

# Crab Creek Redevelopment Plan Update

09/11/2023

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# Agenda

1. Project Purpose
2. Planning Principles
3. Treatment Areas
4. Desired Outcomes
5. Industrial Development Typologies
6. Discussion

# Project Purpose

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## Purpose of the Project

The City of Youngstown has experienced significant population and output decline over the last few decades, resulting in disinvestment and blight in the city, specifically in the Crab Creek Corridor.

The City has asked AECOM to identify opportunities for regional growth and apply those opportunities to Crab Creek to present a revitalized district.

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# Youngstown Green Industrial Growth Potential

AECOM analyzed growth trend data to formulate a 10-year projection for the Youngstown region in terms of **organic** growth and growth from **reshoring manufacturing operations**.

Our analysis indicates potential for:

35,000 to 43,000 future jobs (both from regional growth and reshoring)

38 million SF to 48 million SF of new industrial space

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# Capturing Opportunities

AECOM is developing a plan to guide the reprioritization of infrastructure to return prosperity to the district and create viable locations for expanding and emerging industries to locate

# Planning principles

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# Planning Principles

Collectively, these principles will be our North Star as we contemplate the enhancement of the Crab Creek District

1. Develop the plan in the best interests of the citizens and businesses of Youngstown
2. Define and separate the industrial and residential zones
3. Improve infrastructure serving the Crab Creek District



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# Principle One

Develop the plan in the best interests of the citizens and businesses of the City of Youngstown

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# Community Engagement

Here are the citizen groups and Crab Creek businesses that we have heard from:

## Community Groups

- Andrews Avenue Business Association
- Wick Park Neighborhood Association
- Northeast Homeowners and Concerned Citizens Association

## Industrial Stakeholders

- Penguin City Brewery
- Youngstown Flea
- Fireline Inc.
- Commercial Metal Forming
- Brilex Industries
- Valley Foods

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# Community Group Feedback Themes

## Perceptions and Identities

- Family Connections
- Work Opportunities
- Hardworking and Dedicated
- Strong Community Assets

## Concerns

- Challenging Land
- Health and Environmental Conditions
- Property Maintenance

## Visions

- Foster a stronger sense of community
- Improve perception
- Increase safety
- Benefit the surrounding neighborhoods
- Open communication

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# Community Group Feedback Themes

## Redevelopment could include:

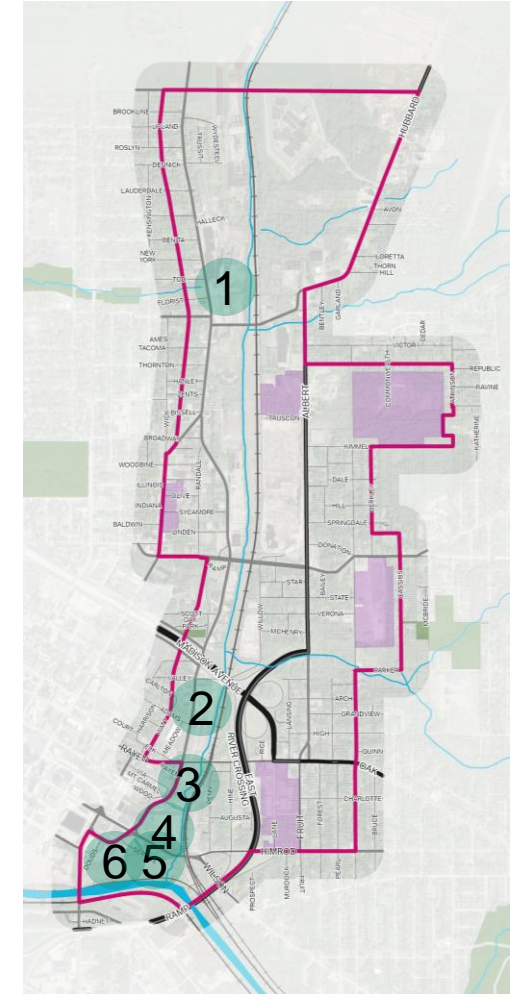
- Greenspace/park components, outdoor activities, and indoor recreation/community center
- Additional street lighting, traffic cameras, and street repairs
- Regular street cleaning
- New green industries paired with retail or other uses
- Workforce training
- Food access/grocery

## Redevelopment could leverage:

- Highway and rail access
- Public and Private High Schools and Youngstown State University
- Mercy Health
- New and expanding local businesses
- Blight reduction and housing rehab programs that make industrial sites more marketable for industry and improve overall curb appeal

# Industrial Stakeholder Meetings

<p><b>1</b> Commercial Metal Forming 1775 Logan Avenue</p>	<ul style="list-style-type: none"> <li>No immediate infrastructure needs mentioned</li> <li>Unused rail spur may have future value</li> </ul>
<p><b>2</b> Fireline Inc. 300 Andrews Avenue</p>	<ul style="list-style-type: none"> <li>Access to/from Andrews Ave. generally working well</li> <li>Need to continue maintaining Creek Channel to eliminate flood risk</li> </ul>
<p><b>3</b> Brilex Industries (Plant 2) 101 Andrews Avenue</p>	<ul style="list-style-type: none"> <li>Concern expressed over the condition of the aging and leaking “stone lined” city sewers as potential flooding risk</li> <li>Emphasized that the biggest problem facing the company was the City of Youngstown’s 2.75% payroll tax which makes worker recruitment and retention a challenge.</li> </ul>
<p><b>4</b> Penguin City Brewery 460 E Federal Street</p>	<ul style="list-style-type: none"> <li>Maintain Creek Channel to reduce flood risk</li> <li>Improve onsite &amp; offsite parking, streetscape, signage and wayfinding</li> </ul>
<p><b>5</b> Valley Foods 335 E. Boardman Street</p>	<ul style="list-style-type: none"> <li>Improve truck access to warehouse</li> <li>Create safe and secure parking areas</li> </ul>
<p><b>6</b> Youngstown Flea 365 E. Boardman Street</p>	<ul style="list-style-type: none"> <li>Improve onsite &amp; offsite parking, streetscape, signage and wayfinding</li> <li>Adjust right of way and access to reduce conflict with Valley Food operations</li> </ul>



