

**From Blight to Bright
A Bold Vision for the Future**

IDORA NEIGHBORHOOD

COMPREHENSIVE NEIGHBORHOOD PLAN

Grey to Green Transformation

GREENSPACE PHASING

The greenspace phasing process develops a systematic approach to developing new greenspaces over time within the neighborhood. The phasing process builds off the abundance of existing vacant land and structures. The phasing process also assumes that vacancy will persist in the proposed greenspace areas. Future vacancy is transformed into greenspace. To ensure total completion of the proposed greenspaces, incentives should be offered to relocate to stabilized portions of the neighborhood. This will help to create complete greenspaces. The greenspaces will create a healthy and vibrant neighborhood known for parks, but much different than its Idora namesake. Realization of the greenspace phasing process is a critical component of the future land use plan.

Phase 0: Existing Green and Park Space

There are no city parks located directly within the boundaries of the neighborhood. However, Mill Creek Park borders the neighborhood's western boundary and Fosterville Park borders the neighborhood's eastern boundary. The location of Mill Creek Park presents possibilities for expansion of the park farther into the neighborhood. An abundance of vacant land makes this a logical decision and will be critical in revitalization of the neighborhood.

Phase I: Convert Vacant Lots to GreenSpace Years 0-5

The neighborhood has a significant number of vacant lots, which are currently devoid of use. These lots are typically overgrown with weeds and strewn with trash and debris. The vacant lots represent the first piece in the creation of urban greenspaces. Vacant lots can immediately be transformed and repurposed into greenspaces with the introduction of plants and a little elbow grease from neighborhood residents and volunteers.



Existing Green and Park Space



Phase I: Convert Vacant Lots to Green and Park Space

Phase 2: Convert Vacant Structures to GreenSpace Years 5-10

Vacant structures are a drain on the neighborhood and city resources. They are a haven for criminal activity and significantly impact the quality of life of residents. Vacant structures located in the greenspace phasing areas should be demolished. The vacant land can then be converted to greenspace and added to the existing inventory of vacant lots previously converted to greenspace.

Phase 3: Strengthen Park Edges with Infill Housing and Complete GreenSpaces Years 10-20

The final step of the greenspace phasing process involves completing the park spaces and making sure they are surrounded with rehabilitated housing and infill housing where needed. Properties that become vacant throughout this phase should be purchased and immediately converted to greenspace. Incentives should also be offered for relocation from greenspace phasing areas to healthier portions of the neighborhood. The culmination of the phasing process will result in the creation of several new parks spaces located strategically throughout the neighborhood.

PARKS
are known to not only increase property values but also the health and well-being of residents



Phase 2: Convert Vacant Homes to Green and Park Space



Phase 3: Strengthen Edges and Complete Parks

Future Land Use Plan

The Future Land Use Plan provides a bold vision for the future of the neighborhood. The future land use plan embraces the neighborhood's assets and builds on the Youngstown 2010 Vision principles. The elements of the future land use plan are described below.

Historic Residential

The northern portion of the neighborhood has been designated as historic residential. This section of the neighborhood was selected for designation as historic residential because of the Volney Road Historic District. Many prominent citizens of the City of Youngstown and the Mahoning Valley built and owned homes within this section of the neighborhood. The homes are rich in architectural and historical value and are treasures well worth preserving for future generations of residents. Historic Residential designation will be the impetus for further improvement and preservation measures in this section of the neighborhood.

Residential

Existing residential areas have maintained their residential designation. However, the residential area has been decreased due to concentrations of vacancy. The reduction in residential area embraces Youngstown's status as a smaller city and attempts to right-size the neighborhood accordingly. The residential area also reconnects with the southern portion of the neighborhood by extending McFarland Avenue. Other connections are also proposed for Nokomis Road and Colfax Avenue around the proposed neighborhood park space.

Institutional

An institutional node has been established along the central portion of the Glenwood Avenue corridor. The node was established to strengthen the existing institutional uses within this area including the Rescue Mission Service and Distribution Center, Victory Lutheran Church and the Youngstown Playhouse.

Commercial

A commercial node was established to create a walkable retail center and strengthen existing viable businesses. The commercial node is located at the southern portion of the

