institutional

Institutional land is still a major factor on the North Side (see Map 33). The two medical giants, Humility of Mary Health Partners and Forum Health, along with Park Vista, Youngstown State University, the City's new schools and Stambaugh Auditorium, along with other institutions have expanded their presence over time. This plan allows for some land should these institutions choose to expand.

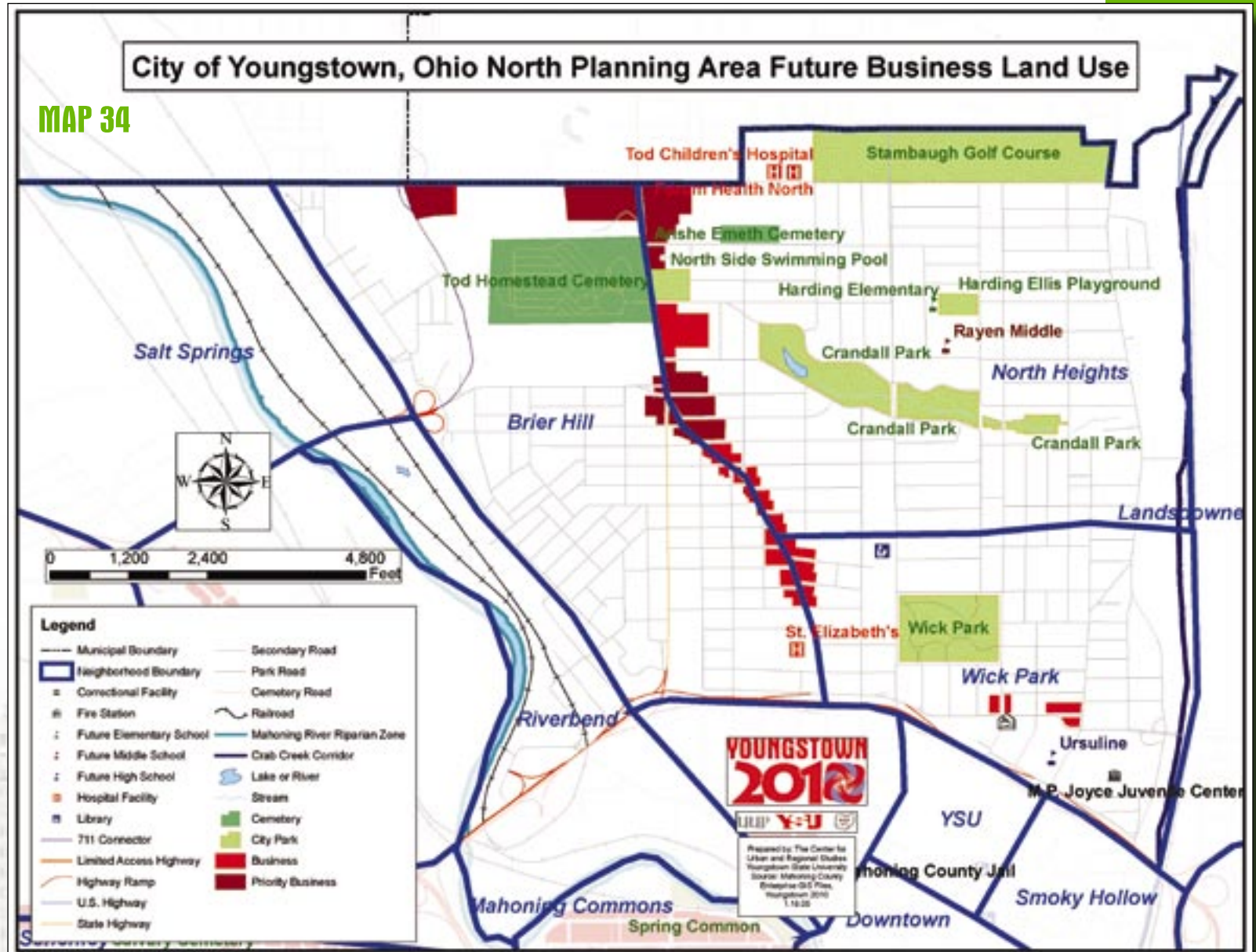


NORTH SIDE

Commercial

Commercial land use on the North Side remains focused along the Belmont Avenue corridor in the Youngstown 2010 Citywide Plan (see Map 34). Three priority commercial clusters have been identified, two along Gypsy Lane. Belmont and Gypsy Lane, the major entry way into the City from Liberty Township, has a long history of commercial development on both sides of the city limits. Currently two national chain pharmacies, a gas station and the Union Square Plaza are operating at this intersection.

The new exit at Gypsy Lane and the 711 Connector provides new development opportunities for Youngstown, Girard and Liberty. The south east corner of this exit has been set aside for commercial development. The opening of this long awaited transportation improvement will provide increased access to Forum Health's Northside and Tod Children's Hospitals that should not only support commercial activity at the exit but will also increase traffic flow through the Belmont - Gypsy priority commercial cluster.

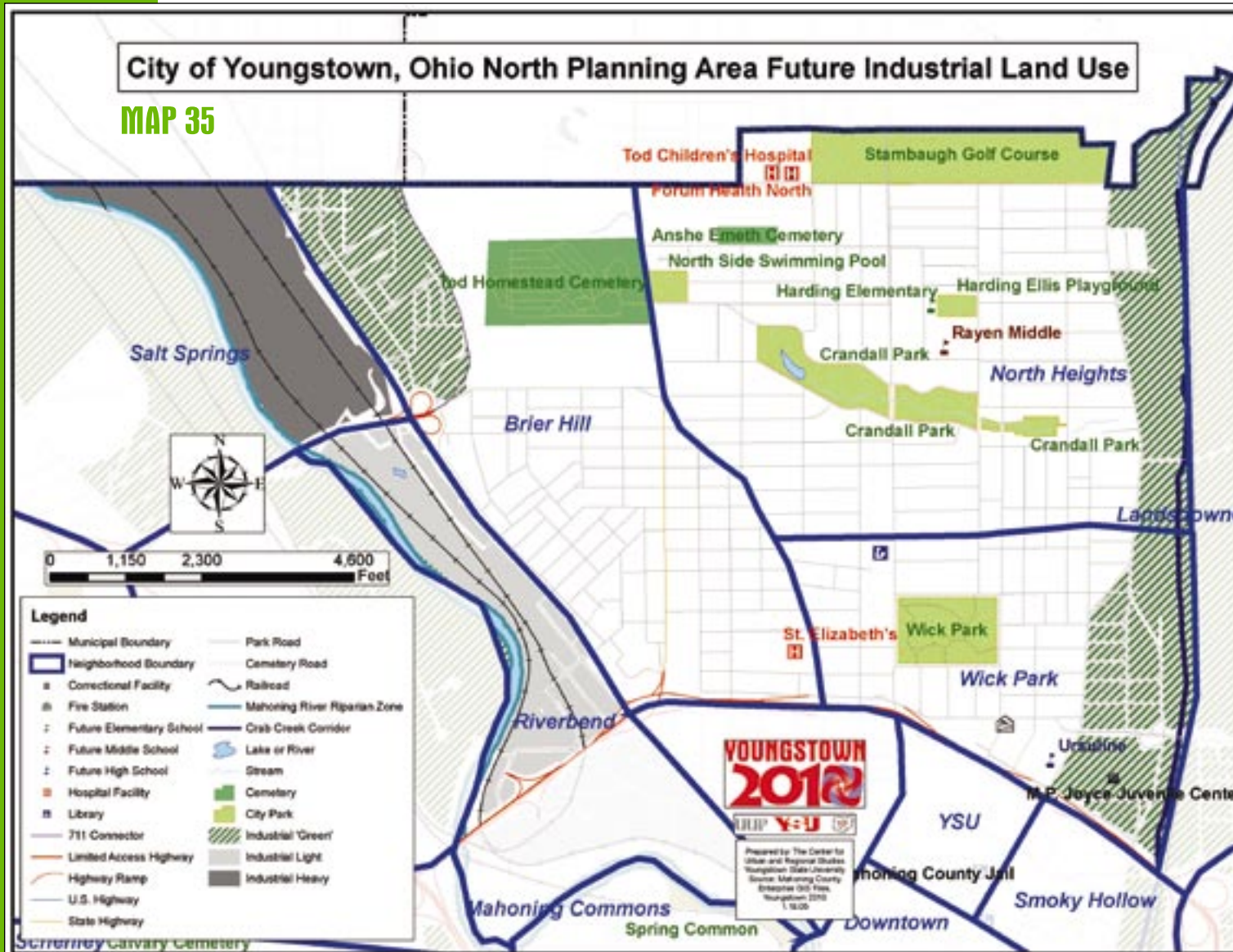


Industrial

Industrial land use on the North Side actually expands due to former residentially zoned land finding its way into the new industrial green classification (see Map 35).

Industrial green land use along the entire Crab Creek corridor and extending into the old Wick Six Auto Dealer agglomeration is a step toward making former polluting industrial and nonviable commercial and residential areas part of the 'gray to green' shift.

The same transformation is used in extreme northwest Brier Hill. The land between US 422 and the new 711 Connector is also shifted to industrial green. Land between the Mahoning River and US 422 keeps its heavy and light industrial classification, although the restoration project for the Mahoning River and reestablishment of the riparian zone could call for a more substantial greening of this corridor.



South Side Planning District

The South Side planning District is comprised of eleven neighborhoods. These neighborhoods are from all phases of the City's development and expansion and as a result each has a unique set of characteristics. The older neighborhoods in this district, Oak Hill, Erie, and Lower Gibson were the first neighborhoods to coalesce on the South Side as Youngstown started to shift from an agrarian to an industrial settlement. There were always farmsteads along the water courses, but industry needed labor and labor needed housing and this group of neighborhoods was the first to develop for this function.

The other neighborhoods on the South Side, Idora, Warren, Newport, Lansingville, Buckeye Plat, Cottage Grove, Pleasant Grove and Brownlee Woods came into being as industry and population expanded. They came with various transportation improvements, and originally many were class exclusive.

Location

Like the rest of Youngstown, the South Side is delimited by water courses. Mill Creek is the western boundary while the Mahoning River defines the north and east. The exception is that a portion of the north is bordered by Interstate 680. The southern border of the South Side is the City limit with Struthers and Boardman Township.

Neighborhoods

1. Oak Hill

Oak Hill or pieces of was the first South Side Neighborhood to be incorporated into the City of Youngstown. Because what is now Oak Hill Avenue offered the point of least resistance to the top of what was known as 'Impassable Ridge' and the relatively flat land on the South Side, there was early settlement sections adjacent to Mahoning Commons which were in the initial municipal incorporation of 1869.

2. Erie

Erie, unlike Oak Hill, offered no easy access to the top of the ridge. The northern section of the neighborhood became a part of the City just prior to 1900 and the remainder before 1910. The Erie neighborhood contains the area that was once occupied by the coal mining hamlet of Flint Hill, but other than a rail line, most traces of this settlement had faded away before city expansion.

3. Lower Gibson

Lower Gibson was not constrained by the ridge, but developed along what would become the industrial section of the Mahoning River floodplain. Lower Gibson was initially settled on the south bank flood plain, but as the mills expanded, worker housing was forced up the relatively steep embankment that is the gentler south east extension of 'Impassable Ridge'. For the most part, Lower Gibson is now characterized by a mix of new brownfield industrial parks, residual and derelict industry and aging housing clinging to steep hillsides.

4. Idora

Idora grew as a trolley line neighborhood adjacent to Mill Creek Park with upper-class residents. The Volney Road section of this neighborhood was developed as housing for the wealthy with upper-middle and middle-class housing becoming more prevalent near Glenwood Avenue. The neighborhood takes its name from the trolley line that fueled its growth and the amusement park that was at the end of the line. The Idora neighborhood became part of the City in 1929.

5. Warren

Warren grew as a working class neighborhood that infilled between Market Street and the Idora neighborhood. The neighborhood was annexed into the City in two phases between 1890 and 1910 as the regions growing labor force caused residential expansion on the flatland south of the ridge.

6. Newport

Newport grew as a neighborhood of mixed working class and upper-middle class origins. Sandwiched between Boardman's exclusive Newport Glen and working class Warren, the neighborhood exhibited traits of both. The working class housing extended south from the Warren neighborhood while the upper-middle class dwellings were clustered north of Newport Glen. The Newport neighborhood became part of the City in 1929.

7. Lansingville

Approximate to Republic Steel's Youngstown Plant and the Youngstown Sheet and Tube's Campbell Works, Lansingville began as a mill worker neighborhood as land became scarce in Lower Gibson. Because the neighborhood expanded with the mills, Lansingville came into the City as part of three annexations between 1890 and 1929. Settled during a period of substantial Eastern European immigration, Lansingville developed as a predominantly Slovak ethnic neighborhood. Segments of this ethnic enclave still remain. Lansingville was built out to the city limit during the post World War II housing boom.

8. Buckeye Plat

Buckeye Plat is the only South Side neighborhood that was originally within Coitsville Township. Part of the 1929 annexation, the Mount Vernon section of the neighborhood was developed by the Youngstown Sheet and Tube Company as a more upscale residential district for Campbell Works management. Worker housing was developed as brick row houses in adjacent Struthers. Buckeye Plat, like Lansingville reached its maximum expansion following World War II.

9. Cottage Grove

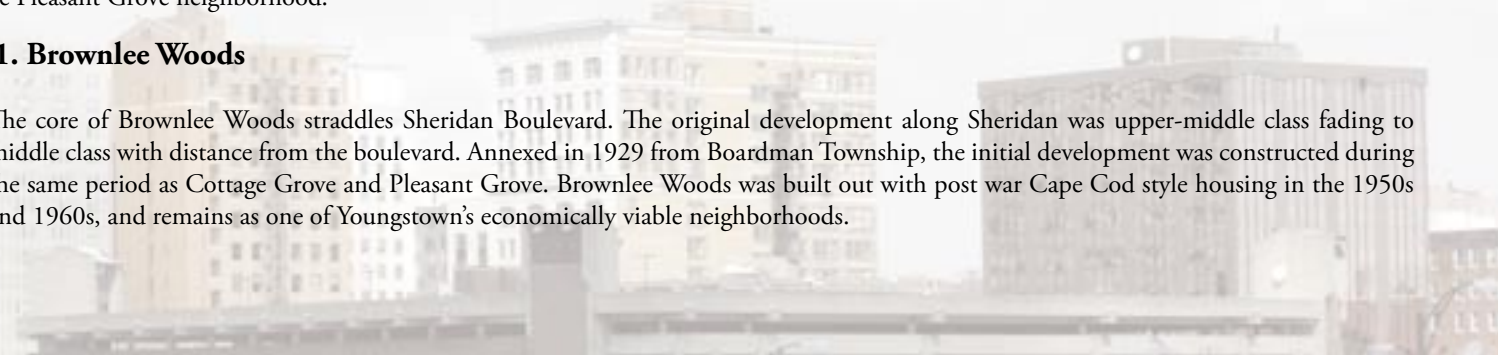
Cottage Grove, annexed in 1929, grew along the Youngstown & Southern Railroad line. Stops along the line, such as at Midlothian Boulevard, developed as neighborhood commercial nodes to serve disembarking commuters that resided in the middle class neighborhood that developed in the 1920s, 1930s and 1940s between South Avenue and Market Street. Much of the commuter rail look of this corridor still remains although passengers haven't ridden the line for over fifty years.

10. Pleasant Grove

Pleasant Grove is immediately south of Cottage Grove and also bisected by the old Youngstown and Southern rail line. Like Cottage Grove, Pleasant Grove also came into the City in 1929, but unlike its northern neighbor, was originally part of Boardman Township. In general, Pleasant Grove, though still middle class and developed during the same time frame, exhibits a more upscale level of housing than Cottage Grove. At its southern limit and along its boulevards, the housing was upper middle class. The real estate market remains relatively strong in the Pleasant Grove neighborhood.

11. Brownlee Woods

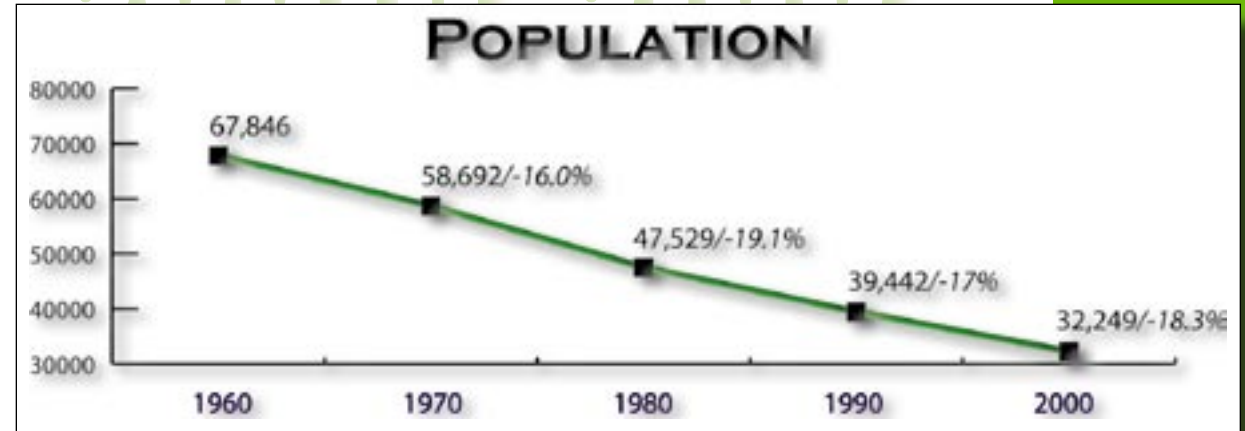
The core of Brownlee Woods straddles Sheridan Boulevard. The original development along Sheridan was upper-middle class fading to middle class with distance from the boulevard. Annexed in 1929 from Boardman Township, the initial development was constructed during the same period as Cottage Grove and Pleasant Grove. Brownlee Woods was built out with post war Cape Cod style housing in the 1950s and 1960s, and remains as one of Youngstown's economically viable neighborhoods.



Conditions

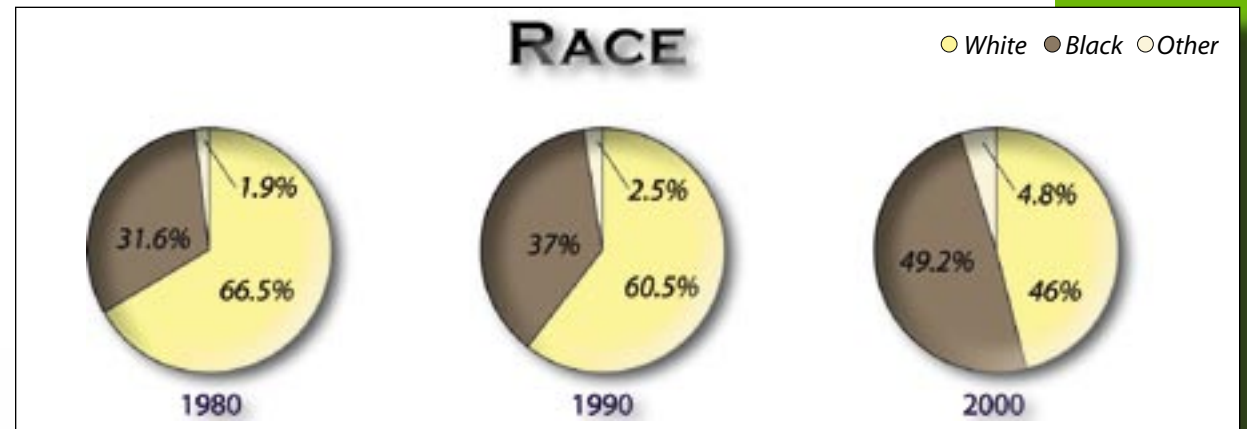
Population

The South Side of Youngstown has experienced an average of 17.6% population decline every ten years for the past 40 years and over half its total population. It is anticipated that this trend will slow and the population will stabilize.



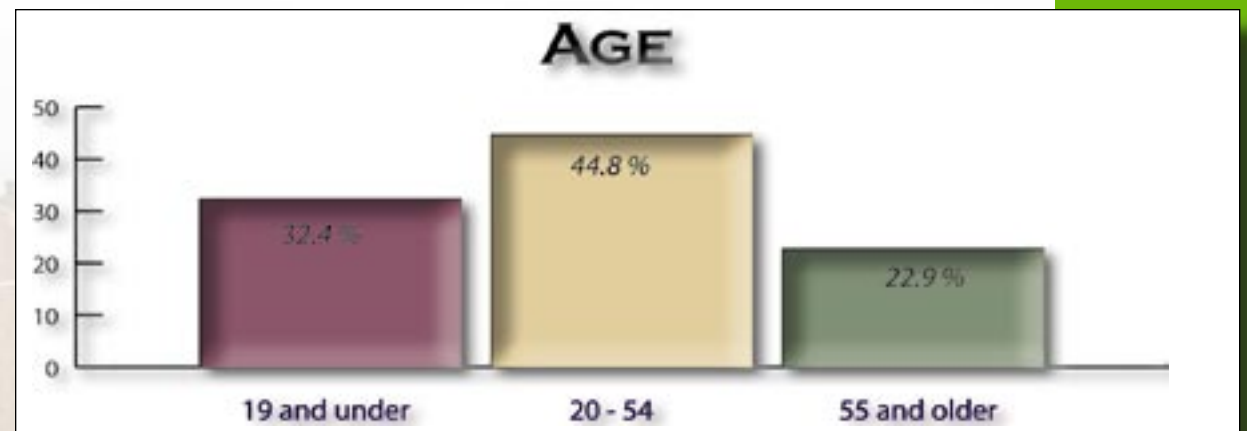
Race

The racial make up the South Side has changed over time as well. Twenty years ago 31.6% of the population was black. The percentage of black population in the South Side planning district had risen to 49.2% by 2000.



Age

The majority of the population on the south side of the city is between 20 and 54 years old. The second largest segment of the south side population is under 19 years old. Only 22.9% of the south side is over the age of 55.

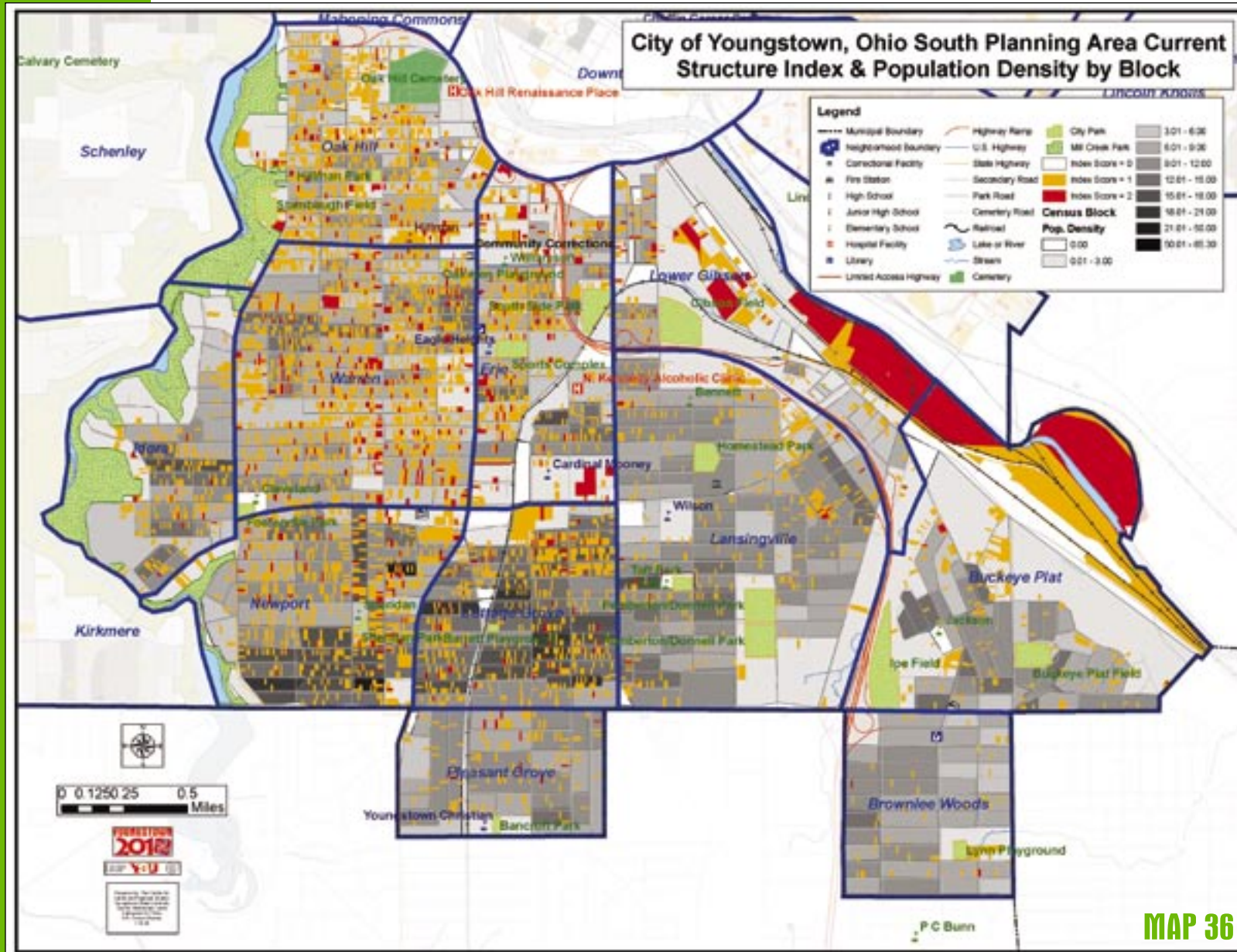


Housing, Vacant and Abandoned Properties

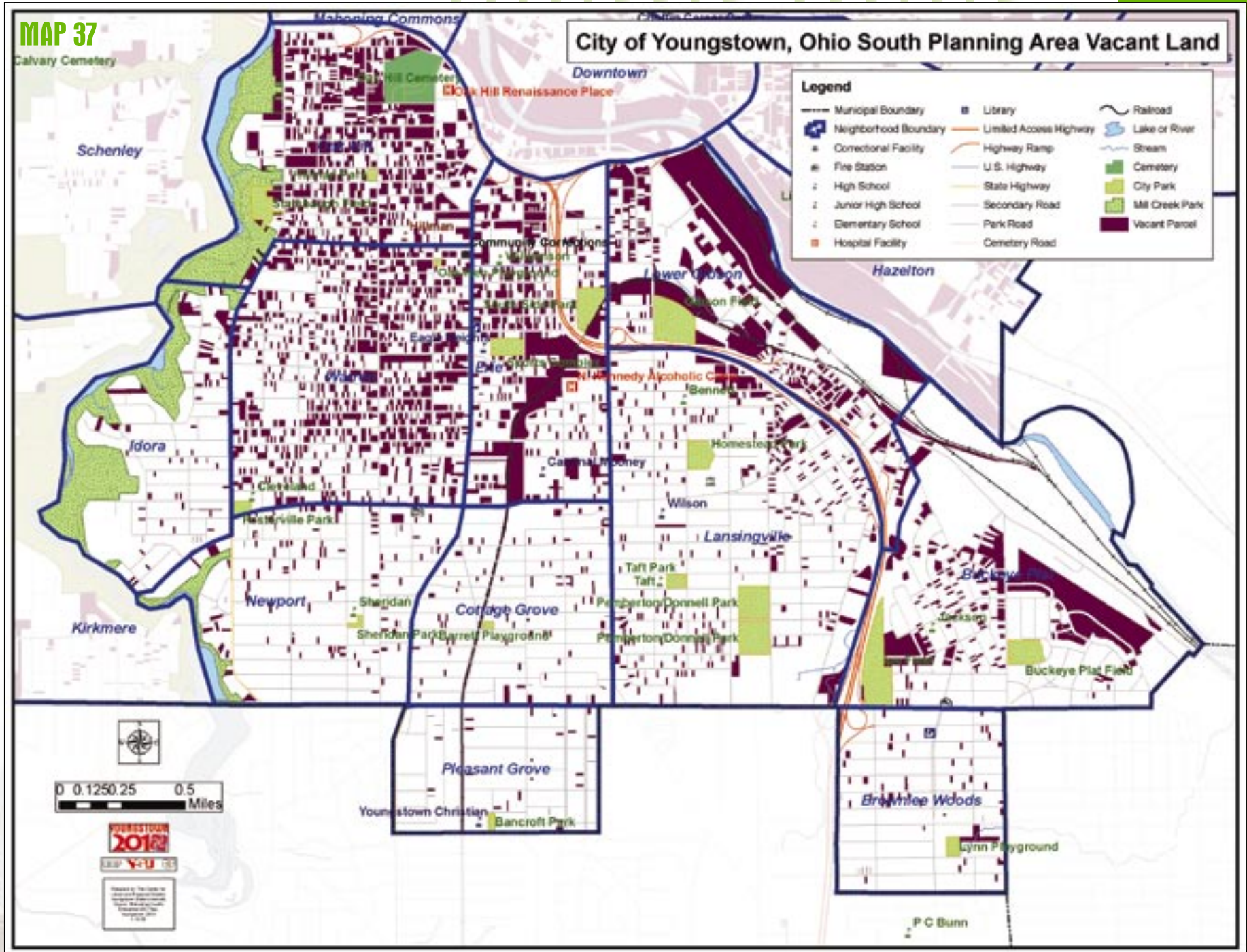
Chapter 4 chronicles what has been left behind by suburban flight and deindustrialization. Housing has been particularly impacted, as housing stock that once held in excess of 170,000 people now contains only 82,000 (see section 4.4 Housing). Excess housing is both a liability to existing neighborhoods and an opportunity to find alternative uses for surplus residential land.

Over time many units have been removed from the City's housing stock, but removal has lagged behind the rate of disinvestment and abandonment. Youngstown has been left with nearly 3,500 housing units in excess of what the current population can support. This agglomeration of economically nonviable housing induces further blight and abandonment.

Patterns of blight and disinvestment are not geographically uniform. The South Side demonstrates extremes in the distribution of stability and blight (see Map 36). The historic core on both sides of Market Street exhibits serious problems. The Oak Hill, Warren and Erie neighborhoods are not currently densely populated, indicating that the crest of the wave of disinvestment has now passed over them. The zone in transition is now in the Newport and Cottage Grove neighborhoods, where in 2000, the population density was relatively high. Brownlee Woods is the only South Side neighborhood that is currently relatively unscathed by the spread of disinvestment.



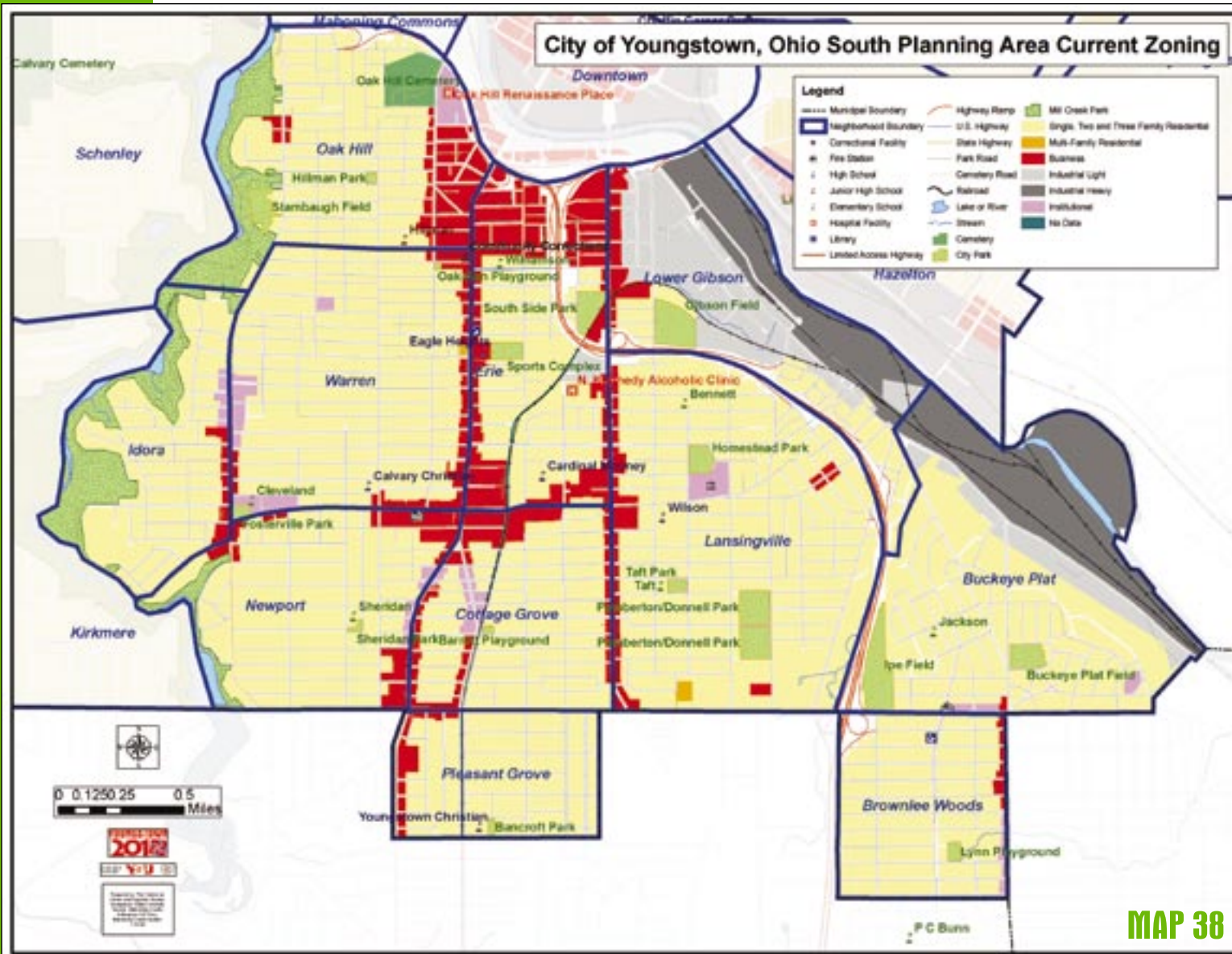
Vacant land on the South Side (see Map 37) vividly shows the level of abandonment in the Oak Hill, Warren and Erie neighborhoods. The parcels there were mostly housing units that are now gone. They predict the future of the rest of the South Side and Boardman if current trends continue unabated. As gruesome as this future looks, the vacant land does create some unique planning opportunities.



SOUTH SIDE

Current Land Use Plan

The current zoning in the South Side Planning District, essentially the 1951 and 1974 plans, reflects the unbridled optimism that industrial, commercial and residential expansion would continue indefinitely (see Map 38). Planners were generous in allocating land for these uses; these plans and uncontrolled development before 1951 yielded the South Side that exists today.



The majority of land on the South Side was allocated for residential use and eventually the majority of residentially zoned land was developed, although the current conditions of this housing stock varies widely from neighborhood to neighborhood (see Section 4.4 Housing). Blight and abandonment has left several gaps in formerly built out residential areas of the South Side.

The South Side is currently struggling with too much land dedicated to commercial use. Copious amounts of land just south of the Market Street Bridge set aside in anticipation of commercial sprawl that never developed display a variety of uses and the Market Street and South Avenue gateway corridors are also almost exclusively dedicated for commercial use. Like residential land in parts of the South Side, parts of these corridors suffer blight and abandonment.

Industrial use is currently allocated to the Mahoning River corridor. This land was previously heavily developed and used in the integrated steel making process. On the South Side this involved coke processing, steel making, slag processing, pipe production and a myriad of other processes and ancillary activities related to iron and steel.

Some of the infrastructure from steel remains in the corridor, but most was removed after the shutdowns, yielding extensive brownfield sites. Performance Place Industrial Park along Poland Avenue currently exists as a successful redevelopment project. The Mahoning River Corridor of Opportunity, a multi-jurisdictional brownfield redevelopment initiative, is currently cleaning and greening the south east portion of this heavy industrial site.