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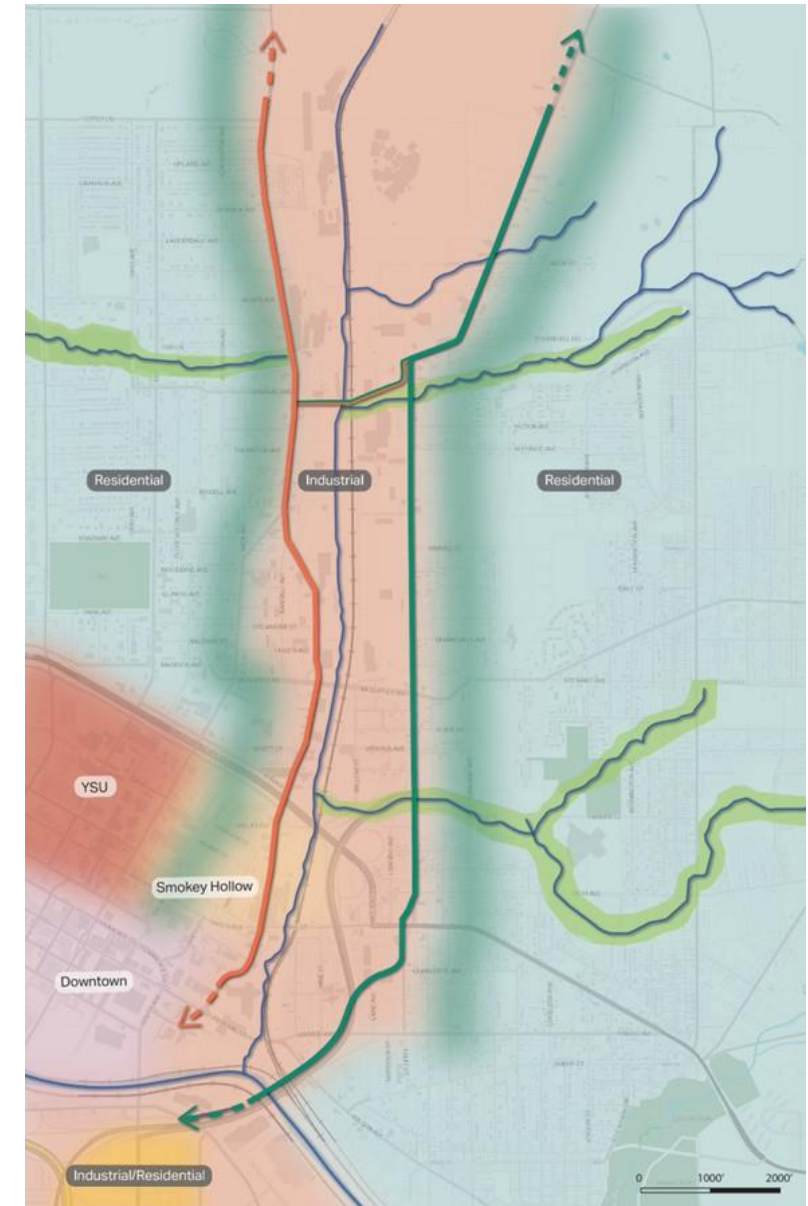
# Principle Two

Define and separate the industrial and residential zones

## Framing the District with Roads

The industrial district is framed by Andrews Avenue and Logan Avenue on the west and by Albert Street and Hubbard Road on the east

- These roads should be evaluated and optimized to support the flow of truck traffic to and from the interstate highways
- Corridor planning should include the creation of green buffers to protect the integrity of adjacent residential neighborhoods

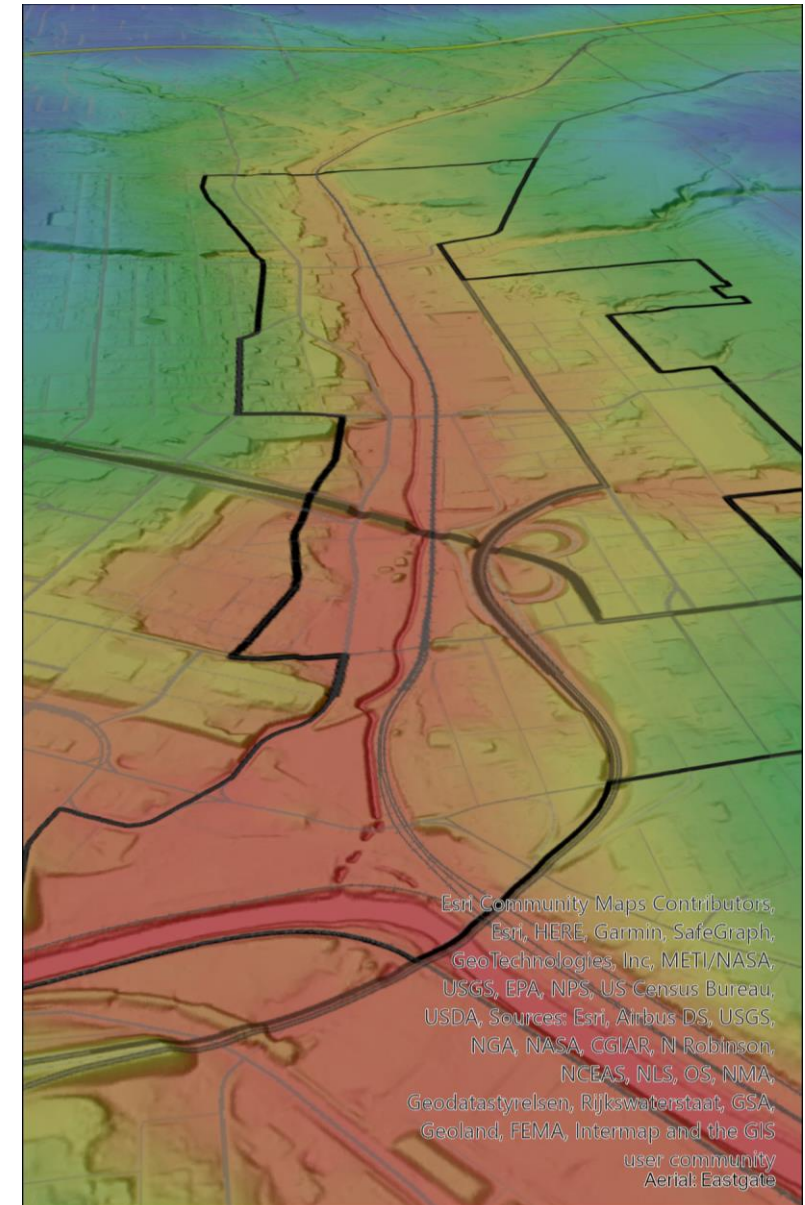


## Defining the District by Topography

Historically, factories located here to benefit from rail access and often built housing for workers nearby. This was a railbed neighborhood, where people walked “down the hill” to the factory for work.