Greenspace

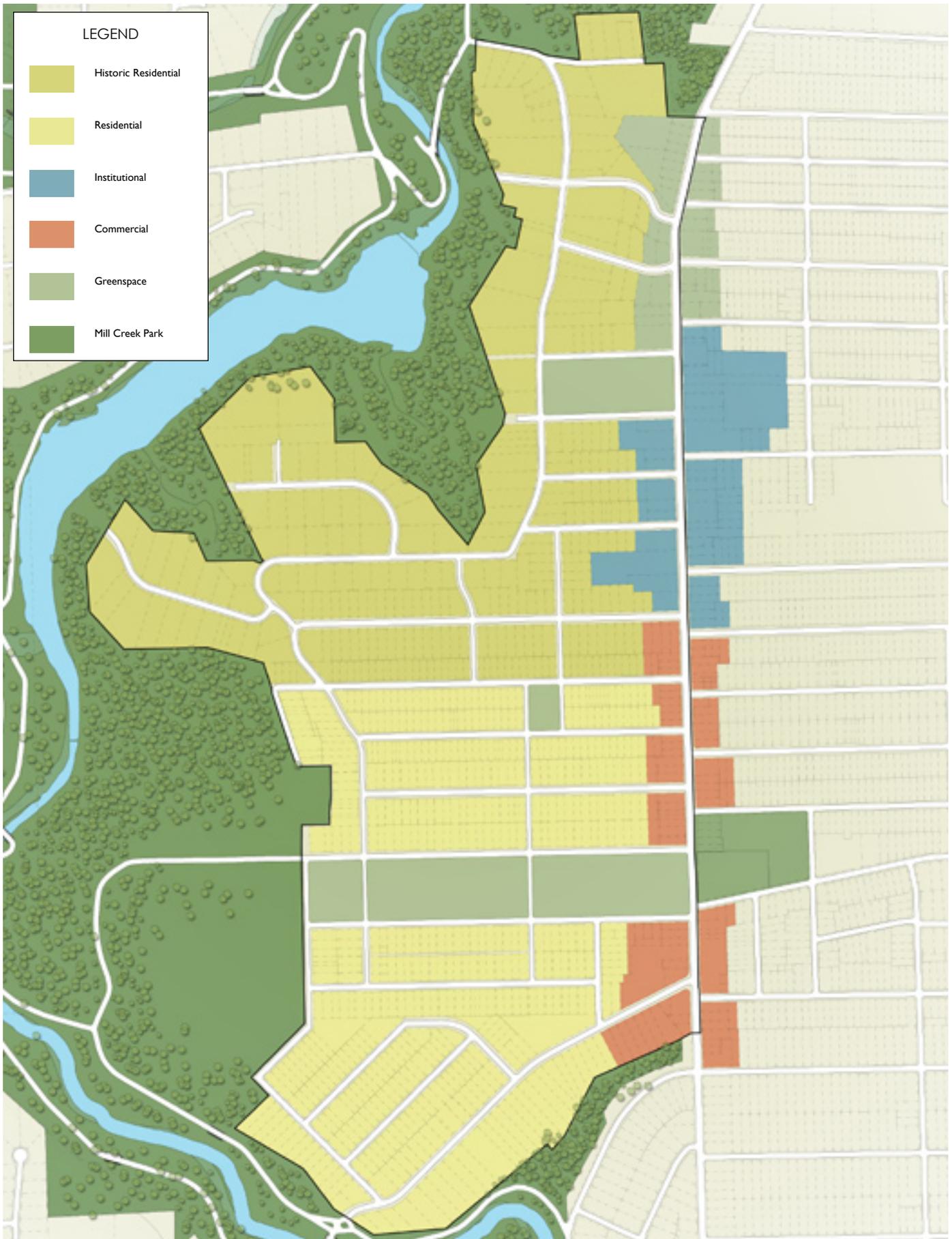
The future land use plan adds a significant amount of new greenspace to the neighborhood. Areas of concentrated vacancy have been designated as greenspace. The neighborhood has steadily lost residents over the last thirty years and can afford to be generous with its urban land. The introduction of new greenspaces will increase the value of the remaining properties and attract residents and investors back to the neighborhood.

Mill Creek Park

The boundaries of Mill Creek Park have been expanded to include the Idora Park site. This was the only logical designation for the space. The site has been vacant since 1984 and has potential to be a focal point of the neighborhood as opposed to a sad reminder of yesteryear. The park was also expanded by vacating Old Furnace Road between Glenwood Avenue and 740 Old Furnace Road. This portion of the roadway is crumbling and the site of illegal dumping. No structures are located along this portion of roadway making greenspace the best option.

Youngstown can **afford to be generous with its urban land** as it **explores new options** for the city's **neighborhoods** and **open space systems**.

- Youngstown 2010



Map BB.1 Idora Neighborhood Future Land Use

Neighborhood Design Plan

The Neighborhood Design Plan is the culmination of all the pieces found throughout this document. The neighborhood design plan illustrates where things should be located and how they should look. The elements of the neighborhood design plan are described below.

Future Land Use Plan

The foundation of the Neighborhood Design Plan is the Future Land Use Plan described on page 109.

Street Typologies

The street typologies described on page 112 illustrate how streets should look.

Street Tree Strategy

The Street Tree Strategy found on page 98 provides a strategy for the greening of neighborhood streets.

