

CRAB CREEK COMMUNITY MEETING
February 13, 2024
5:30 PM

Background

- The revival of the Crab Creek Corridor presents the chance to bring economic revitalization to the City of Youngstown and foster connections between the Eastside and the broader community.
- In 2023, the city received an EDA planning grant to assess opportunities for economic growth that will complement the city's other planned investments in the corridor.

Project Objectives + Purpose

WHY NOW

The need: to make strategic investments that will improve the quality of life of Eastside residents

The resources: land that is prime for development

With focused and coordinated efforts, the Crab Creek Corridor can lend to a more vibrant, stable, and thriving community.

- **Primary Goals:**
- Improving connectivity for Eastside residents
- Strengthening the City's industrial core
- Prioritizing community members in planning

Project Objectives + Purpose

Crab Creek Corridor brings the City two major opportunities:

1) Economic Development

- Frameworks to implement the redevelopment strategy
- Mitigation of potential consequences

2) Strengthen the Eastside Connection

- Planning the corridor comprehensively
- Ensuring the community is leading the plan

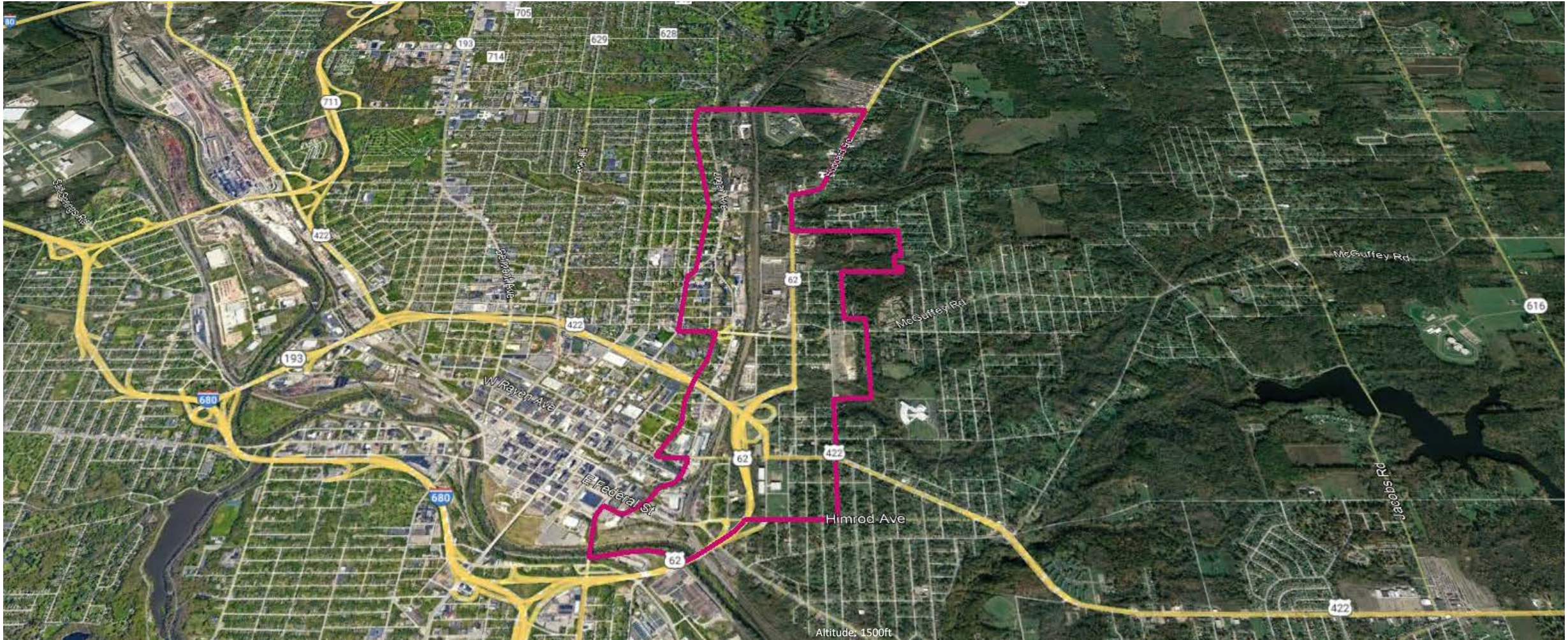
- Crab Creek
- Redevelopment Plan Update