After decades of decline, the City recognizes an opportunity to reinvest in Crab Creek to improve the quality and livability of the district

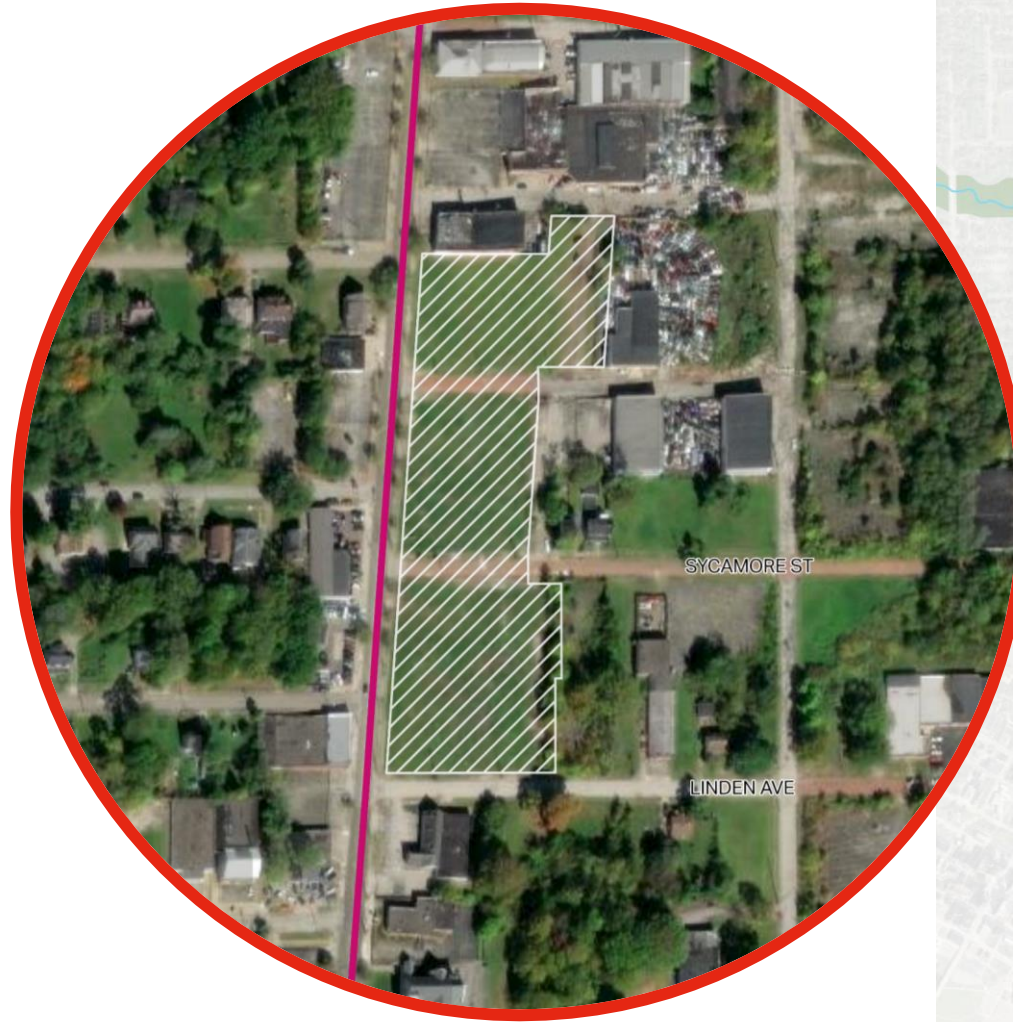
- Industrial uses should remain at the lowest elevations; residential neighborhoods remain at higher elevations
- Corridors can be redefined to create opportunities for transitional uses and green screening and buffering to separate the industrial core from housing





# Strengthen the Community

- Proposed Wick Six Safety Forces Campus as the central Fire and Police Stations for City of Youngstown, co-located at the former site of Wick Six automobile dealerships
- Government complex may also include space for community gatherings
- Placement of this campus establishes Wick Avenue as a cultural, institutional and educational corridor



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# Principle Three

Improve Infrastructure

# Improve Infrastructure

## Hubbard Road At-Grade Crossing

- At-grade crossings slow traffic flow and create an unsafe environment for people in cars, bikes, or walking.