Glenwood Avenue Corridor Plan

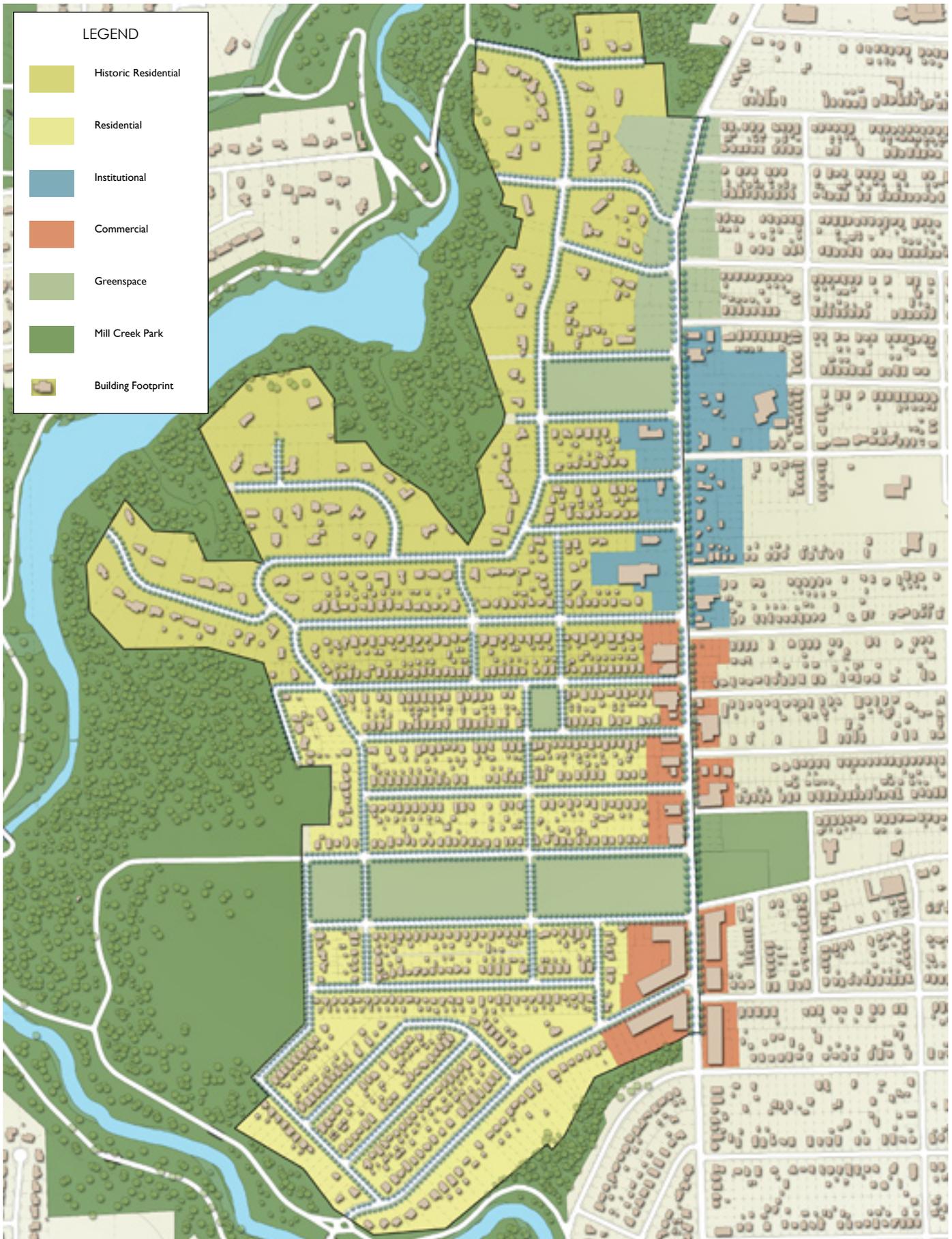
The Glenwood Avenue Corridor plan found on page 64 gives new life to Glenwood Avenue.

Goals and Strategies

The Goals and Strategies beginning on page 43 provide the information necessary for the realization of the Neighborhood Design Plan.

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.