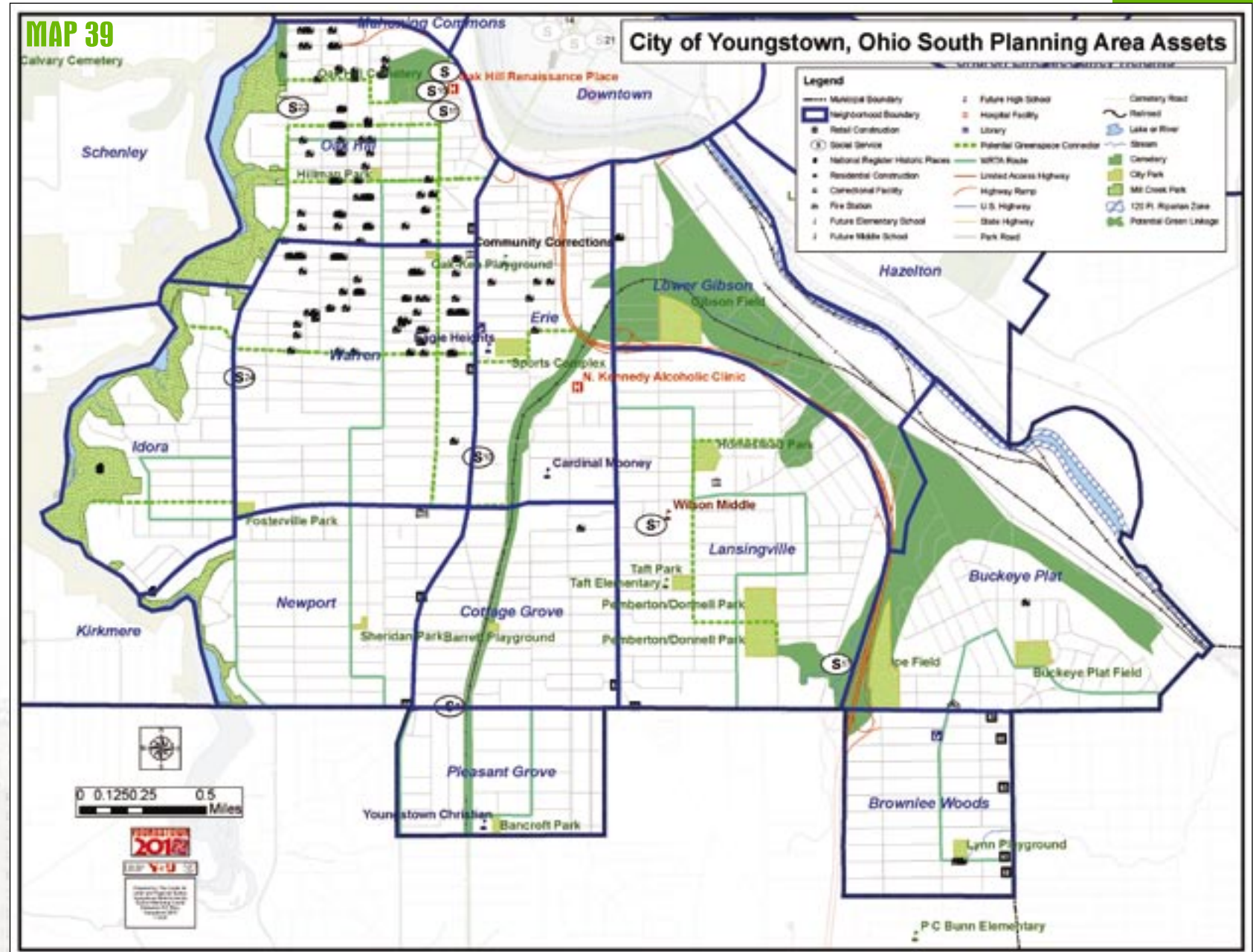
City parks and playgrounds are scattered throughout the South Side, and in general yield widespread recreational opportunities. Mill Creek Park acts as the District's western boundary, and represents a regional green experience. The lack of linkages between these recreation facilities limits their potential local and regional impact.

Assets and Resources

The South Side has several current projects and other assets that are strengths for the Youngstown 2010 Citywide Plan (see Map 39). The Youngstown City School District has several new projects scheduled, and has already opened the new Taft Elementary School, while Williamson Elementary is undergoing the final stages of construction. Paul C. Bunn Elementary is to be replaced with a new facility while Woodrow Wilson High School is scheduled to be reconstructed as Wilson Junior High School. The district will demolish the Bennett, Cleveland, Sheridan and Jackson Elementary, and the Princeton and Hillman Junior High buildings as part of this process.

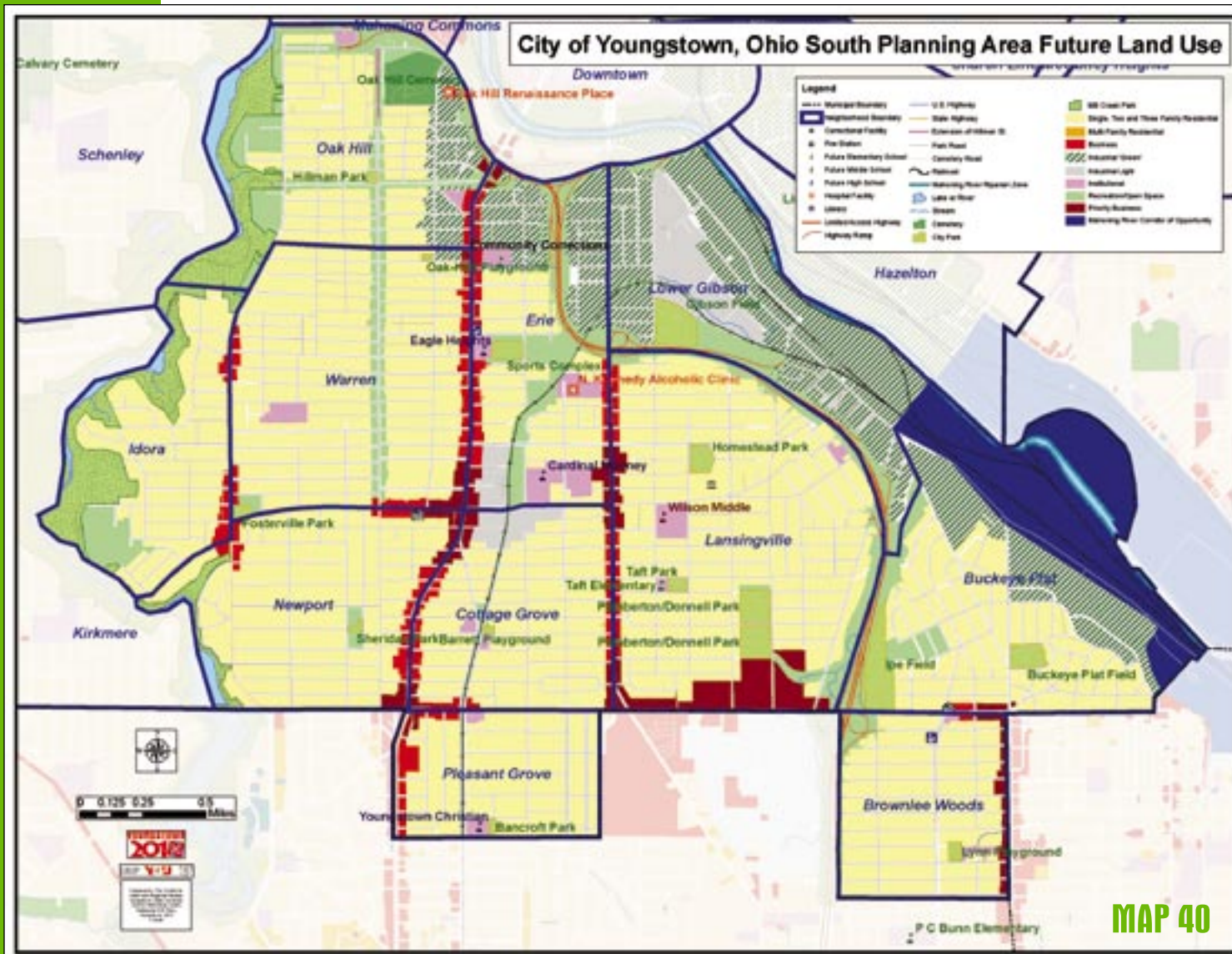
Cardinal Mooney High School, a facility of the Diocese of Youngstown, is continuing its renovation/expansion project. Youngstown Christian School is expanding its structure as its enrollment increases.

Social and governmental assets are dispersed throughout the South Side. The Ohio Bureau of Employment Services is located on South Avenue, while Mahoning County operates an annex on Market Street that houses the Board of Elections, functions of the Clerk of Courts, the County Board of Education and other services. The Public Library currently has branches on Market Street and in Brownlee Woods, and is in a planning process for a new South Side branch to replace the existing Market Street location.



The City of Youngstown has two fire stations on the South Side, #2 on Indianola at Oak Hill and #9 on Midlothian at Sheridan. The Park and Recreation Department maintains a total of thirteen parks, playgrounds and sports complexes on the South Side as well as the historic Oak Hill Cemetery. Adjacent to Ipe Field is the community donated and supported Ipe Kids World playground.

Community Corrections Association, a halfway house and rehabilitation center, has extensive holdings along Market Street, while Lincoln Place, an educational facility for juvenile offenders, occupies Ohio's former Woodside Receiving Hospital on Indianola Avenue. The Neil Kennedy Recovery Clinic is located on Rush Boulevard. All of these assets were considered in the Youngstown 2010 Citywide Plan.



The Youngstown 2010 Citywide Plan

Major differences between the 1951 and 1974 plans and the Youngstown 2010 Citywide Plan for the South Side involve the shifting of some residential and commercial space to the new industrial green category as well as designating some land commercial from residential (see Map 40).

Recreation and Open Space

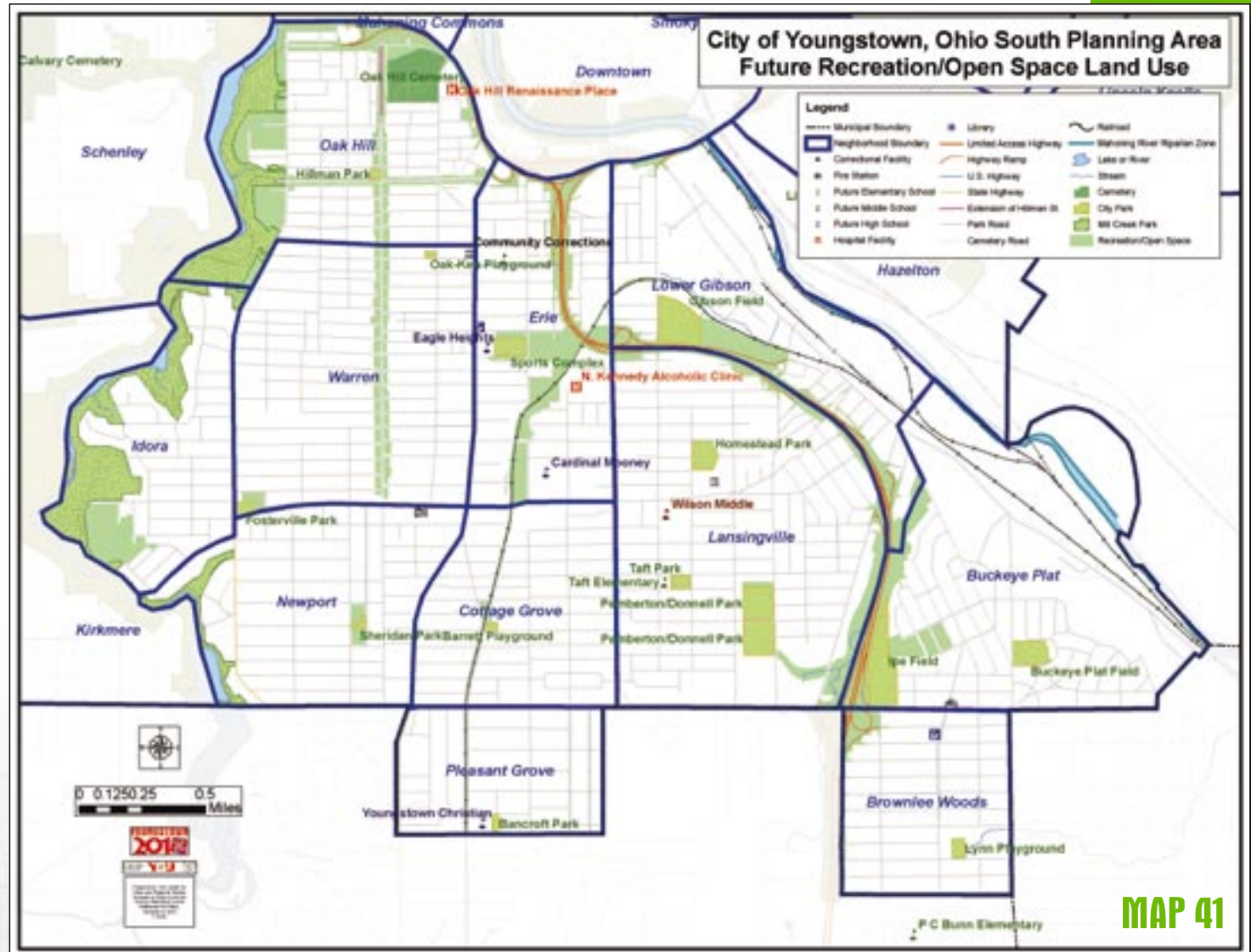
The South Side has an extensive collection of parks and green places scattered within it. The problem is that these places are dispersed and lack linkage to each other as well as the regional network. The Youngstown 2010 Citywide Plan calls for the creation of a green network linked to the region (see Map 41), and in so doing recommends linkages on the South Side.

The corner of Falls Avenue and Glenwood Avenue is the historic gateway to Mill Creek Park, initial facility and crown jewel of the Mill Creek Metropolitan Park District. The original park offices and the memorial statue of founder Volney Rogers are situated here, giving this location special regional significance. To take advantage of this special place, and to help revitalize the historic South Core, Youngstown 2010 recommends an ambitious project that links this gateway into Mill Creek Park to Market Street by creating a green boulevard corridor along Falls Avenue. This plan also calls for a similar boulevard on Hillman Street from Indianola Avenue to High Street and along High Street from Glenwood Avenue to Oak Hill Avenue. This would link the Oak Hill and Warren neighborhoods not only to the region's premier park, but also to opportunities along the Mahoning River with green linkages in to Mahoning Commons and Downtown Neighborhoods. That would facilitate the connection of Oak Hill Cemetery and Oak Hill Renaissance Place to the green network.

The Vision called emphatically for being generous with our urban land. Greening and boulevarding Hillman Street, Oak Hill Avenue and Falls Avenue as well as greening Market Street and Glenwood Avenue within this district would break an expansive historic densely developed but largely abandoned residential district into redevelopable sections. Fitting planned residential developments into these newly created green quadrants takes advantage of the City's residential history and links premier green spaces, historic institutions and major traffic corridors with workable living spaces.

Other linkages to the regional network are along Pine Hollow Run and the old Youngstown and Southern (Y & S) Railway line which provide direct access to several of the South Side's parks and the Mahoning River, and eventually to the region's Stavich Bike Trails that follows the River to New Castle.

The plan to expand green space calls for the Jackson school property and the wooded property around it to be absorbed into the Ipe Field complex following the demolition of Jackson School. The Pine Hollow, Y & S and Mill Creek linkages provide access to recreational opportunities in Boardman Township.



South Side

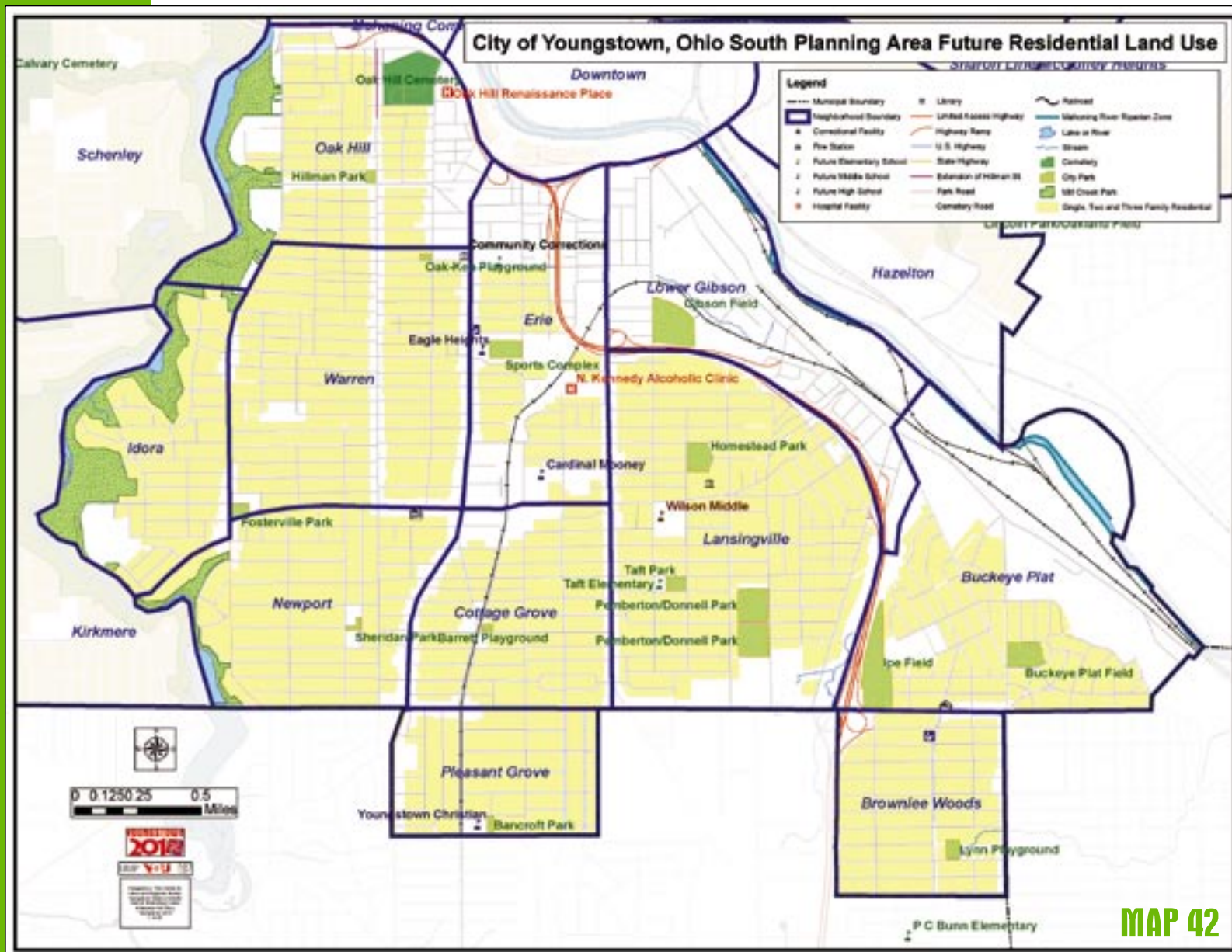
Residential

The volume of residential land on the South Side is reduced in the Youngstown 2010 Citywide Plan (see Map 42). This change is most notable in the Lower Gibson neighborhood, where residential use is removed from the plan entirely. The logic for this classification shift is that slope conditions and abutting land uses are not compatible for sustained residential use.

It must be reiterated that this does not mean existing residences will be forced out; under nonconforming use regulations, they can stay as long as the existing use continues without interruption. What this does mean is that the City will not consider Lower Gibson a priority area for the allocation of housing rehabilitation funds and will resist any requests for future housing development. There are other places on the South Side where such endeavors are more viable.

The land available for residential use is slightly decreased in the Oak Hill neighborhood to allow for Mill Creek Park to expand out to Glenwood and for the creation of green boulevards. These changes should increase the viability of the Oak Hill neighborhood for rehabilitation, planned infill housing and new developments to take advantage of green network linkages.

Buckeye Plat loses land for residential use as the undeveloped sections along Poland Avenue are shifted to industrial green. Probability dictates that this land will stay undeveloped, but its best use is not residential.

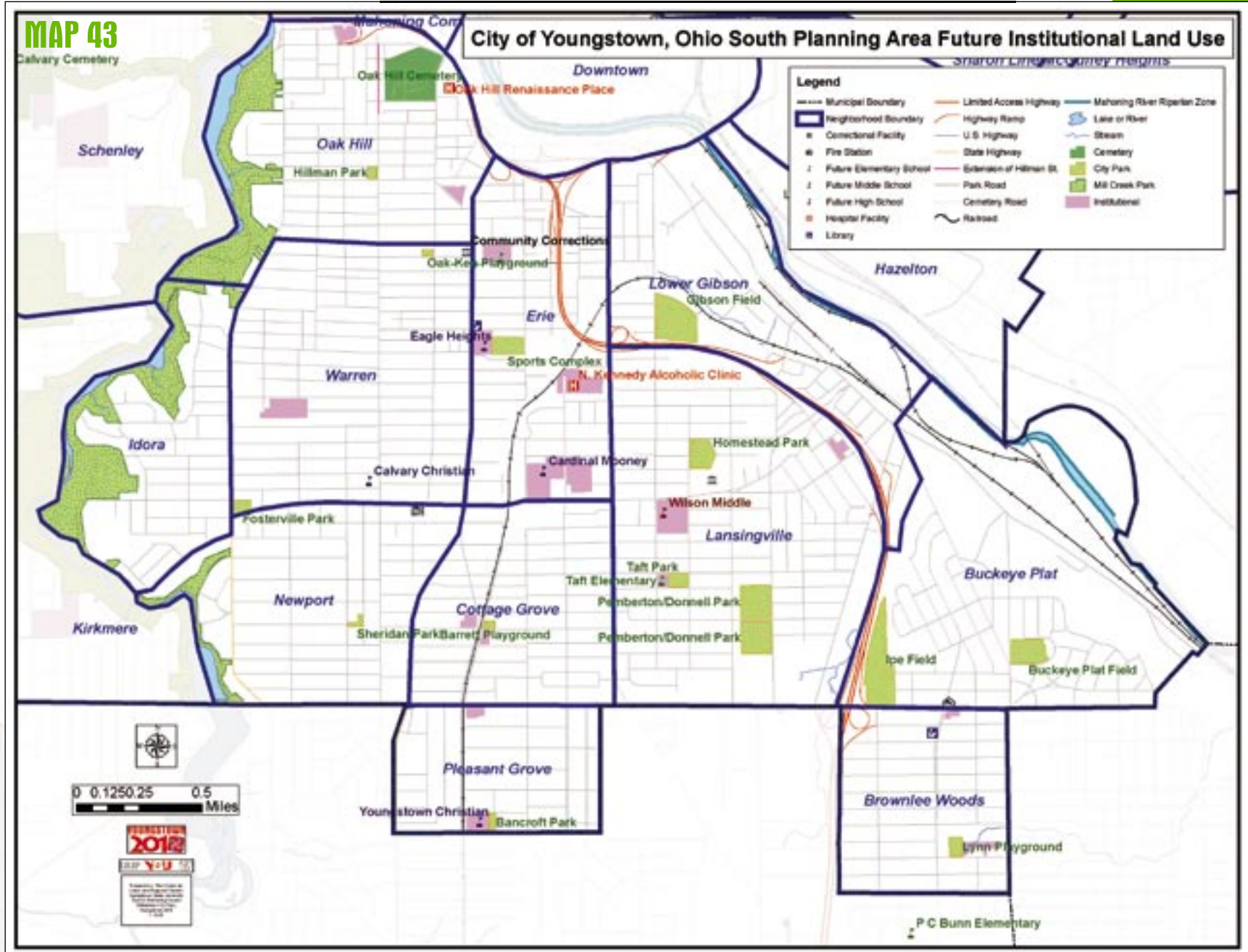


South Side

Institutional

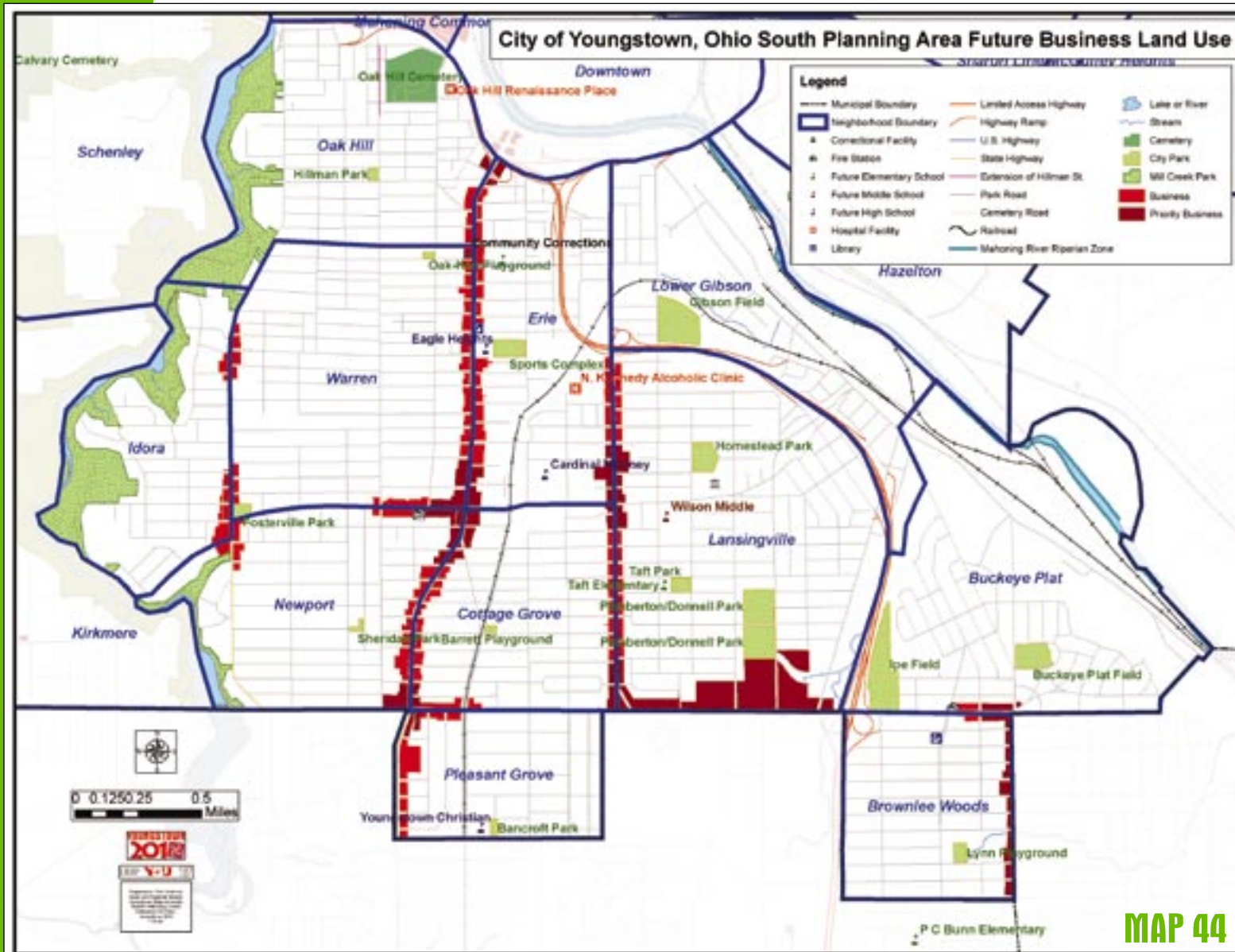
Institutional land remains reserved for substantial facilities under the Youngstown 2010 Citywide Plan (see Map 43). There is less of a dispersion of institutional land under the Youngstown 2010 Citywide Plan as clusters of individual medical offices have been shifted to commercial.

Other notable shifts in the South Side's institutional land use include moving the Cardinal Mooney complex, which was inexplicitly zoned commercial, into institutional and the Youngstown Playhouse complex from residential to institutional.



Commercial

The South Side has been left with an overabundance of commercial land following the suburbanization of retail activity. The Youngstown 2010 Citywide Plan significantly reduces the amount of land set aside for commercial use (see Map 44) overall while shifting some to commercial from other uses at key locations. The Youngstown 2010 Citywide Plan also establishes the priority business designation for key nodes along commercial corridors where retail activity should be encouraged.



The most notable change in commercial land use occurs with the removal of the large commercially zoned area at the southern terminus of the Market Street Bridge. This area shifts to the industrial green classification while retaining a small priority business cluster at the intersection of Market Street and I-680.

Commercial land use in the uptown district is tightened up with the creation of a priority business district and a shift of previously commercially zoned land into light industrial and residential classifications. Priority business districts along existing commercial corridors on the South Side are located along South Avenue north and south of Indianola, at South Avenue and Midlothian, at Market and Midlothian and at Youngstown Poland Road and Midlothian.

New commercial land that is also designated priority business shows up in two areas that are already dominated by but not zoned for commercial activity. The first is along Midlothian between South Avenue and I-680. This commercial strip already has a plaza and several restaurants. New activity in the form of a commercial strip development is taking place on the Boardman side of Midlothian, this reclassification will allow for compatible land use on both sides of the border. The second expands the commercial strip along Youngstown-Poland Road in both directions. Commercial activity continues to the city limits along Youngstown-Poland Road to become compatible with the existing commercial corridor along the east side of the street which is in the City of Struthers. Also, residential and institutional uses are converted to commercial on Midlothian Avenue from Sheridan Road east to the Midlothian/Youngstown-Poland Road intersection.

South Side

Industrial

Industry has always occupied the Mahoning River Corridor and provided the employment opportunities that allowed the neighborhoods on the South Side to develop and prosper. Industry dominates its historic territory under the Youngstown 2010 Citywide Plan, but it changes in form and function (see Map 45).

The heavy industry of the past is gone and will not be back. Knowing this has allowed the reclassification of the majority of the South Side's heavy industrial to industrial green. The Performance Place Industrial Park located between the Mahoning River and Poland Avenue is an example of this new economic reality. This land was formerly occupied by Republic Steel's blast furnace slag processing facilities. It is now occupied by a cluster of new industries that still do intensive manufacturing, but are in new environmentally friendly factories that are basically non-polluting. The Park and factories are landscaped and manicured so that they, along with the Salt Springs and Ohio Works Industrial Parks on the West Side, are prototypical of what the new industrial green classification is meant to be.

Heavy industry is not gone entirely from the South Side. Remnants of the old Youngstown Sheet and Tube Company Campbell Works along the River retain this classification. This is part of the Mahoning River Corridor of Opportunity Plan (see Figure 3). The Corridor Plan is an example of a planned district done by an independent development group that has been approved by the City Planning Commission and City Council and is compatible with the Youngstown 2010 Citywide Plan.

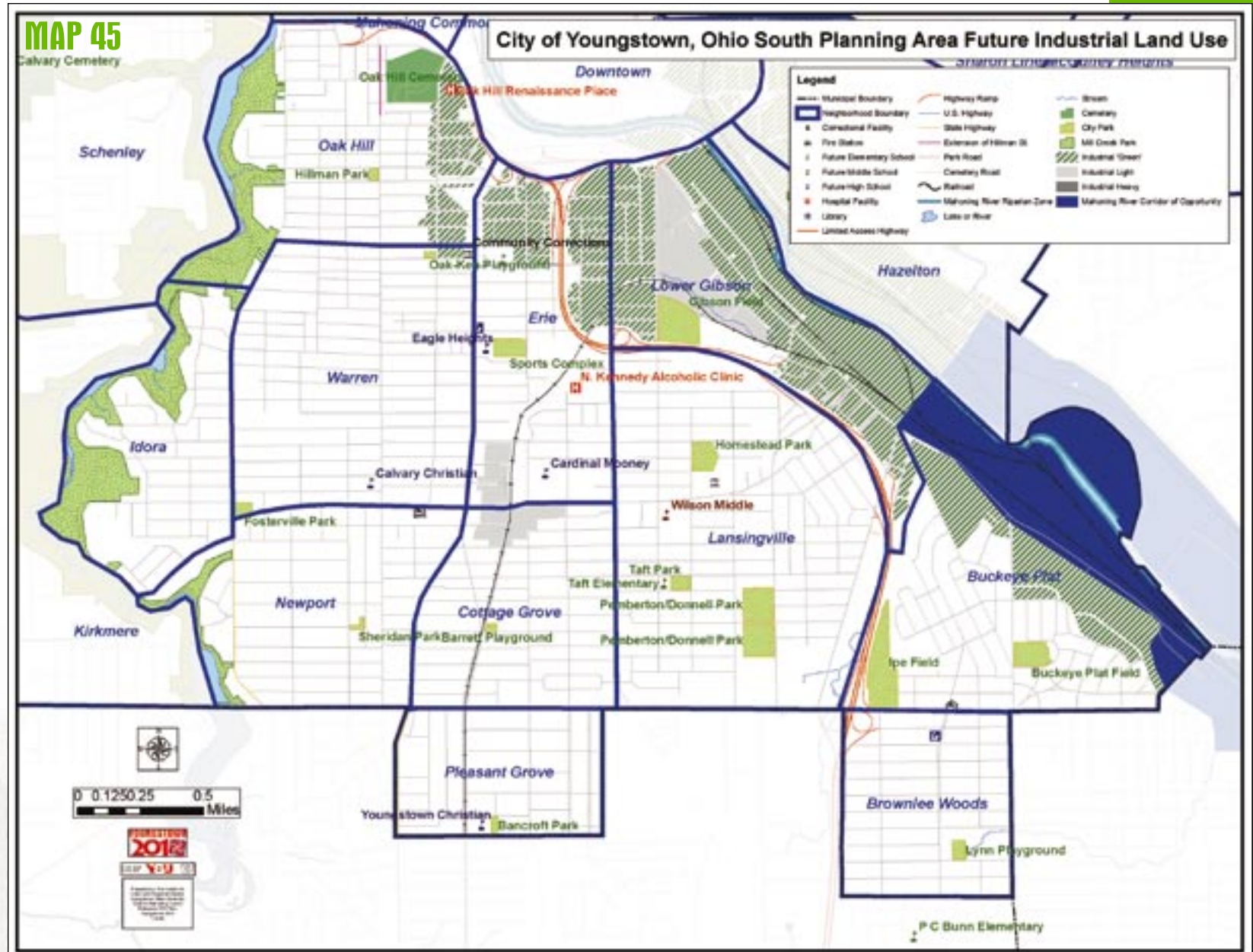
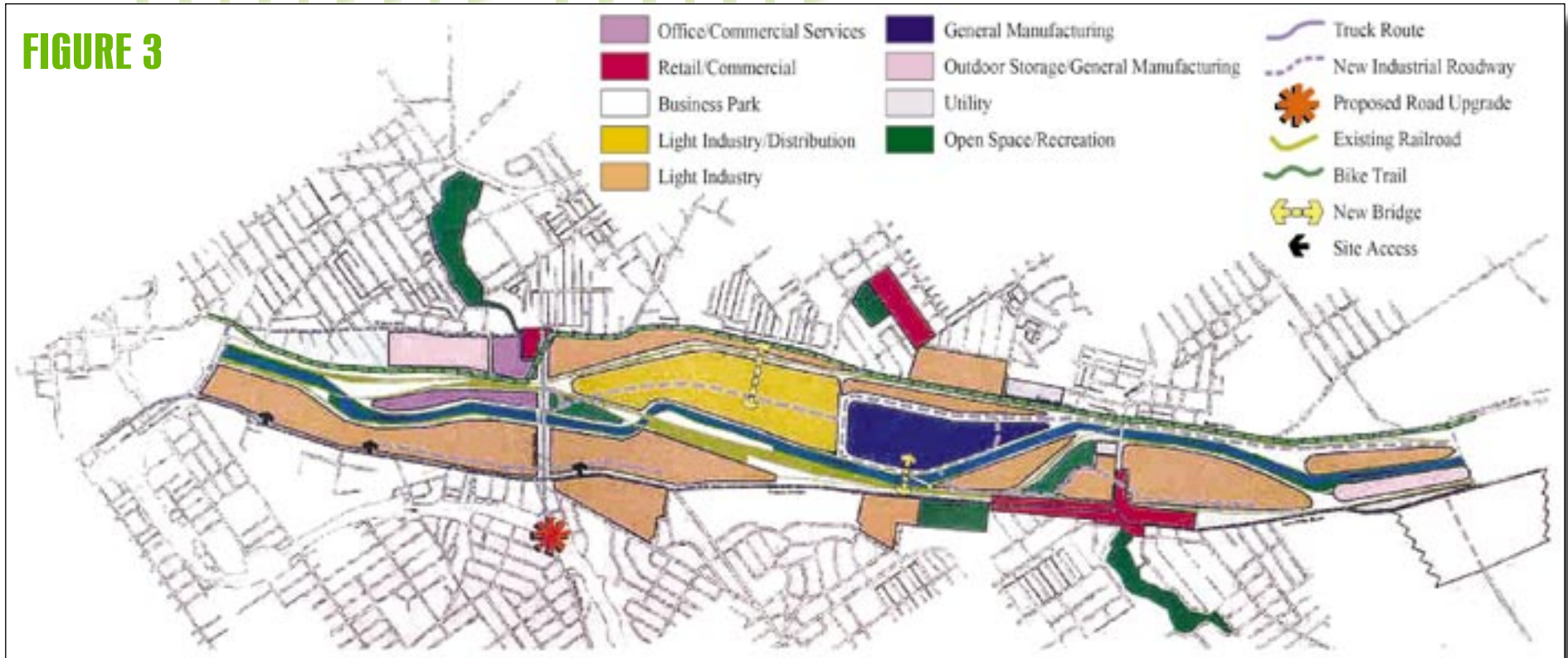


FIGURE 3



Industry on the South Side is not limited to the Mahoning River. Two clusters of light industrial are located on the South Side. The first of these includes the City’s sewage treatment plant. Because of noxious odors and hazardous chemical storage, this could not meet the industrial green classification. The second light industrial site is along the rail road tracks at Indianola. This area is occupied by a metal fabricator with extensive outdoor crane yards storage and, smaller manufacturers and building supply companies.

Green industrial now occupies the former commercial land at Market Street and I-680 and the former residential land on the north side I-680 between Shirley Road and South Avenue.



East Side Planning District

The East Side Planning District is spatially the largest of the five and consists of six neighborhoods, East High, East Side, Hazelton, Landsdowne, Lincoln Knolls and Sharon Line/McGuffey Heights. The East Side Planning District contains neighborhoods that date from the original John Young settlement era to undeveloped open space and agricultural areas on the far north and east. The East Side District neighborhoods exhibit the most diverse mix of land uses in the City.

Location

The East Side Planning District is bounded by the Mahoning River on the south west, Crab Creek on the west, Liberty Township and Hubbard Township on the north, Coitsville Township on the east and the City of Campbell on the south. Like the North Side, this district spills into Trumbull County.

Neighborhoods

1. East High

The East High neighborhood takes its name from East High School which was historically the focal point. This neighborhood came into the City as part of four annexations between 1870 and 1929 from both Youngstown and Coitsville Townships. The East High neighborhood was part of Daniel Shehy's land purchase and originally was a haven for Irish immigrants, who like Shehy, were fleeing famine and British tyranny.