# Improve Infrastructure

## Hubbard Road, Belle Avenue, Albert Road Convergence

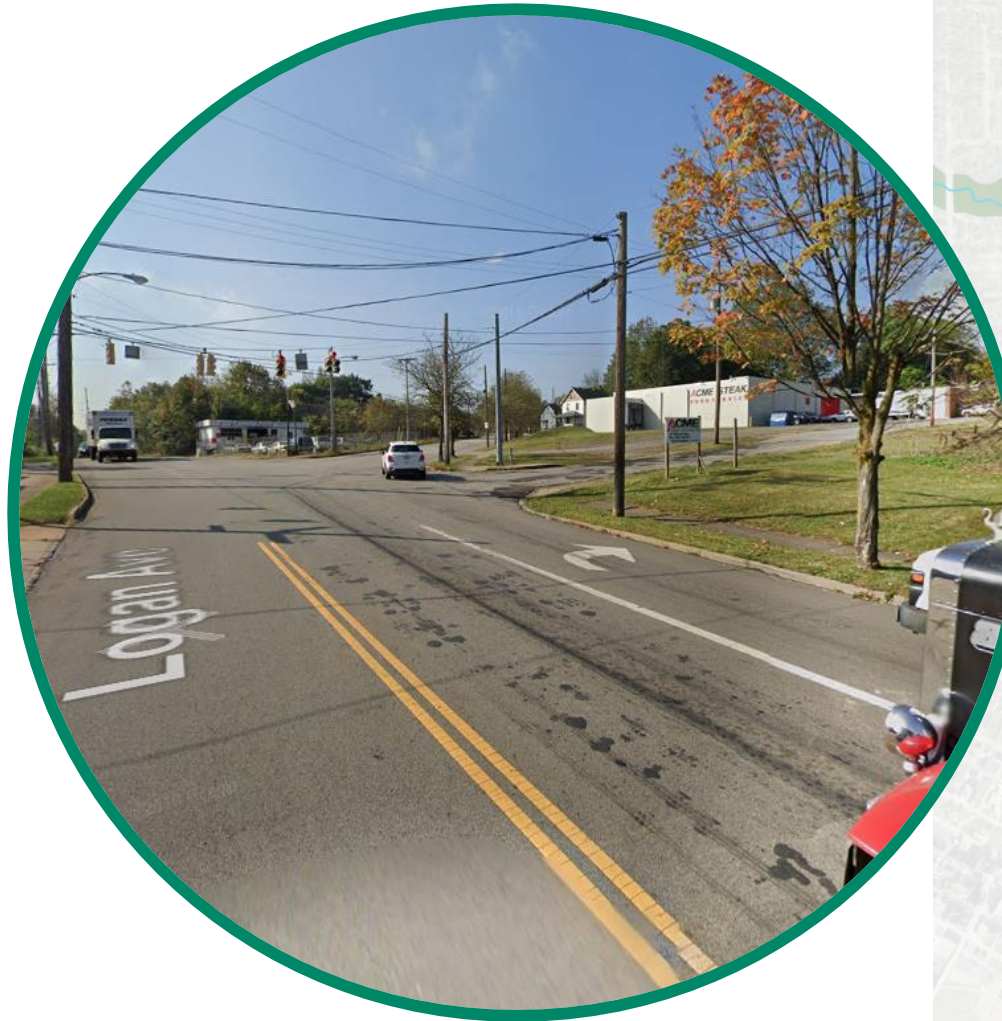
- The convergence of these three roads to accommodate the S-Curve on Hubbard Road creates confusion for cars and trucks navigating out of the district and is an inefficient use of land



# Improve Infrastructure

## Defining Logan and Andrews as Truck Route

- The Logan meets Andrews and Wick at signalized intersection
- The intersection should be reconfigured to give clear preference for trucks, while Wick is refocused for neighborhood traffic
- Trucks should not be rumbling past houses and schools



# Improve Infrastructure

## Madison Avenue Reconnection

- Eastgate has applied for the USDOT "Reconnecting Communities" Grant
- Removal of US-422 ramps to Albert Street will further reconnect the district and provide new opportunities
- Convert Albert Street to limited access arterial, complete the quieting of Madison Ave Expressway



# Proposed Infrastructure Improvements

# Green and Blue Trail Improvements

## Create Crab Creek north-south spine

- Reclaim and beautify unused portions of rail corridor for public use, connect to Mahoning River

## Daylight Crandall Creek at Logan Avenue

- Opportunity for park/gateway to Crab Creek Spine

## Develop parks on the east side of the district

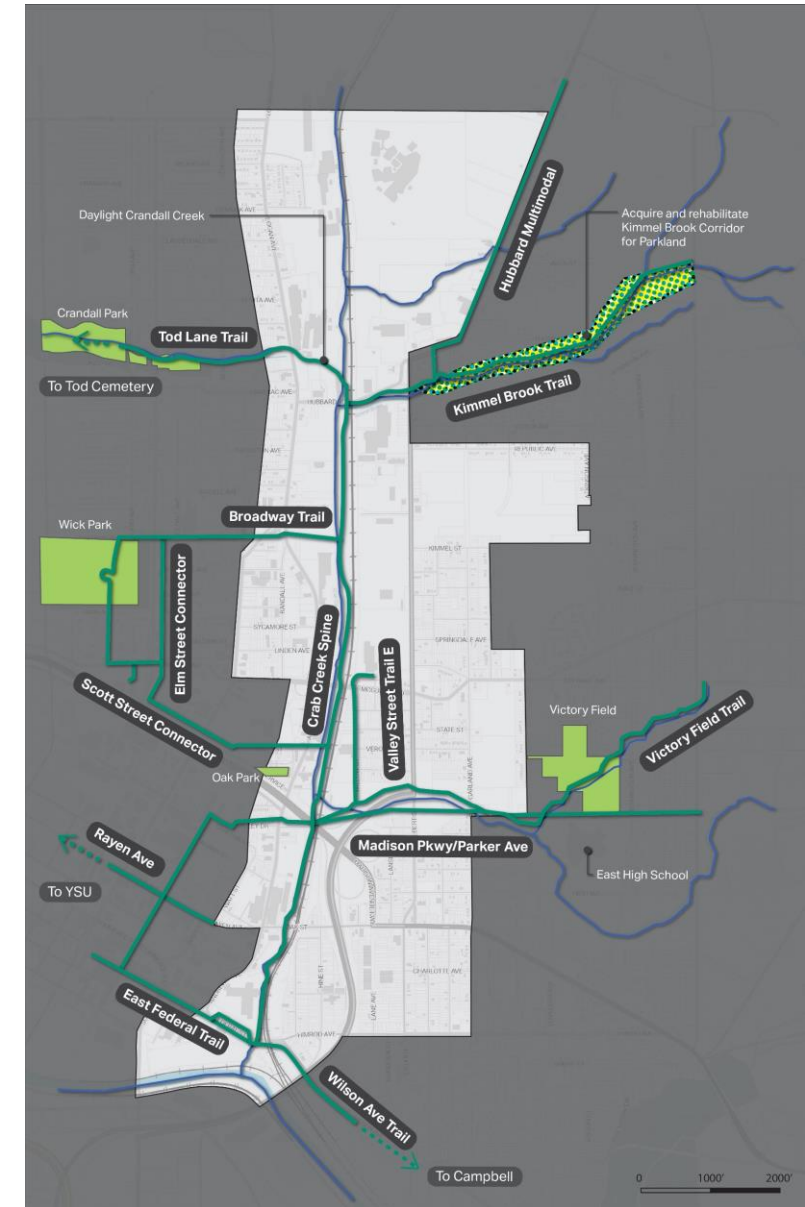
- Acquire and develop Kimmel Brook Park/Trail
- Provide connectivity to Victory Field