- Youngstown 2010



Map BB.2 Idora Neighborhood Design Plan

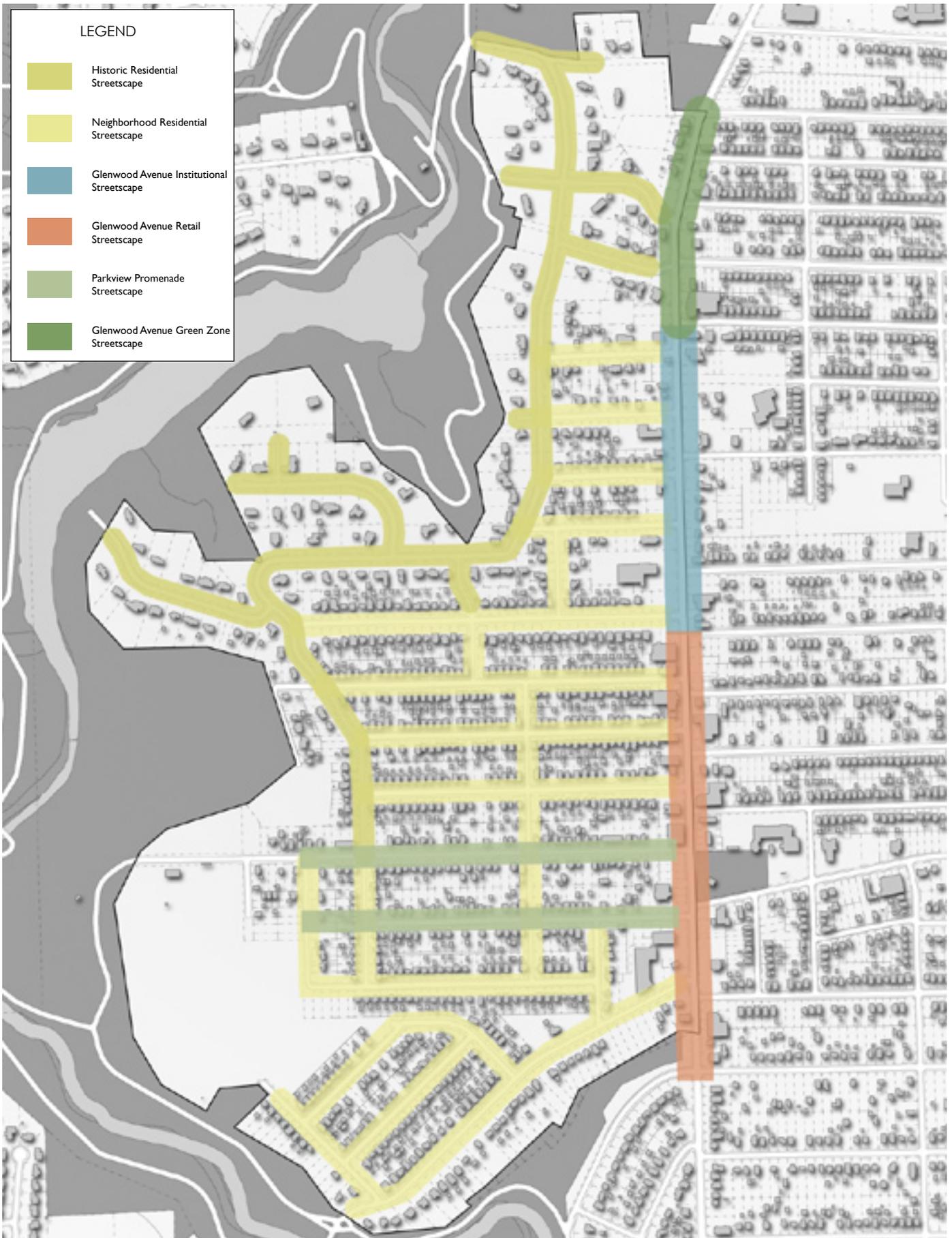
STREET TYPOLOGIES

Idora Neighborhood Street Typologies Locator Map

The locator map specifies which street typology, provided on the following pages, is best suited for each street in the Idora Neighborhood. Street typologies are described and illustrated on pages 114-119.

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.**

- Youngstown 2010



Map BB.3 Idora Neighborhood Street Typologies Locator

STREET TYPOLOGIES

Glenwood Avenue Retail Streetscape

The Glenwood Avenue Retail Streetscape street typology should be utilized in the neighborhood commercial node on Glenwood Avenue. Buildings are sited close to the sidewalk and utilize zero lot lines in this typology.

This street type also includes on-street parking, which serves several purposes. On-street parking provides convenient access for potential customers and it also serves as a buffer between the roadway and pedestrian area. On-street parking creates a more comfortable pedestrian environment.

The pedestrian realm is composed of a ten foot sidewalk and five foot amenities zone. The ten foot sidewalk provides increased room for pedestrians. The amenity zone includes street trees and pedestrian scale lighting. Street trees and pedestrian scale lighting beautify the pedestrian area and make it safer. The pedestrian scale lighting also includes banners. The banners can be used for neighborhood branding and may be changed throughout the year.

Glenwood Avenue Institutional Streetscape

The Glenwood Avenue Institutional Streetscape street typology should be utilized in the institutional and social support node on Glenwood Avenue. This typology builds off the existing assets of the institutional node including setbacks from the street and ample off-street parking. Buildings are sited fifty feet from the sidewalk in this typology.

This street type includes two travel lanes and a left turn lane. On-street parking is not provided because the existing parking lots have adequate capacity.

The pedestrian realm is composed of a ten foot sidewalk and five foot amenities zone. The ten foot sidewalk provides increased room for pedestrians. The amenity zone includes street trees and pedestrian scale lighting. Street trees and pedestrian scale lighting beautify the pedestrian area and make it safer. The pedestrian scale lighting is different than the fixtures utilized in the retail streetscape. Different lighting helps to distinguish between the nodes. The pedestrian scale lighting also includes banners. The banners can be used for neighborhood branding and may be changed throughout the year.

KEY ELEMENTS

Improvement of Existing Infrastructure:

Existing infrastructure should be improved and rehabilitated as necessary. Crumbling sidewalks should be replaced and cleaned to ensure pedestrian mobility throughout the neighborhood. Streets should be paved and maintained in excellent condition.

Brick Streets:

Some areas of the neighborhood such as the Volney Road Historic District may benefit from a return to brick streets. Currently, several streets have small portions paved in brick (Cohasset Drive) and many other streets were formerly paved in brick. Brick pavers offer multiple benefits to the neighborhood including traffic calming, an enhanced aesthetic, and improved stormwater infiltration.

Pedestrian Scale Lighting:

Lighting should accommodate neighborhood pedestrians and promote a stronger sense of safety. The existing street lights are designed to illuminate roadways for cars rather than sidewalks for pedestrians. Installation of appropriate pedestrian scale lighting will enhance the neighborhood's walkability and improve the aesthetic beauty of neighborhood streets.

Street Trees:

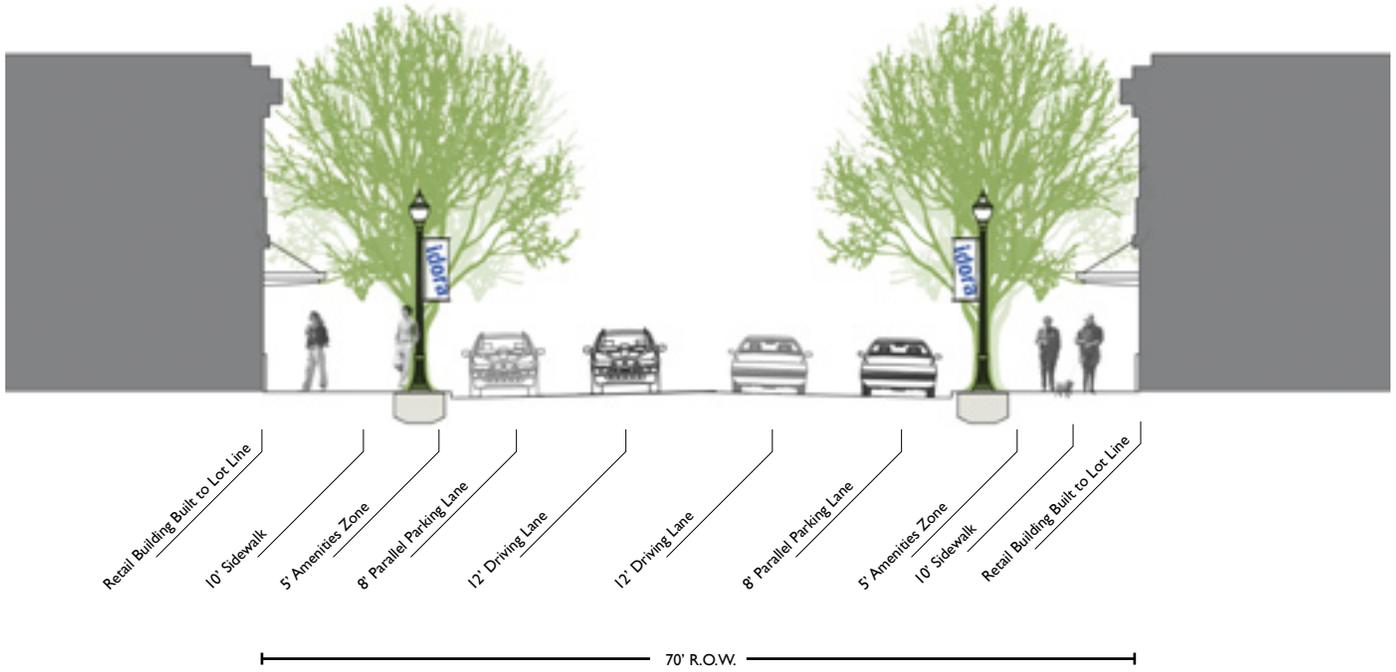
The benefits of a healthy urban tree cover have been well documented. Street trees increase property values, create a more walkable environment, calm traffic and offer shade in the summer. Street trees also make the neighborhood much greener. The Street Tree Strategy on page 98 outlines the steps necessary to create a healthy neighborhood tree stock.

Trash Cans:

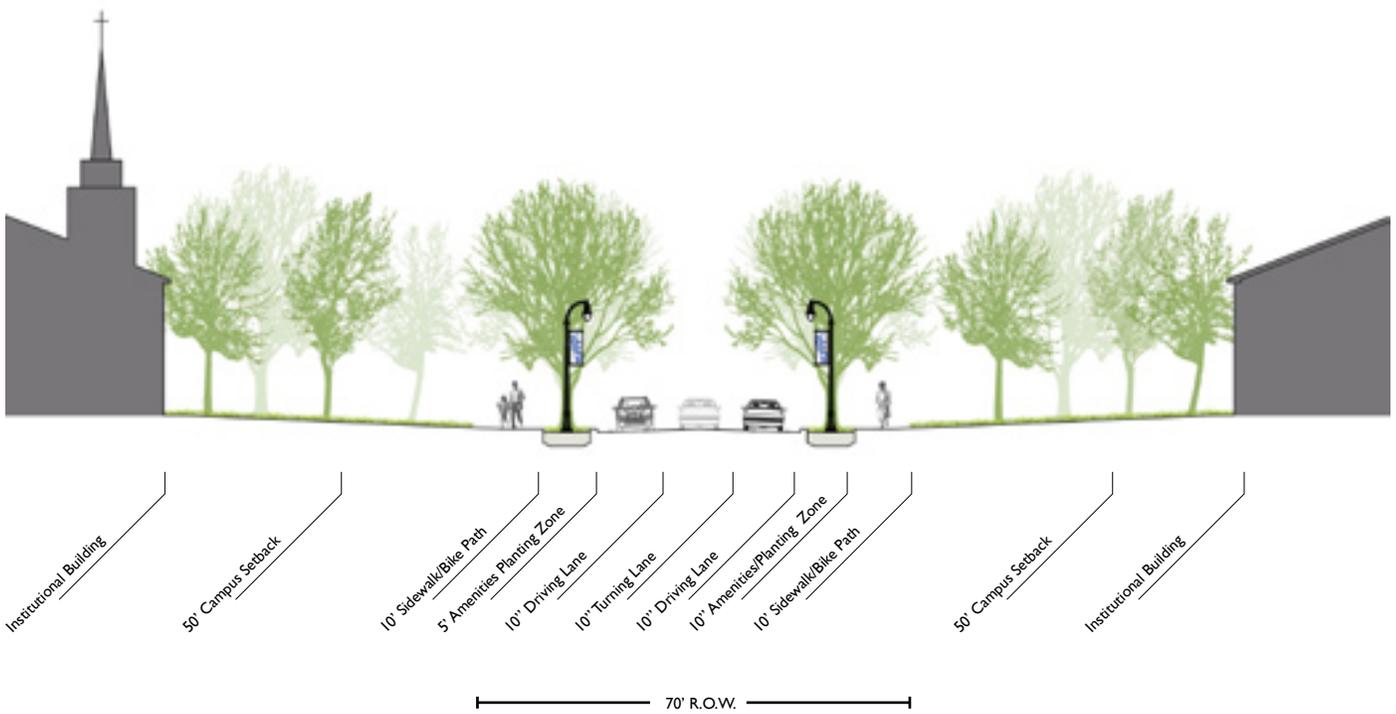
Many neighborhood streets are consistently strewn with trash, particularly Glenwood Avenue. Well designed and sturdy trash receptacles should be installed along the corridors. Trash cans will lead to cleaner streets and a better image of Glenwood Avenue.

Traffic Calming:

To slow traffic, especially cut through traffic, along neighborhood streets a variety of traffic calming measures are available. Examples of traffic calming measures includes speed tables, chicanes, traffic circles, bump outs and on-street parking. Each street should be analyzed to determine if the introduction of traffic calming measures would be beneficial.