Italian immigrants became the dominant group in this neighborhood as Youngstown's industry demanded a larger labor pool. Much of this ethnicity is left in street names and on scattered buildings and businesses, even though this group has long since assimilated and suburbanized.

East High School was built in the early 1900s as Youngstown's population expanded and the number of school aged children exceeded the capacity of the central The Rayen School.

2. East Side

Although Daniel Shehy purchased the entire eastern quadrant of Youngstown Township, the impact of Irish immigration is most visible in the East Side neighborhood. This neighborhood is the historic core of the East Side district, the majority of it coming into the City by 1880, the rest by 1900.

Immaculate Conception Church and School, established by Irish Immigrants, still function in the neighborhood, and Irish street names, including Shehy Street, remain.

Settlement in this neighborhood clustered initially on the east side of Crab Creek as residences of workers employed by the mills. Population spread east as industrial development sprawled along the Mahoning River.

3. Hazelton

Initially along the canal and subsequent rail lines, Hazelton was a transportation hamlet at the eastern edge of Youngstown Township. Beside the canal and rail lines, the only bridge across the Mahoning River between downtown and Struthers was located on Center Street. A small town center grew at the corner of Wilson Avenue and Center Street, and the remnants of this commercial cluster, including the original Schwebels Bakery, are still visible.

The residential sections of this neighborhood grew to provide housing for the mill and railroad workers staffing the Republic and Sheet and Tube plants and supply linkages that fed these mills. The eastern European flavor of the neighborhood is demonstrated by the imposing presence of St. Nicholas Byzantine Church.

The Hazelton neighborhood became part of the City during three annexations, the majority coming in before 1880. The last piece in Youngstown Township was annexed prior to 1900, while the section that was once in Coitsville Township and rejected being part of the East Youngstown/Campbell incorporation became part of Youngstown in 1929.

4. Landsdowne

The Landsdowne neighborhood is dominated by wide open green spaces. This neighborhood was far enough removed from the commercial and industrial core area of the City that there was no population pressure for a massive residential build out. The lack of intensive development allowed for the creation and current use of Landsdowne Airport.

While the northern section of Landsdowne retains a pastoral setting, the McGuffey Road/Stewart Street section grew as steel in general and Crab Creek Industry in particular expanded and led to heavy immigration, in this case mostly Italian.

Landsdowne is the home of the McGuffey Mall, a converted 50s era strip plaza. Not much of the original retail function of the plaza/mall remains. The vast majority of the Landsdowne neighborhood became part of the City during the 1929 annexation. Snippets adjoining the North Side had been annexed earlier.

5. Lincoln Knolls

Lincoln Knolls was an attempt at post war suburban development inside the City. The area that became the Lincoln Knolls development was once agricultural land and green space from the time of the 1929 annexation when it was acquired from Coitsville Township until the late 1950s.

The 1950s development included the Lincoln Knolls Plaza, a substantial suburban style strip plaza, which flourished briefly until succumbing to suburban mall development after 1970. While the residential neighborhood is relatively stable, the plaza has been gutted having been unable to create a niche in the post mall era.

6. Sharon Line/McGuffey Heights

The Sharon Line/McGuffey Heights neighborhood illustrates the impact of transportation links on early neighborhood development. The Sharon line section was literally a creation of the street car line that ran from Youngstown, through Hubbard and to Sharon, Pennsylvania. The line linked the mills in all three locations and allowed for an early version of a flexible labor force.

The line ran down the middle of Jacobs Road, and the Sharon Line neighborhood spread out from the tracks. Sharon Line grew in a small relatively self sufficient neighborhood in the midst of the rural East Side.

Rural would be the best way to describe McGuffey Heights. Other than the recently constructed Ohio State Penitentiary, this area remains wooded and agricultural. McGuffey Heights shares McKelvey Lake, the privately owned water source for the City of Campbell, with the Lincoln Knolls neighborhood.

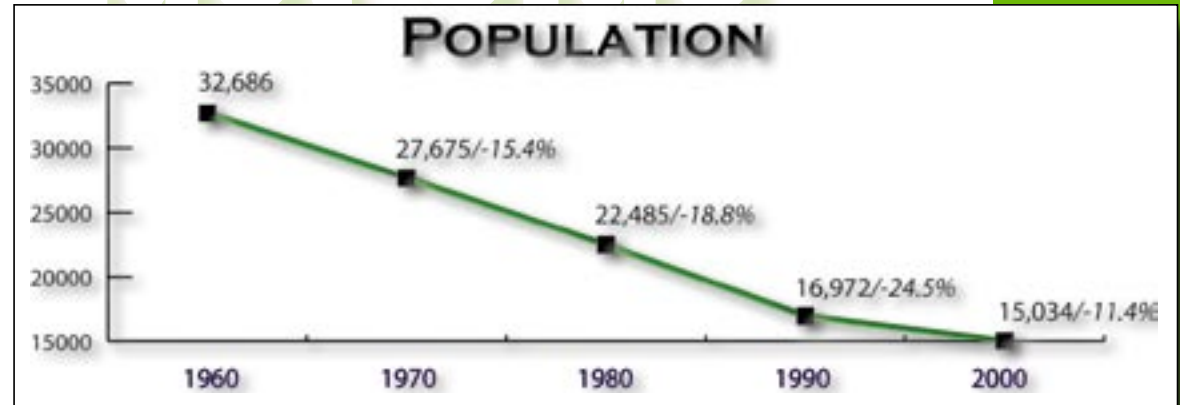


EAST SIDE

Conditions

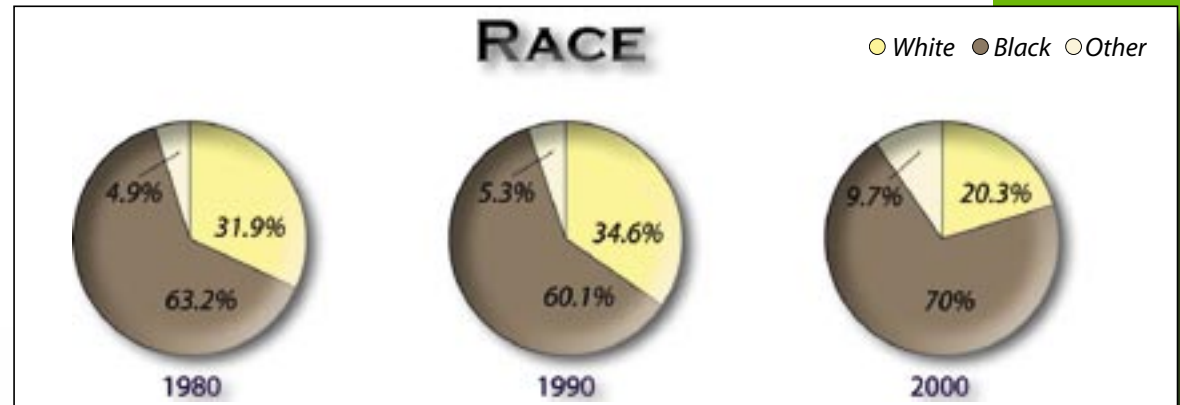
Population

The East Side of the City of Youngstown has experienced an average of 17.5% population decline every ten years for the past 40 years and over half its total population. It is anticipated that this trend will slow and the population will stabilize.



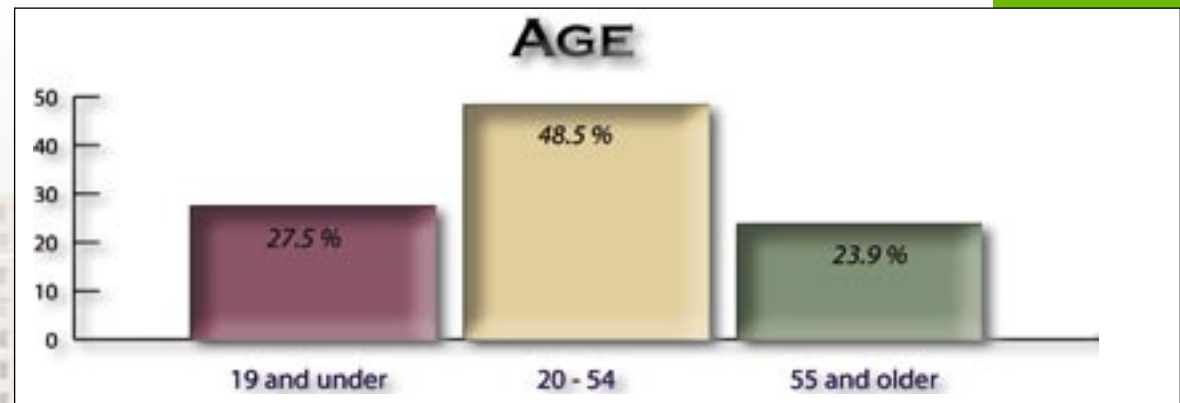
Race

The racial make up the east side has historically been predominately black. The decline in overall population on the East Side has seen a larger percentage of the population being classified as other with Hispanic making up a large portion of the change.



Age

The majority of the population of the East Side is between 20 and 54 years old.



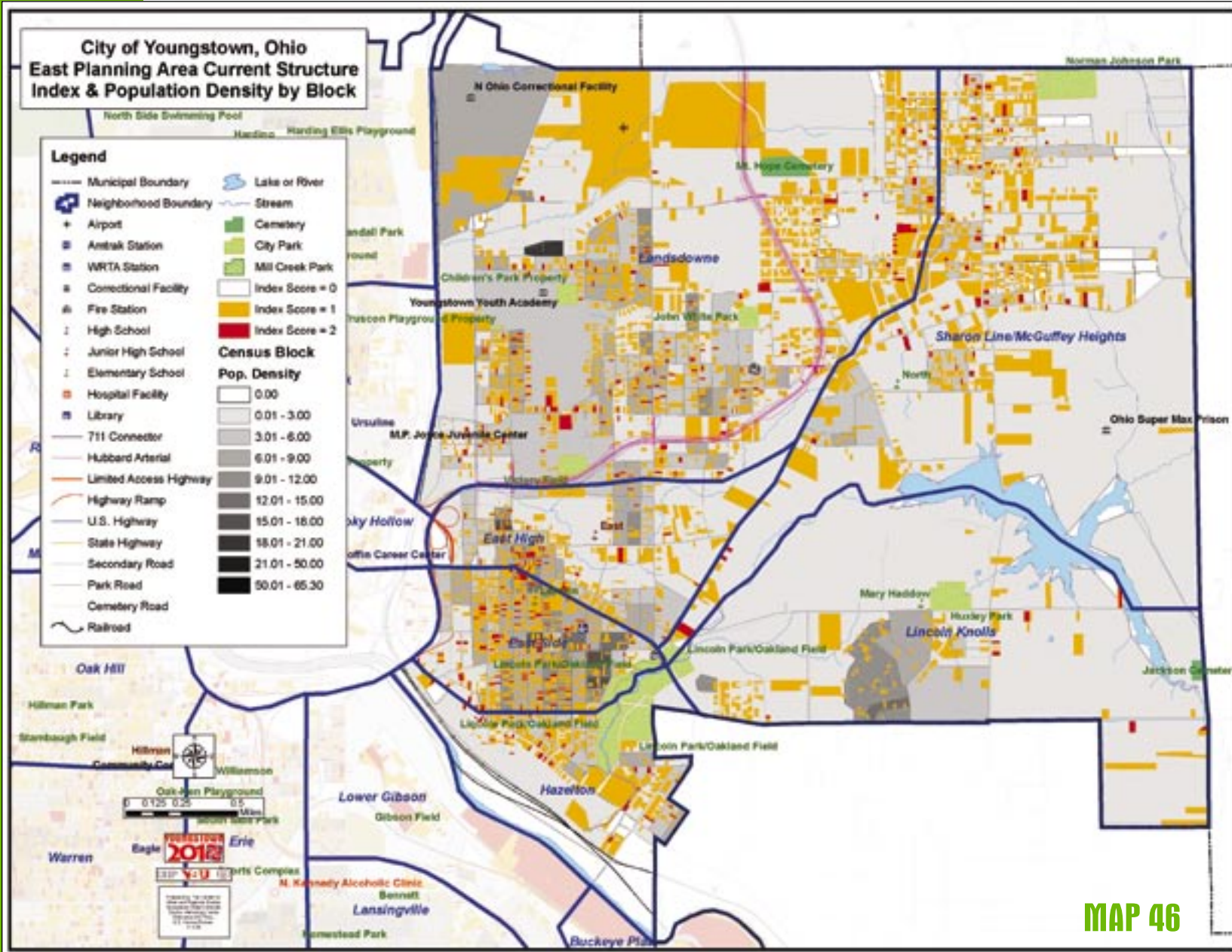
Housing, Vacant and Abandoned Properties

Chapter 4 chronicles what has been left behind by suburban flight and deindustrialization. Housing has been particularly impacted, as housing stock that once held in excess of 170,000

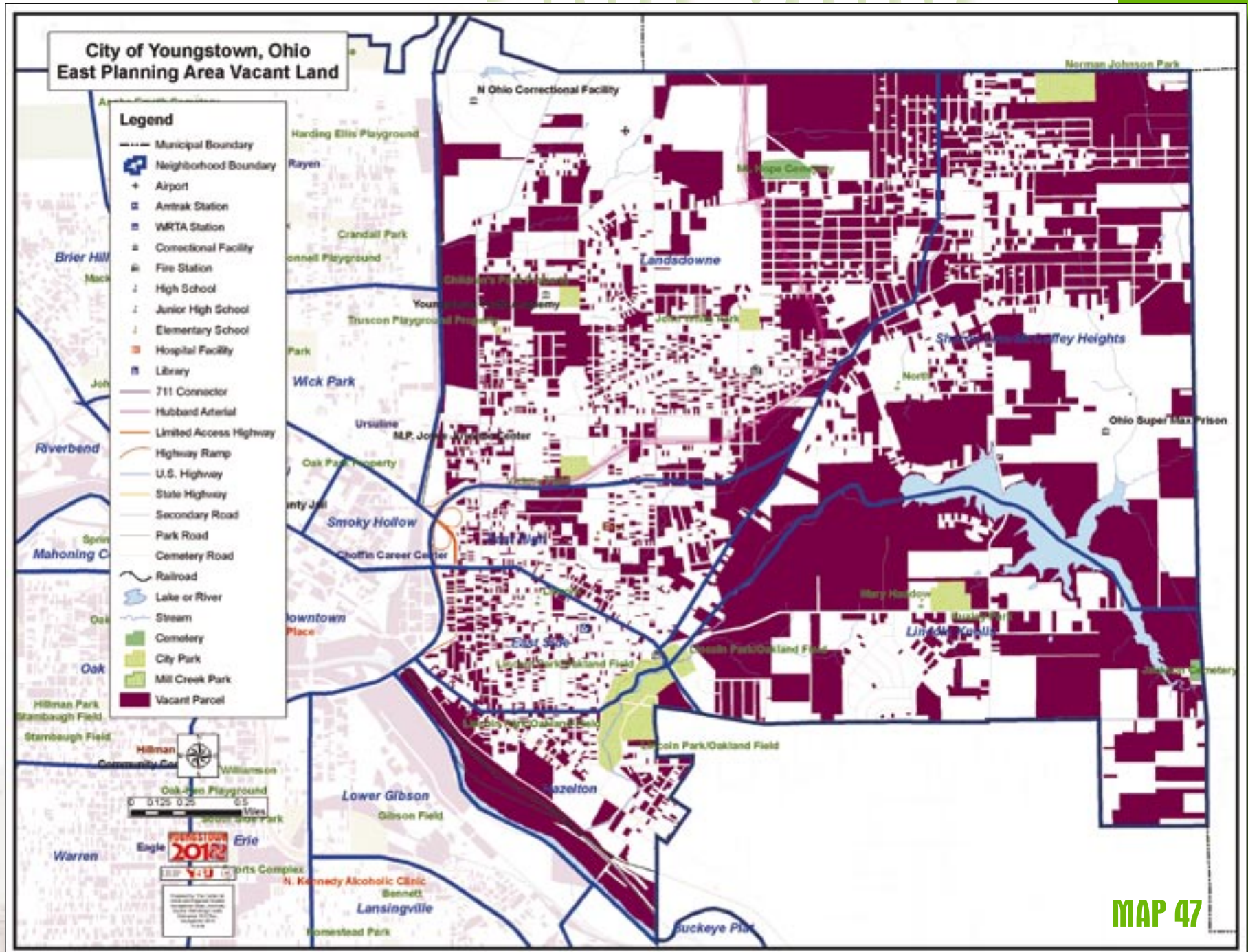
people now contains only 82,000 (see section 4.4 Housing). Excess housing is both a liability to existing neighborhoods and an opportunity to find alternative uses for surplus residential land.

Over time many units have been removed from the City's housing stock, but removal has lagged behind the rate of disinvestment and abandonment. Youngstown has been left with nearly 3,500 housing units in excess of what the current population can support. This agglomeration of economically nonviable housing induces further blight and abandonment. Patterns of blight and disinvestment are not geographically uniform.

Neighborhoods have been impacted dramatically differently. Population density on the East Side (see Map 46) has always been relatively low because much land remained undeveloped and what was developed was done so at lower densities. The major exception was the core East Side neighborhood. Like its South Side counterparts, this neighborhood has been ravaged by disinvestment and abandonment. The densely populated Lincoln Knoll neighborhood has weathered the storm in relatively good condition, all other East Side neighborhoods show signs of spreading blight.

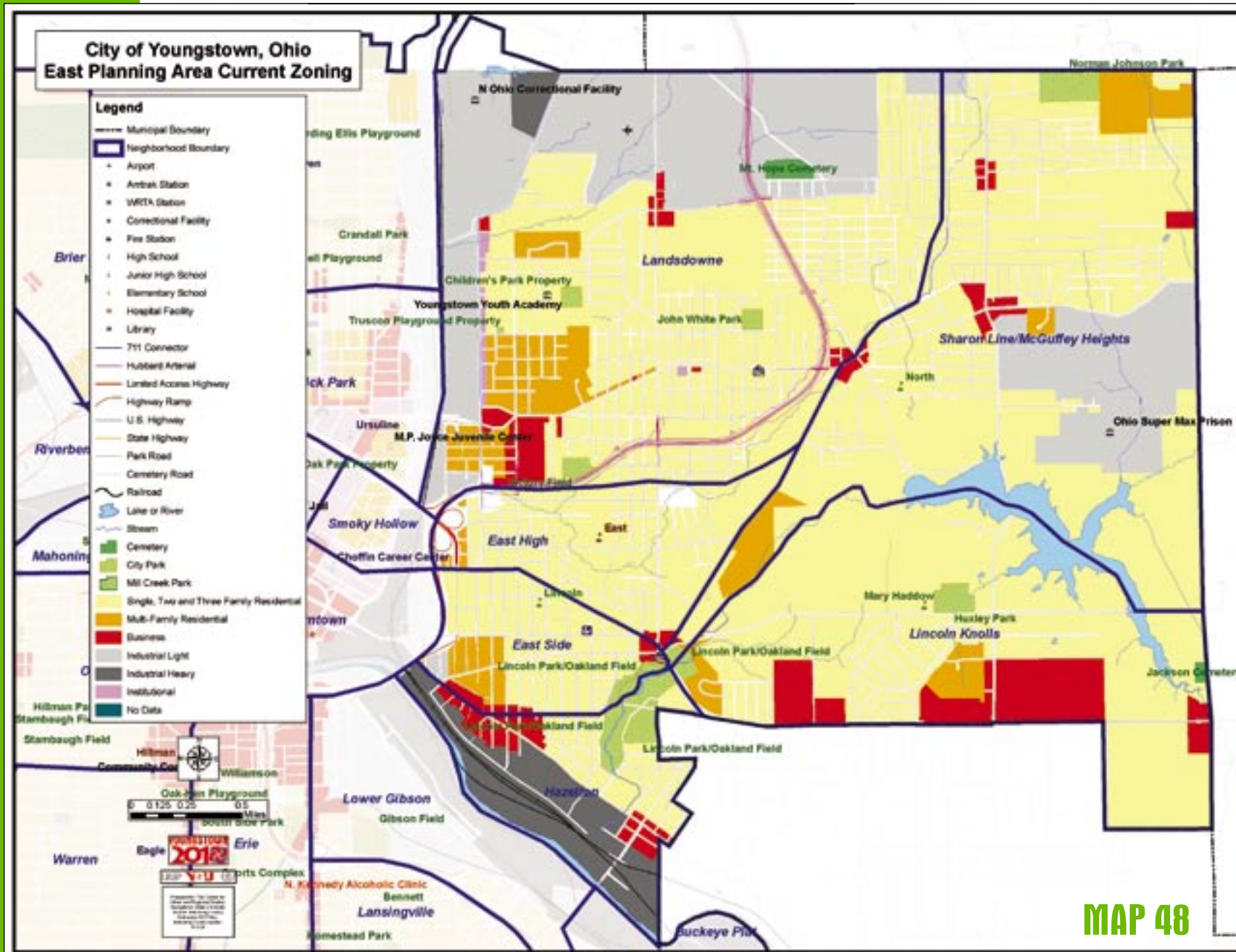


Vacant land on the East Side (see Map 47) is widespread, although much has never been developed. The spread of vacant parcels inside populated areas is the greatest concern. The East Side presents a mixture of serious problems and great opportunities.



Current Land Use Plan

The lofty objectives of the 1951 and 1974 plans still show up in the current zoning map of the East Side District (see Map 48). The extensive and largely abandoned commercial areas in Lincoln Knolls, widespread residential zoning across farm fields and woods of Landsdowne, Sharon Line/McGuffey Heights and Lincoln Knolls, more recent industrial classifications to take advantage of the Hubbard Arterial that has yet to materialize all bear witness to the best assumptions of a past that had no reason to envision the current realities.



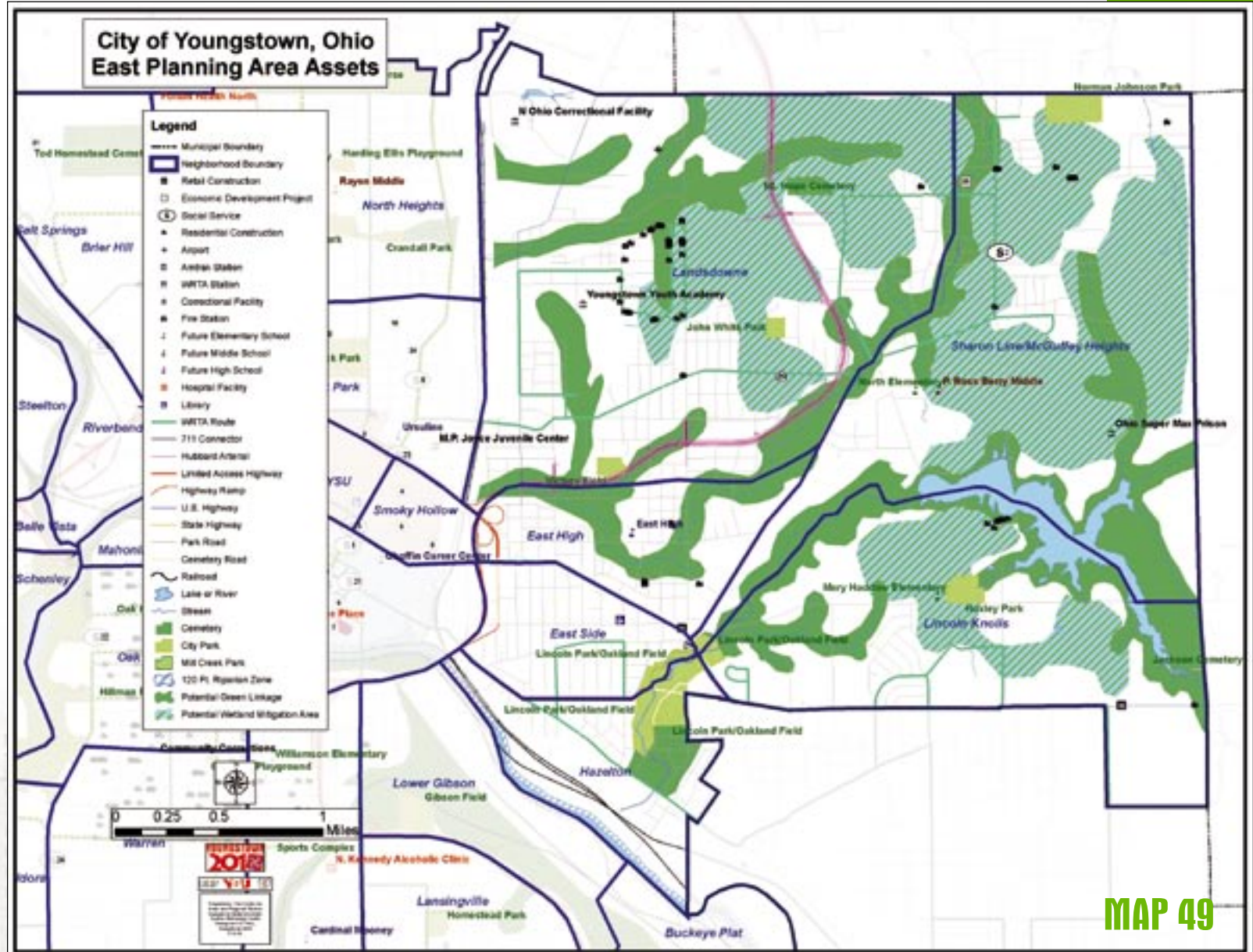
EAST SIDE

Assets and Resources

The East Side Planning District benefits greatly from the Youngstown City School District’s new construction program (see Map 49). A new East High School will replace the antiquated East Middle School (originally East High School from the turn of the 20th Century) and serve as one of the city’s two high schools. The middle school function will be taken over by P. Ross Berry Middle School, a brand new edifice on the campus of North Elementary School. North and Mary Haddow Elementary Schools will be demolished and new structures will be constructed in their place. This flurry of school construction gives the East Side Planning District an opportunity to create sustainable neighborhoods around the new construction.

The City of Youngstown has two fire stations on the East Side. Station #6 is adjacent to Lincoln Park at the five point intersection of McCartney Road, Shehy Avenue, Early Road and Oak Street. This relatively new facility replaced two stations, the old #6 on Oak Street and the old #2 on Wilson Avenue and serves the East Side, East High and Lincoln Knolls neighborhoods. Station #12 located on McGuffey Road and primarily services the more rural areas of Landsdowne, Sharon Line/McGuffey Heights and Lincoln Knolls and assists Station #6 throughout the rest of the East Side.

The Youngstown Park and Recreation Department operates a variety of facilities within the East Side Planning District. Foremost among these is Lincoln Park, a regional park along the narrow flood plain and steep slopes abutting Dry Run. Reminiscent of Crandall Park on the North Side and Mill Creek Park to the west, the aesthetic value of this park is second to none as is its place in local history. Combined with the adjacent Oakland field, wide ranging recreational opportunities are available not only to the East Side, but neighboring communities as well. Norman Johnson (formerly Bailey) Park, though less than half the size of Lincoln Park, is also a substantial East Side park located in the Sharon Line/McGuffey Heights area. Park and Rec. operates fields and playgrounds at John White, Mary Haddow and North Elementary Schools.



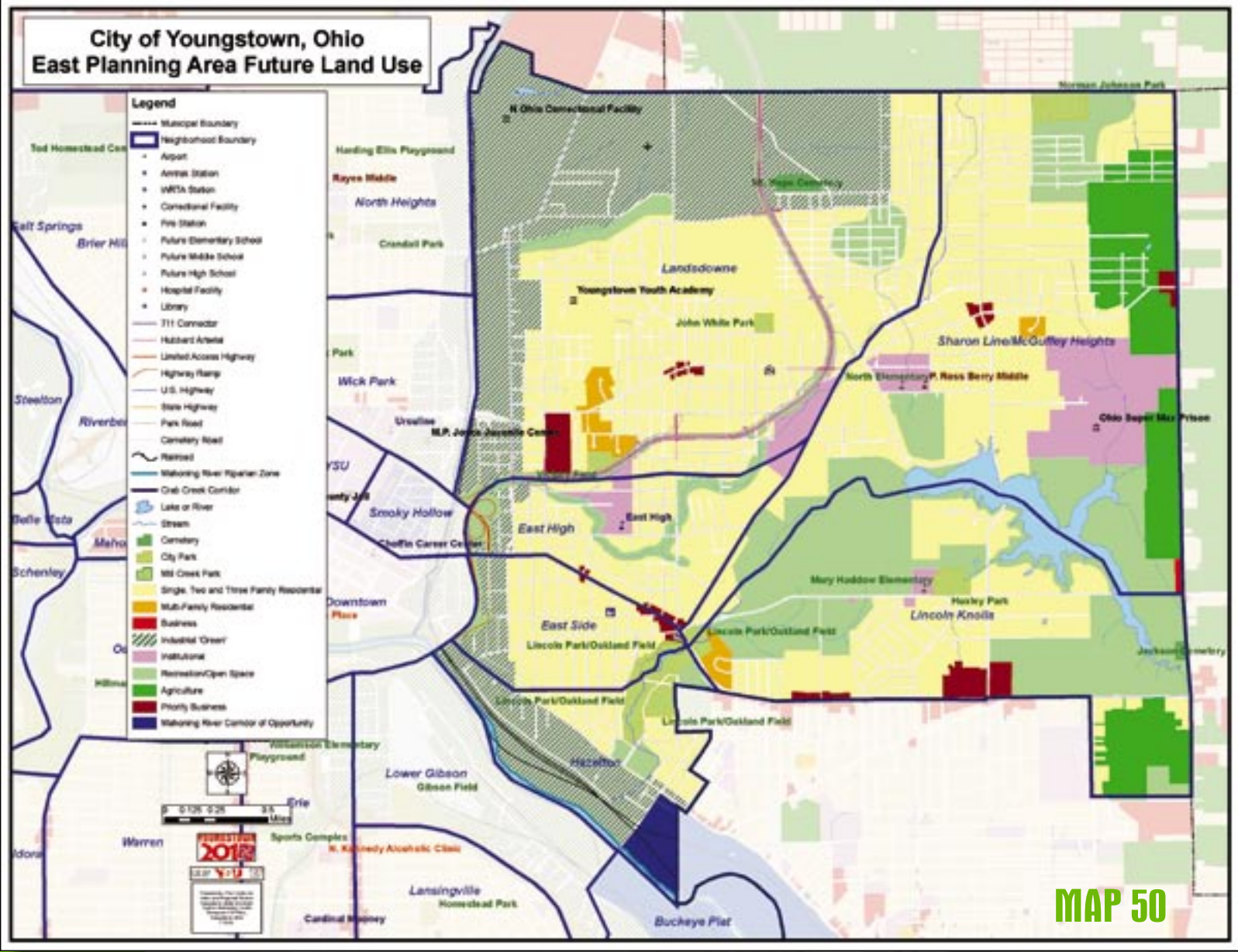
MAP 49

Bailey Corners in Sharon Line/ McGuffey Heights, Rockford Village in Landsdowne and Beachwood Estates in Lincoln Knolls are three ongoing or recently completed single family housing developments within the East Side Planning District. The Diocese of Youngstown's Catholic Charities has also developed the multi – family Eastwood Village in the Sharon Line/McGuffey Heights area. These are a mix of reuse of existing infrastructure and greenfield sights.

The Youngstown 2010 Citywide Plan

There is an abundance of green space available on the East Side, and the Youngstown 2010 Citywide Plan recognizes that there are reasons, physical and psychological for this. At every community meeting on the East Side, participants were insistent that open space should remain green.

The new plan defers to green (see Map 50). It is the part of the City with agricultural land use, has extensive recreation/open space land use and takes advantage of the new industrial green classification.



Recreation and Open Space

Agricultural land is open space. Since the far East Side never was extensively developed, farming has always taken place as a legitimate land use, even after the 1929 annexation. Being the majority of land was allocated for residential and industrial use in the 1951 and 1974 plans, it is evident that planners then were still expecting a city of 250,000 people. The current reality says that is unlikely and we should leave the green space green (see Map 51).

Agricultural use is designated along SR 616, Hubbard Coitsville Road, the border between Youngstown and Coitsville Township. Both sides of the road have farmsteads and small farm and grazing plots, which in Coitsville's case continue to the Pennsylvania State Line. Formal recognition of this use is long overdue.

The East Side Planning District, because of its relative rural status has green space opportunities available no where else in the City. Much of the northeast quadrant of this district sits atop the ridge that divides the Mahoning and Shenango River watersheds. Flat ridge tops are notorious for their lack of drainage and tend to be prime areas for wetland conditions. This sector of the district falls into this category.

Mahoning County has a dearth of space available for wetland mitigation, so that any development project in the county required to mitigate wetlands must do so in another county. There is an abundance of undeveloped land on the East Side that meets the conditions for wetland status, and the Youngstown 2010 Citywide Plan recommends that this land be officially surveyed and designated a wetland preservation and mitigation area. Such a designation would allow large areas of green space to stay green and divert future development to land where conditions are more favorable.

In addition to agricultural and wetland areas, there is existing recreational space on the East Side. The East Side assets section listed the facilities of the Park and Recreation Commission, foremost among these Lincoln Park/Oakland Field.

Adjacent to Oakland Field is an island of Coitsville Township, surrounded by Youngstown and the City of Campbell that over time has been the location of sandstone quarries, a construction debris landfill and a radio station. Over time this property has created controversy because of landfill violations, underground fires and illegal dumping. After some preliminary discussions with Campbell city officials, it was determined that for purposes of site cleanup and control, this island needs to be annexed into either city.

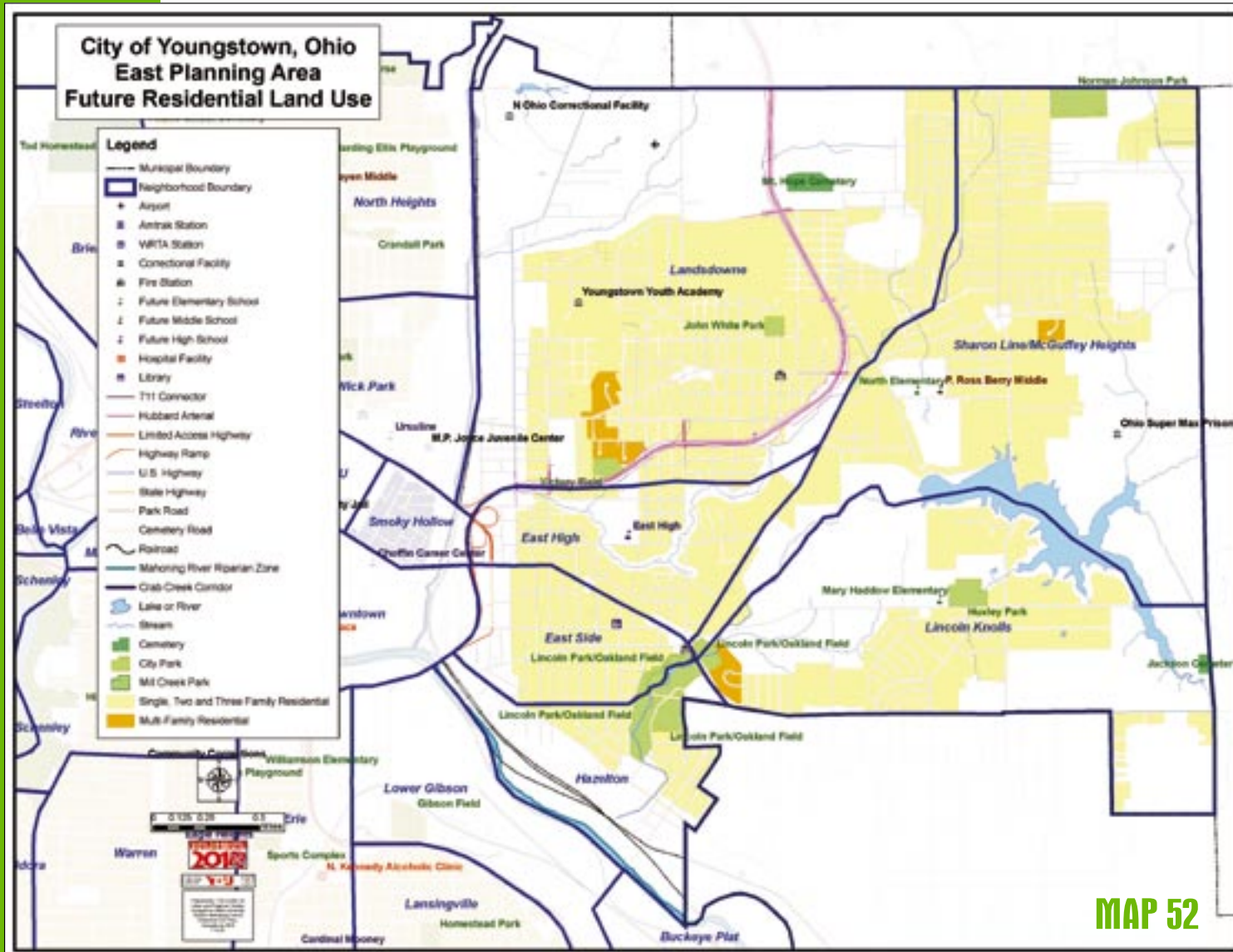


EAST SIDE

Residential

The East Side Planning District, simply put, has always had too much land set aside for residential use. The unbridled optimism of the 1951 and 1974 plans and some earlier questionable real estate sales involving lots with twenty foot frontages placed land into residential use that could not be developed.