## Establish greenway network

- Create connections to Downtown, YSU, Tod Cemetery, Victory Field, South High School, current and future employers

## Create hospitable pedestrian routes

- Create opportunities for people to walk to destinations in the district





# Roadway Adjustments

## Correct grade issue on Hubbard Ave at Railroad Tracks

- Remove scrape hazard for local traffic

## Correct Intersection of Hubbard Avenue and Albert Street

- Current configuration presents as a squared roundabout that is not conducive to converging truck routes.

## Enhance parking and flow in Entertainment/Industrial Zone

- Upgrade local street pattern
- Organize parking for constituent businesses
- Create green buffer zones

## Continued closure of Randall Avenue

- Reduce route confusion, prepare for redevelopment at Wick Six



# Roadway Improvements

## Prioritize Albert Street (East) Truck Route

- Study connection between Albert Street and Himrod Ave to US-62
- Provide direct access to freeways for truck traffic

## Prioritization of Andrews-Logan (West) Truck Route

- Reduce truck stoppages
- Protect residential areas and cultivate an institutional corridor

## Convert Madison Avenue Expressway to at-grade arterial

- Study the conversion of the Madison Avenue Expressway to include the roadways to and from the east river crossing
  - Direct local traffic to Parker Avenue/South High School
  - Direct truck traffic to Albert Avenue Green Industrial Route
  - Improve East-west spine to provide streamlined access to YSU and Downtown



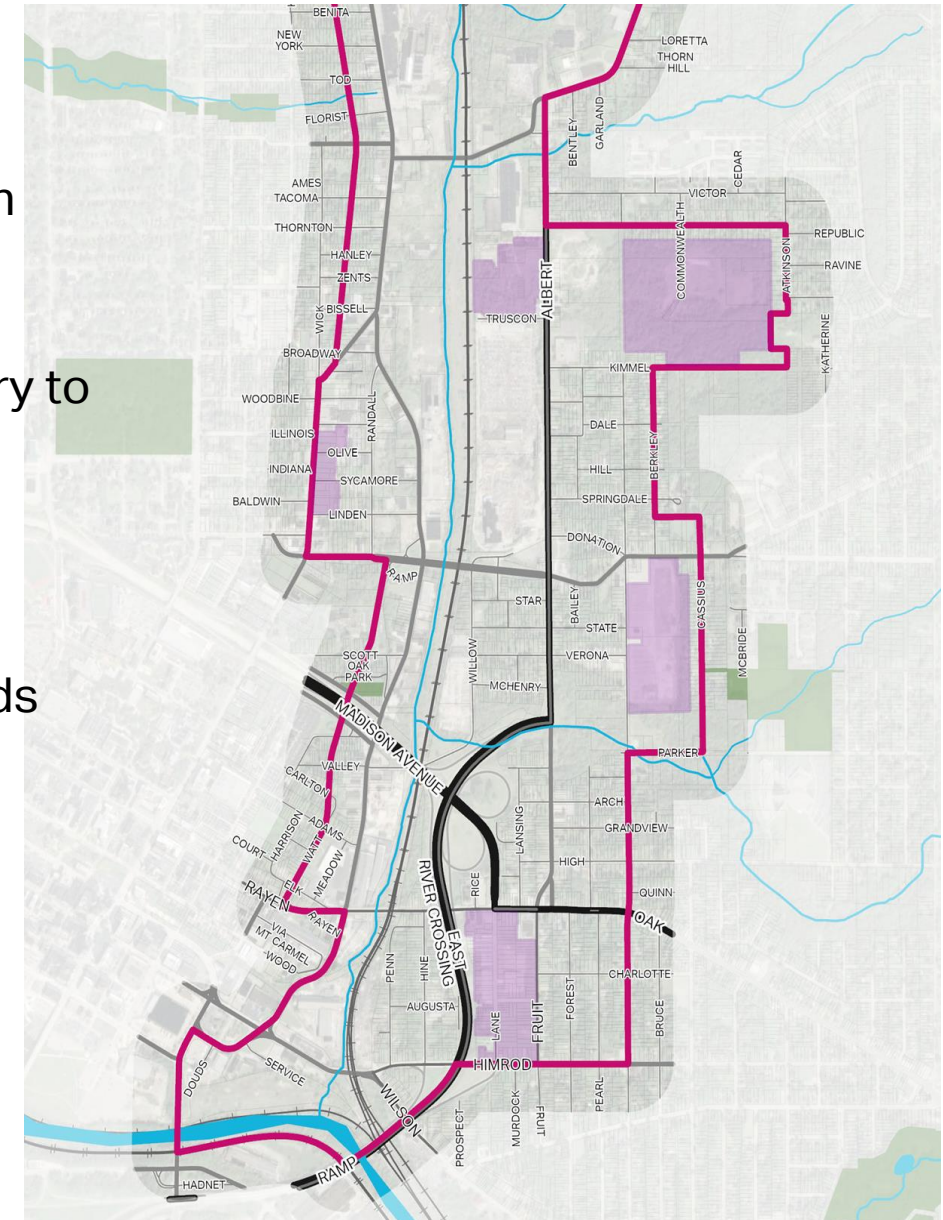
# Albert Street Ramp Removal

## Current Configuration

- Madison Avenue US-422 operates with a series of ramps to reach Albert Avenue at a signal, Oak Street at a Signal, and US-62 as a throughway
- Access to/from the east neighborhoods are limited and secondary to the US-422 infrastructure
- Navigation is confusing and not intuitive