Glenwood Avenue Retail Streetscape



Glenwood Avenue Institutional Streetscape

STREET TYPOLOGIES

Historic Residential Streets

The Historic Residential Streetscape street typology should be utilized for all neighborhood streets in the Volney Road Historic District. This typology illustrates the large estate setbacks found throughout the historic district.

This street type also includes on-street parking, which serves several purposes. On-street parking provides convenient parking for residents and it also serves as a buffer between the roadway and pedestrian area. On-street parking creates a more comfortable pedestrian environment.

The pedestrian realm is composed of a five foot sidewalk and five foot amenities zone. The five foot sidewalk is standard for residential areas. The amenity zone includes street trees and pedestrian scale lighting. Street trees and pedestrian scale lighting beautify the pedestrian area, make it safer, and more walkable.

Glenwood Avenue Green Zone Streetscape

The Glenwood Avenue Green Zone Streetscape street typology should be utilized in the green node on Glenwood Avenue. This typology provides the vision for a clean and green corridor complete with environmentally friendly features. No structures should be located within this portion of the corridor. The Green Zone serves an open space area.

The Green Zone was created to downsize the amount of commercial capacity along the Glenwood Corridor because the population is no longer sufficient to support commercial uses the length of Glenwood Avenue. The Green Zone also creates a green gateway into the northern portion of the neighborhood.

The green zone should be complete with environmental features as outlined in the green box at right.

GREEN ZONE ELEMENTS

Street Trees:

The benefits of a healthy urban tree cover have been well documented. Street trees increase property values, create a more walkable environment, calm traffic and offer shade in the summer. Street trees also make the neighborhood much greener. The Street Tree Strategy on page 98 outlines the steps necessary to create a healthy neighborhood tree stock.

Large Shade Trees:

Large shade trees should be utilized throughout the open space areas of the Glenwood Green Zone. Shade trees will buffer residential uses adjacent to the corridor. Large shade trees will also create a green entrance to the neighborhood at the northern portion of the neighborhood corridor. The Street Tree Strategy should be utilized to select an appropriate tree type.

Bioswales:

Bioswales are landscape elements designed to remove silt and pollution from surface runoff water. They consist of a swaled drainage course with gently sloped sides (less than six percent) and filled with vegetation, compost and/or riprap. Bioswales filter runoff before releasing it to the watershed or storm sewer. Bioswales should be integrated throughout the Glenwood Green Zone.

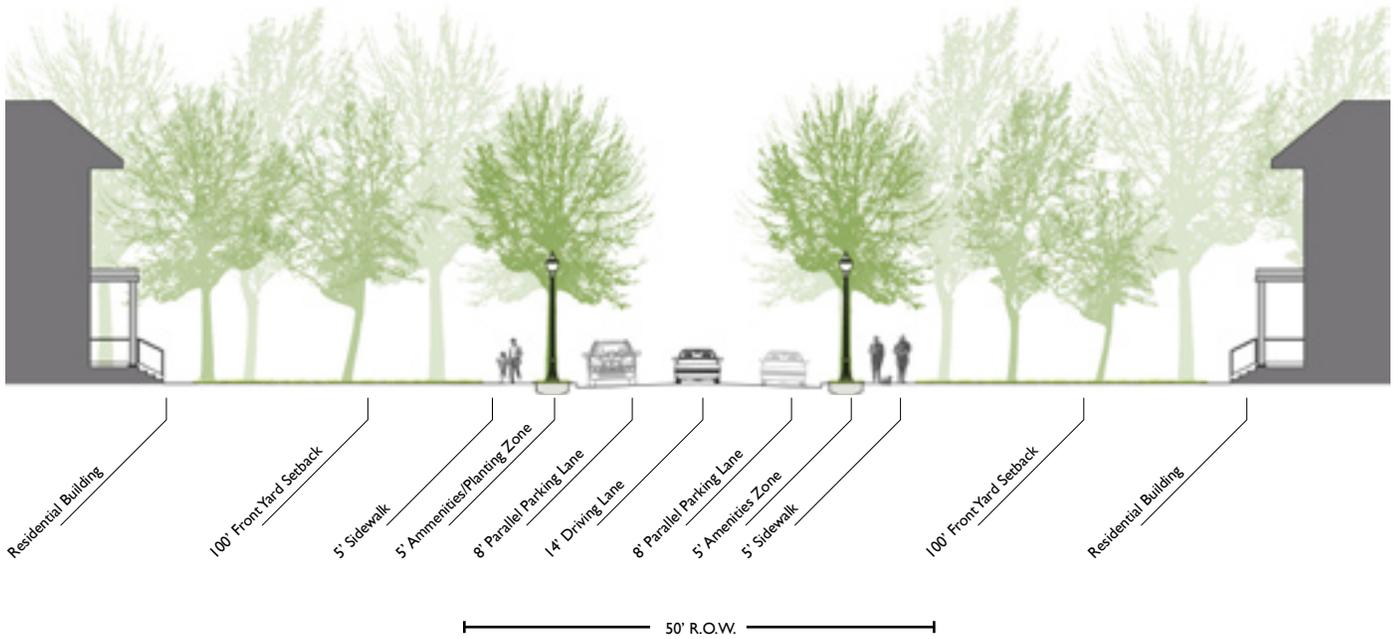


Pedestrian Scale Lighting:

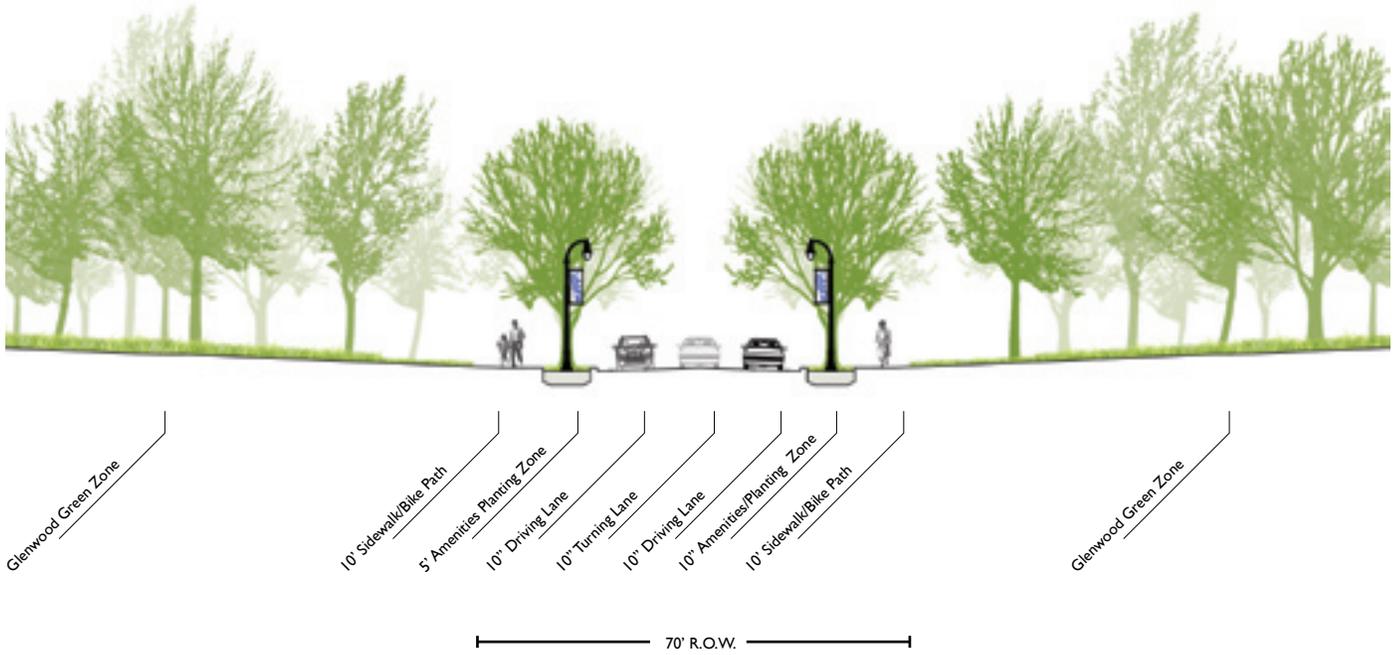
Lighting should accommodate neighborhood pedestrians and promote a stronger sense of safety. The existing street lights are designed to illuminate roadways for cars rather than sidewalks for pedestrians. Installation of appropriate pedestrian scale lighting will enhance the neighborhood's walkability and improve the aesthetic beauty of neighborhood streets.

Trash Cans:

Many neighborhood streets are consistently strewn with trash, particularly Glenwood Avenue. Well designed and sturdy trash receptacles should be installed along the corridors. Trash cans will lead to cleaner streets and a better image of Glenwood Avenue.



Historic Residential Streetscape



Glenwood Avenue Green Zone Streetscape

Neighborhood Residential Streetscape

The Neighborhood Residential Streetscape street typology should be utilized for all east-west neighborhood streets. New buildings within this street type should be sited to be consistent with the existing residential setbacks throughout the neighborhood.

This street type also includes on-street parking, which serves several purposes. On-street parking provides convenient parking for residents and it also serves as a buffer between the roadway and pedestrian area. On-street parking creates a more comfortable pedestrian environment.

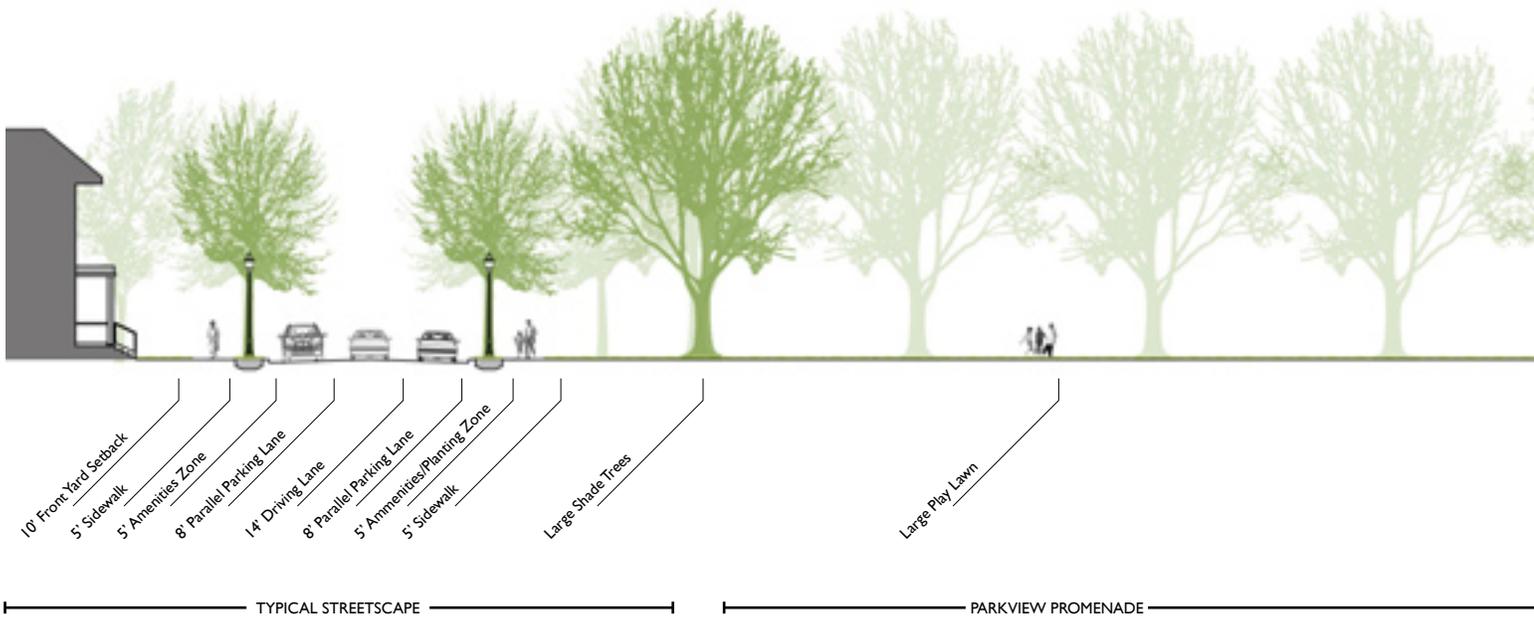
The pedestrian realm is composed of a five foot sidewalk and five foot amenities zone. The five foot sidewalk is standard for residential areas. The amenity zone includes street trees and pedestrian scale lighting. Street trees and pedestrian scale lighting beautify the pedestrian area, make it safer, and more walkable.