This plan changes the use of large areas of residential by converting it to recreation/open space and industrial green (see Map 52). Much of the Dry Run basin below the McKelvey Lake Dam is shifted from residential to green space. Most of the land along Coitsville Road (SR 616) is shifted to either green space or agriculture. The riparian zone along East Branch Crab Creek is designated for green space. Key wetland areas are also put into green space classification. Strips along Wilson Avenue, Albert Street and the Himrod Expressway are converted to industrial green.



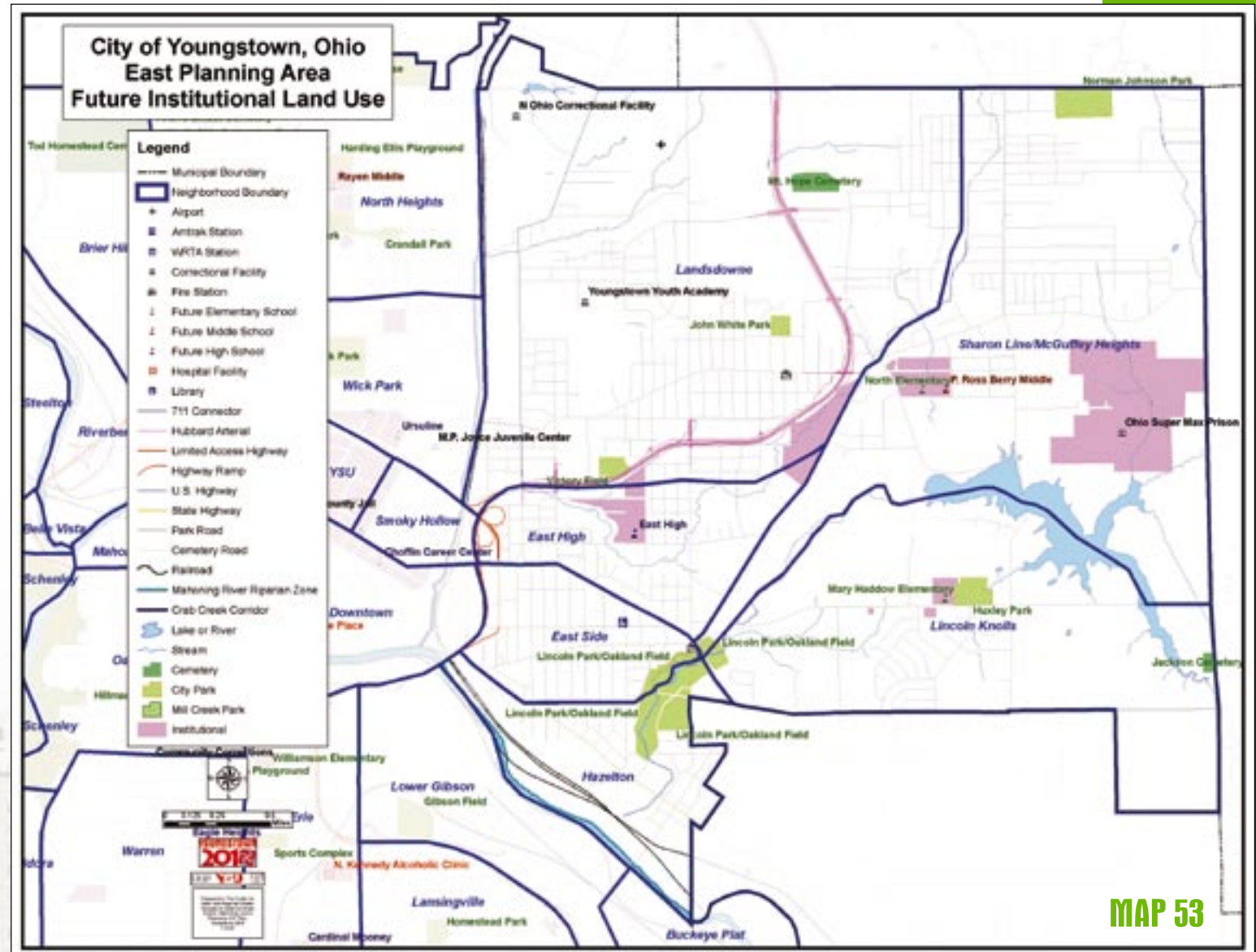
Crab Creek is designated for green space. Key wetland areas are also put into green space classification. Strips along Wilson Avenue, Albert Street and the Himrod Expressway are converted to industrial green.

EAST SIDE

Institutional

The amount of land officially designated institutional in the East Side Planning District expands in the Youngstown 2010 Citywide Plan, not necessarily because there is more, but because what was there was misclassified (see Map 53). The Ohio State Penitentiary, formerly classified light industrial is now institutional.

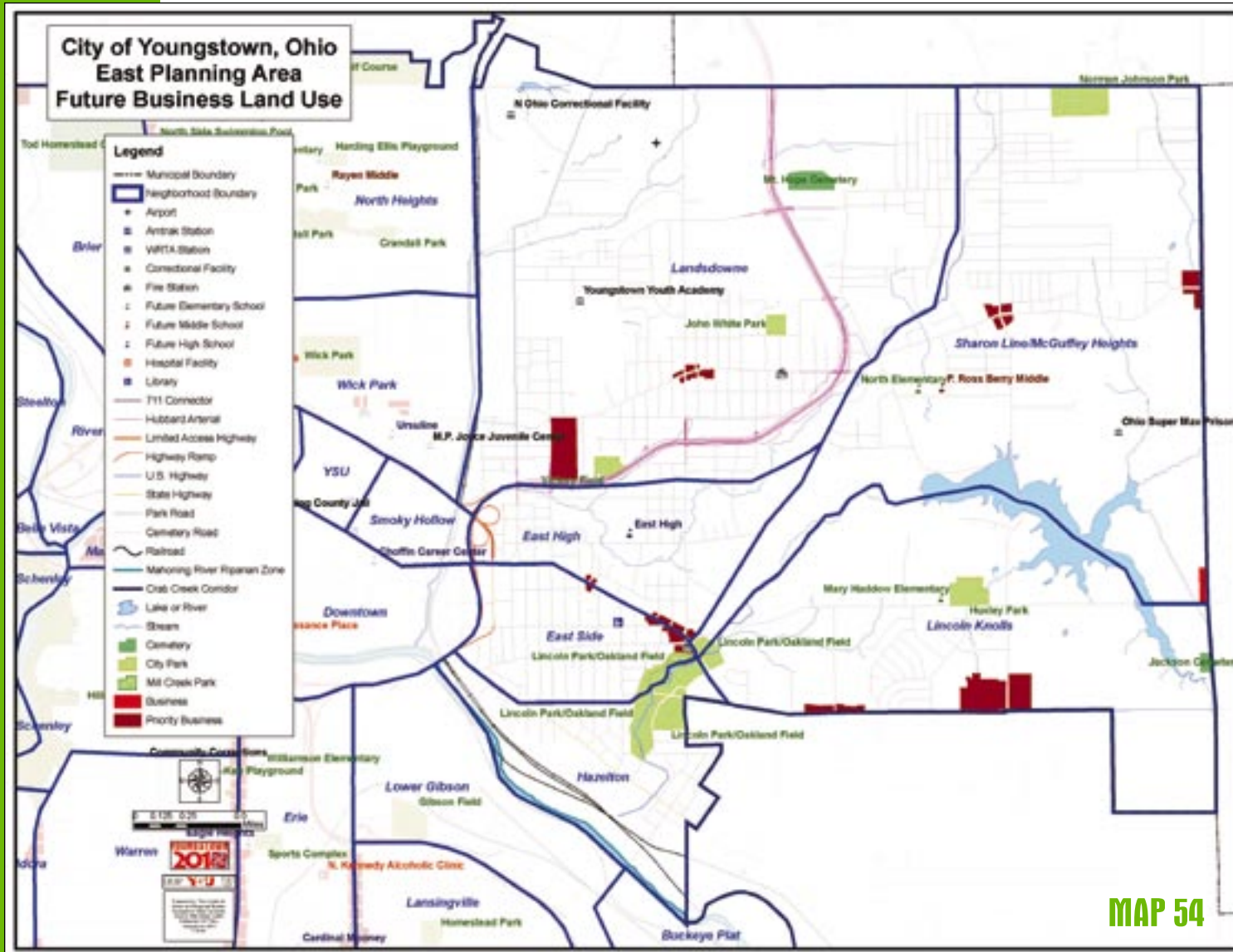
The new East High School, Mary Haddow and P. Ross Berry/North Elementary School sites were moved to the institutional category. Religious edifices on sizable lots were also shifted to the institutional category.



Commercial

Commercial land left in the East Side Planning District from the 1951 and 1974 plans and suburbanization is far in excess of what could reasonably be supported by the population of the surrounding area. The Youngstown 2010 Citywide Plan strives to bring the amount of commercial space to a more rational level (see Map 54).

The amount of commercial land along McCartney Road was scaled back. The Lincoln Knolls Plaza has become an example of what happens to formerly vibrant commercial centers following the onset of the mall era. The big box stores moved on, or folded, leaving gaping vacancies that turned into blight and eventually demolition.



The Youngstown 2010 Citywide Plan calls for reducing this commercial expanse to a small cluster at McCartney and Jacobs Road. This would be designated as priority business, meaning commercial activity would be encouraged to cluster here creating a small ‘town center’. This would also compliment the development across the street in Campbell; creating a more vibrant core instead of pockets of productive land.

The same priority business designation would be used to help invigorate the McGuffey Mall. ‘Mall’ in this case was an attempt to convert a strip plaza into a covered shopping space. Though not entirely effective in creating a mall experience, this space still maintains some viability due to County Jobs and Family Services offices. Clustering commercial activity from the immediate area into what would effectively be another ‘town center’ will improve the overall viability for all the areas commercial activity.

Small neighborhood priority business clusters will be located at Oak Street and Early Road, McGuffey and Coitsville Road, McGuffey and Landsdowne and along McGuffey adjacent to the P. Ross Berry/North Elementary complex. The commercial land along Wilson Avenue between Shehy and Bruce will be converted to industrial green.

EAST SIDE

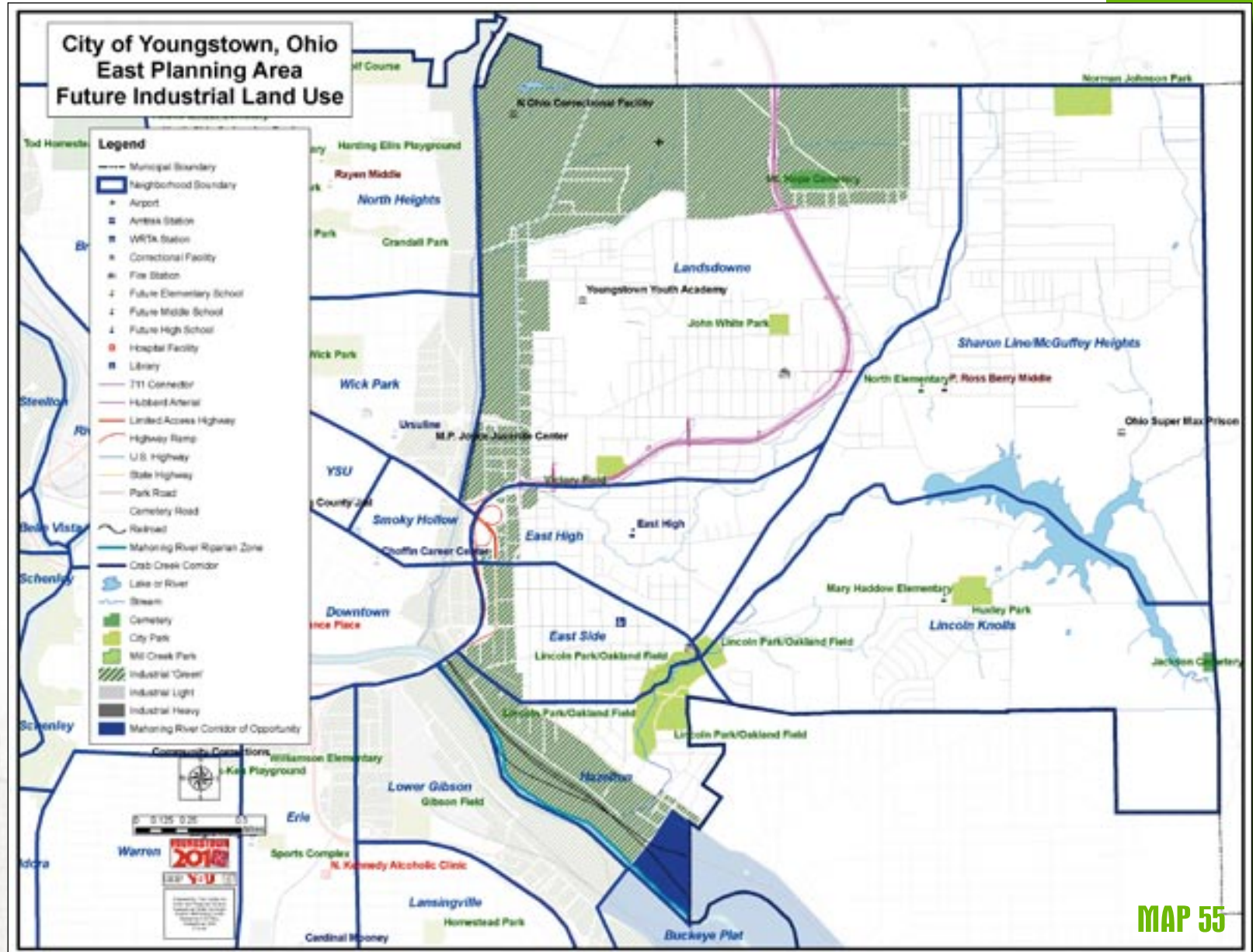
Industrial

Industrial land in the East Side Planning District has undergone a shift in class and area (see Map 55). There is less area because the Ohio Penitentiary, formerly industrial light, shifts to institutional.

The Crab Creek corridor and the northern half of the Landsdowne neighborhood shift from industrial light to industrial green. Crab Creek and its industries shift because of the desire to clean and reclaim the City's watercourses. Landsdowne was designated industrial light in the past to prepare for the long awaited and yet to be constructed Hubbard Arterial. Because there is no regional access, the land has stood idle, retaining its agrarian characteristics.

The Wilson Avenue corridor is shifted from industrial heavy and residential to industrial green. The south side of Wilson Avenue between the East River Crossing and Jackson Street was primarily transportation oriented, and the heavy industry that was there is long gone. This section also contains the link between Dry Run and the Mahoning River, the connection to the overall green network.

Changing these areas to industrial green gives developers limitless opportunities for creative mixed use projects that take advantage of the Mahoning Valley's Green Network. The connection to the Mahoning River Corridor of Opportunity plan allows for expansion of a creative brownfield redevelopment project.



West Side Planning District

The West Side Planning District contains, overall, the most recently developed neighborhoods in Youngstown. There are a total of five west side neighborhoods; Belle Vista, Kirkmere, Salt Springs, Schenley and Steelton. Kirkmere and the southern half of Schenley are predominantly post WW II developments, Belle Vista and the northern half of Schenley are from the 1930s and 1940s, Steelton is an early mill worker neighborhood and Salt Springs is overwhelmingly industrial.

Location

The West Side Planning District is defined by water courses and the city limit. The Mahoning River separates the West Side from the North Side. Mill Creek is the border between the West Side and the South Side. Weathersfield Township and the City of Girard border the north, Austintown Township the west and Boardman Township the south. Canfield Township shares a four corners relationship with the West Side, Austintown and Boardman.

Neighborhoods

1. Belle Vista

The Belle Vista neighborhood grew along the north side of Mahoning Avenue as the City spread westward. The section closest to the Mill Creek confluence is an extension of Steelton cut off by I-680 and initially grew with the Carnegie Steel Company's Ohio Works. This section of Belle Vista was part of the City before 1900.

The section of the neighborhood between Belle Vista and Hazelwood came into Youngstown between 1900 and 1910. This neighborhood was more substantial than its eastern counterpart and developed along with the middle class in Youngstown.

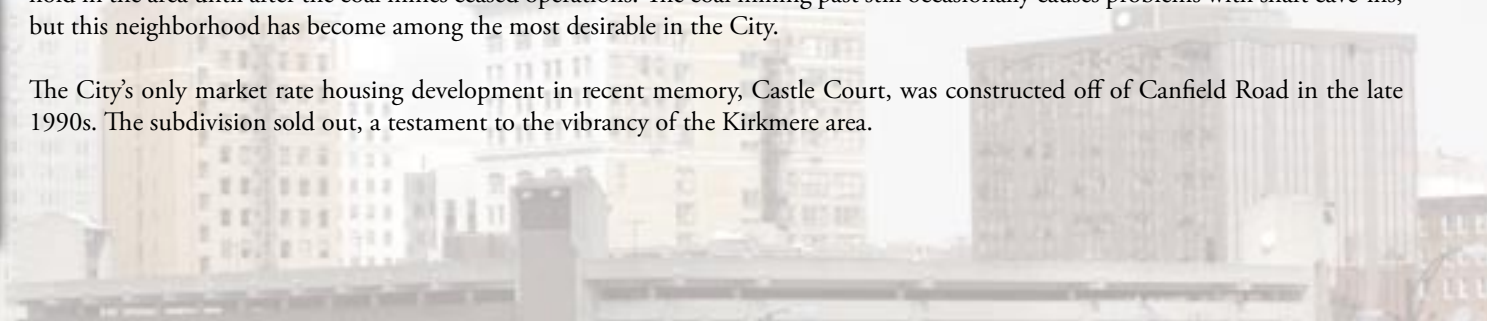
The remainder of the neighborhood has the characteristics of the Belle Vista – Hazelwood section within three blocks of Mahoning Avenue, but north of that becomes more post-war in nature. This western section of the Belle Vista neighborhood has commercial and light industrial development along Meridian Road and Industrial Road. Mid-twentieth century housing, fans out south of Mahoning Avenue giving way to post war developments, and in scattered locations even more recently constructed units, where the neighborhood abuts Mill Creek Park and the Kirkmere neighborhood.

2. Kirkmere

The Kirkmere neighborhood was extensively developed following World War II to fill the need for veterans housing. Named after the major arterials that border it, Kirk Road and Meridian Road, and with local streets named after WW II military engagements, this middle class neighborhood remains one of Youngstown's strongest.

Initially settled along Bears Den Road because of the proximity to Mill Creek and the park, residential development hesitated to take hold in the area until after the coal mines ceased operations. The coal mining past still occasionally causes problems with shaft cave-ins, but this neighborhood has become among the most desirable in the City.

The City's only market rate housing development in recent memory, Castle Court, was constructed off of Canfield Road in the late 1990s. The subdivision sold out, a testament to the vibrancy of the Kirkmere area.



3. Salt Springs

Salt Springs is a neighborhood with a mix of land uses. The residential section, just north of SR 711, was formerly part of the Steelton neighborhood, and the older mill housing between Salt Springs Road and the CSX rail line has suffered because of its isolation. This area has scattered structures in various states of disrepair, vacant lots and a concentration of salvage yards. The other side of Salt Springs Road has newer multi-family dwellings between I-680 and the ravine that separates the residential areas from the industrial park.

The majority of the Salt Springs neighborhood was used as a slag dump to handle the waste products generated by the Ohio Works' four blast furnaces. Yesterday's waste products are today's raw materials, and as slag became the preferred aggregate for asphalt paving, the slag piles were 'mined', the cleared land purchased by the City, and the whole dump area became a successful brownfield redevelopment project, the Salt Springs Industrial Park.

The residential sections were part of the City by 1910; the industrial park area was absorbed in 1929.

4. Schenley

The Schenley neighborhood mirrors many of the traits of its neighbor to the north, the Belle Vista neighborhood. Early development began along Mahoning Avenue and spread south. Like Belle Vista, the earliest settlement began at the Mill Creek/Mahoning confluence. The section between Mill Creek and Belle Vista one block south of Mahoning was in the City by 1900, the rest of Schenley was part of the 1929 annexation.

The sections farthest west off of Mahoning have a mix of pre and post war middle class housing. Housing adjacent to Mill Creek Park is more substantial and exhibits a mix of historic and modern structures. The Mill Creek Park influence makes this the highest value housing in the Schenley neighborhood.

5. Steelton

The Steelton neighborhood is the oldest on the West Side and grew with the Ohio Works. The Carnegie Iron and Steel Company (U.S. Steel) built much of the original housing stock to accommodate its growing work force. Much of this turn of the 20th century housing stock still exist in Steelton, and in general is well maintained.

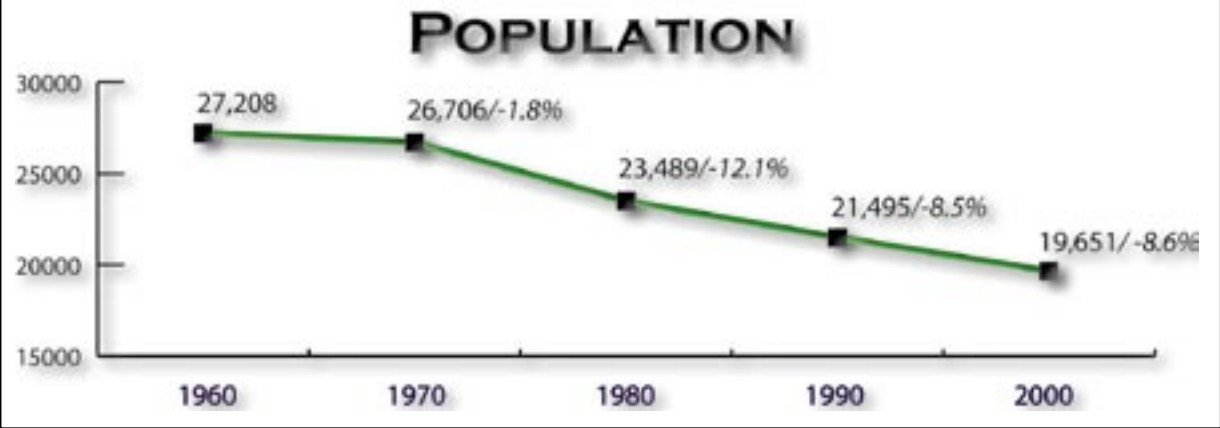
Steelton grew during a period of eastern European immigration to the Mahoning Valley, and this heritage is visible on the built environment. Significant sacred landmarks dot the Steelton neighborhood proudly displaying their Ukrainian, Polish, Russian, Serbian and other ethnic lineages.

When the Ohio Works closed and the blast furnaces were felled and caught on footage that still appears regularly in stories concerning deindustrialization and the rust belt, the Steelton area was left with an industrial desert, which U. S. Steel cleaned and passed on to the City. This brownfield has evolved into the Ohio Works Industrial Park, still being developed. This site, with its river frontage, has the opportunity to be one of the greenest of the new industrial green areas.

Steelton came into the City in two steps. The majority of the residential area was part of the City of Youngstown by 1900. The Ohio Works and the Carnegie housing were absorbed by 1910.

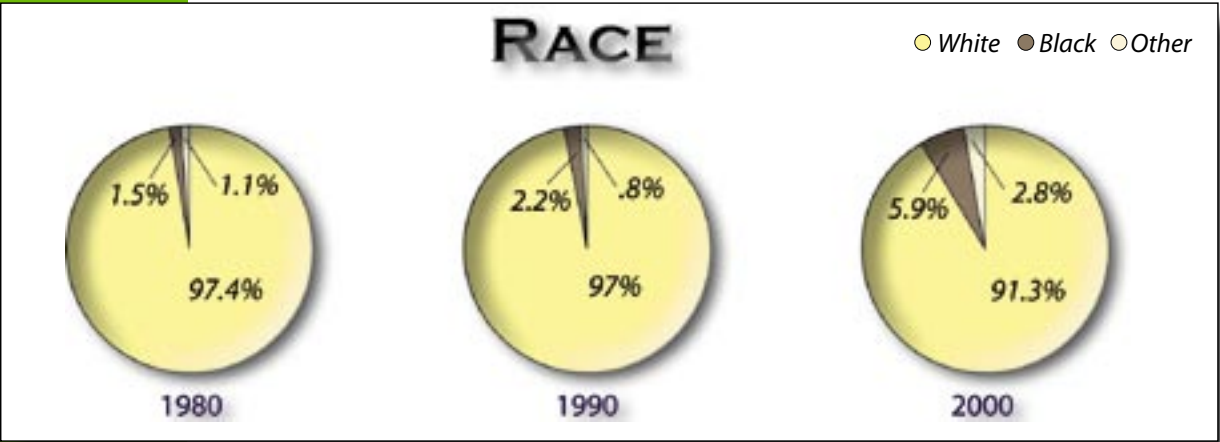


Conditions



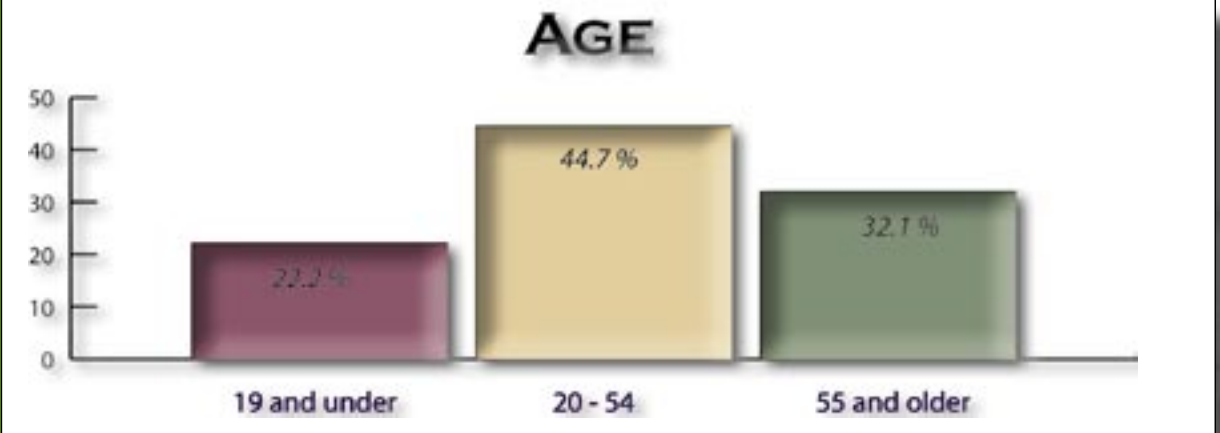
Population

The West Side of the City has been more stable than the other sides of town experiencing only an average of 7.75% population decline every ten years for the past 40 years.



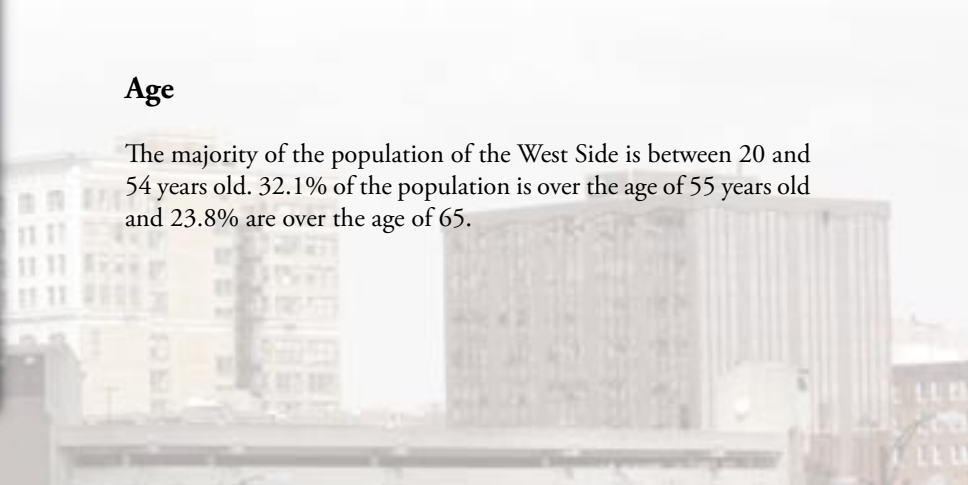
Race

The racial make up the West Side of the City has remained predominately white over time.



Age

The majority of the population of the West Side is between 20 and 54 years old. 32.1% of the population is over the age of 55 years old and 23.8% are over the age of 65.

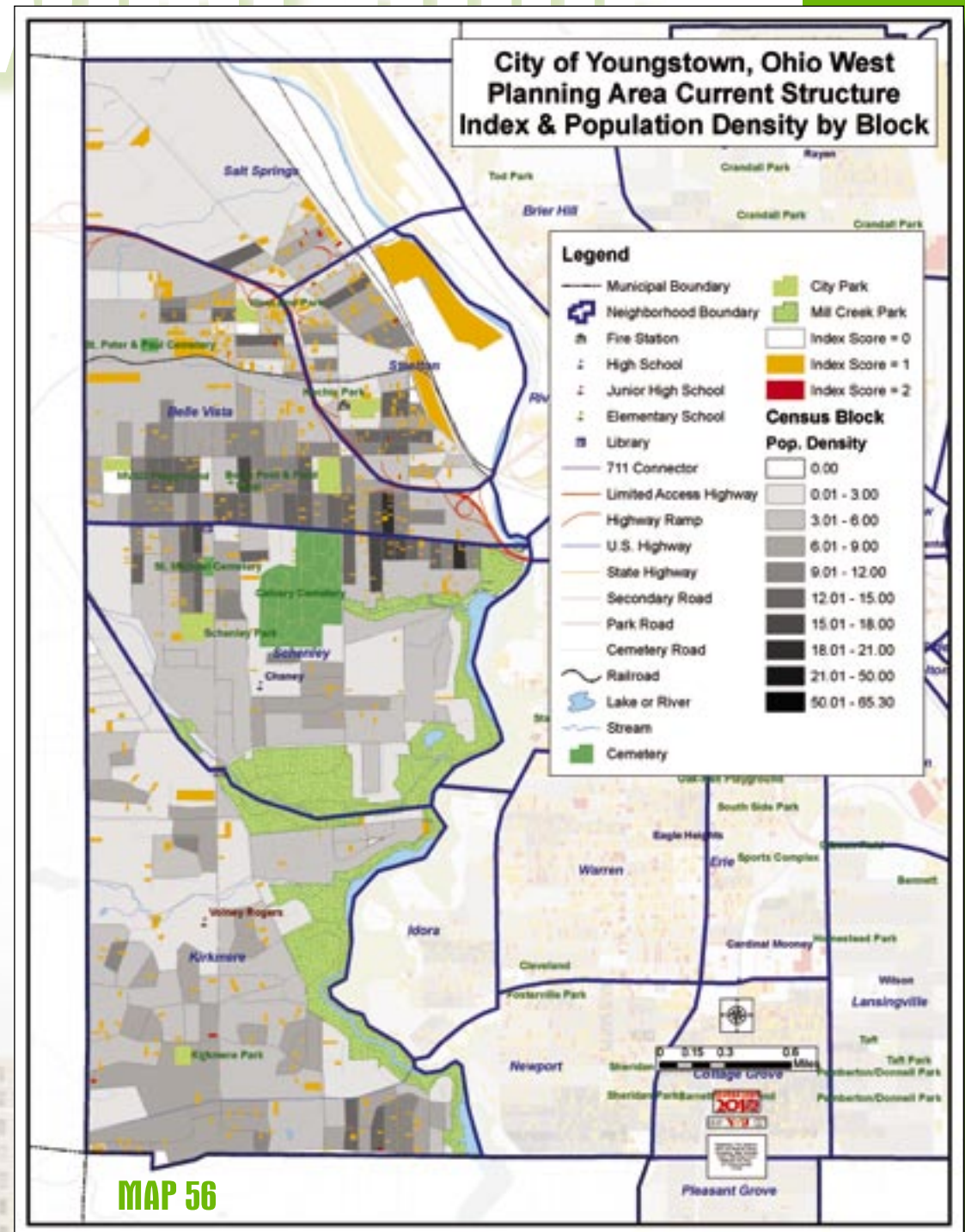


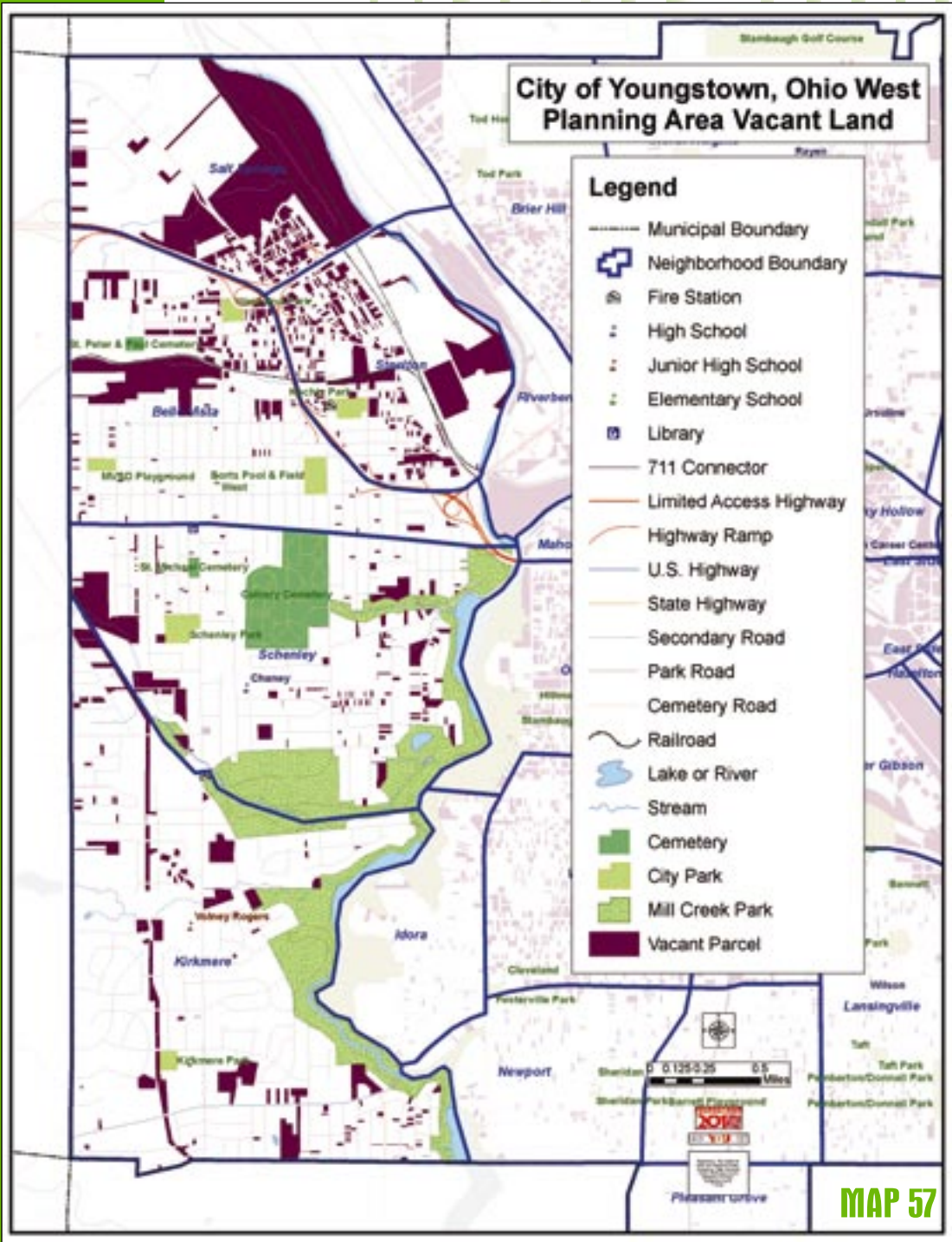
Housing, Vacant and Abandoned Properties

Chapter 4 chronicles what has been left behind by suburban flight and deindustrialization. Housing has been particularly impacted, as housing stock that once held in excess of 170,000 people now contains only 82,000 (see section 4.4 Housing). Excess housing is both a liability to existing neighborhoods and an opportunity to find alternative uses for surplus residential land.

Over time many units have been removed from the City's housing stock, but removal has lagged behind the rate of disinvestment and abandonment. Youngstown has been left with nearly 3,500 housing units in excess of what the current population can support. This agglomeration of economically nonviable housing induces further blight and abandonment. Patterns of blight and disinvestment are not geographically uniform.

Neighborhoods have been impacted dramatically differently. The West Side shows substantially less blight (see Map 56) than the North, South and East Sides. Population remains relatively densely settled along the Mahoning Avenue corridor and in the post WW II Belle Vista, Schenley and Kirkmere neighborhoods.





The relatively light occurrence of blight is a mixed blessing. Where blight does show up is in the oldest West Side neighborhoods radiating off of Mahoning and along Canfield Road by Mill Creek Park. Experience on the other sides of town has shown that the older core neighborhoods are the first to deteriorate and blight spreads swiftly from these seed areas.

Vacant land on the West Side (see Map 57) tends to exist along rail lines or in large undeveloped parcels. There is some disinvestment in the old Steelton neighborhood. Maintaining the West Side is a major planning priority.