- 2/5/24 Progress Draft for 02/13/2024 Public Meeting

Agenda

1. The District
2. The Challenge
3. The Opportunity
4. Our Objectives
5. Plan Recommendations

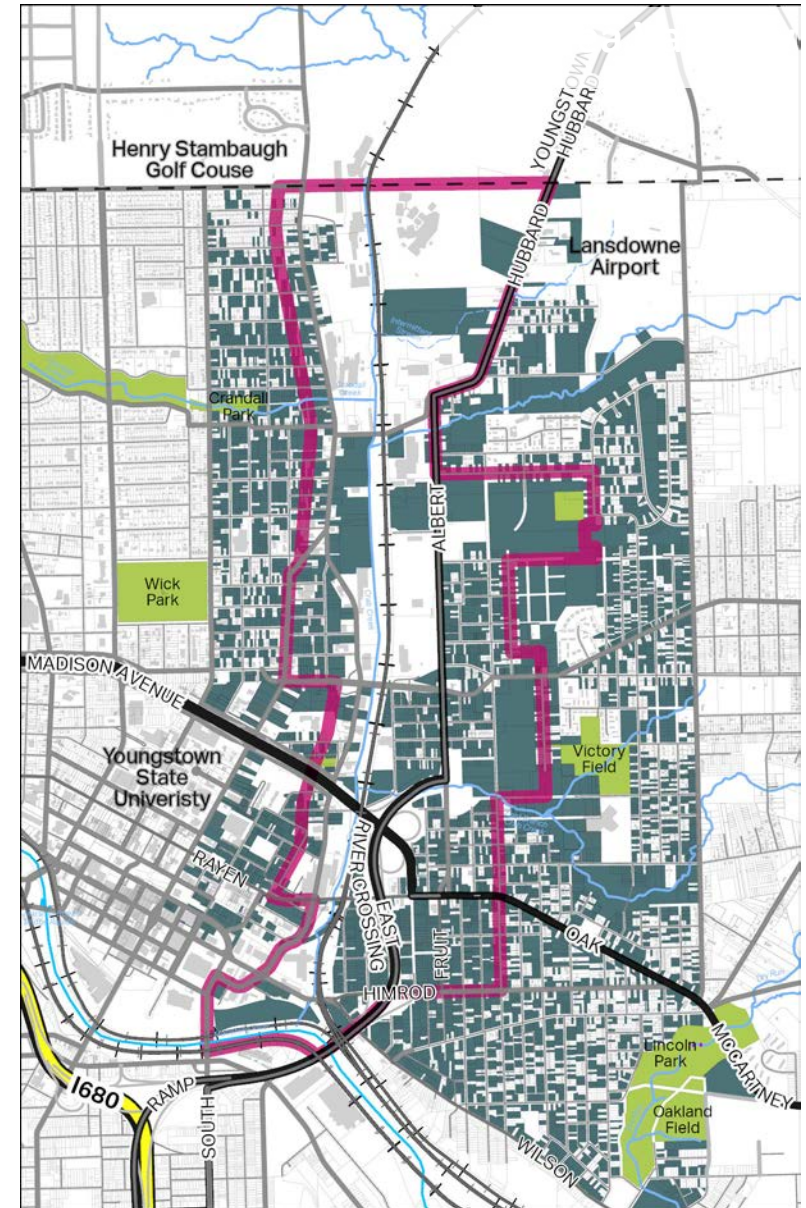
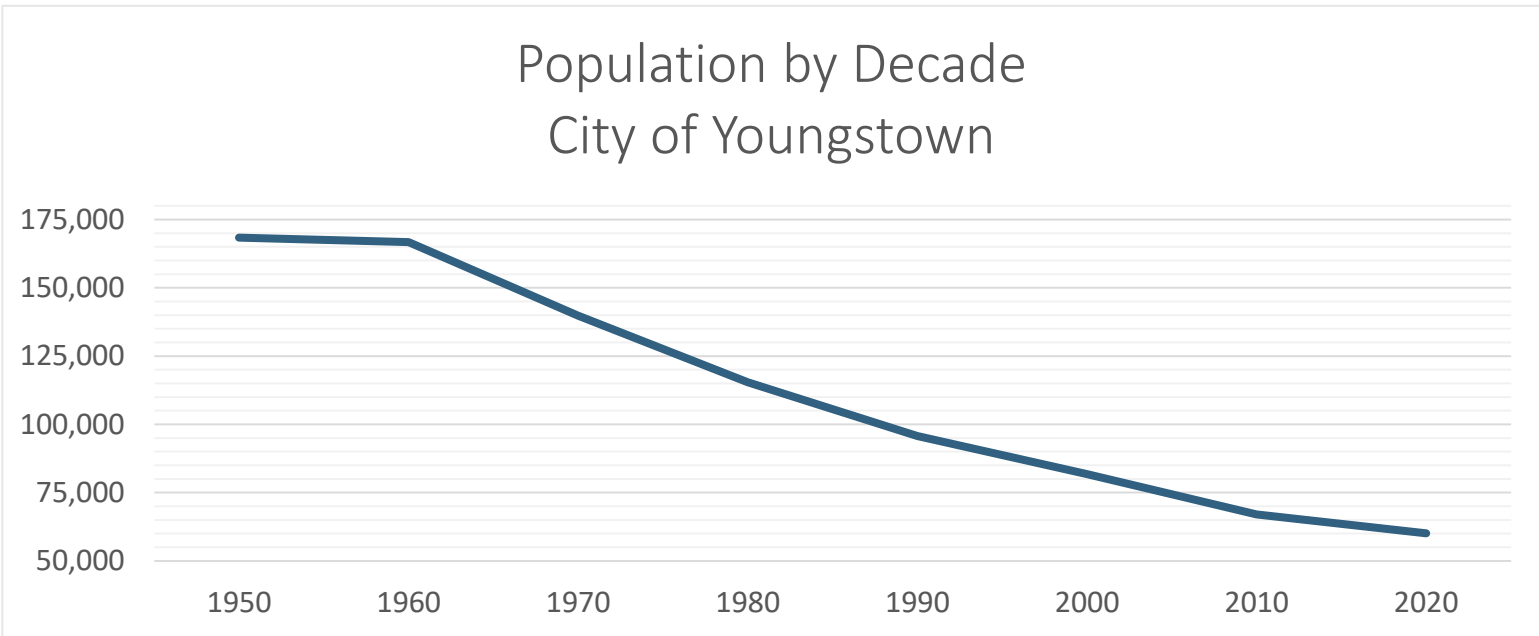
The District