## Connecting Communities

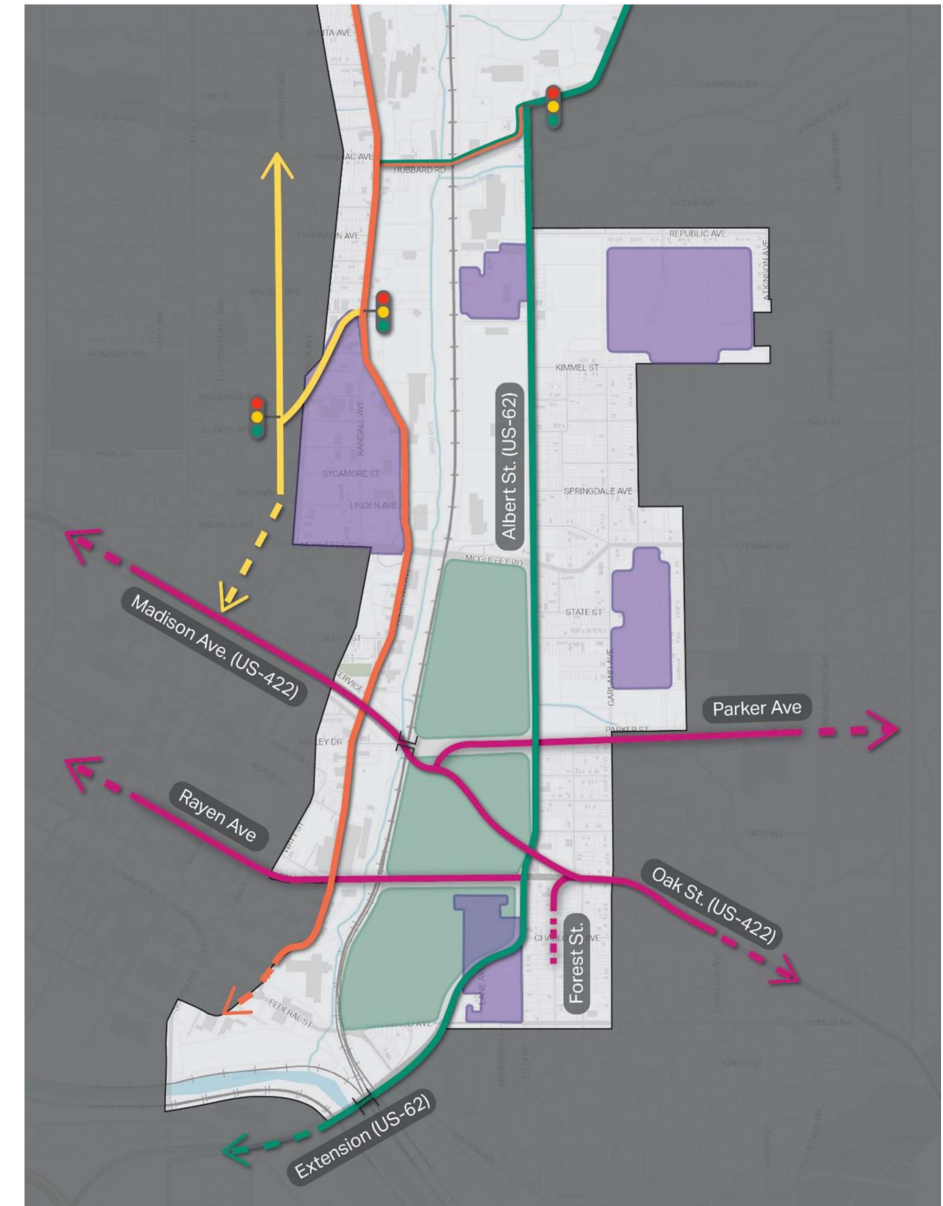
- We are aware Eastgate is pursuing Connecting Communities funds for highway removal
- Removal of the Albert Street ramps can be done with or without inclusion in Connecting Community grant application



# Albert Street Ramp Removal

## Preferred Option

- US-422 continues relatively straight aligned with existing Oak Street, continuing as US-422
- Local Traffic from Madison Ave can choose Parker to get to/from east neighborhoods
- Oak Street can lead to/from downtown or to Andrews Ave industrial corridor
- US-62 becomes direct north/south route with minimal navigational issues
- East High school receives direct access to YSU via Parker to Madison



# Desired Results

# Treatment Areas

## Area A: Logan Avenue

- Separation of truck route delineates industrial district from residential area, reduces confusion, improved trail network to connect to recreational opportunities

## Area B: Andrews Avenue

- Prioritization of North/South Truck Route will preserve and improve efficiency in the study area's strongest subarea, improved trail network to improve connectivity with YSU and Downtown

## Area C: Northern Gateway

- Industrial opportunity area served by prioritized truck route to I-80, activating new industrial corridor to activate some growth opportunities

## Area D: Green Industrial Core

- Redesigned road network creates opportunities to reallocate land for the capture of growth industries, firm boundaries and green buffering protect residential areas

## Area E: Southern Gateway

- Mixed-Use Entertainment/Industrial Zone, connection to the Mahoning River by trail