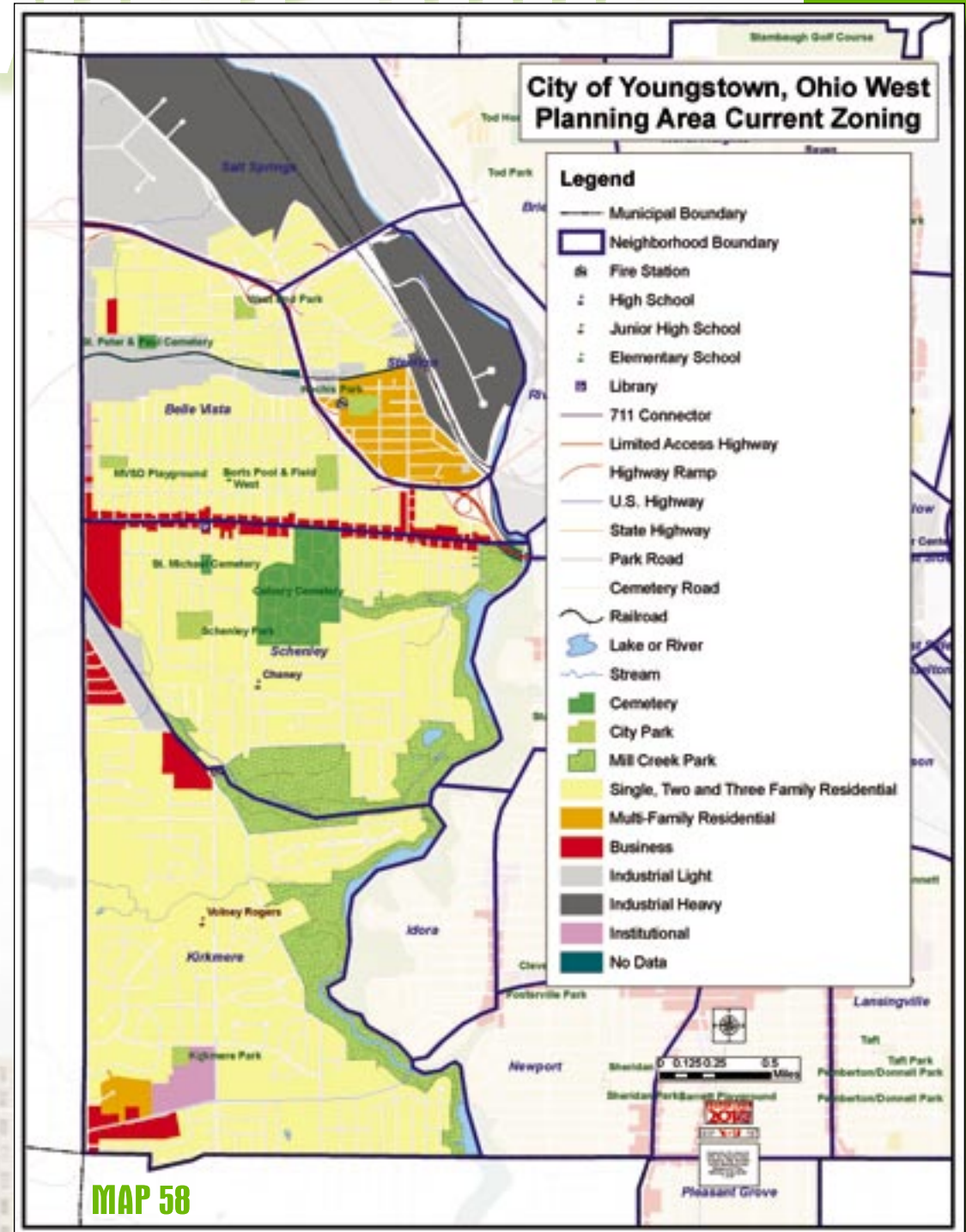


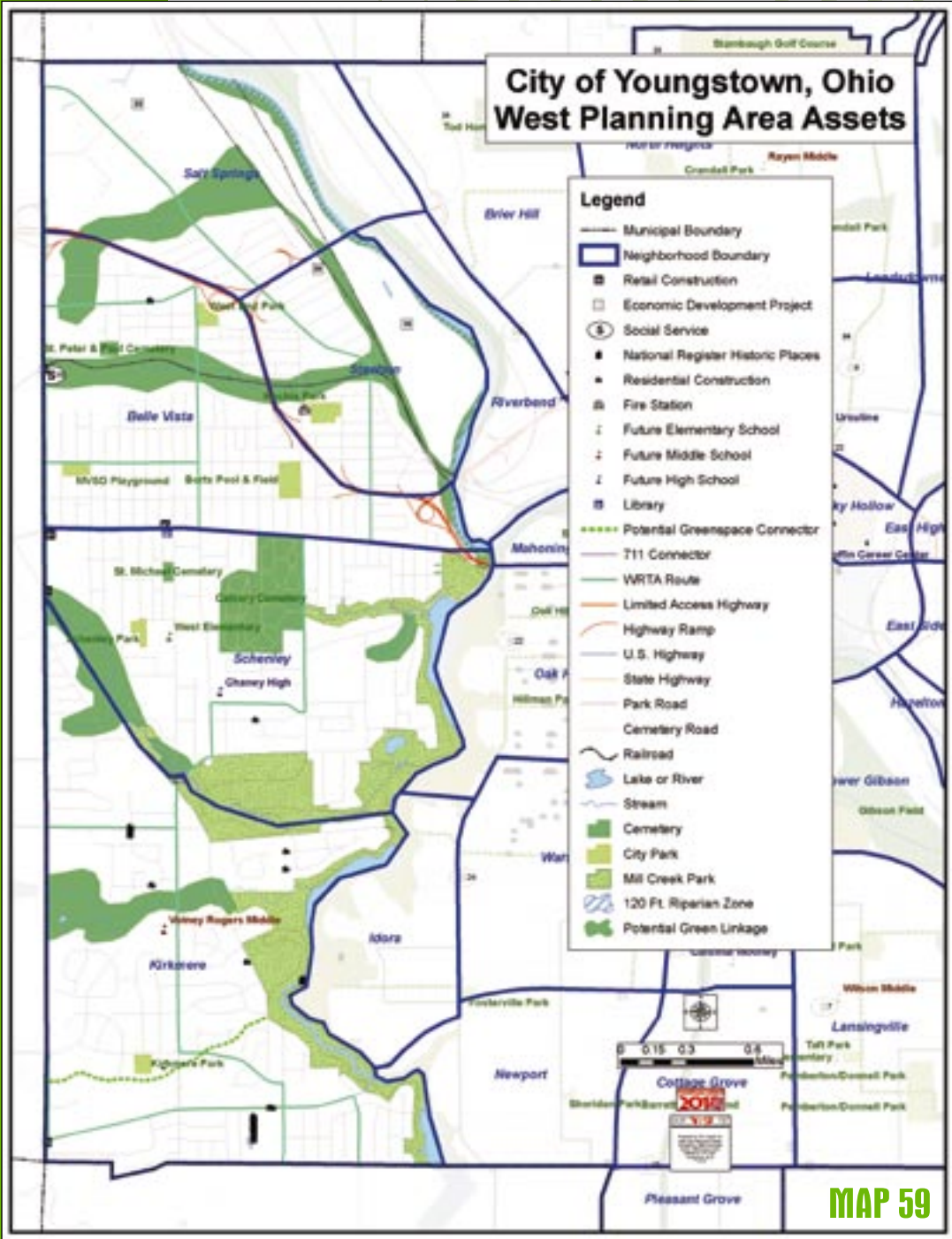
Current Land Use Plan

Current conditions in the West Side Planning District demonstrate a more modern look than the rest of the City. Still a creation of the 1951 and 1974 plans, the later development period meant that much of this district was able to take advantage of the suburban influences in the 1974 update without being overburdened with extensive pre 1951 development.

The current zoning (see Map 58) shows that south of the Mahoning Avenue commercial corridor, the West Side is predominantly residential. There is also a vibrant commercial cluster at Cornersburg.

There is substantial residential north of Mahoning, but with large industrial corridors, zoned for both heavy and light industry. The industrial zoning is a remnant of the past and an opportunity for the future.





Assets and Resources

One of the greatest assets on the West Side is that it has weathered the deindustrialization process basically intact, and has adapted to its losses more graciously than elsewhere. Much of this is due to the fact that overall, the West Side was stronger at the start, but being in better condition as the Youngstown 2010 Citywide Plan begins is an asset that cannot be understated.

The West Side has several other assets (see Map 59) beyond its relative well being. The Youngstown City School District has four school projects scheduled. The new West Elementary is under construction and the old school is scheduled to be demolished and the site converted to park space. The foundation work for the Chaney High School expansion is underway. Both Volney Rogers Junior High School and Kirkmere Elementary are scheduled for replacement.

The majority of Mill Creek Park’s recreational opportunities are located on the West Side, and the Mill Creek tributaries of Axe Factory Run and Bears Den Run offer linkages to the Mahoning Valley green network. Two Mahoning River tributaries run from Austintown through Belle Vista, Salt Springs and Steelton providing more linkage possibilities.

The City of Youngstown has two fire stations on the West Side. The new Station #3 located on Belle Vista near the Y & A Rail Road tracks provides coverage to the northwest side. Station #15 located at Schenley and McCollum serves the southwest.

The Youngstown Park and Recreation Department operates Borts Pool and Playground, Kochis Park, Schenley Park, Kirkmere Park and MVSD Park on the West Side. When combined with Kramer Fields, West End Girls softball park, Mill Creek Park and green network linkage opportunities, the West Side is well endowed with usable green spaces.

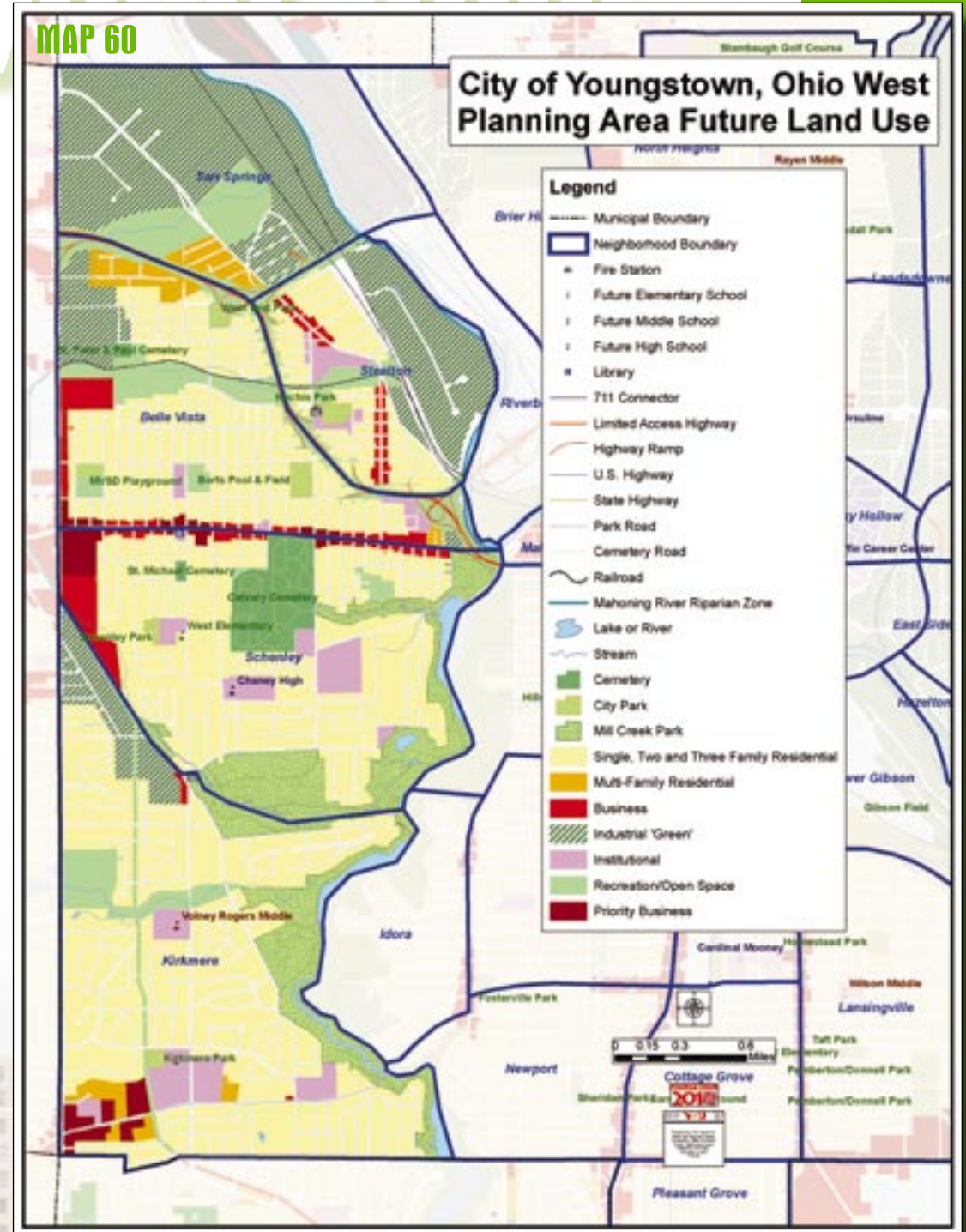


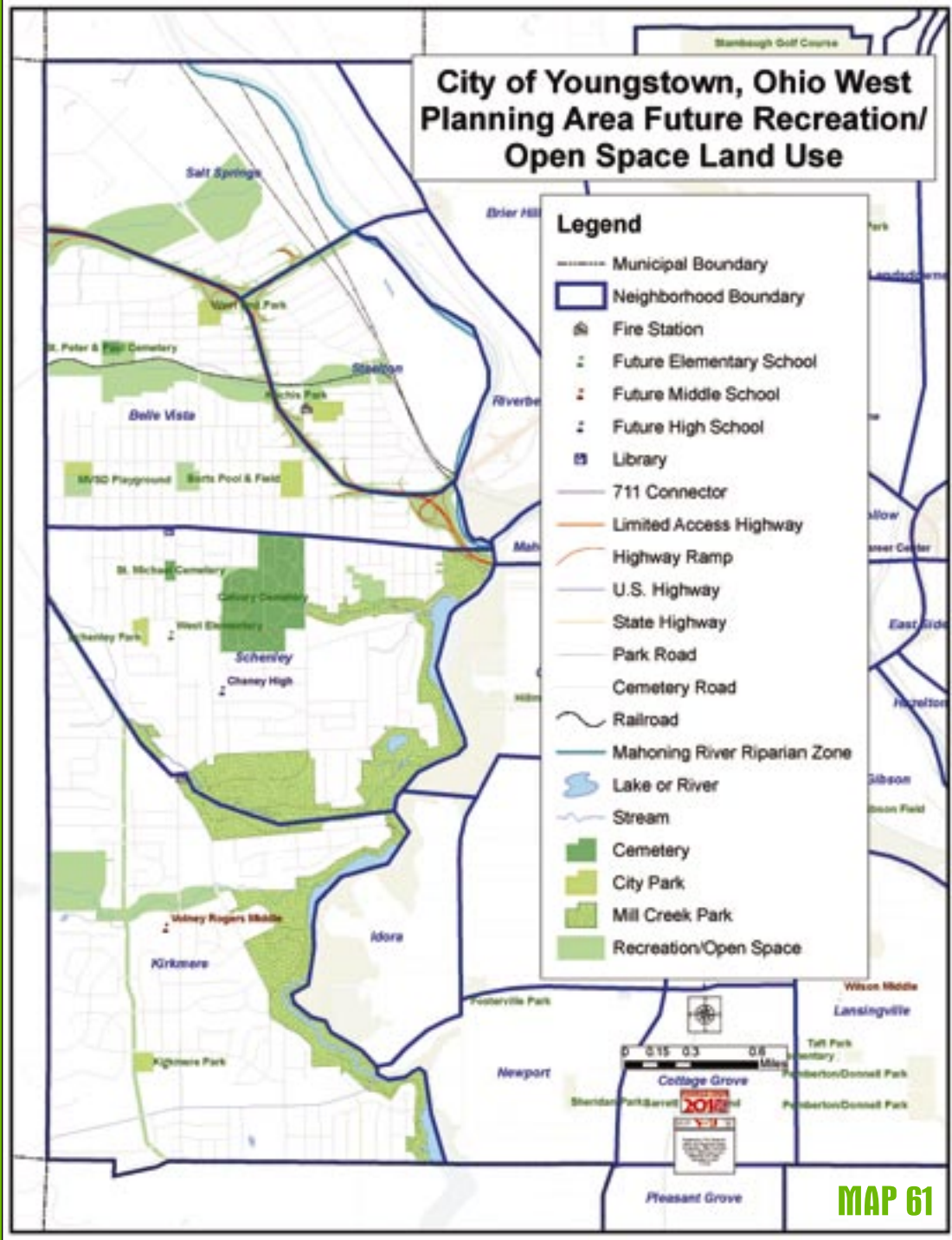
Chapter 7 — Planning Districts

MAP 60

The Youngstown 2010 Citywide Plan

Other than shifts in industrial classifications and the removal of minimal surplus residential, the West Side Planning District is the least changed by the Youngstown 2010 Citywide Plan (see Map 60).





Recreation and Open Space

Recreation and Open space is well distributed across the West Side Planning District (see Map 61). The presence of Mill Creek Park with its Frederick Olmstead designed Lakes Glacier and Cohasset, trails and stone bridges, the Fellows Riverside Gardens and Davis Visitor's Center, the Wick and Kirkmere Recreation Areas and Pioneer Pavilion with its historic iron furnace give the West Side the direct advantage of the premier regional park.

The City's Borts pool and playgrounds complement the Mill Creek advantage. The demolition of the old West Elementary School will yield a new green open space.

Other new open space recommendations for the West Side involve linkages to the Mahoning Valley Green Network. The Youngstown 2010 Citywide Plan recommends that hike and bike opportunities be established along the riparian zones of Axe Factory Run and Bears Den Run. These will link Mill Creek and Austintown Township. Using the old rail road right-of-way that extends from Canfield Road to Industrial Road as a hike/bike trail will provide a north/south linkage across the stream trails.

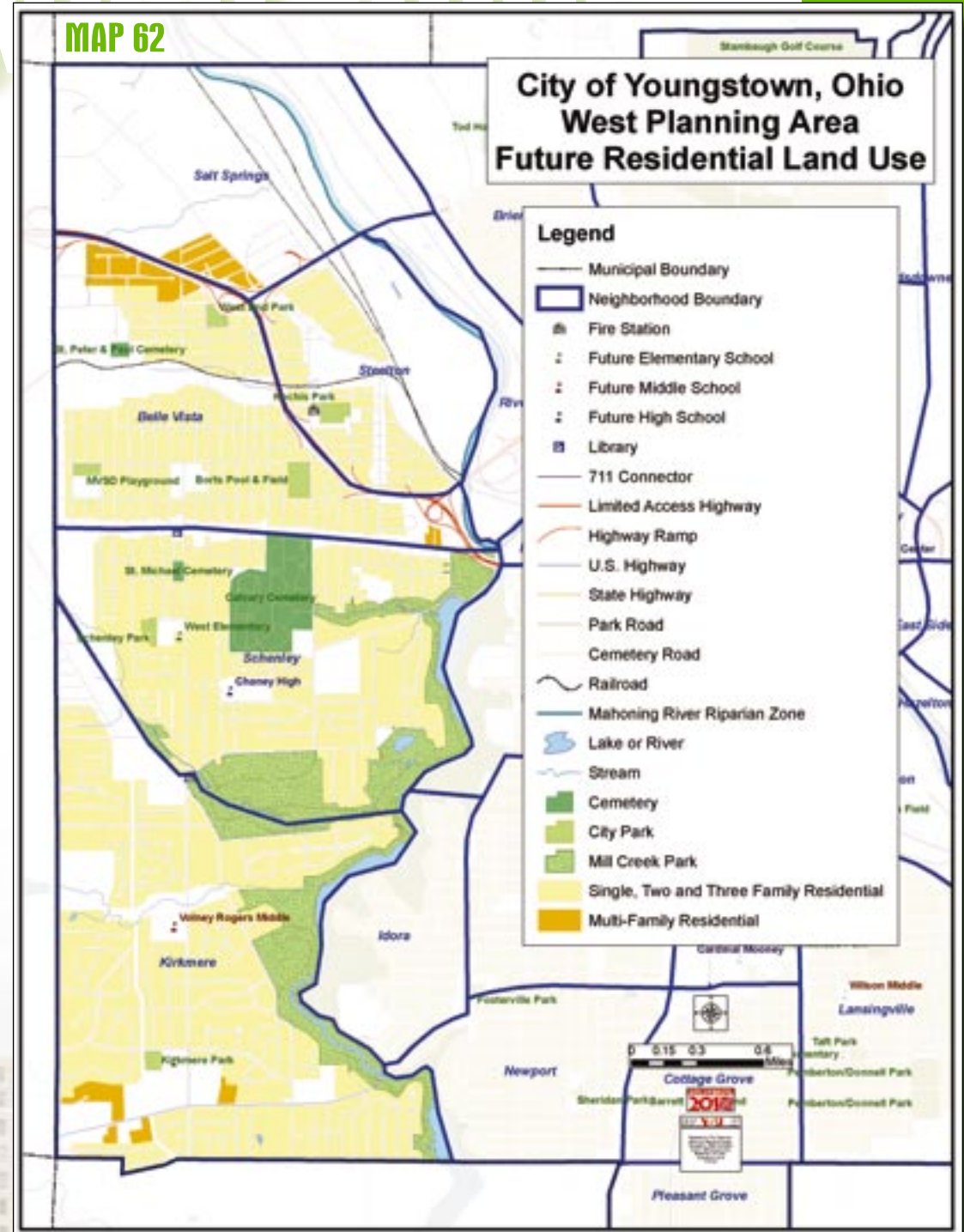
Farther to the north, the open space along the Youngstown and Austintown rail road tracks provides another bike/hike opportunity that connects Austintown to the Ohio Works Industrial Park and the Mahoning River creating another regional green network linkage. The ravine, for the most part pristine, that divides the Salt Springs Industrial Park from the residential district already provides a park-like setting that could easily contain a hike/bike trail and other recreational opportunities once again connecting the West Side and Austintown to the regional network.

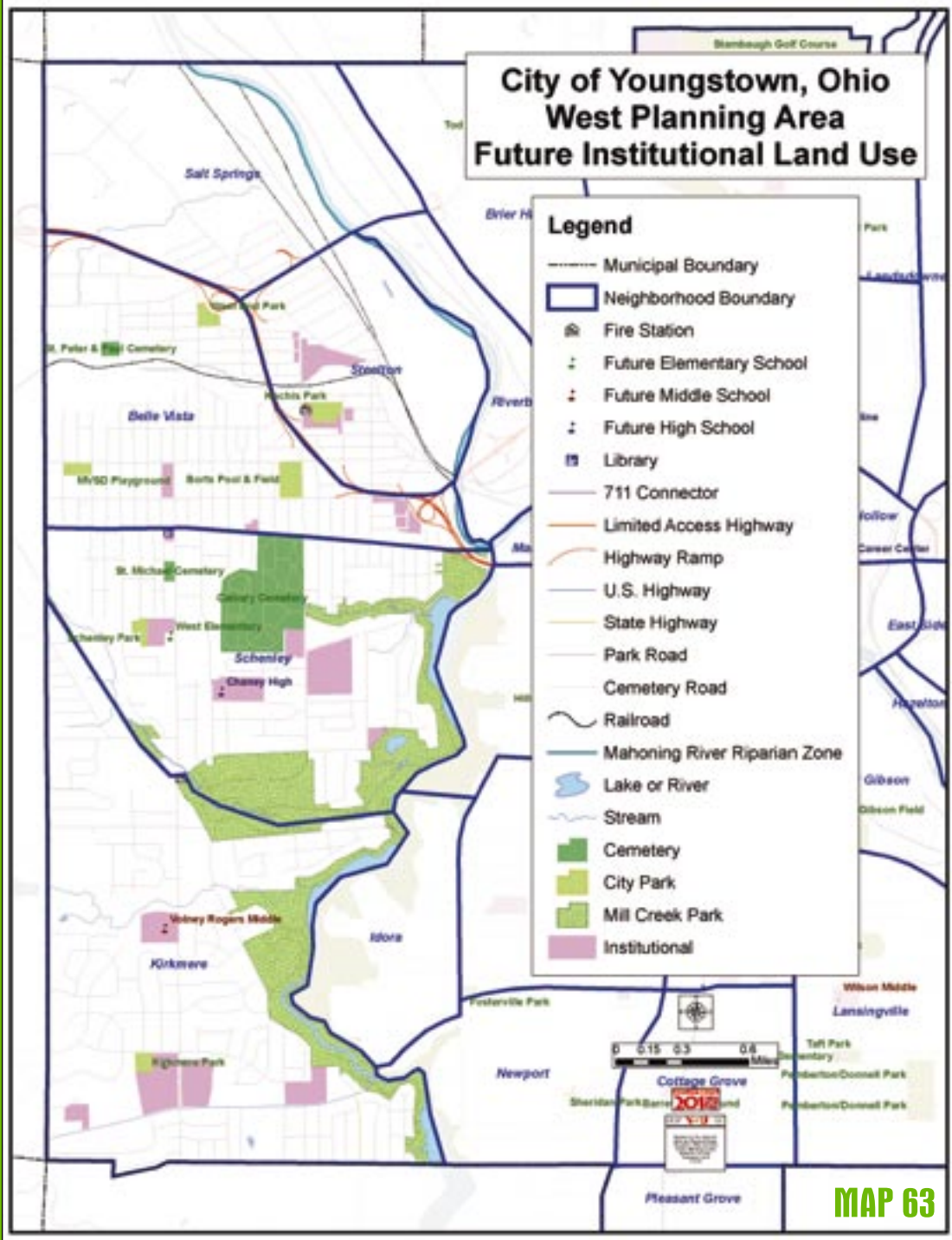


Residential

The Youngstown 2010 Citywide Plan proposes minimal changes to the existing residential land use on the West Side (see Map 62). The most notable of these is removing the truncated section of the old Salt Springs neighborhood east of Salt Springs Road and north of SR-711 from the residential use category. This area, which has already lost much of its housing stock and has scattered nonconforming commercial and industrial uses is being shifted to the new industrial green classification.

Other sections being removed from residential land use are undeveloped areas along riparian zones or other green corridors that are being shifted to the recreation/open space use.





Institutional

The amount of institutional land use on the West Side is being adjusted to match the current reality (see Map 63). The only institutional use in the existing zoning map was in the vicinity of Kirkmere Elementary School.

The Youngstown 2010 Citywide Plan reclassifies the spacious church and school complexes scattered across the West Side as institutional. Some large undeveloped City owned properties also fell into this classification.



Commercial

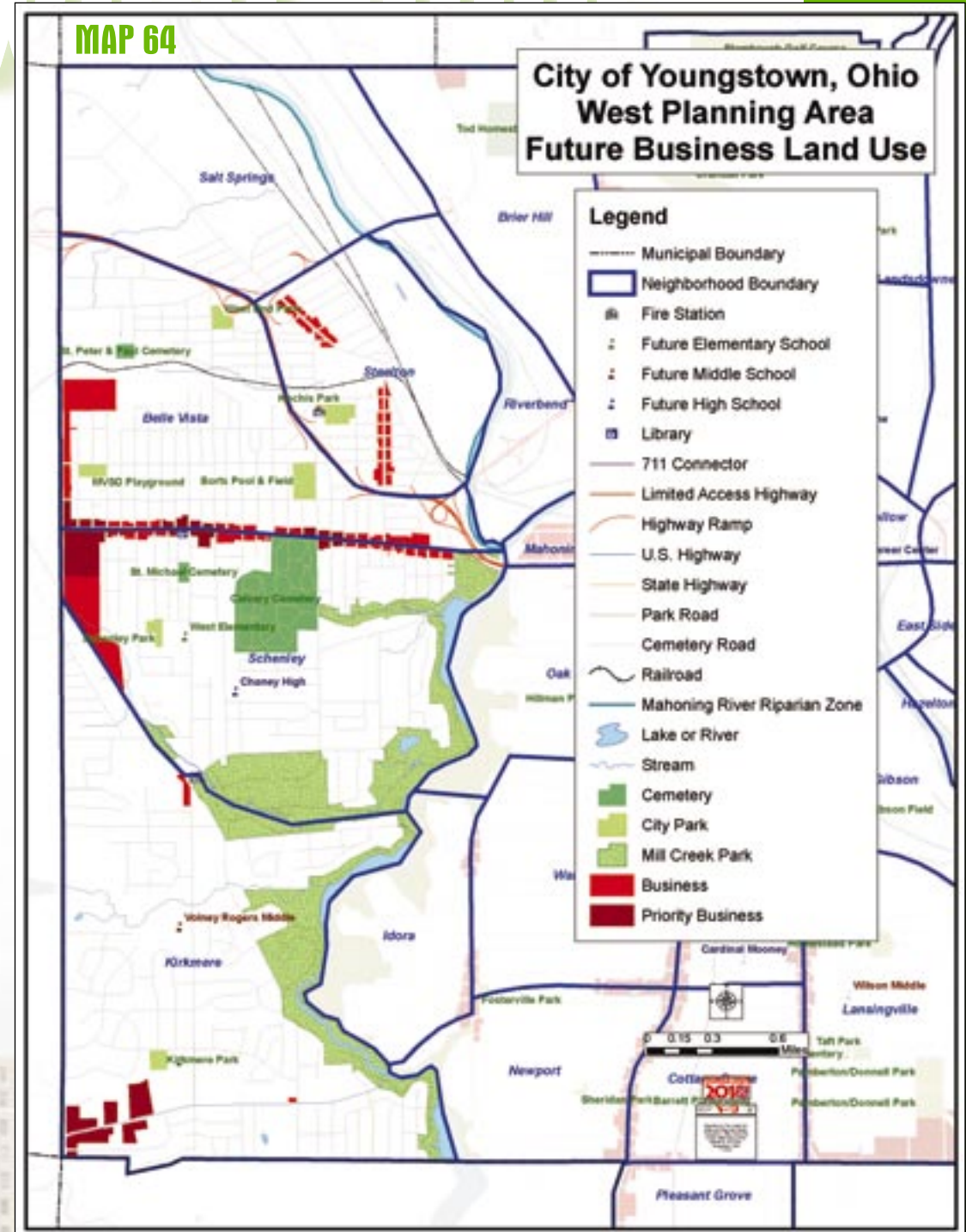
The amount of commercially classified land on the West Side remains relatively constant (see Map 64). The goal was to make the amount and location of commercial use in the plan match existing reality and reasonable future expectations.

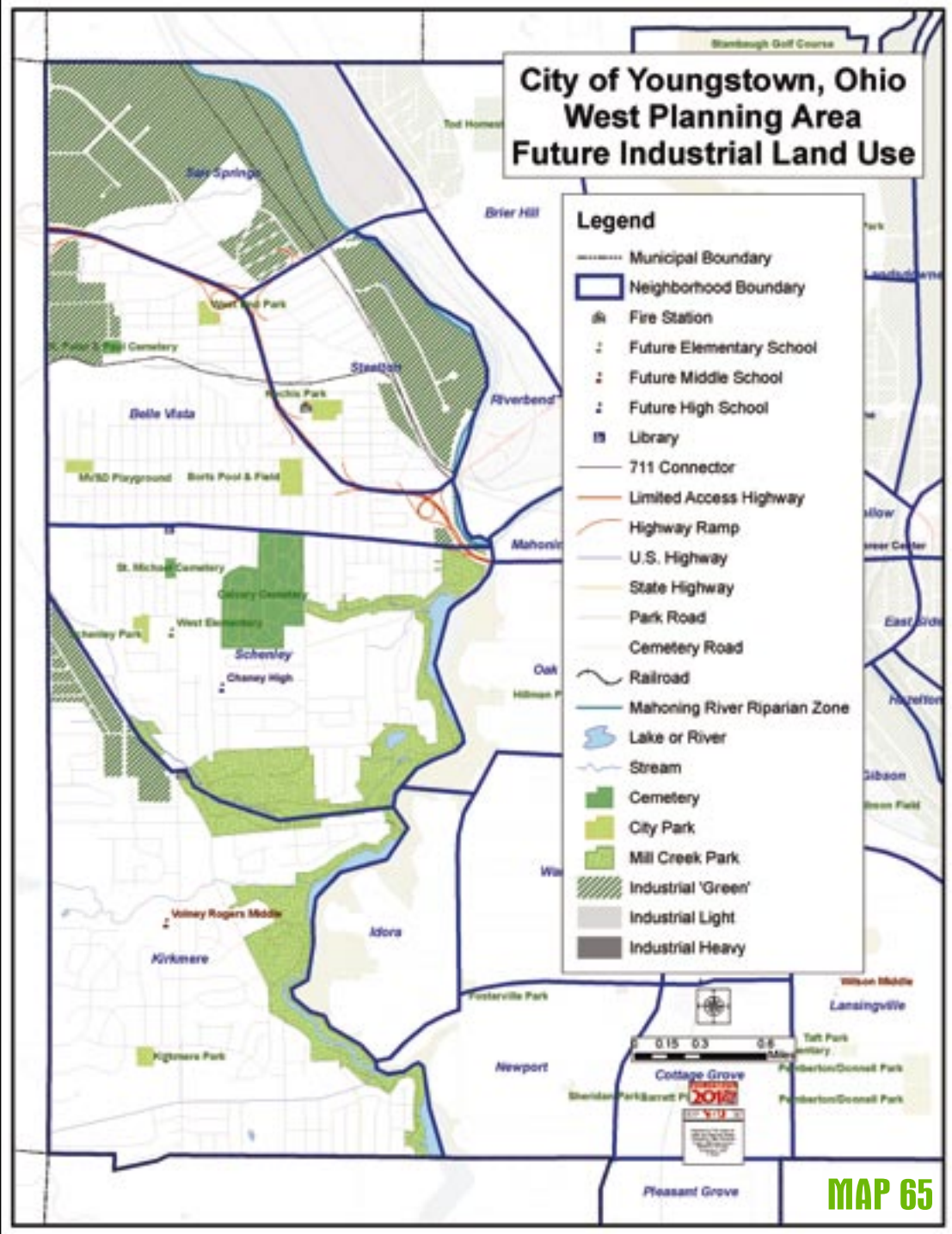
The existing retail strip along Steel Street and Salt Springs Road in Steelton is now officially classified commercial. The small strip along Steel Street in the Belle Vista neighborhood has been reclassified as residential. The north side of Industrial Road has been shifted from industrial light to commercial. The City side of Meridian Road from Mahoning to the rail road tracks is now completely commercial.

The Mahoning Avenue strip remains commercial, but key intersections have been bumped up to the priority business classification. The priority business designation indicates locations where revitalization efforts will be concentrated first.

Priority locations along Mahoning Avenue are at Meridian, including the Mahoning Plaza, between Rhoda and Hazelwood, including the West Side Branch of the Public Library, and between Fernwood and Portland.

Other priority business clustered on the West Side are located in the Cornersburg area, one at Meridian/Tippecanoe and the other a disjointed extension of the first farther east abutting the St. Christine complex.





Industrial

Under the Youngstown 2010 Citywide Plan, there is no longer any heavy or light industrial classification on the West Side. There is in total more industrial land, but it is all in the new industrial green category (see Map 65). As was mentioned in the residential section, the truncated portion of the old Steelton neighborhood now in Salt Springs has been shifted to industrial green.

The Ohio Works Industrial Park had previously been classified for heavy industrial use, but industry in the park meets green credentials. When the Mahoning River is cleaned, the riparian zone reestablished and landscaping takes place, the Ohio Works will join the City's other industrial parks as premier brownfield reclamation projects.

The Salt Springs Road Industrial Park is moved from light industrial to industrial green because it meets the requirements. The former light industrial clusters at the I-680/Meridian Road exit and on the west side of Industrial Road are shifted for the same reason.



Central Planning District

The Central Planning District is the heart and soul of the City and the region. It is here John Young landed and drafted the original plan for Youngstown, and the streets he laid out in 1796 still define the Downtown neighborhood. From this core, Youngstown spread out in all directions, and as it did, it built a true downtown that included some of America's early skyscrapers as the men that designed New York and Chicago also worked in Youngstown. This built environment in the core cannot be duplicated in a sprawl driven suburban economy and provides unique opportunities for redevelopment.

The Central Planning District encompasses five neighborhoods that encircle the Downtown neighborhood. These are the Arlington, Mahoning Commons, Riverbend, Smoky Hollow and YSU neighborhoods. The neighborhood names tell the story of the history and locational advantage of the Central District. Each has unique assets and liabilities, and each needs a neighborhood plan of its own beyond the Youngstown 2010 Citywide Plan.

Location

The Central Planning District is unique among Youngstown's planning districts in that it is defined by the built and not the natural environment. The central freeway system borders the Central District. I-680 is the southwestern border, the East River Crossing defines the southeast and the Madison Avenue Expressway rings the north. In this case the major water courses, the Mahoning River, Crab Creek and Mill Creek, don't define the district, they run through it.

Neighborhoods

1. Arlington

The Arlington neighborhood grew as a strong working class area with strong Victorian influences. Large boarding houses and smaller single family residences shared a Victorian architectural style that was so prevalent that the neighborhood eventually was listed on the National Inventory of Historic Places as the Arlington Heights Historic District. Unfortunately designation on its own saves nothing and this asset slipped away as speculation, disinvestment and eventual University expansion led to the almost total removal of the historic structures that made this neighborhood unique. This is a neighborhood that needs its own plan to find its place among the planned neighborhoods that surround it.

2. Downtown

The Downtown is John Young's original plat. Originally a classic Western Reserve agricultural village, farming and Pastoralism were replaced by iron and steel. The floodplain grew mills, the river was cut off from the community, corporate headquarters, financial institutions and businesses grew vertically and the placid village became an industrial era shock city.

Like most of its American Industrial Belt shock city brethren, Youngstown struggled with deindustrialization. Downtown lost its mills, its corporate headquarters, commercial activity suburbanized and many financial institutions were absorbed by national conglomerates. It was not alone in its decline, but slower than most to give up on its industrial past and use its remaining assets to build a new economy.