Parkview Promenade

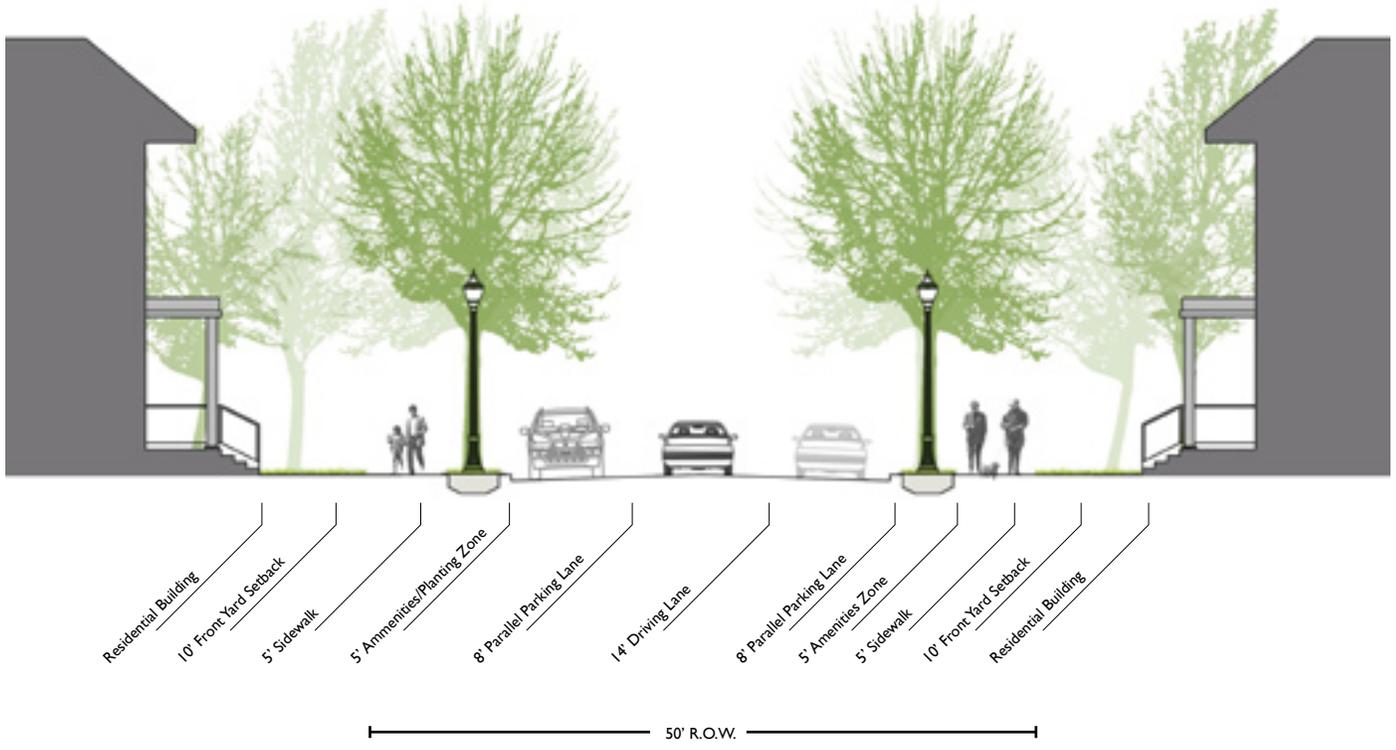
The Parkview Promenade is the typology for the linear park to be developed over time in the neighborhood (See Grey to Green Transformation, page 106). The Parkview Promenade utilizes the Neighborhood Residential Streets typology for the streets fronting the park promenade.

The promenade is a large open space area extending west from Glenwood Avenue to Mill Creek Park. The promenade should be planted with large shade trees spaced sufficiently to allow the infiltration of sunlight. The promenade provides a green branch into the neighborhood and will become the centerpiece of Idora.

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.
- Youngstown 2010



Parkview Promenade



Neighborhood Residential Streetscape