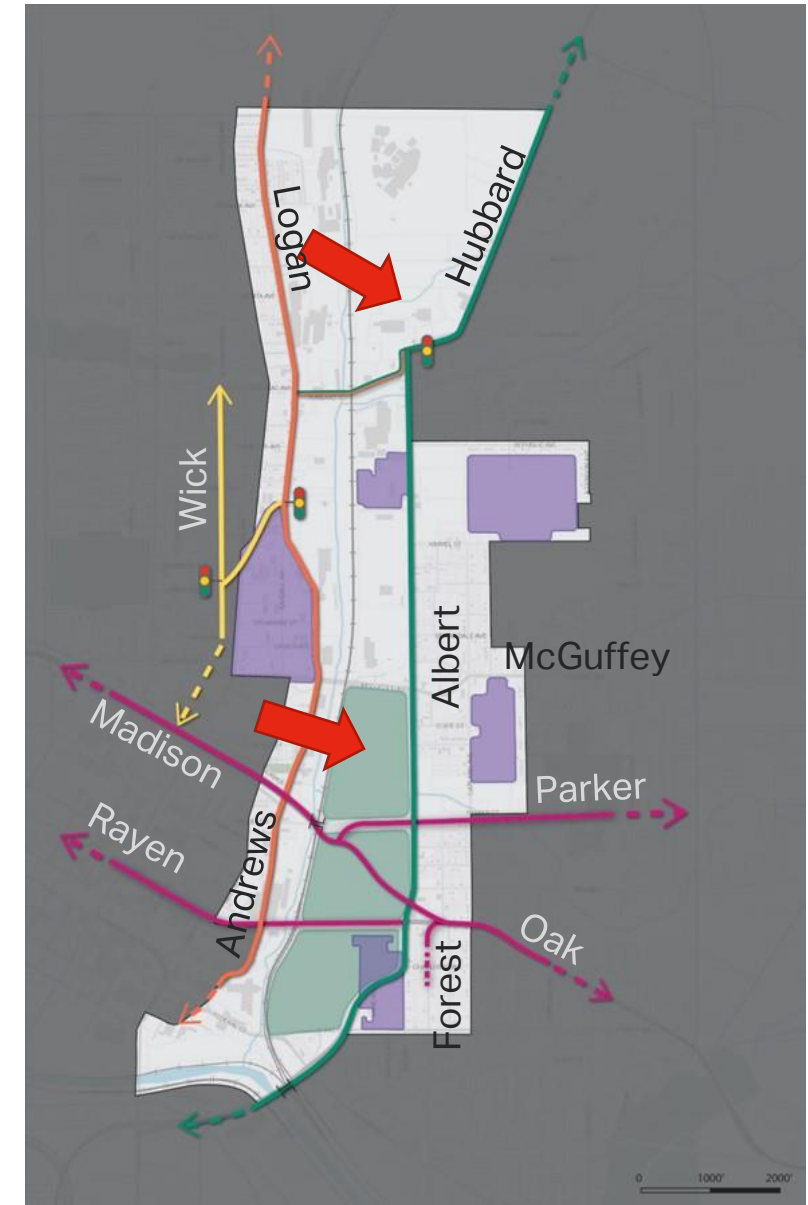
# Future Development Opportunities

Test-fitting emerging industries to the Crab Creek District

# Development Opportunities

## Wholesale/Manufacturing

- Typically, between 28,000 and 75,000 SF facilities
- Typical 0.25 to 0.31 Floor-to-Area Ratio (FAR)
- Clear Ceiling height ranging from 14 to 24 feet
- Occupied by light manufacturing, assembly, wholesale, and service-oriented business





# Development Opportunities

## Flex-Office/Warehouse

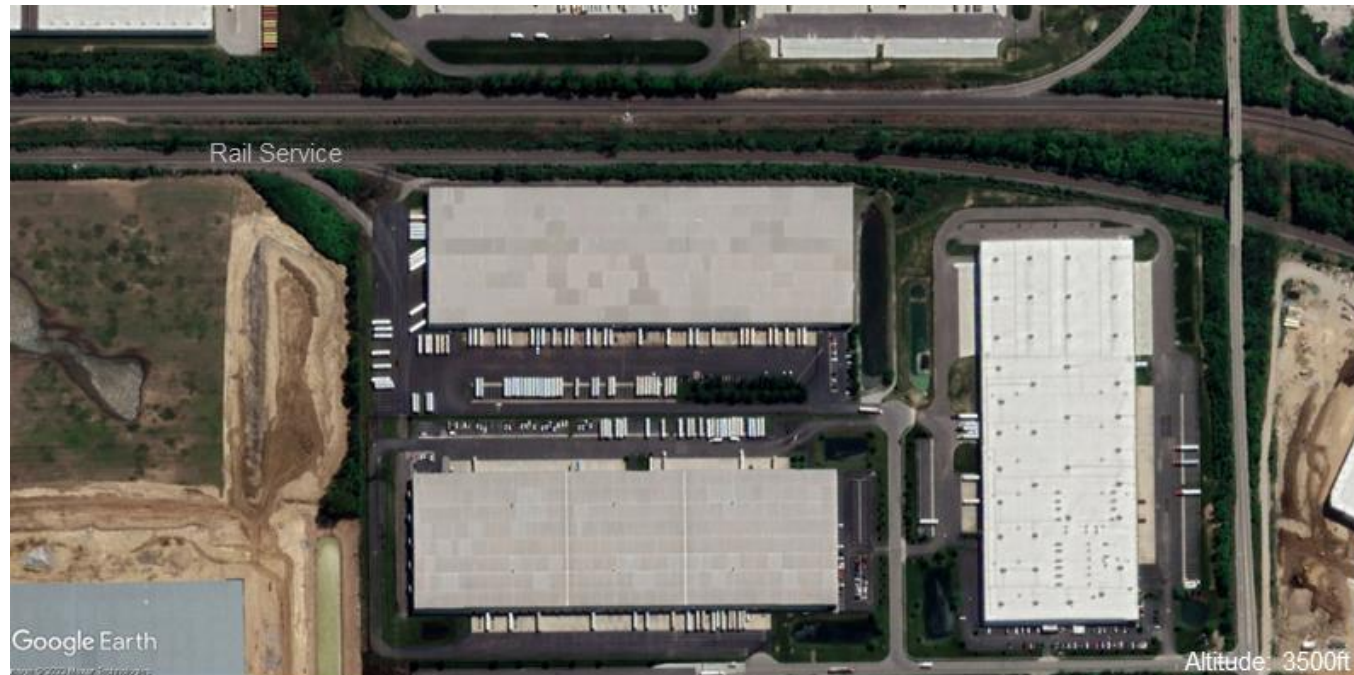
- Speculative flex projects can range up to 100,000 square feet
- Typical 0.10 to 0.25 Floor-to-Area Ratio (FAR), single-story
- Clear Ceiling height ranging from up to 28 feet
- Occupied by smaller footprint light manufacturing, assembly, wholesale, and service-oriented business