Downtown managed to hold onto most of its core built environment. It managed to maintain its financial, governmental and cultural functions. And for the first time since the age of iron and steel, it began to realize that the river was an asset.



Many groups are doing many positive things as Downtown begins to revitalize. The Convocation Center is being built, Federal Street is reopened and people are investing their own money in redevelopment projects. With all this activity there is still a lack of cohesiveness. The Downtown needs its own comprehensive plan to capitalize on the energy that is enabling its rebirth.

3. Mahoning Commons

The Mahoning Commons neighborhood grew up on the relatively narrow flood plain on the south side of the Mahoning River. This neighborhood historically was a transportation and small industrial area with residential scattered throughout. It is the home of the City's original water works, the historic B&O railroad station and the Western Reserve Transit Authority, located on the site of its predecessor, the Youngstown Transit Company.

Mahoning Commons was the site of Youngstown's major flour processing entity, Baldwin's Mill. Some of the mills foundation works and the waterfall that provided power to the mill still exist. There are several small industries and supply companies in the Commons as well as the old Isaly Dairy Company processing plant, now a U-Haul rental and storage facility, and the Ward Baking Company building, now home to small businesses and artist lofts.

Mahoning Commons has an active business association and a development plan has been discussed on several occasions but never formally pursued. This is another Central District neighborhood with unique assets that would benefit greatly with a neighborhood comprehensive plan.



4. Riverbend

Riverbend is an industrial district that straddles the Central and North Side Planning Districts. Once the home of extremely poor and blighted housing stock (slums) mixed in with heavy and light industry, this district was home to one of Youngstown's first Urban Renewal projects.

The Crescent Street Industrial Park (aka the Riverbend Industrial Park) was created in this cleared area as was built coincidentally with the Madison Avenue Expressway. The park, built in the 1960s and 1970s would qualify as green industry. The adjacent foundries, fire works factories and metal fabricators would not.

5. Smoky Hollow

Smoky Hollow has a long history as an entry point neighborhood for immigrants coming to work in the mills and factories along Crab Creek Downtown. First Irish and the Italian, this neighborhood remained viable through the 1960s when it fell to suburban sprawl, University expansion and the real estate disinvestment and speculation that traditionally take place around the edges of urban universities.

Most of the neighborhood disappeared with the exception of some long time residents and the MVR, a popular local bar/restaurant. Smoky Hollow then became the seminal example in Youngstown of how to organize and create a neighborhood comprehensive planning process.

Institutions along Wick Avenue, the Hollow's western boundary, businesses along Andrews Avenue, the Hollow's eastern boundary and business and residents within the Hollow formed Wick Neighbors, obtained a non-profit community development corporation status and created an accepted neighborhood plan.

6. YSU

Youngstown State University is one of the co-conveners of the Youngstown 2010 planning process. The reason for the University's interest in the City is that it is simultaneously undertaking the University Centennial Master Planning process.

Since YSU is adjacent to Downtown, Smoky Hollow, Arlington and the Wick Park neighborhoods, it is essential that Youngstown 2010 and the YSU Centennial Master Plan blend together seamlessly. YSU staff participated as members of Youngstown 2010 planning team, and city staff was on the YSU Centennial Plan executive committee.

This unprecedented level of City/University cooperation yielded numerous collaboration opportunities between the entities not only around the outside edges of the traditional campus core and continuing through the Downtown area toward the river.

Conditions

Population

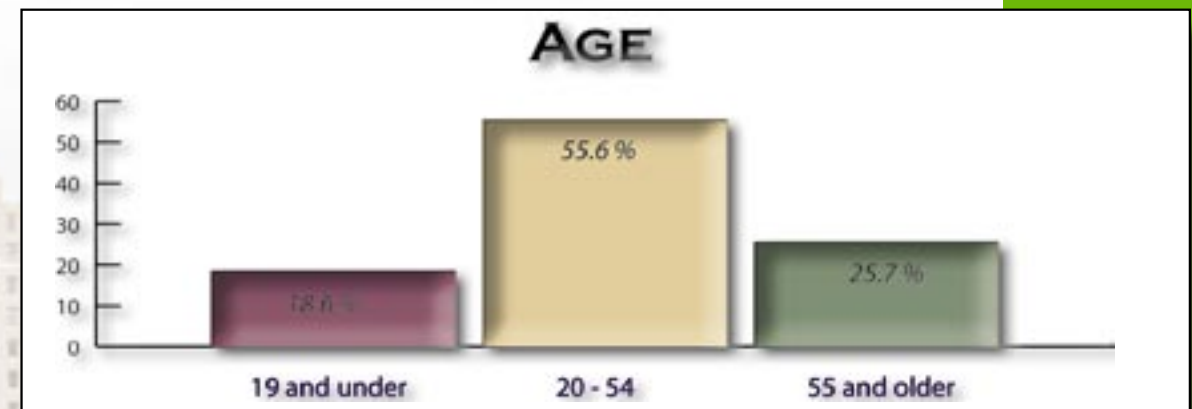
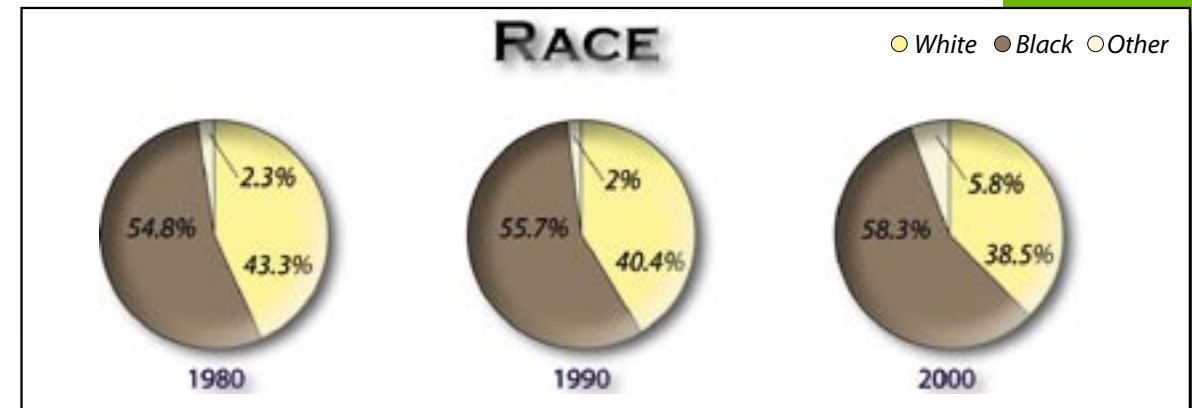
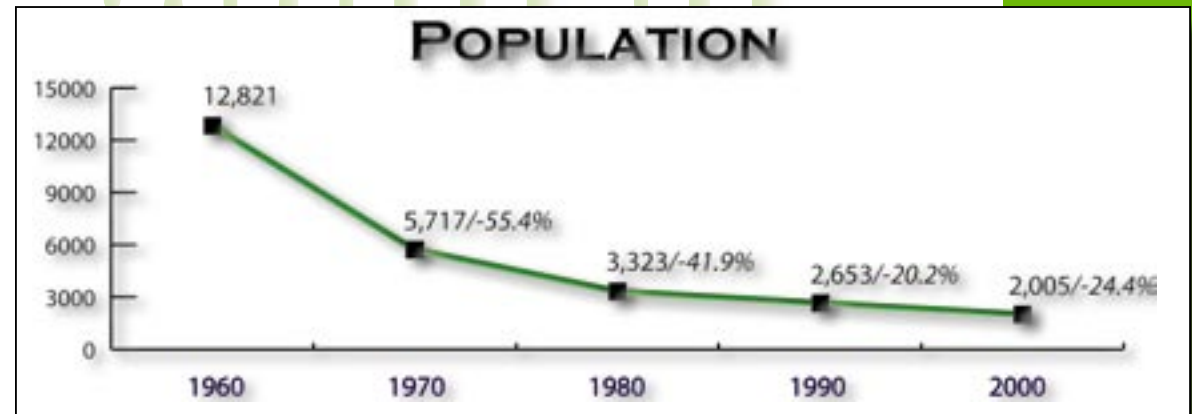
The Central area of the City of Youngstown is the least densely populated area of the City. It has experienced an average of 35.5% population decline every ten years for the past 40 years and lost over six times its total population.

Race

The racial make up the Central City has remained relatively unchanged over time compared to the rest of the City. Black population has historically made up the majority of the population in the Central District, the City's oldest neighborhood.

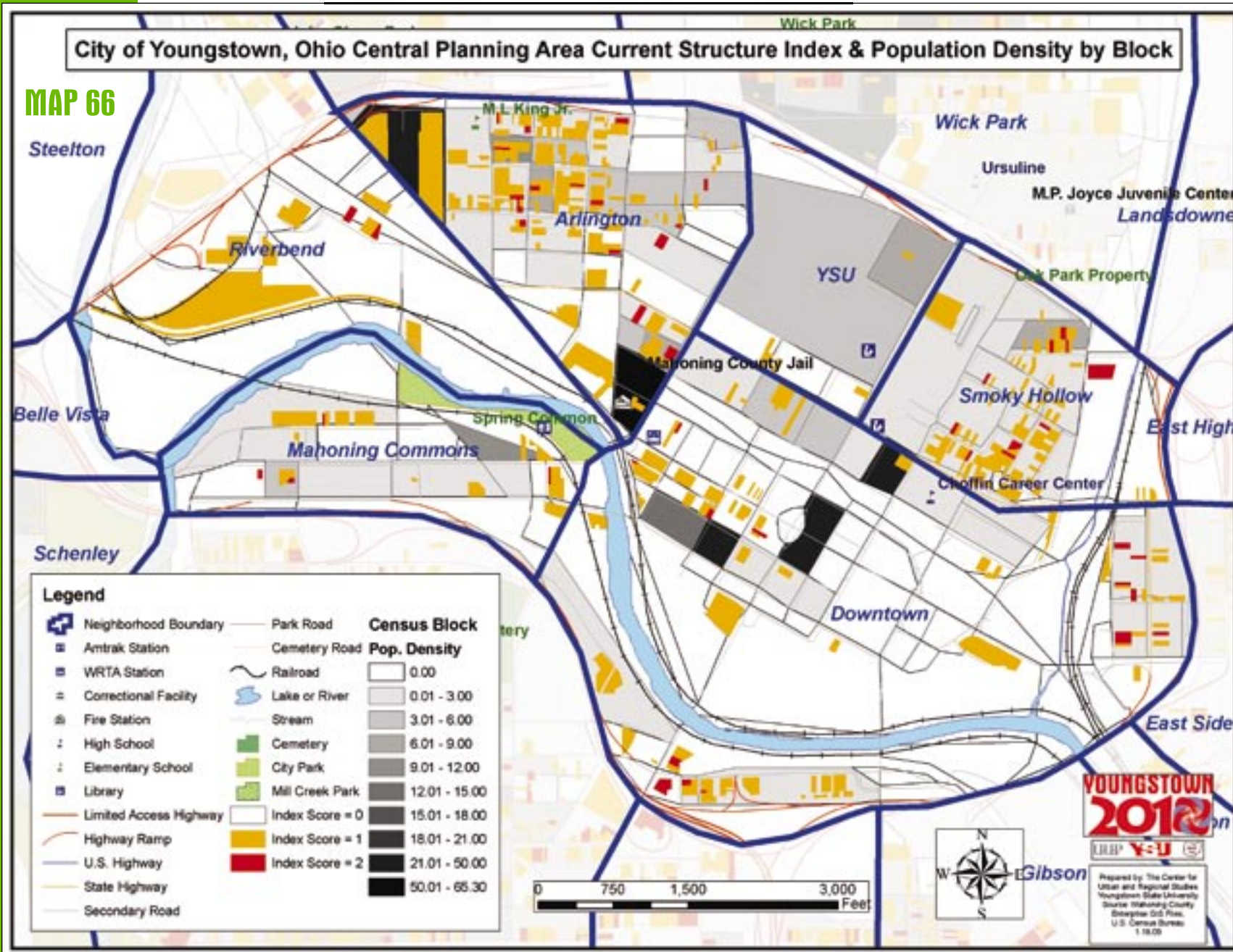
Age

The majority of the population of the Central District is between 20 and 54 years old. The smallest segment of the population is 19 and under.



Housing, Vacant and Abandoned Properties

MAP 66

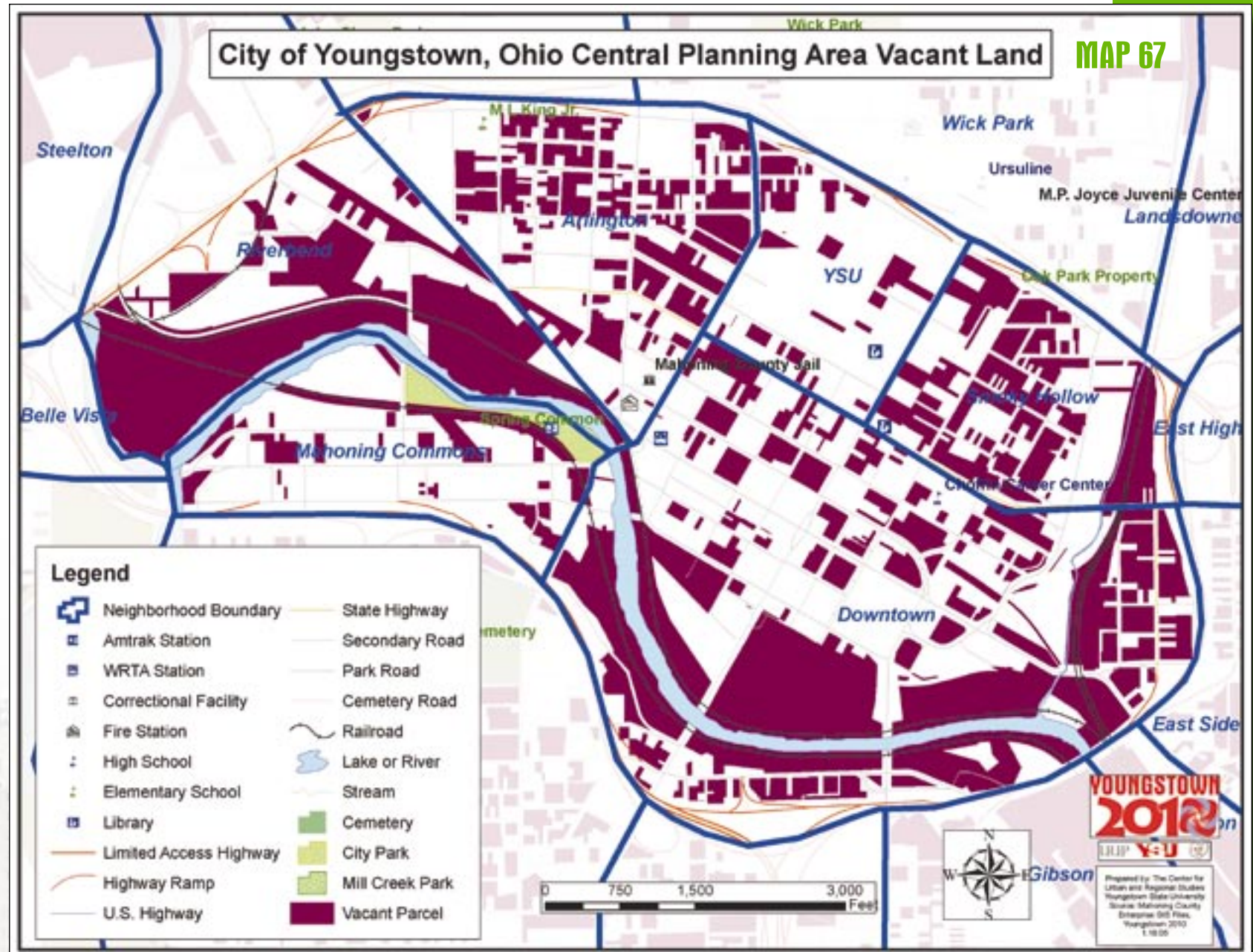


Chapter 4 chronicles what has been left behind by suburban flight and deindustrialization. Housing has been particularly impacted, as housing stock that once held in excess of 170,000 people now contains only 82,000 (see section 4.4 Housing). Excess housing is both a liability to existing neighborhoods and an opportunity to find alternative uses for surplus residential land.

Over time many units have been removed from the City's housing stock, but removal has lagged behind the rate of disinvestment and abandonment. Youngstown has been left with nearly 3,500 housing units in excess of what the current population can support. This agglomeration of economically nonviable housing induces further blight and abandonment. Patterns of blight and disinvestment are not geographically uniform.

Neighborhoods have been impacted dramatically differently. The Central District (see Map 66) is unique in many respects. It does not contain much traditional housing, and what little is left in the Arlington Heights and Smoky Hollow neighborhoods is generally blighted. Blight is also widespread on the older structures of Federal Streets West End. The Downtown neighborhood area between Crab Creek and the East River Crossing also demonstrates some serious blighting problems.

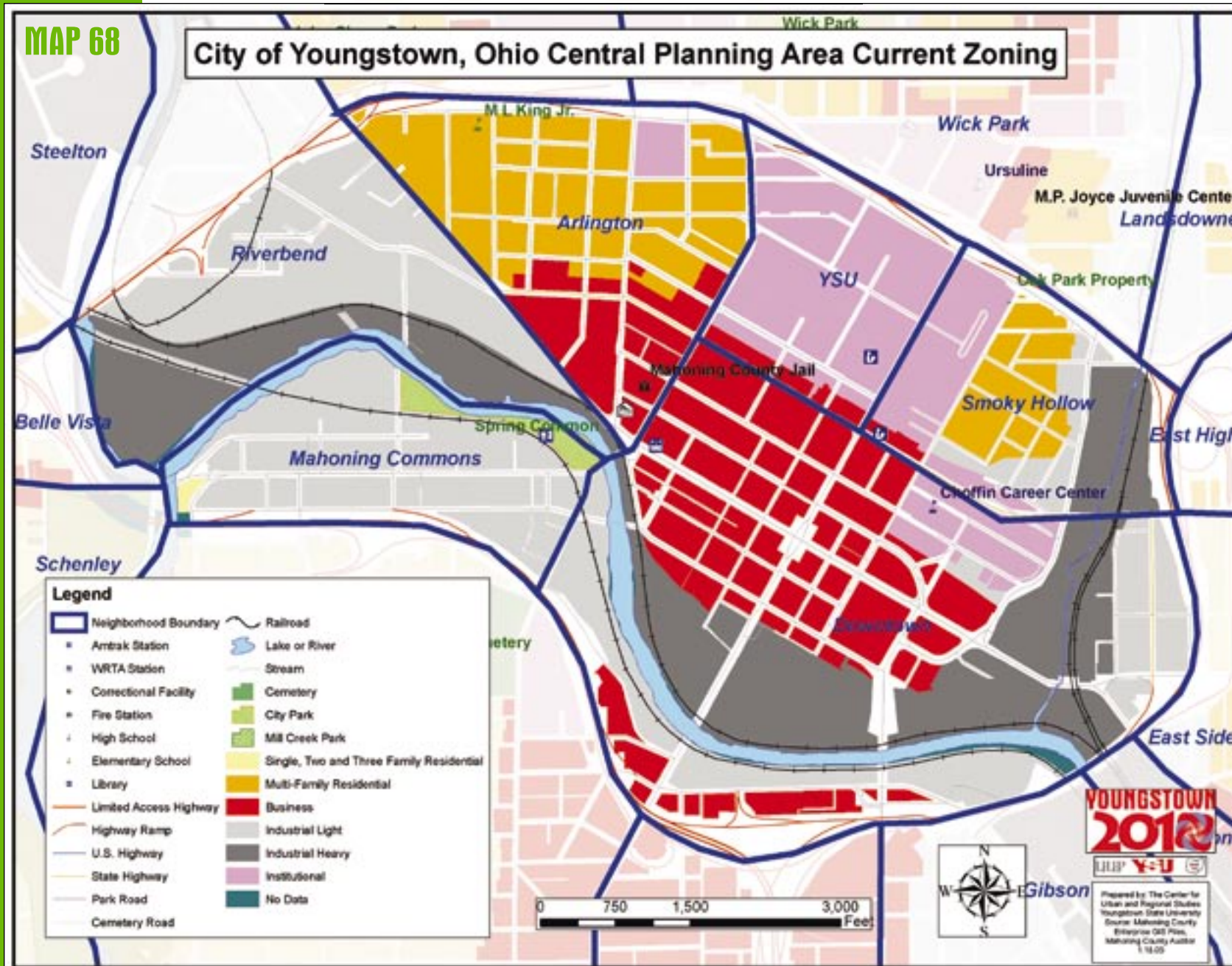
There is an abundance of vacant land in the Central District (see Map 67) thanks to the demise of the steel industry. Much of the Downtown brownfield land is being incorporated into the Convocation Center project. The remainder of the brownfield and other open space in the district leaves room for greenspace, commercial and residential developments that can take advantage of the compact core aesthetics.



Current Land Use Plan

The current zoning map of the Central Planning District (see Map 68) still demonstrates the sensibilities of the 1951 and 1974 plans. The river was set aside for industry that in many cases has been gone since the 1960s. The core of Downtown and the area surrounding the south landing of the Market Street Bridge were zoned commercial. Riverbend was properly zoned industrial. Arlington was zoned for a mixture of commercial, dense residential and institutional uses. Smoky Hollow was a mix of dense residential, institutional, light and heavy industry and commercial. The YSU neighborhood was then and is now institutional.

The 1951 and 1974 plans were well aware of the special characteristics of the Central Planning District, and during their time period, their assumptions and plans were logical. Throughout the City, but especially in this core area, new times require new ideas and new plans.



CENTRAL

Assets and Resources

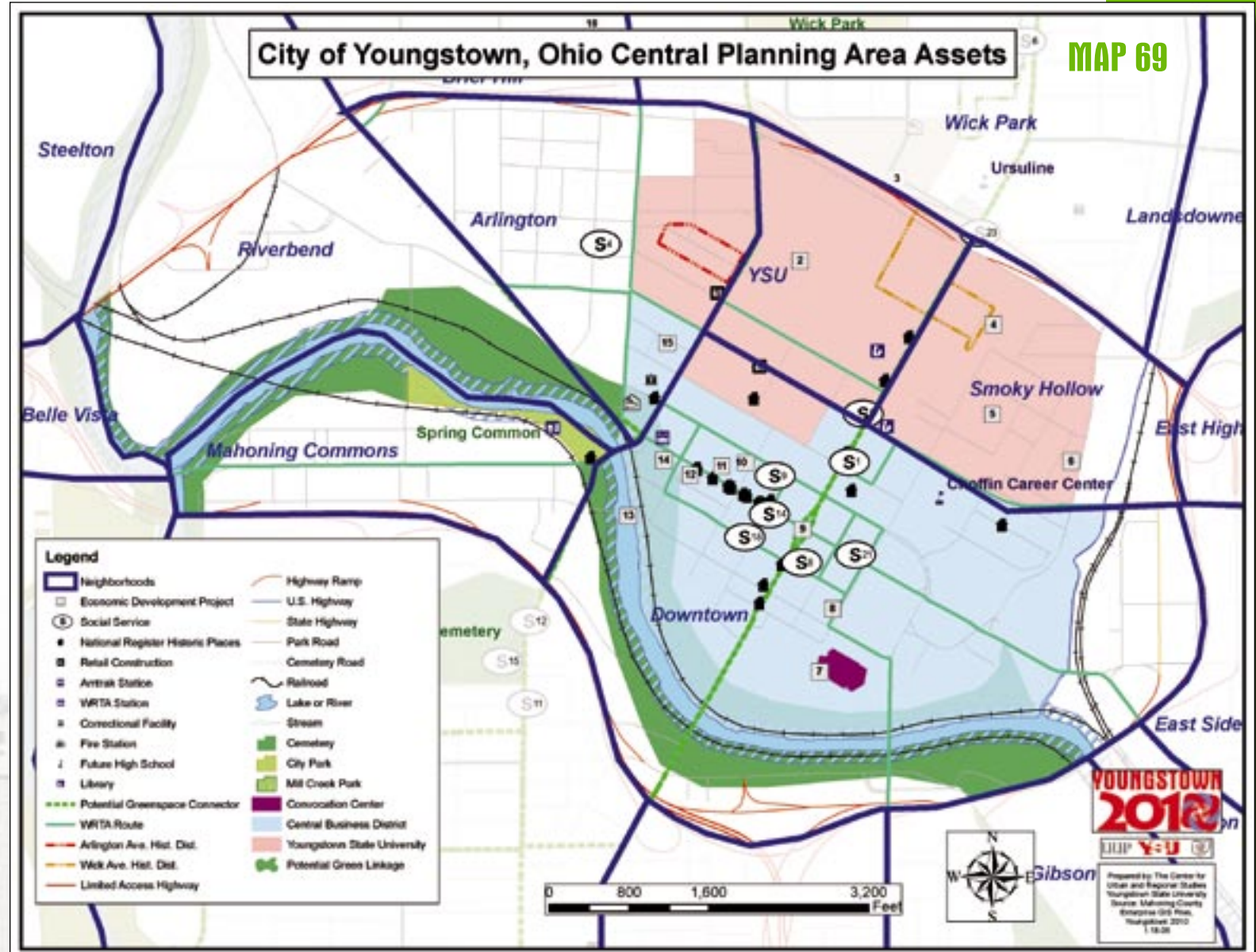
The Central Planning District has a plethora of existing assets and resources (see Map 69). The buildings surrounding the historic square area are irreplaceable, and their mixed use value is starting to be realized. The 'main street' ambiance of Federal Street, Market Street and Wick Avenue are beginning to attract new investors. The compactness and walkability of the whole central core are not available in suburban areas. All the previous assets combine to give a big city feeling to a mid-sized Ohio city.

A big city character is not the end of Central Planning District assets. The Mahoning River, Mill Creek and Crab Creek are primary water courses that quenched the heat of the shock city phase of development and are now available to take their place in the cleaner and greener stage of Youngstown's future. The water courses, long under the control of the industrial barons, are returning to public domain.

The Central District also contains a number of key governmental facilities. There are two new Federal Court Houses downtown. The State of Ohio has located many of its regional offices and services in the new George Voinovich State Office Building. The Seventh District Court of Appeals is constructing a new court house on West Federal Street, across from the Voinovich Building.

Youngstown is the Mahoning County Seat and the Mahoning County Court House and Administration Building are located on Market Street between Front and Boardman. The Mahoning County Justice Center is located on Fifth Avenue, and the County Misdemeanant Jail is located across Fifth fronting on Commerce Street.

The City of Youngstown City Hall is on the Corner of South Phelps and West Boardman. City Hall houses most City departments, the Police Station and Municipal Court. The Water Department is housed in new offices in the renovated Water Works structure on West Avenue. The Fire Department is headquartered at Station #1 on West Federal between Belmont and Fifth. The Youngstown City School District is headquartered in the historic Rayen School at Wick and Rayen Avenue.



In addition to various government assets there are numerous artistic resources in the Central District. Powers Auditorium, the home of the Youngstown Symphony Society, is the restored original Warner Brothers Theater and a State Historical landmark. The new hall being constructed adjacent to Powers in conjunction with YSU will be the new recital home of the Dana School of Music. The YSU SMARTS program (Students Motivated by the Arts) is also located in Powers Auditorium.

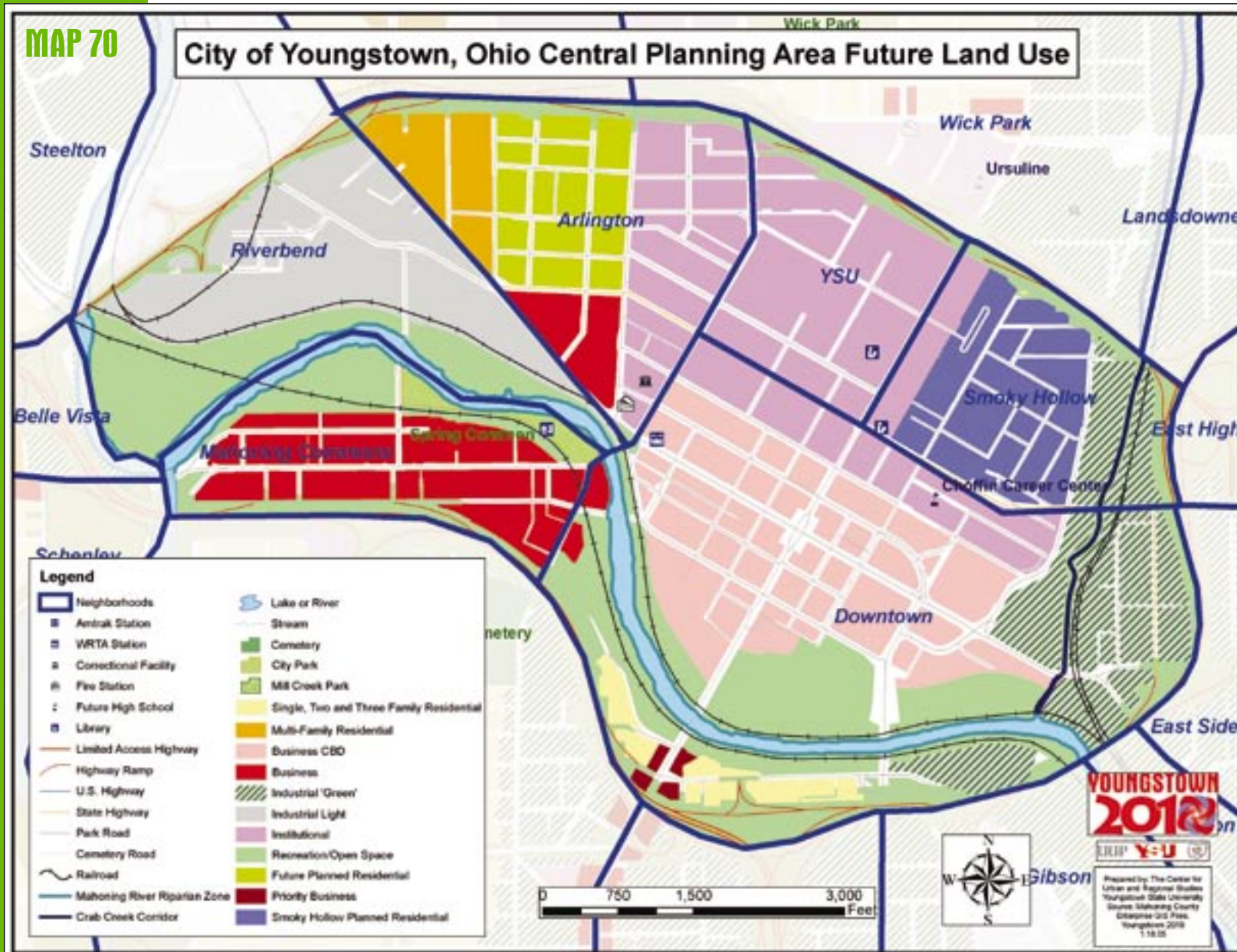
The Paramount Theater, long vacant but still structurally sound, has an active preservation society attempting to bring it out of mothballs. The Oakland Theater group and the Ballet Western Reserve are located in the Morley Center for the Performing Arts. Various local artists maintain loft studios and storefront sales locations throughout the Central District.

The YMCA offers a variety of fitness and wellness activities at its downtown branch on Champion Street and the YWCA offer various programs from its historic building on Rayen Avenue. There are numerous historic ethnic churches dispersed in the Central District.

The Youngstown 2010 Citywide Plan

The Youngstown 2010 Citywide Plan strives to resolve the land use and planning issues caused by deindustrialization in the Central Planning District. All of the land use themes presented at the plan unveiling, Green Network, Competitive Industrial Districts, Viable Neighborhoods and Vibrant Core are contained in the Central District.

The Youngstown 2010 Citywide Plan recognizes the land use changes that have taken place since the 1951 and 1974 plans and brings the Central District into the cleaner and greener new reality (see Map 70). The Mahoning River is removed from the heavy industry of the past and treated as a community asset. There are new neighborhoods planned for vibrancy. The plan takes advantage of the compact core.



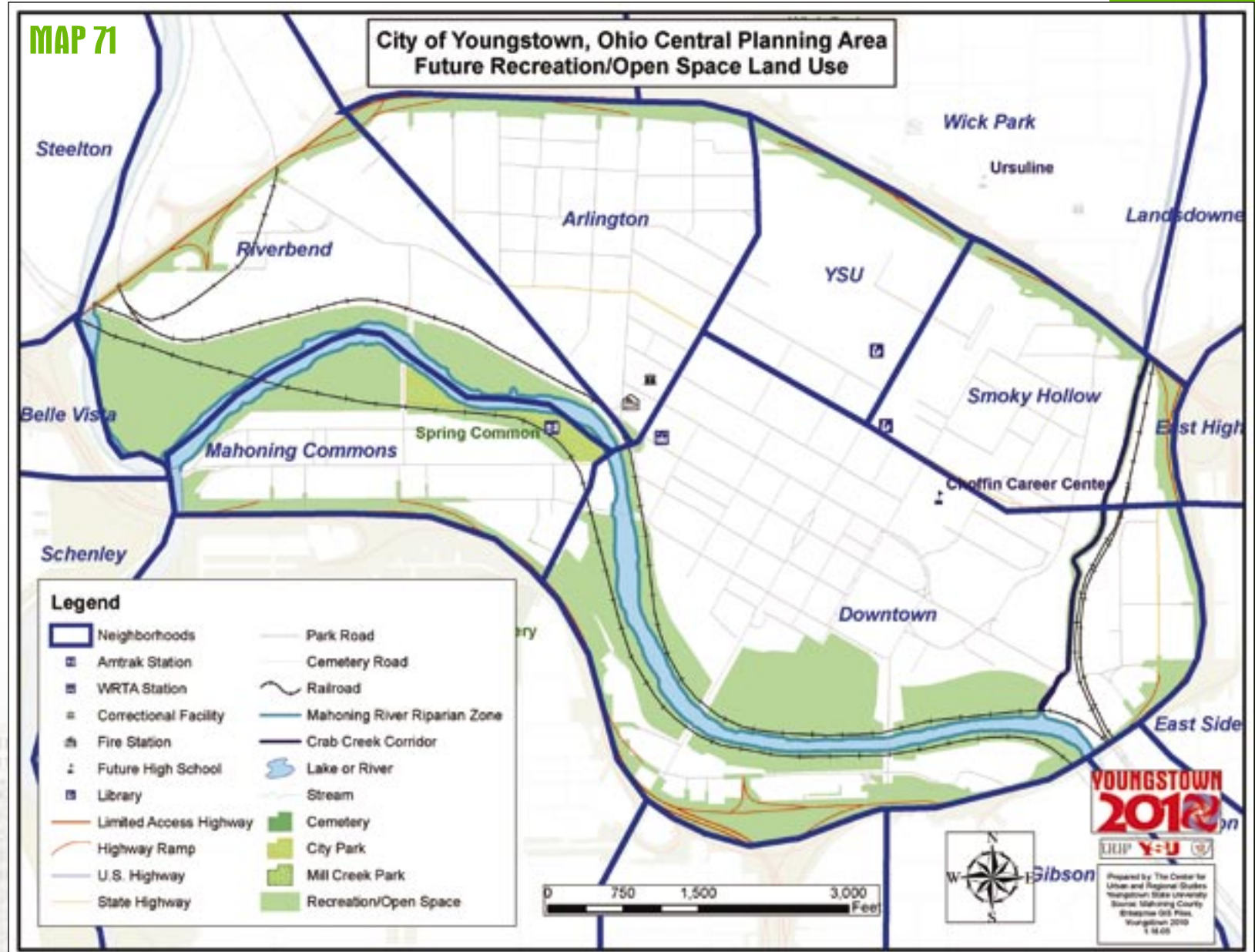
Recreation and Open Space

The establishment and extension of recreation and open space is crucial to the cleaning and greening of the Central District, and the Youngstown 2010 Citywide Plan recognizes this (see Map 71).

The entire length of the Mahoning River inside the Central District is out of heavy industrial designation and put into recreation and open space. This will allow for land between the new convocation center and the river to be utilized for recreational purposes. Access will be available to the river from downtown for the first time in over 100 years. After the Mahoning River restoration project is complete, a full range of water-based activities will be available to regional residents.

The plan also calls for the cleaning and greening of the various freeway right-of-ways that define the Central District. The Ohio Department of Transportation in cooperation with the City and YSU is undertaking a major renovation and cleanup project along the Madison Avenue Expressway. It is essential that similar upgrades be carried out not only along the Central District boundaries, but along all freeway right-of-ways in the City.

The Mill Creek Metropolitan Park District, in cooperation with the City and YSU has begun the process of obtaining funds to link the Park with the City's Spring Common Park at the B&O Station as part of the creation of a regional green network. The link will continue as YSU seeks bike/hike clearance to allow access from its new Andrews Wellness Center to the B&O Station via Fifth Avenue.



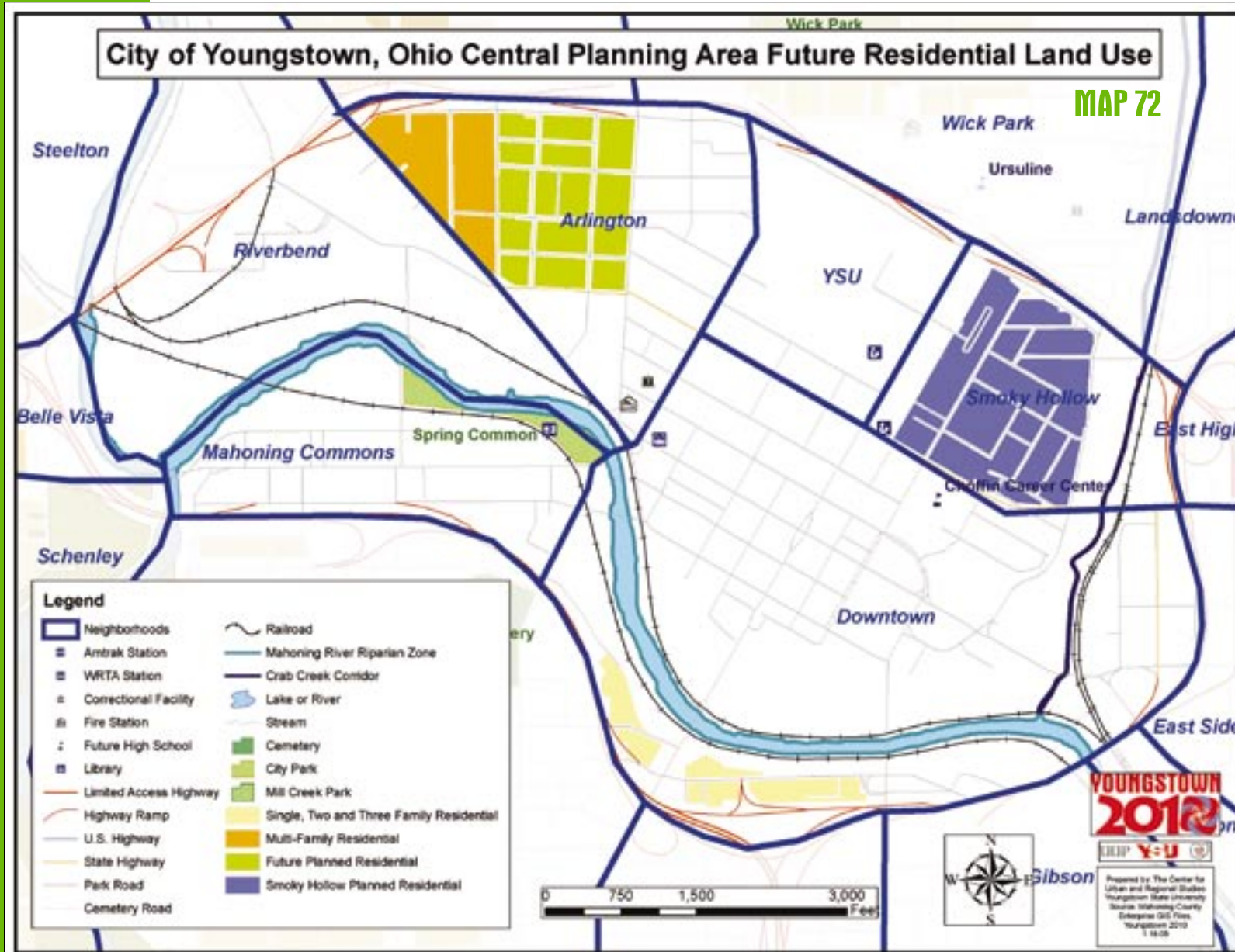
Central

Residential

Residential inside the Central Planning District comes in the form of two planned residential districts and a new scenic view residential area overlooking downtown (see Map 72). The area east and west of the south landing of the Market Street Bridge set back off of a new priority business cluster on property that is either empty space or requires extensive demolition is now residential. As this space is cleared, taking advantage of the ridge will offer an opportunity for residences with a spectacular view of the new convocation center and the entire downtown.

Smoky Hollow formulated a redevelopment plan that was approved by the City Planning Commission and City Council in July of 2005 (see Figure 4). The Smoky Hollow Plan calls for high density mixed development and fits nicely into the Youngstown 2010 goals and objectives.

Smoky Hollow formulated a redevelopment plan that was approved by the City Planning Commission and City Council in July of 2005 (see Figure 4). The Smoky Hollow Plan calls for high density mixed development and fits nicely into the Youngstown 2010 goals and objectives.



The Arlington neighborhood is currently a neighborhood without direction and is in need of an approved development plan to determine its future. It is classified as residential, but as of now that is at best alternative. At the western edge of the Arlington neighborhood are the remnants of the YMHA Westlake Apartments. This area is covered under the Hope VI Plan, which was covered on the North Side.

Other residential in the Central District will be above the ground floor in the Downtown and Mahoning Commons District. The upper levels of the Downtown commercial high rises are screaming for adaptive reuse, and residential is a logical fit. There is some residential in existence in Mahoning Commons, but future development will probably be loft oriented. Here again, overlay zoning will allow an approved mixed use plan to be laid in the Commons.

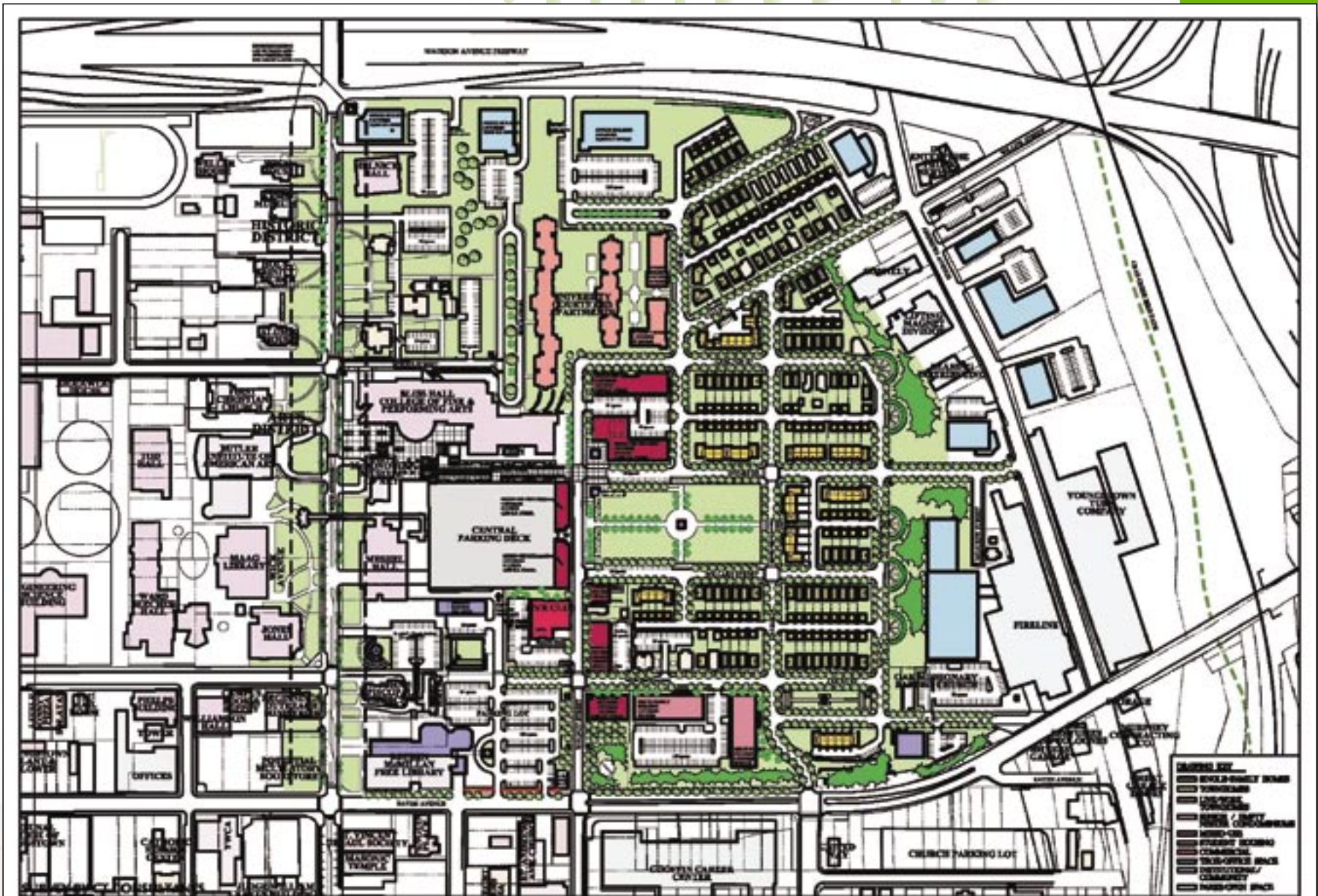


FIGURE 4

WICK DISTRICT REDEVELOPMENT PLAN
CONCEPT SITE PLAN



WICK NEIGHBORS, INC.
 CITY ARCHITECTURE

Institutional

Institutional use in the Central Planning District is expanded to reflect the 21st Century reality (see Map 73). It contains the educational, governmental and ecclesiastical expanses outside of the historic central business district. Institutional uses exist and are permitted in the central business district.

The entire YSU neighborhood is institutional and the YSU Centennial Master Plan fills the neighborhood and surrounding area (see Figure 5). The YSU properties, mental health facilities and governmental land uses at the eastern edge of the Arlington neighborhood are designated institutional. Properties of YSU, the Diocese of Youngstown, YWCA, The Board of Education and various social service and church agencies between Rayen and Wood are all classified institutional. The same designation covers the Public Library, St. John's Episcopal Church and the YSU structures along the east side of Wick Avenue.

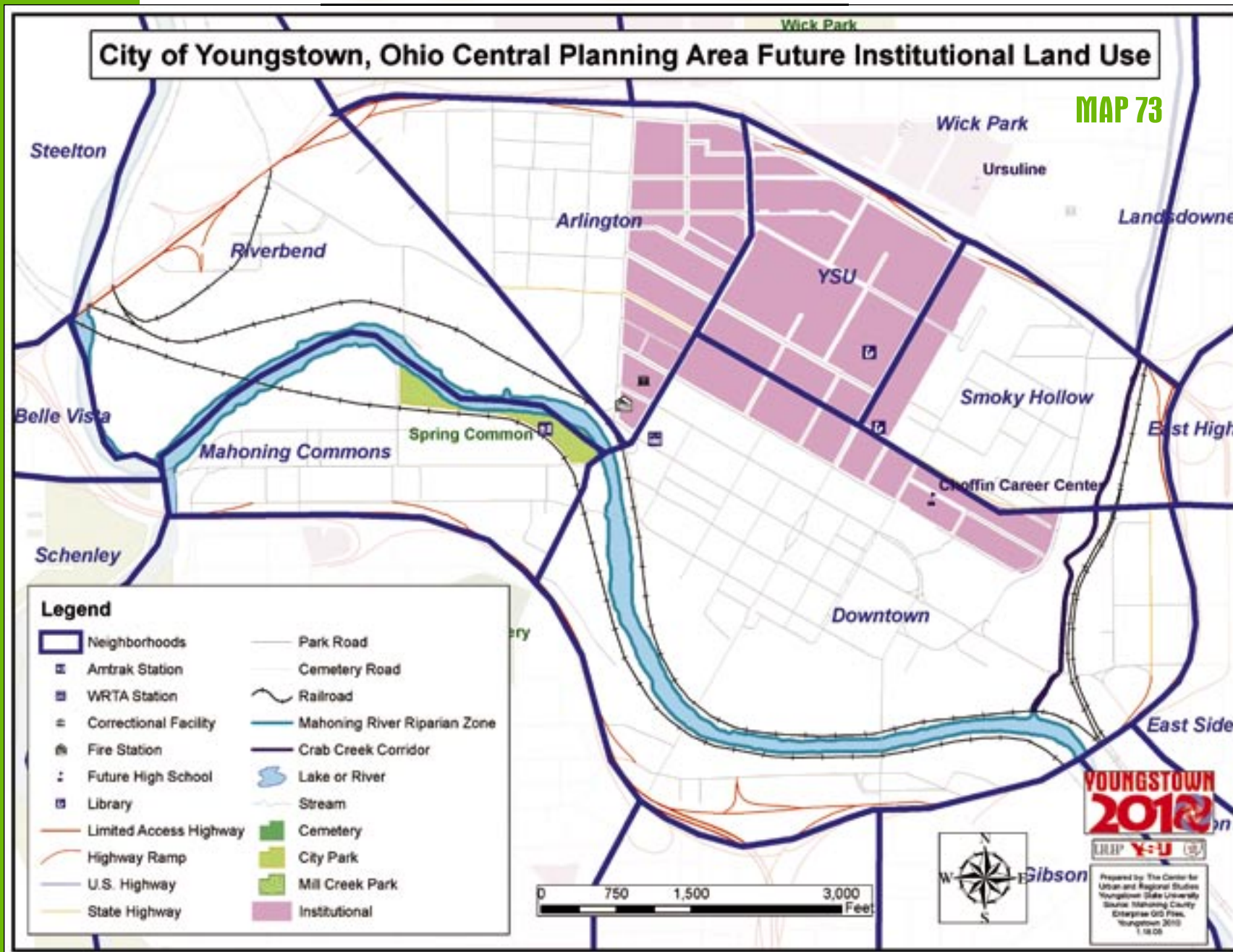
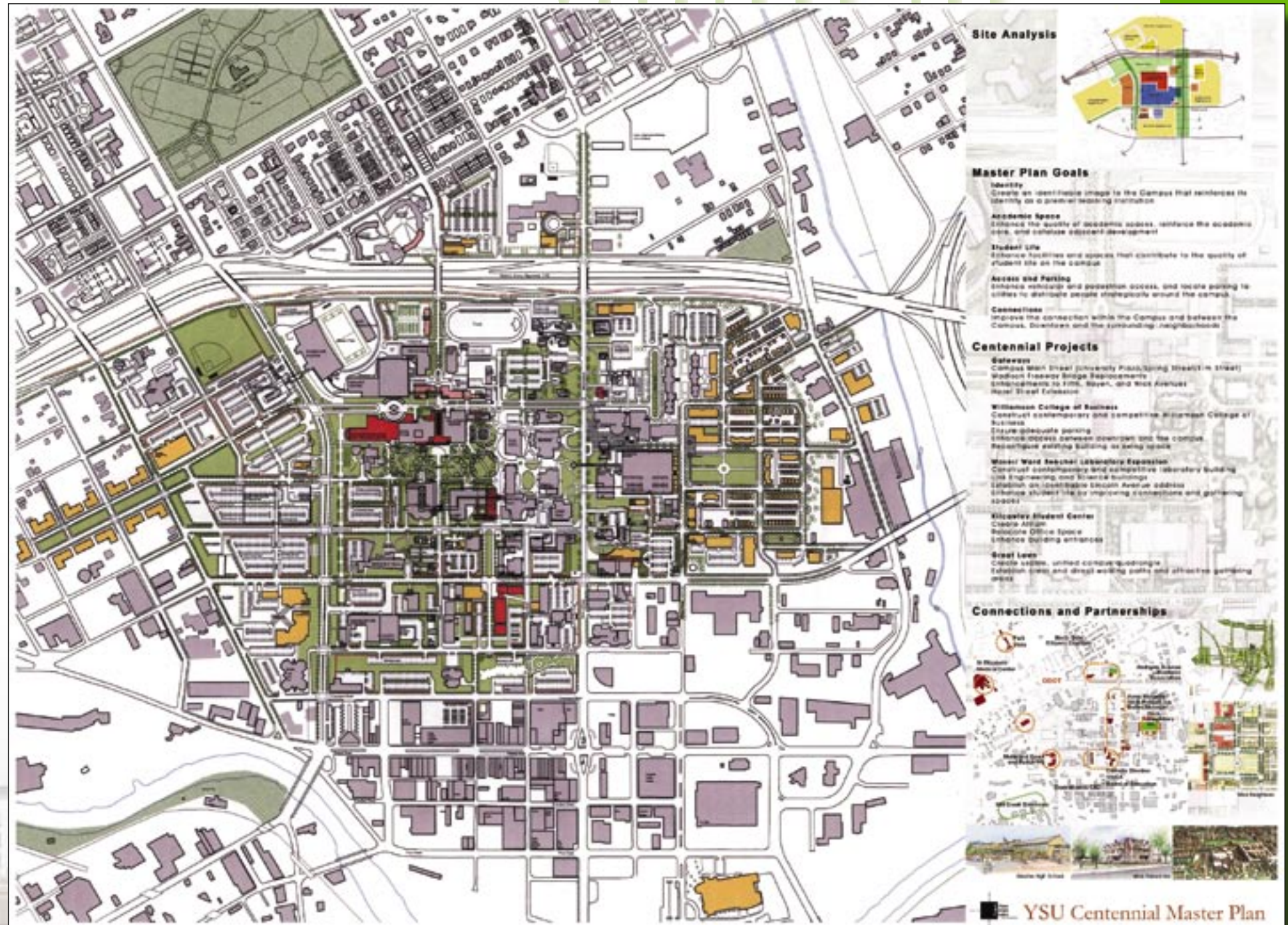


FIGURE 5

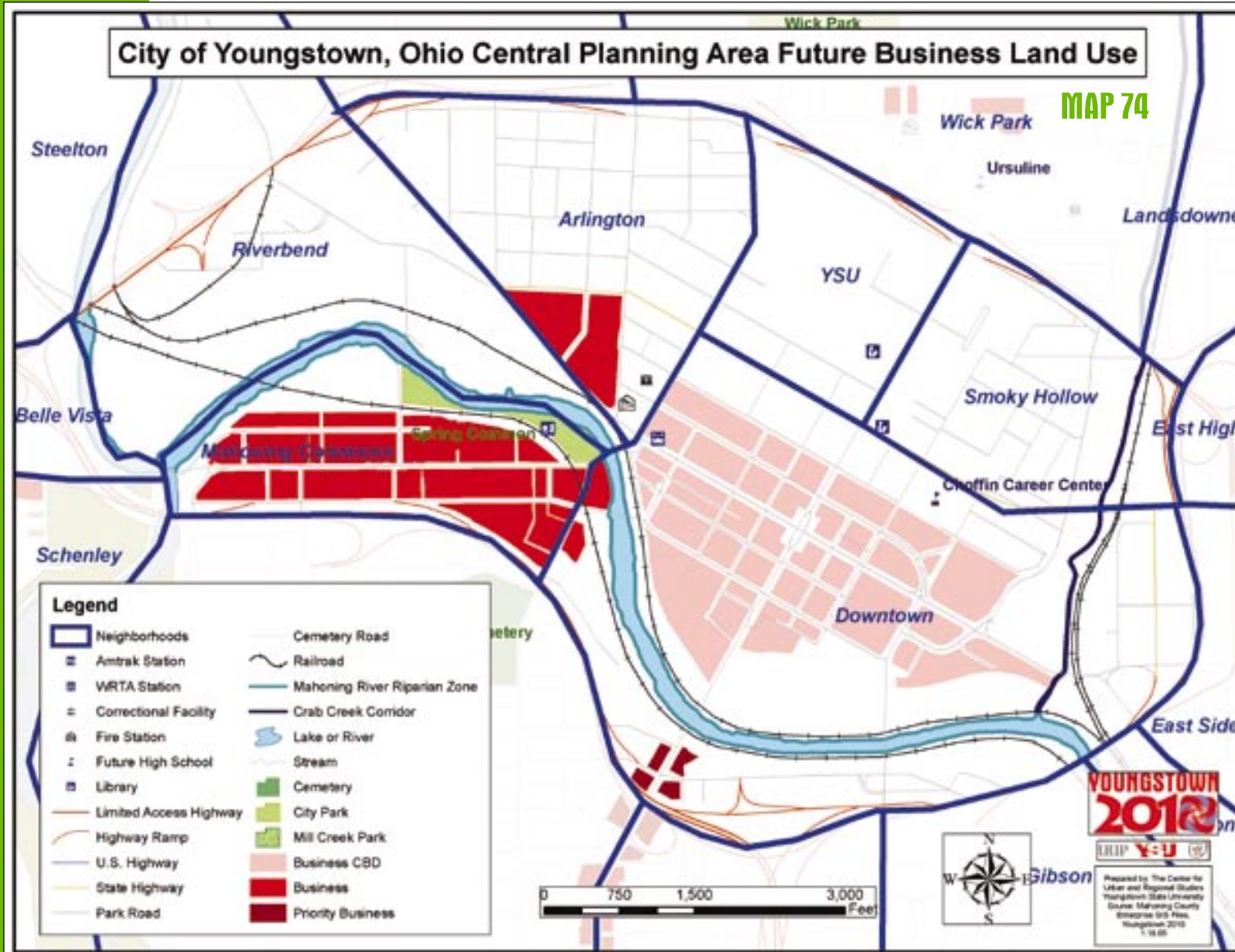


Commercial

Commercial has always been a major function and will still be under the Youngstown 2010 Citywide Plan (see Map 74). The Central Business District (CBD) retains that classification and other areas are shifted in and out of commercial use. The CBD classification allows a myriad of mixed uses, but first floors are generally required to be commercial.

CBD classification is also for the convocation center project (see Figure 6). The construction of the Seventh District Court of Appeals (see Figure 7), technically institutional, is permitted in the CBD district.

The Mahoning Commons neighborhood is taken out of light industrial and designated for commercial use. Existing light industrial can continue under the new classification, but the long range use will be predominantly commercial, capitalizing on the large daily traffic flow in and out of Downtown along Mahoning Avenue. The district along Martin Luther King Jr. Boulevard across from B.J. Allen/Phantom Fireworks remains commercial as the section to its immediate east shifts to institutional.



Central

FIGURE 6



FIGURE 7

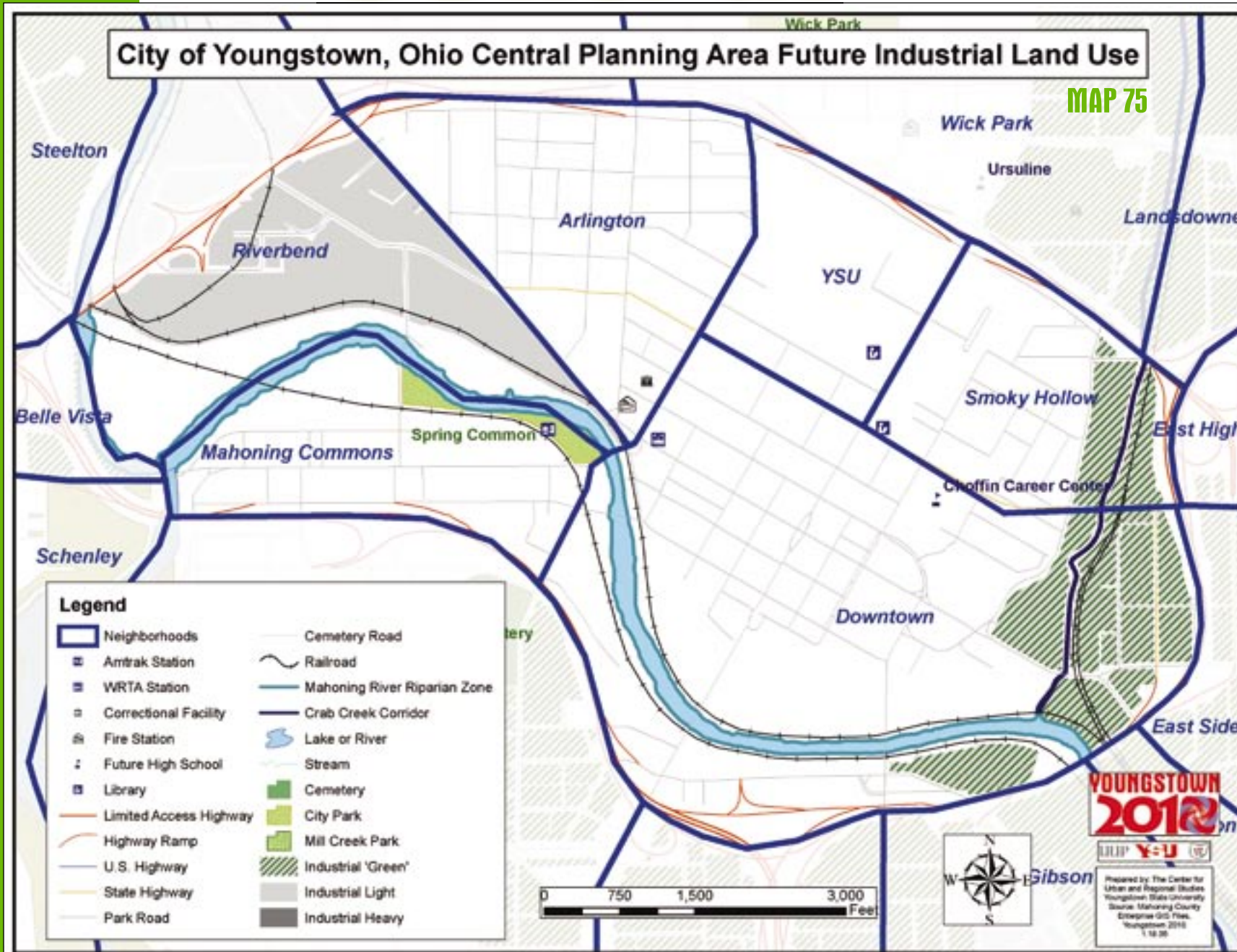


Industrial

The most notable change in industrial use in the Central Planning District is that along the Mahoning River, it no longer exists (see Map 75). Green space in the form of recreation and open space along the river leverage the investments of the convocation center and the reopening of Federal Street, and enhances the sustainability of the entire Central District.

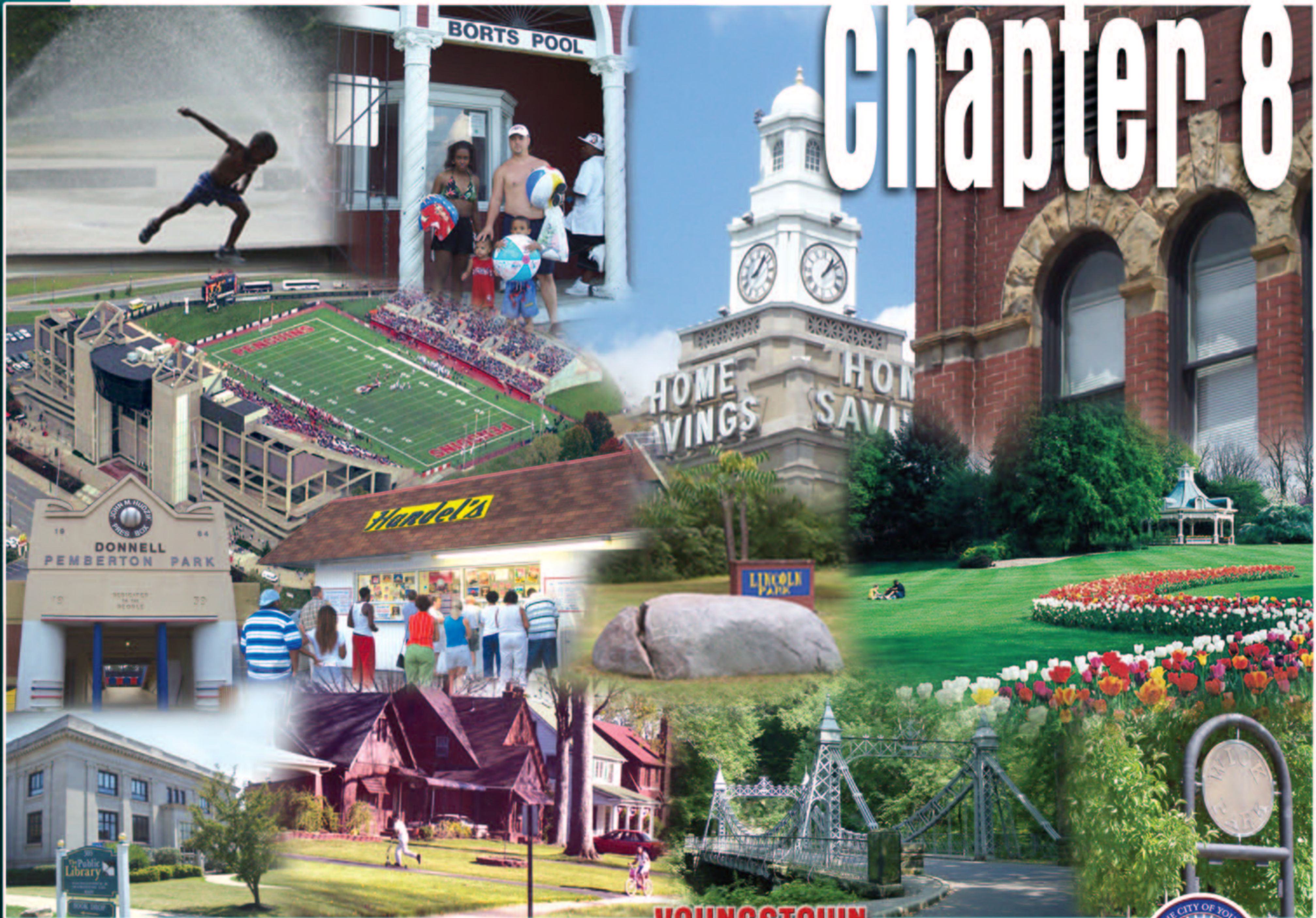
Any city with as rich an industrial heritage as Youngstown will always be home to viable industry. While industrial use has been removed from the river, it is active in the Central District. The Riverbend district, even with its newer greener sections remains classified as light industrial in deference to the industries located there that have survived deindustrialization.

The Crab Creek corridor has been designated as industrial green. Currently, there are industries that stretch the classification to its limit and beyond, but a cleaned and dredged Mahoning River requires clean and green tributaries. The greening of the corridor is essential for Mahoning River sustainability and for attracting cleaner and greener industries into the corridor.





Chapter 8



YOUNGSTOWN
2012

Youngstown
STATE UNIVERSITY





The City of Youngstown has experienced both the prosperity of the steel industry with census data showing its highest per capita family income locally (adjusted for inflation) achieved in 1960 to the devastating results of deindustrialization with huge population and jobs losses since the 1970s. The City has been drifting along ever since without any real direction until now. Youngstown 2010 has reignited the community civic pride and set a new direction for development in Youngstown.

This new direction is not without difficult choices or long term commitments. Individual projects and decisions must conform to the new Youngstown 2010 Citywide Plan. More detailed neighborhood plans are encouraged to be undertaken by residents, organizations and businesses in each of the 31 neighborhoods in the city, similar to the Smoky Hollow neighborhood. The City of Youngstown is only a partner in the revitalization of the community and is not the sole responsible entity. Government, business, institutions and the community working together is the only way Youngstown has a chance of a sustainable future. It's our future, get involved!

Next Steps

During the planning process from the visioning sessions, the presentations and the neighborhood meetings, careful attention was given to the comments of the participants as to their views on projects that would make Youngstown a more desirable place to live. They were specifically asked for projects that could reasonably be expected to be underway or completed by 2010.

The City can, by enacting and enforcing design standards consistent with the Youngstown 2010 Vision and Plan, jump start the process towards implementation. As the new zoning ordinance is composed and enacted, these design standards will be folded in helping to ensure that early implementation projects will not divert from the principles and themes in the Vision and Plan.

The City cannot afford single handedly do all that this plan calls for on its own. This will take a collaborative effort between the City, citizens, private sector developers and businesses, Youngstown State University, Youngstown Board of Education, community development corporations, other government agencies, religious entities, etc.

Citywide Projects

Throughout the neighborhood meetings, a list of projects that could be undertaken by 2010 that would have an immediate impact on the City was gathered, and fit into three categories; cleaner, greener and better planned and organized.

Cleaner

- Carry out annual major thoroughfare/gateway cleanup
- Convert surplus school building sites to green space
- Coordinate beautification/enhancement projects with Ohio Department of Transportation (ODOT) on all applicable projects
- Target highly visible demolitions
- Seek EPA waiver for accelerated citywide demolitions
- Seek Clean Ohio funding for Brownfields remediation
- Study/Implement code enforcement
 - o Reorganize code enforcement departments
 - o Establish a housing court
 - o Create joint code enforcement districts
 - o Hold property owners accountable

Greener

- Create and maintain high quality city parks
- Adopt Citywide/Regional Greenway Network
- Seek Clean Ohio funding for open space land acquisitions
- Support the Mahoning River Restoration Project
- Encourage preservation of open space

Better Planned and Organized

- Encourage organizations to develop neighborhood plans
- Establish Industrial Green Districts
 - Target and land bank tax delinquent parcels
- Revitalize priority business centers
- Support planned redevelopment with City Planning Commission approval
 - School and Library Investment Districts
 - Mahoning River Corridor of Opportunity
 - CHOICE/Jubilee – Commonwealth – South Side Community Development Corp. – North Side Citizens’ Coalition
- Convert select city parks to new land uses
- Reorganize Streetscape Committee as Cityscape
- Improve the City Land Bank Program
 - Dedicated Land Bank Coordinator
 - Targeted land bank acquisitions
- Expand the Renewal Community District
- Adopt new zoning code with new development design standards
- Complete citywide & regional economic studies
- Seek grant funding opportunities to leverage projects
- Establish efficient traffic coordinating system
- Partner with Neighboring Communities
 - Campbell: Joint Services – Green Network Linkages
 - Austintown: Meridian Road Industrial District - Green Network Linkages
 - Boardman: Common Border Districts – Green Network Linkages
 - Liberty: 711 Connector/Gypsy Lane/Belmont Avenue Joint Development Opportunities - Common Border Districts – Green Network Linkages
 - Struthers: Common Border Commercial Districts – Green Network Linkages
 - Coitsville: Common Border Issues – Preserve Green Space
 - Girard: 711 Connector Development Opportunities - Common Border Districts – Green Network Linkages
 - Hubbard: Hubbard Arterial Project - Common Border Districts – Green Network Linkages
 - Weathersfield: Common Border Districts – Green Network Linkages
- Support Education and Job Creation Incentives
 - Mahoning River Education Project
 - Mahoning Valley Vision for Education
 - Urban Congress
 - Steel to Scholars
 - NEO – Healthforce
- Support Regional Infrastructure Projects
 - Hubbard Arterial
 - 711 Connector
 - Youngstown – Warren Regional Airport – SOAR
 - Regional Rail Passenger Service
 - Regional Hike/Bikeway Investments

North Side Next Steps

Throughout the neighborhood meetings, a list of projects that could be undertaken by 2010 that would have an immediate impact on the City was gathered, and fit into three categories; cleaner, greener and better planned and organized. Many of these have citywide ramifications. Those most directly related to the North Side are:

Cleaner

- Carry out annual major thoroughfare/gateway cleanups on:
 - Belmont Avenue
 - Fifth Avenue
 - Gypsy Lane
 - Wick Avenue
 - Logan Avenue
- Convert surplus school buildings to green space
 - Hayes Middle School
- Coordinate beautification/enhancement projects with Ohio Department of Transportation (ODOT) on:
 - Madison Avenue Expressway
 - McGuffey Bridge/ Andrews Avenue
- Target residential demolitions in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets
- Target residential rehabilitation funding in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets
- Remediate YBM property



*Rendering of proposed boulevard and residential units along Wirt Street, YMHA Hope VI Project
— Courtesy of Perkins Eastman Architects PC*

Greener

- Create and maintain high quality city parks
 - Extend Crandall Park to Crab Creek
 - Redesign Wick Park and increase usage through YSU partnership
 - Establish new parks in strategic neighborhood locations
- Naturalize Crab Creek
- Enhance Wirt Street with landscaped median

Better Planned and Organized

- Encourage organizations to develop neighborhood plans in:
 - Brier Hill
 - Wick Park
 - North Heights
- Establish Industrial Green Districts in:
 - Wick Avenue/Logan Avenue/ Andrews Avenue
 - Convert Oak Park Property to industrial green land use
 - 711 Connector/ north Brier Hill
 - Convert Tod Park to industrial green land use
- Revitalize priority business centers at:
 - 711 Connector
 - Belmont Avenue/Gypsy Lane
 - Belmont Avenue /Catalina Avenue

Chapter 8 — Implementation

- Support planned redevelopment with City Planning Commission approval:
 - YMHA Hope VI
 - Conform John Chase Park to Hope VI development project
 - YSU Centennial Master Plan
- Convert select city parks to new land uses
 - Evans Field, MacDonnell Playground and Mackey Fowler Property convert to 1,2 & 3 family residential

South Side Next Steps

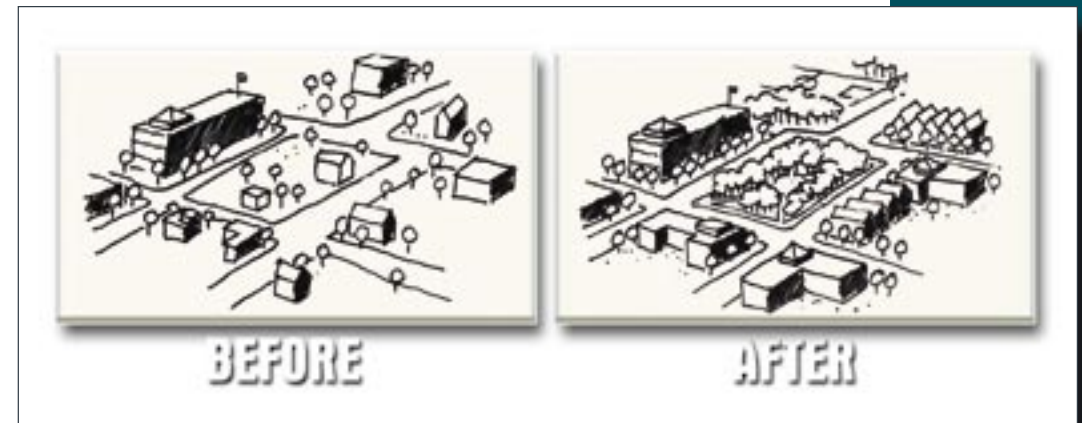
Ideas for projects were requested at the various meetings and presentations held throughout the planning process. Projects were placed into three categories; cleaner, greener and better planned and organized. Those related to the South Side are:

Cleaner

- Carry out annual major thoroughfare/gateway cleanup on:
 - Market Street
 - South Avenue
 - Glenwood Avenue
 - Midlothian Boulevard
 - Youngstown-Poland Road
- Convert Surplus School Buildings to green space
 - Bennett
 - Cleveland
 - Jackson
 - Sheridan
 - Hillman
 - Princeton
- Target residential demolitions in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets
- Target residential rehabilitation funding in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets

Greener

- Create and maintain high quality city parks
 - Extend Gibson Field along I-680
 - Expand Sheridan Park
 - Expand Fosterville Park
 - Expand Barrett Playground
 - Expand South Side Sports Complex site
 - Relocate Oak-Ken Playground
 - Establish new parks in strategic neighborhood locations
- Create “green boulevard” on Hillman and Falls Avenue
- Create “green” enhancements along the Southern Boulevard rail line



Sketch of south side neighborhood design example — Courtesy of Urban Strategies, Inc.