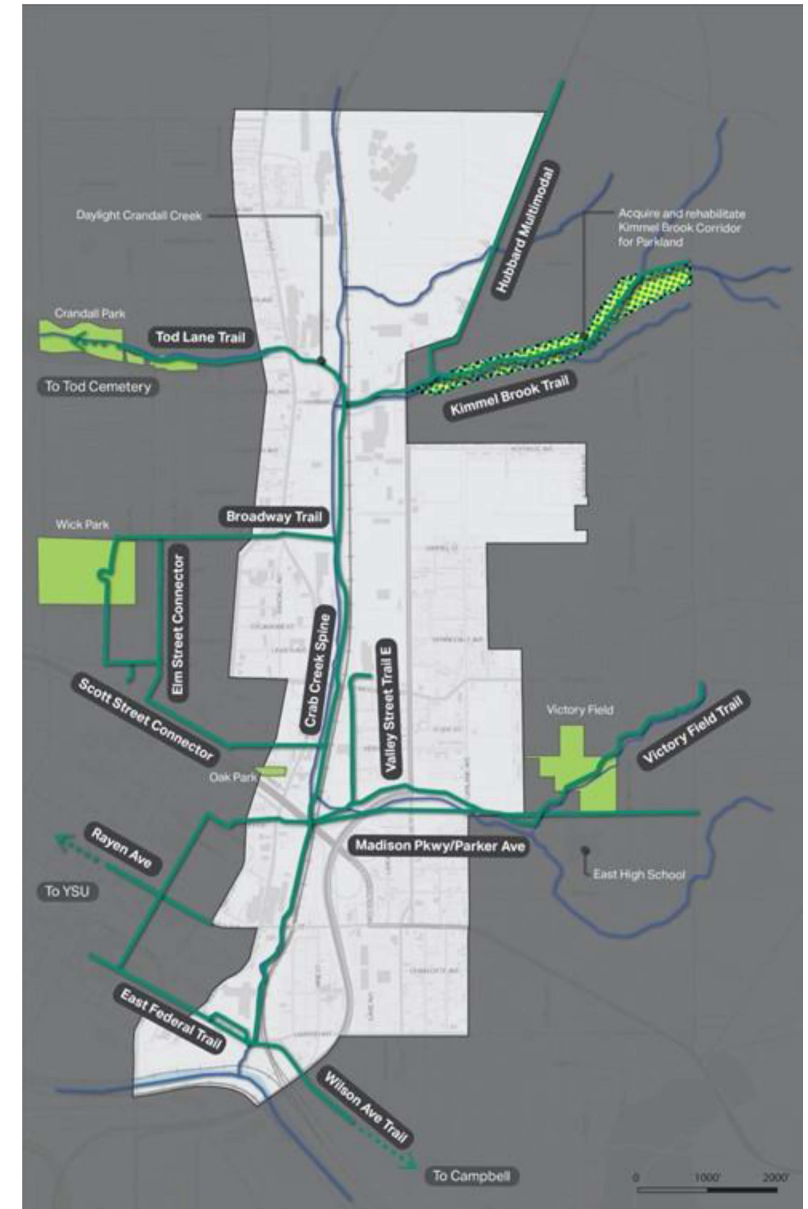
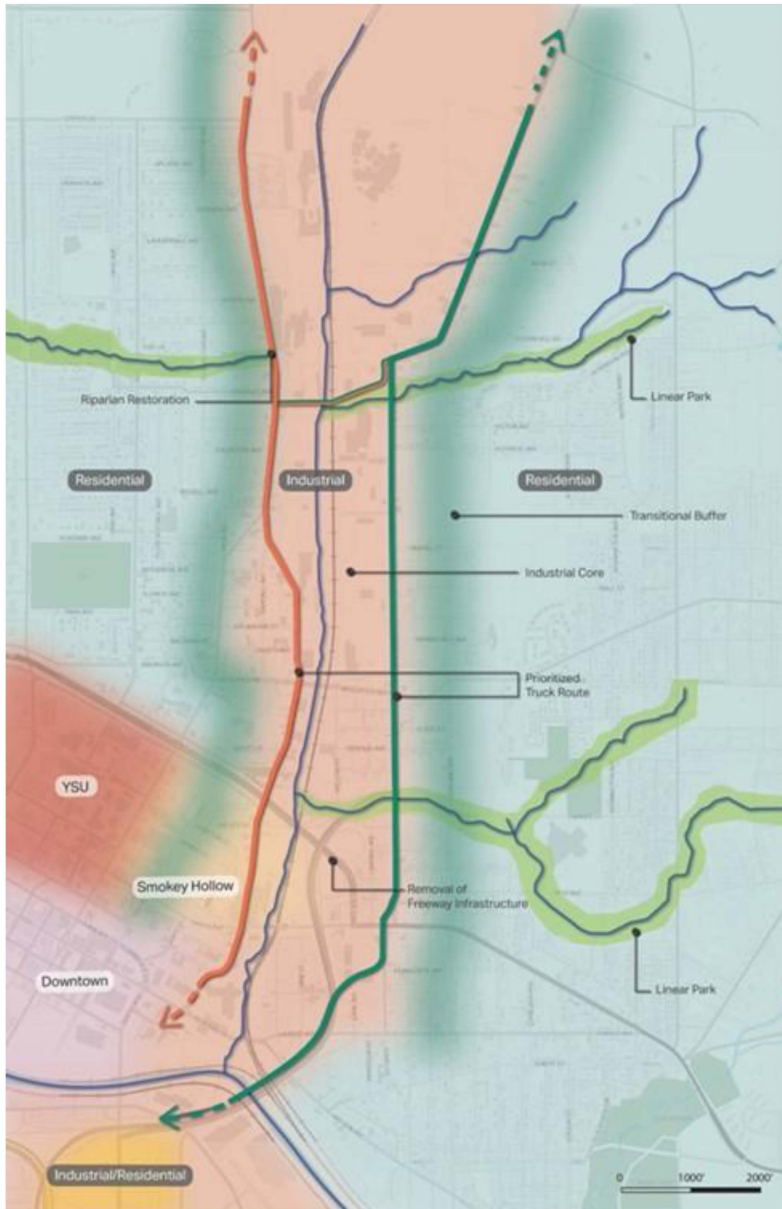
# Warehouse Distribution

## Warehouse Distribution

- Typically, 25,000 SF to 500,000 SF footprint on 15 to 25 acres
- Typical 0.23 to 0.5 Floor-to-Area Ratio (FAR), single-story
- Ceiling height depends on automated systems
- Site requires significant space for loading docs, trailer parking and truck maneuverability



# Discussion





**Thank you.**