Better Planned and Organized

- Encourage organizations to develop neighborhood plans in:
 - Oak Hill
 - Erie
 - Lower Gibson
 - Idora
 - Warren
 - Newport
 - Lansingville
 - Buckeye Plat
 - Cottage Grove
 - Pleasant Grove
 - Brownlee Woods
- Establish Industrial Green Districts in:
 - Between I-680, Oak Hill and Kenmore Avenue
 - Between I-680, Gibson, and Madison Avenue Expressway
 - Along Poland Avenue
- Revitalize priority business centers at:
 - Market Street/Indianola Avenue
 - Market Street/Midlothian Boulevard
 - South Avenue/Indianola Avenue
 - Midlothian Boulevard (between South Avenue and I-680)
 - Youngstown-Poland Road/Midlothian Boulevard
- Support planned redevelopment with City Planning Commission approval:
 - Mahoning River Corridor of Opportunity
- Convert select city parks to new land uses
 - Southside Park convert to industrial green
 - Stambaugh Field convert to recreation/ open space

East Side Next Steps

Ideas for projects were requested at the various meetings and presentations held throughout the planning process. Projects were placed into three categories; cleaner, greener and better planned and organized. Those related to the East Side are:

Cleaner

- Carry out annual major thoroughfare/gateway cleanup on:
 - McGuffey Road
 - McCartney Road
 - Oak Street
 - Wilson Avenue
 - Albert Street
 - Hubbard Youngstown Road
 - Jacobs Road
 - Coitsville Center Road



Rendering of the new East High School — Courtesy of Ricciuti Balog and Partners Architects

- Coordinate beautification/enhancement projects with Ohio Department of Transportation (ODOT) on:
 - Madison Avenue Expressway
- Target residential demolitions in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets
- Target residential rehabilitation funding in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets

Greener

- Create and maintain high quality city parks
 - Expand Lincoln Park/Oakland Field
 - Establish new parks in strategic neighborhood locations
- Seek Clean Ohio funding for open space land acquisitions
 - Dry Run Basin

Better Planned and Organized

- Encourage organizations to develop neighborhood plans in:
 - East High
 - East Side
 - Hazelton
 - Lansdowne
 - Lincoln Knolls
 - Sharon Line/ McGuffey Heights
- Seek to land bank property for wetlands and open space preservation
- Establish Industrial Green Districts in:
 - Albert Street/Hubbard Youngstown Road/Vaughn
 - East River Crossing (Rt. 62/7)
 - Wilson Avenue
- Revitalize priority business centers at:
 - McCartney Road/Jacobs Road
 - McCartney Road/ Lamar
 - Oak Street/Lansdowne Boulevard
 - Oak Street/ Euclid Avenue
 - McGuffey Road/ Coitsville Center Road
 - McGuffey Road/ Jacobs Road
 - McGuffey Road/ Lansdowne Road
 - McGuffey Mall (McGuffey Road/ Garland Avenue)
- Support planned redevelopment with City Planning Commission approval:
 - Beachwood Development
 - Coitsville Center Road/ Ron Lane
- Convert select city parks to new land uses
 - Children's Park Property and Truscon Playground Property convert to 1,2 & 3 family residential

West Side Next Steps

Throughout the neighborhood meetings, a list of projects that could be undertaken by 2010 that would have an immediate impact on the City was gathered, and fit into three categories; cleaner, greener and better planned and organized. Many of these have citywide ramifications. Those most directly related to the West Side are:

Cleaner

- Carry out annual major thoroughfare/gateway cleanup on:
 - Mahoning Avenue
 - Meridian Road
 - Canfield Road
 - Steel Street
 - Salt Springs Road
- Convert surplus school buildings to green space
 - West Elementary
- Target residential demolitions in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets
- Target residential rehabilitation funding in stable neighborhoods, planned areas or adjacent to catalyst projects/neighborhood assets

Greener

- Create and maintain high quality city parks
 - Establish new parks in strategic neighborhood locations

Better Planned and Organized

- Encourage organizations to develop neighborhood plans in:
 - Bella Vista
 - Kirkmere
 - Salt Springs
 - Schenley
 - Steelton
- Establish Industrial Green Districts in:
 - Salt Springs Industrial Park
 - Ohio Works Industrial Park
 - Meridian Road/Vestal Road
 - Meridian Road/Industrial Road
- Revitalize priority business centers at:
 - Mahoning Avenue/ Meridian Road
 - Mahoning Avenue/ Schenley Avenue
 - Mahoning Avenue/ Belle Vista
 - Canfield Road/ Meridian Road



Model of Chaney High School with new addition— Courtesy of Olsavsky-Jamimet Architects

Central District Next Steps

Throughout the neighborhood meetings, a list of projects that could be undertaken by 2010 that would have an immediate impact on the City was gathered, and fit into three categories; cleaner, greener and better planned and organized. Many of these have citywide ramifications. Those most directly related to the Central District are:

Cleaner

- Carry out annual major thoroughfare/gateway cleanup on:
 - Market Street/Wick Avenue
 - Federal Street
 - Belmont Avenue
 - Fifth Avenue
 - Martin Luther King, Jr. Boulevard
- Coordinate beautification/enhancement projects with Ohio Department of Transportation (ODOT) on:
 - I-680
 - Madison Avenue Expressway
 - East River Crossing
- Target highly visible demolitions
 - Masters Block
 - State Theater
 - Salvation Army Building
 - Structures between Semple Building and Business Incubator along W. Federal Street
- Expand the Downtown Banner and Lighting District
- Conduct daily clean up of downtown neighborhood



Rendering of Smoky Hollow neighborhood — Courtesy of City Architecture Inc.

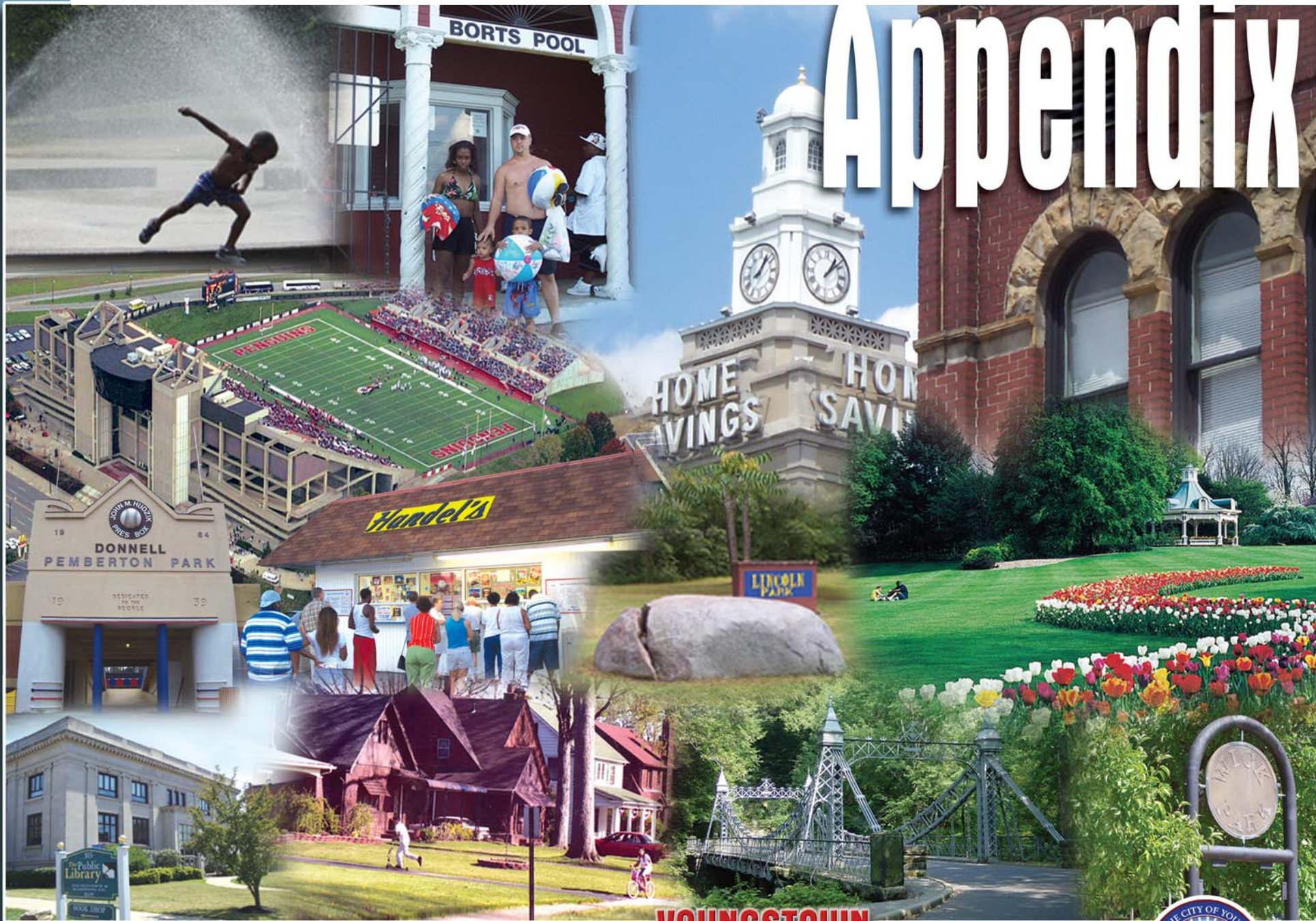
Greener

- Create and maintain high quality city parks
 - Establish new parks in strategic neighborhood locations
 - Create riverfront/ convocation center park along river
 - Extend Mill Creek Park to Spring Commons Bridge
- Seek Clean Ohio funding for open space land acquisitions
 - South of Mahoning River between Mill Creek Park and Spring Commons Bridge

Better Planned and Organized

- Encourage organizations to develop neighborhood plans in:
 - Arlington
 - Downtown
 - Mahoning Commons
 - Riverbend
- Establish Green Industrial Districts in:
 - Crab Creek Corridor
 - South Avenue/ East River Crossing
- Revitalize priority business centers at:
 - Market Street/ Woodland Avenue
- Support planned redevelopment with City Planning Commission approval:
 - YSU Centennial Master Plan
 - Smoky Hollow
 - Expansion of the Renewal Community District along the Mahoning River and Crab Creek
- Create detailed downtown neighborhood plan

Appendix



YOUNGSTOWN
2012

Youngstown
STATE UNIVERSITY







Understanding Youngstown 2010

Youngstown 2010 is the planning process that the City of Youngstown is using to develop first a Vision and then a new Comprehensive Plan

A **vision** is an agreed-upon set of goals and principles about the kind of place that Youngstown should be in the future and the changes that need to be made to get there.

A **comprehensive plan** is a detailed framework that puts the vision into action. It sets out the specific policies that will guide the City in making both big and small decisions to achieve the goals of the vision.

The Vision

Accepting that we are a smaller city
Youngstown should strive to be a model of a sustainable mid-sized city

Defining Youngstown's role in the new regional economy
Youngstown must align itself with the realities of the new regional economy

Improving Youngstown's image & enhancing quality of life
Making Youngstown a healthier and better place to live and work

A call to action
An achievable and practical action-oriented plan to make things happen

Accepting that we are a smaller city

1. Accepting that we are a smaller city

1.1 Youngstown is a mid-sized city in Ohio

The population of Youngstown has been stabilizing at around 80,000 people. Although the population is smaller than it used to be, the area of the city is still the same. Youngstown has exceptional resources as a result of having been larger, but there are questions about how to operate a town at this size.

ISSUES FOR DISCUSSION



- What is a long-term sustainable size for Youngstown?
- How much housing is needed?
- How many jobs?
- How much infrastructure?
- How much open space?
- Where should new development be directed?

1. Accepting that we are a smaller city

1.2 Making difficult choices

Servicing new land is costly and probably unnecessary. Maintaining services in areas where there are few or no residents or businesses is not financially sustainable. Choices need to be made to restore the City's financial health.

ISSUES FOR DISCUSSION



- Need to define which parts of the city are sustainable and what to do with those areas which are not supportable
- Understand and categorize the condition of our neighborhoods
- Identify the best locations for reinvestment and new services
- Deciding what to do with vacant buildings and "brownfields"

1. Accepting that we are a smaller city

1.3 Maintaining less infrastructure

The City could save money by rationalizing and consolidating its infrastructure. This would create a more sustainable system that allows re-investment where it is most needed. The city cannot sustain all of the serviced land that it currently has.

ISSUES FOR DISCUSSION



- New development should be directed to locations where infrastructure is already in place
- Currently undeveloped areas should not get new infrastructure or be urbanized
- New public and private investments should follow these principles

1. Accepting that we are a smaller city

1.4 Be generous with our urban land

In light of tax delinquency, more land is coming under the City's control. As a place with fewer people but the same amount of land, Youngstown can afford to be generous with its urban land as it explores new options for the city's neighborhoods and open space systems.



ISSUES FOR DISCUSSION

- Reforming the City's land banking program to accelerate the process of assembling vacant land and transferring it to those who can use it



Seeking appropriate support from the County and the State

New uses could include new neighborhood parks, expanded residential lots, or community gardens

1. Accepting that we are a smaller city

1.5 Youngstown is part of the Mahoning Valley region

The Mahoning Valley functions as one regional unit. The health of the region is tied to the health of Youngstown, and vice versa. We need to discover the issues that require a "metropolitan approach." Mill Creek Metro Parks is a great example of what's possible when the region cooperates.



ISSUES FOR DISCUSSION

- What are the real boundaries of the region?
- Understand the size and character of the regional economy
- Identify the issues which require a regional approach and explore opportunities for cooperation with other jurisdictions
- Develop joint marketing plans

1. Accepting that we are a smaller city

1.6 Evaluating governance

Now that Youngstown is smaller, and given the increasing number of regional issues, there is a feeling that the City's governing structure may need to change too. A wide-ranging community discussion should be held about the best way to represent the citizens of Youngstown and how to deliver public services most efficiently.



ISSUES FOR DISCUSSION

- Does the size of City Council need to change?
- Do the ways of electing Council representatives need to change?
- Does Youngstown need a permanent City Manager?

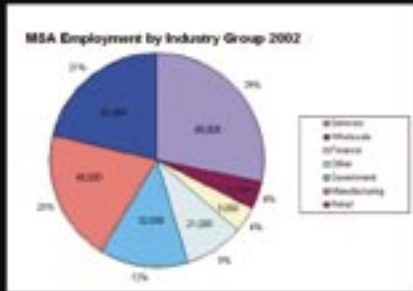
Defining Youngstown's role in the new regional economy

Appendix A — Youngstown 2010 Vision

2. Defining Youngstown's role in the new regional economy

2.1 Aligning ourselves with the region's new economy

The days when Youngstown's economy was dominated by steel are gone. Most people work in different jobs today – particularly health care, education, government, and light industry. Our Comprehensive Plan policies need to reflect these new forces driving our economy.



ISSUES FOR DISCUSSION

- What do the core sectors of Youngstown's economy need to be successful?
- Where can these sectors expand or achieve economies of scale?
- Attracting and supporting the businesses that serve these main sectors

2. Defining Youngstown's role in the new regional economy

2.2 A health care center for the Mahoning Valley

In Mahoning County more than 17,000 people are employed in the health care sector and many thousands more come to Youngstown each year for treatment. Health care will continue to be a major economic driver in the new economy.



ISSUES FOR DISCUSSION

- How to encourage more health care workers to live in Youngstown?
- In what locations should we promote health care facilities?
- How do we improve the connections between our educational system and the health care sector?

2. Defining Youngstown's role in the new regional economy

2.3 Youngstown is a university center

Youngstown State University has a major presence in the local economy with 12,500 students and more than 1,500 employees. YSU will play a key role in the Comprehensive Plan and the City's revitalization.



ISSUES FOR DISCUSSION

- How do we convince faculty and students to live in Youngstown?
- How do we keep students in the area once they graduate?
- What can the City do to support YSU's mission?
- Linking YSU's teaching with the needs of the local economy

2. Defining Youngstown's role in the new regional economy

2.4 A center for government and administration

Youngstown has a substantial concentration of public sector jobs and facilities. Many of these are in the downtown area. We need to discover what would make Youngstown an even more attractive center of government.



ISSUES FOR DISCUSSION

- Retain and attract county, state & federal offices and functions
- What is the best place for new public facilities?
- Policies to locate new facilities downtown to maximize their beneficial effect

2. Defining Youngstown's role in the new regional economy

2.5 Arts, culture and entertainment

Youngstown has an exceptional endowment of arts groups and facilities. Arts groups are by nature very resilient and they benefit both residents and visitors to Youngstown. The arts and entertainment sector also has a unique ability to attract people to the downtown area.

ISSUES FOR DISCUSSION



- How do we increase the role of festivals and public events?
- Make the most of the multiple venues available
- How do we keep arts patrons in town spending money?
- Make the city friendly to creative people and groups

2. Defining Youngstown's role in the new regional economy

2.6 Be "open for business"

Small businesses account for most of the jobs created in today's economy. The City of Youngstown should do everything possible to help these businesses. The Youngstown Business Incubator helps new technology firms and it is expanding – it's an example of a step in the right direction.

ISSUES FOR DISCUSSION



- What are the obstacles facing local businesses and how do we remove them?
- Attracting & retaining good jobs
- Provide businesses with "one-stop shopping" at City Hall
- Clearly identify responsibilities for business promotion
- Identify and market our competitive advantages

Improving
Youngstown's
image & enhancing
quality of life

3. Improving Youngstown's image & enhancing quality of life

3.1 Capitalize on our authentic urban environment

Youngstown has an authentic urban environment – downtown buildings, attractive houses, an urban network of streets, parks and infrastructure. These are features that the suburbs cannot offer and they should be taken advantage of.

ISSUES FOR DISCUSSION



- Understand which built features are unique in Youngstown, as well as their quality and physical integrity
- Develop a plan to take advantage of those features, targeted at those who value them
- Develop an inventory of buildings, available land and floor space
- Designate one point of contact for investment attraction and retention

Appendix A — Youngstown 2010 Vision

3. Improving Youngstown's image & enhancing quality of life

3.2 Neighborhood-based planning and action

Throughout the city there are many people who care about their neighborhoods and who are working hard to make them better places. Youngstown has many neighborhoods, and these grass roots should be the basis for the comprehensive plan.



ISSUES FOR DISCUSSION

- Define the location and characteristics of each of the City's neighborhoods
- Prepare neighborhood-level marketing and land use plans
- Involve residents in the planning for their own neighborhoods
- Take neighborhood-level steps to improve neighborhood safety

3. Improving Youngstown's image & enhancing quality of life

3.3 Rethinking and re-energizing downtown

Downtown used to be a place where everyone went to shop, to work, & to be entertained. That is no longer the case and it is unlikely to be so in the near future. Some "out of the box" thinking about downtown's role is required. Key downtown anchors will likely include YSU, government, & the courts.



ISSUES FOR DISCUSSION

- Redefine the purpose and boundaries of "downtown"
- Better link the existing attractions and anchors in the area
- Explore what roles institutions like YSU, hospitals or the arts should play

3. Improving Youngstown's image & enhancing quality of life

3.4 A greener community

Parks, open spaces, and a clean natural environment are important elements in public health, active lifestyles, quality of life and even economic development. Youngstown already has some wonderful "green" assets, but the question is how to do more.



ISSUES FOR DISCUSSION

- Mill Creek Park is an outstanding legacy from the past – are there opportunities to create a new legacy for the future?
- Creating more neighborhood parks & improving existing ones
- Meeting recreational needs

3. Improving Youngstown's image & enhancing quality of life

3.5 Restoring the Mahoning River

The Mahoning River has been abused in the past, but it should be a resource in the revitalization of Youngstown. A vision for the future of the river must be implemented which includes environmental clean up, public access and recreational opportunities to serve the region.



ISSUES FOR DISCUSSION

- Cleanup and regeneration of the Mahoning River
- The potential for the river to tie the communities in the Valley together
- Enhancing the public accessibility of the river
- Understanding the economic benefits of a clean river

3. Improving Youngstown's image & enhancing quality of life

3.6 Making education everybody's business

Education is essential in allowing people to access jobs, opportunities, and their government. Families place a very high value on local school quality when deciding where to live. Youngstown must have a local school system that works. More than 10,000 student residents of Youngstown depend on it.

ISSUES FOR DISCUSSION



- Support the School District in fulfilling its mission
- Develop plans to leverage the current \$180 million re-investment program to promote neighborhood improvement
- Promoting continuing education and adult learning to strengthen the workforce

3. Improving Youngstown's image & enhancing quality of life

3.7 Fixing broken windows

Over time people become accustomed to seeing rundown buildings & streets, and they begin to tolerate them at increasing levels. Urban decay sends a strong message that nobody cares about the community. Youngstown needs to show that it does care by fixing its broken windows.

ISSUES FOR DISCUSSION



- Target property maintenance and upkeep for both public and private property
- Stop the spread of urban decay in the city
- Send a positive message by cleaning up
- Improve the streets leading into the city

3. Improving Youngstown's image & enhancing quality of life

3.8 Improving neighborhood safety

People must feel safe if they are to participate fully in their communities and feel confident in their neighborhoods. Youngstown must make the enhancement of public safety a very high priority – especially if families are to move back to the city. Everyone can contribute to making Youngstown safer, including the media.

ISSUES FOR DISCUSSION



- Develop a cooperative plan to improve public safety
- How do we make Youngstown a safer place? What can be done at the neighborhood level?
- Improving the physical environment to make our streets feel safer
- Prioritizing initiatives to have an immediate and visible impact on community safety

3. Improving Youngstown's image & enhancing quality of life

3.9 Addressing the divisions in our community

Members of our community have said that there are divisions – especially racism – which are holding Youngstown back. The Comprehensive Plan will not be able to resolve these divisions, but we must begin to take steps to improve the situation.

ISSUES FOR DISCUSSION



- Create forums for on-going dialogue and discussion in the community
- Supporting community events that bring people together
- Identifying strategies to turn our diversity into an asset

A call to action

4 A call to action

4.1 A specific, organized & action-oriented plan

Youngstown must develop a Comprehensive Plan that is specific, organized, and action-oriented in order to get results. The Plan will only help the community if it is implemented.



ISSUES FOR DISCUSSION

- Identify clear, specific and achievable goals for the plan
- Set the priorities
- Create a checklist of targets (big & small) that can be achieved by 2010
- Set up a committee to continuously monitor progress against an established list of indicators and benchmarks

4 A call to action

4.2 Compete successfully for all available funds

There is fierce competition among cities and regions for public funds. The money only goes to those places that have a solid plan, a strategy for getting things done and demonstrated results. Youngstown must succeed in this competition.

ISSUES FOR DISCUSSION



- Success requires a vision and a detailed plan that has been adopted by the City
- Applications for funds should be targeted to specific implementation measures
- Build on successes like the Renewal Community designation

4 A call to action

4.3 Leverage opportunities

Public policies, initiatives and investments should always be coordinated in order to achieve the maximum catalytic effect. Achieving both symbolic and financial leverage will allow us to maximize the return on our investments.

ISSUES FOR DISCUSSION



- Look for ways to link existing assets (e.g. YSU and the health care sector)
- Use programs and funding to achieve multiple goals (e.g. hire local workers to build new schools)
- Coordinate the Comprehensive Plan with other institutions like YSU, the hospitals and schools

4. A call to action

4.4 Empower the local leaders we already have

The people of Youngstown are ready for change. Fortunately, the city already has a large number of local leaders – in the churches, schools, community organizations & small businesses – who want to involve others and make a real contribution. Individual people *can* make change happen.

ISSUES FOR DISCUSSION

- Create an inventory of community leaders and their skills
- Identify opportunities to use volunteers
- Support initiatives being undertaken by community groups
- Find ways to increase the involvement of youth in the community




4. A call to action

4.5 Celebrate our successes

If people are to be hopeful about the future of Youngstown, they need good reasons to support that belief. Celebrating each and every success story in the community is critical to building a feeling that the city's problems can be overcome.

ISSUES FOR DISCUSSION

- Hold public parties to celebrate successes
- Tell the good news stories: brownfields, government clean up
- Use positive media coverage to improve perceptions of the city
- Be active in marketing the strengths of Youngstown to both businesses and visitors




PBS 45 & 49 Youngstown 2010 Programs (as of July 20, 2005)

January 22, 2003

Youngstown 2010: Unveiling the Future

Edited broadcast of initial, December 16, 2002, public presentation, attended by over 1,200 valley residents at Stambaugh Auditorium.

May 14, 2003

Youngstown 2010 Moving Ahead: A Forum for Reporting Progress - 101

Basic overview of Youngstown 2010 Vision and Citywide Plan.

Panel members consisted of City and University representatives including Mayor McKelvey and President Sweet.

Included City Planning Department update on progress of Youngstown 2010.

Live simulcast on WYSU-FM.

September 17, 2003

Youngstown 2010 Moving Ahead: A Forum for Reporting Progress - 102

Panel discussion on urban revitalization of NEO neighboring cities, Akron and Youngstown, their similarities and differences, successes and failures.

Included City Planning Department update on progress of Youngstown 2010.

Live simulcast on WYSU-FM.

January 21, 2004

Youngstown 2010 Moving Ahead: A Forum for Reporting Progress - 103

Panel Discussion on the role of “The Arts”

(fine art, dance, drama, symphony, etc...) in the valley’s revitalization.

Included City Planning Department update on progress of Youngstown 2010.

Live simulcast on WYSU-FM.

May 5, 2004

Youngstown 2010 Moving Ahead: A Forum for Reporting Progress - 104

First “Town Hall” format, Jay Williams moderated discussion on the future of Youngstown’s neighborhoods between concerned citizens, civic, university and business people.

Included City Planning Department update on progress of Youngstown 2010.

Live simulcast on WYSU-FM.

September 22, 2004

Youngstown 2010 Moving Ahead: A Forum for Reporting Progress - 105

Race and Youngstown 2010: Vision or Division? Part One

“Town Hall” format, moderated by Jay Williams.

Included City Planning Department update on progress of Youngstown 2010.

Live simulcast on WYSU-FM.

November 30, 2004

Youngstown 2010 Moving Ahead: A Forum for Reporting Progress - 106

Race and Youngstown 2010: Vision or Division? Part Two

“Town Hall” format, moderated by Jay Williams.

Included City Planning Department update on progress of Youngstown 2010.

Live simulcast on WYSU-FM.

January 13, 2005

Youngstown 2010: Beyond Black & White

An edited rebroadcast of Race and Youngstown 2010: Vision or Division? Parts

One and Two plus the first airing of a third hour of discussion,

taped after November 30th’s live simulcast.

Same evening broadcast on WYSU-FM.

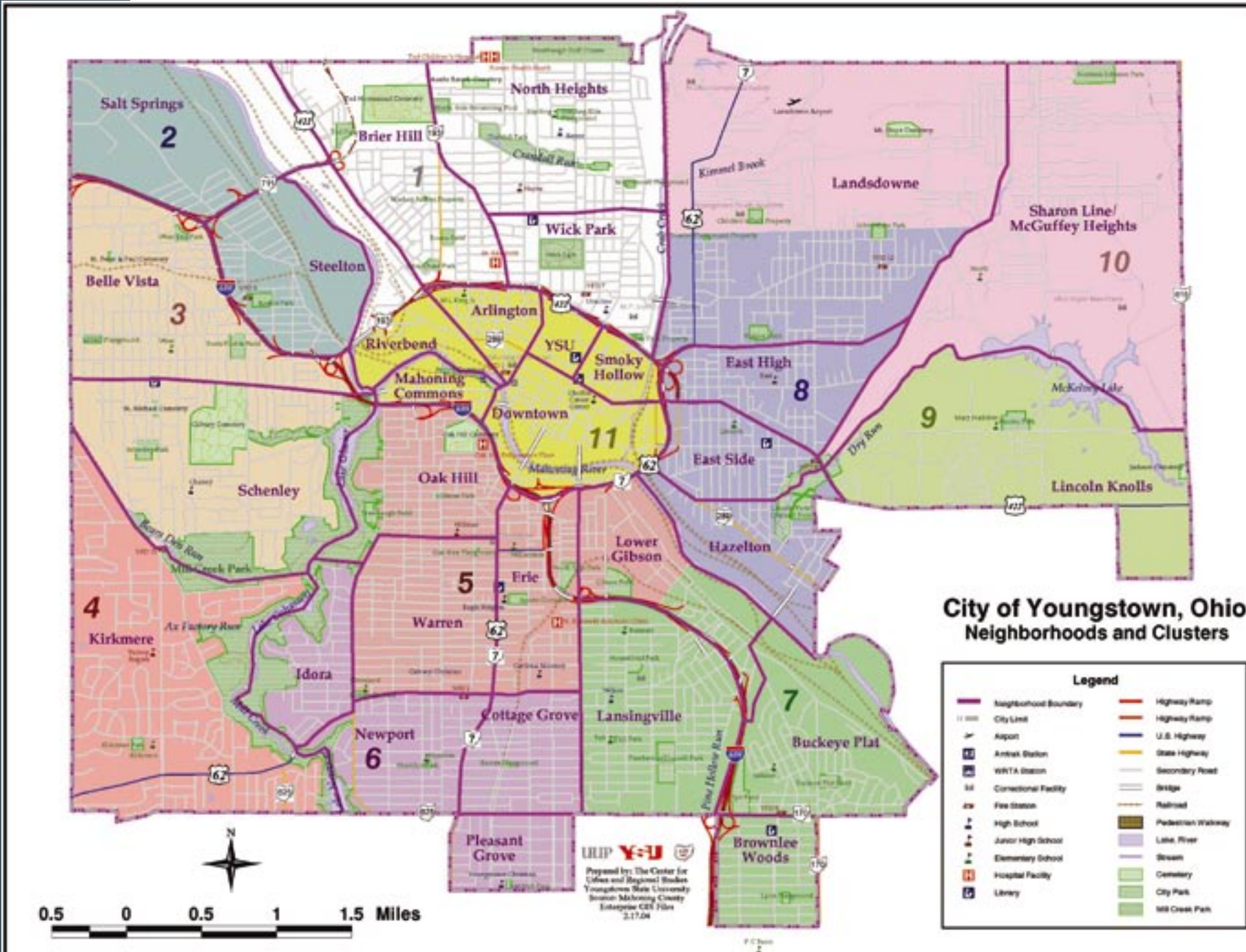
February 24, 2005

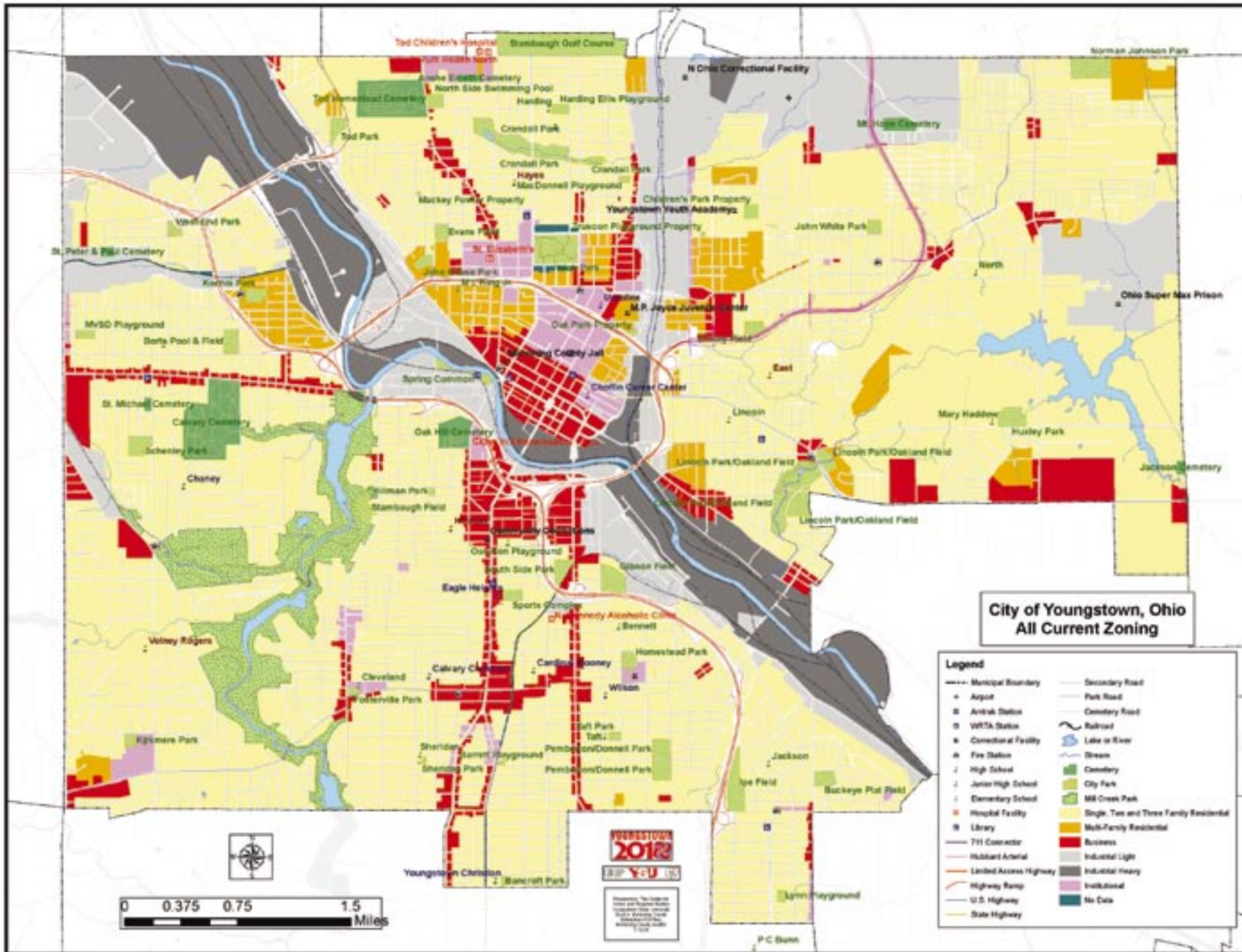
Youngstown 2010: Unveiling the Plan

Edited broadcast of January 27, 2005 public presentation,

attended by over 1,300 valley residents at Stambaugh Auditorium.

Same evening broadcast on WYSU-FM.





Priority Business: nodes where commercial activity is concentrated and revitalization efforts will be targeted. Examples of revitalization efforts include code enforcement, façade grants, neighborhood cleanups, community organizing etc.

Shock City: a situation of rapid or explosive growth in a city, such as jobs and population during the industrial revolution. The city transforms from pastoral to densely populated industrial over a short period of time.

Youngstown 2010 Future Land Use Classifications:

Residential, Single, Two and/ or Three-Family: low-density residential areas characterized by single-family, two-family, three-family houses and townhouses.

Residential, Multi-Family: medium-to high-density residential areas characterized by four-family houses or greater, low-rise and high-rise apartments.

Business, CBD: high-density commercial area characterized by a combination of business, institutional and recreation activities within the central downtown.

Business: commercial areas characterized by medical, professional, retail, wholesale, service, distribution, storage, processing, entertainment, independent parking or a combination of such activities.

Industrial, Green: areas characterized by office uses, research, business support services, warehouses, distributors and light manufacturing uses which do not produce any levels of noise, vibration, dust, smoke or pollution and do not include outdoor storage.

Industrial, Light: areas characterized by research, business support services, warehouses, distributors and light manufacturing uses which do not produce high levels of noise, vibration, dust, smoke or pollution and do not include outdoor storage.

Industrial, Heavy: areas characterized by manufacturing and processing operations which produce relatively high levels of noise, vibration, dust, smoke or pollution or which include outdoor storage.

Recreation/Open Space: parks, playgrounds, recreation centers, stadiums and land reserved for outdoor open space.

Institutional: areas occupied by schools, churches, hospitals, museums, governmental buildings, community facilities, etc.

Transportation/Utilities: areas devoted to railroads, transit lines, freeways, airports, electric sub-stations, water and sewage treatment plants, etc.

Agriculture: areas characterized by expansive open space suitable for farming.

For more information or to receive a copy of the Youngstown 2010 Citywide Plan contact:

Youngstown Planning Department

City Hall, 6th Floor
26 South Phelps Street
Youngstown, Ohio 44503
330-742-8842

youngstown2010@cityofyoungstownoh.com

www.youngstown2010.com



C27473/1000/083105

**YOUNGSTOWN
2010**

Youngstown
STATE UNIVERSITY