The Challenge

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.

Population by Decade
City of Youngstown



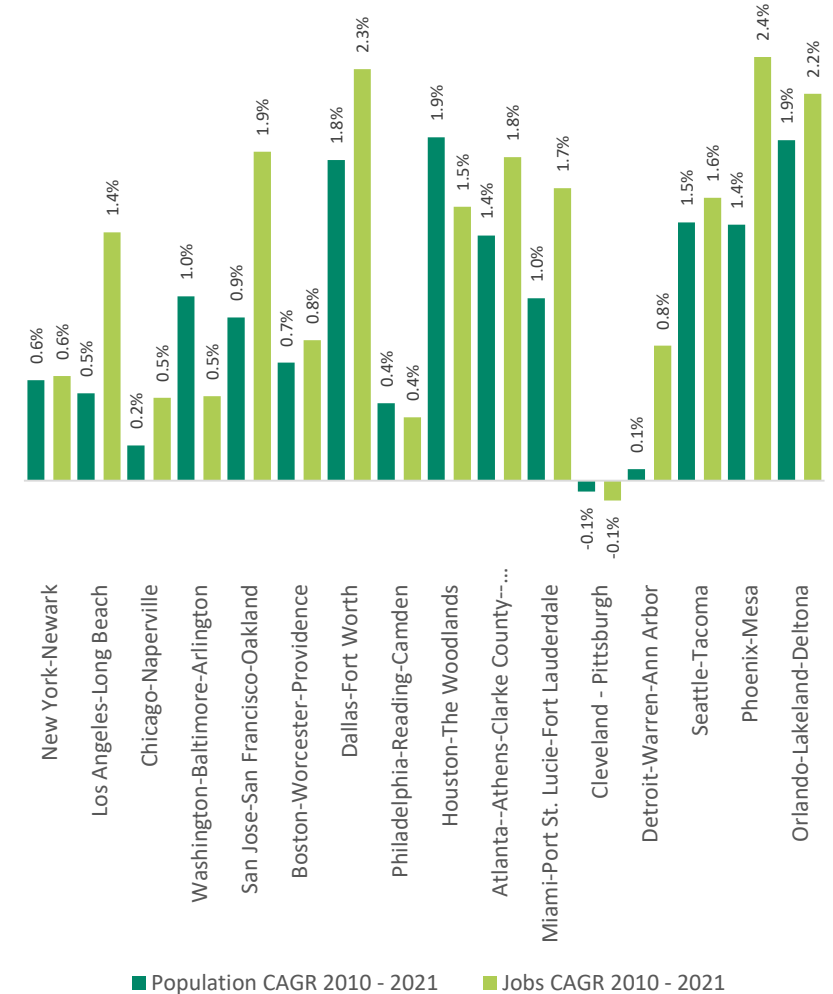
The Opportunity

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

Top 15 CSA Population and Job Growth 2010 - 2021



Our Objectives

Collectively, and in the best interests of the citizens and businesses of Youngstown, we will develop a plan that:

1. Defines and buffers the industrial and residential zones
2. Improves road and highway infrastructure serving the Crab Creek District
3. Prioritizes the district's "Major Redevelopment Sites"
4. Unlocks the greenway potential Crab Creek's tributaries
5. Specifies Implementation Strategies and Action Steps

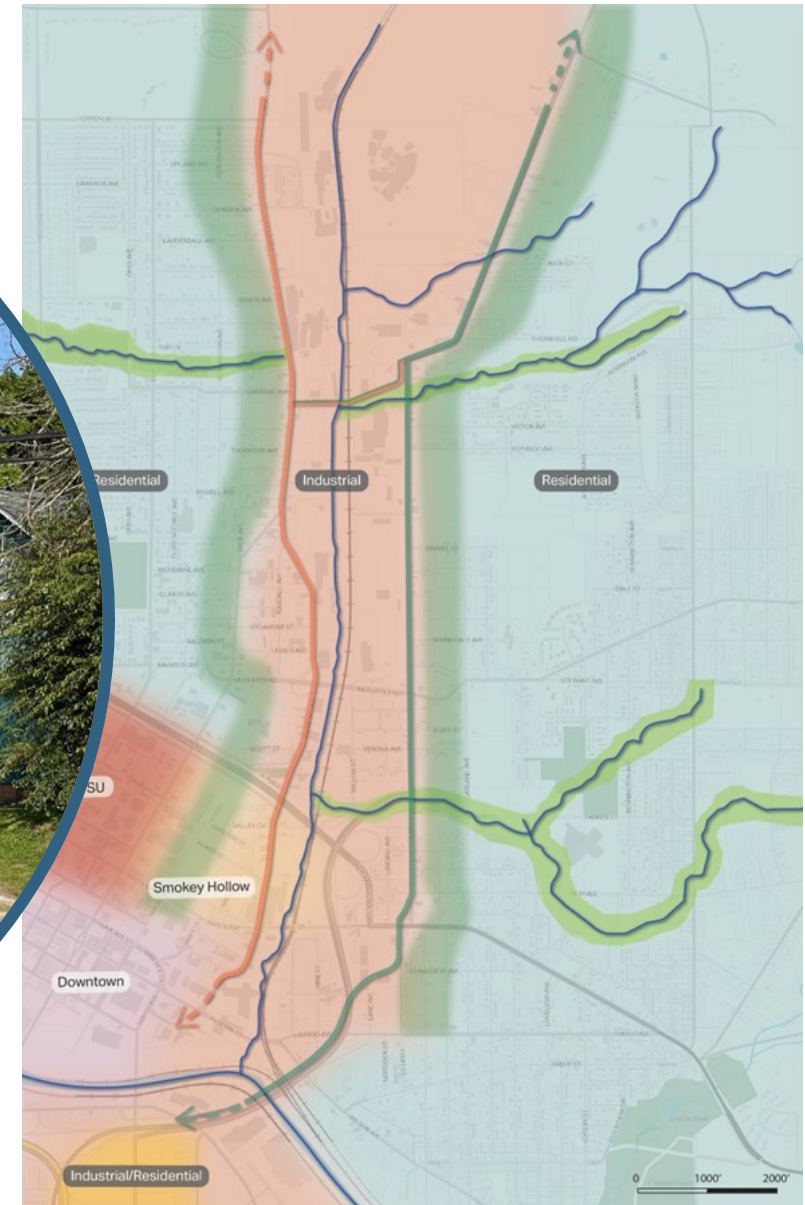
Plan Recommendations

Improve Infrastructure:

Create Green Buffers to protect residential neighborhoods from commercial truck traffic and industrial uses



Zents Avenue at Logan Avenue



Plan Recommendations

Improve Infrastructure:

Andrews/Logan Corridor
Albert Street Corridor



Misalignment of Albert Avenue at Hubbard Avenue



Plan Recommendations

Improve Infrastructure:

Hubbard Road At-Grade Crossing

- Vertical hump should be eliminated to lessen impedance of truck traffic



Eastbound Hubbard Road approaching at-grade rail crossing



Plan Recommendations

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



Eastbound Hubbard Road approaching Belle Ave



Plan Recommendations

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



Southbound Logan Avenue approaching Wick Avenue

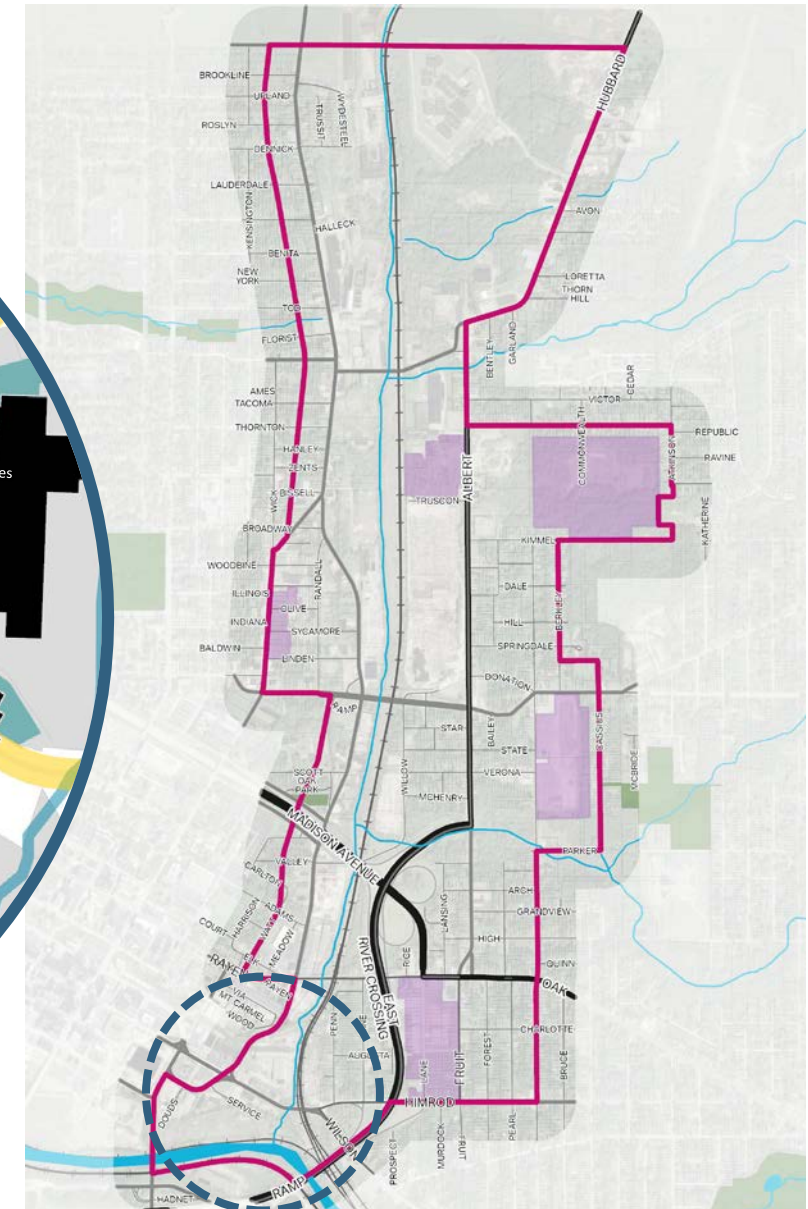


Plan Recommendations

Improve Infrastructure:

Enhance and parking and traffic flow in Industrial/Entertainment District

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

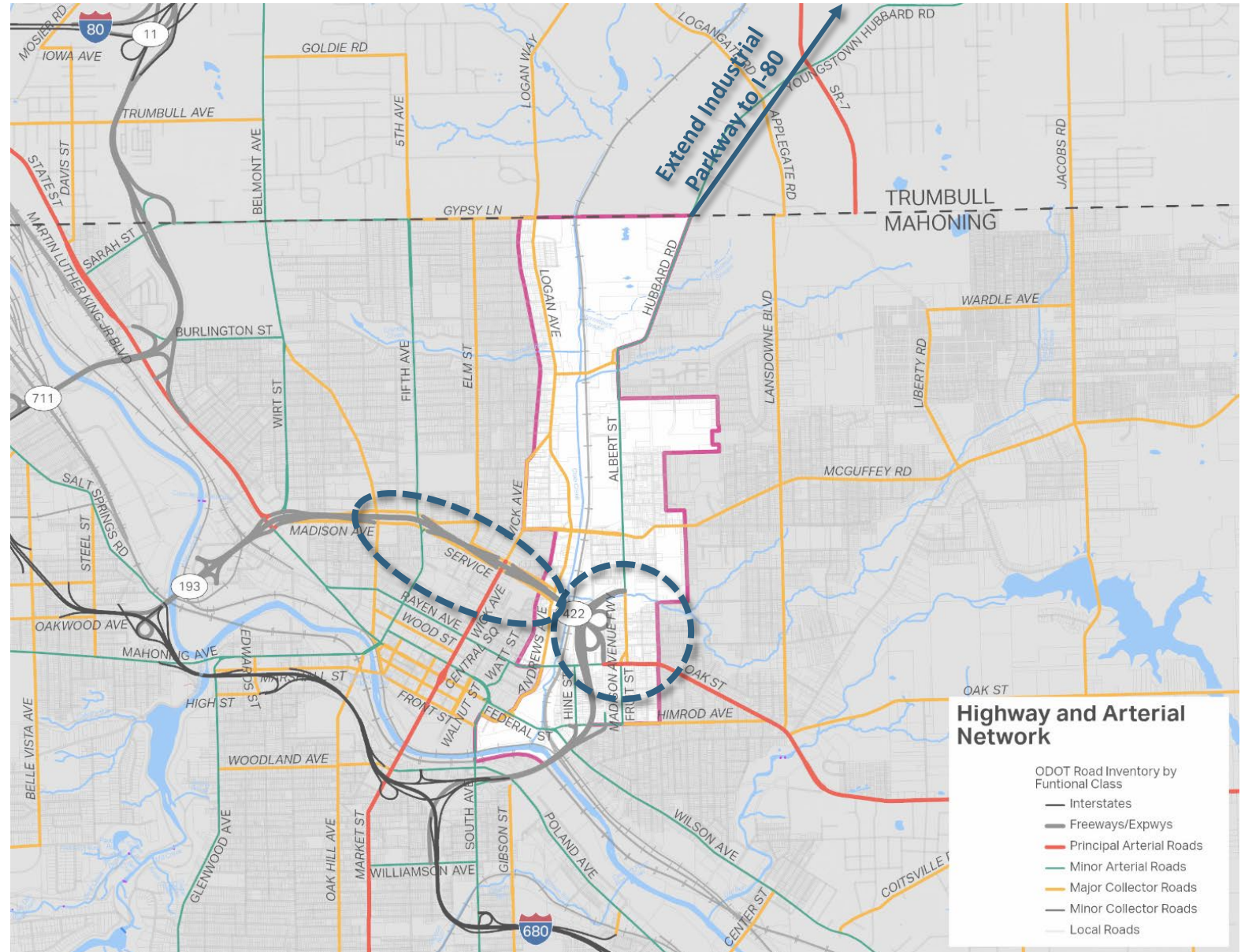


Plan Recommendations

Long Range Opportunities:

On a much greater scale, major roadway improvements in the region will have a positive effect on the Crab Creek District and should be studied further

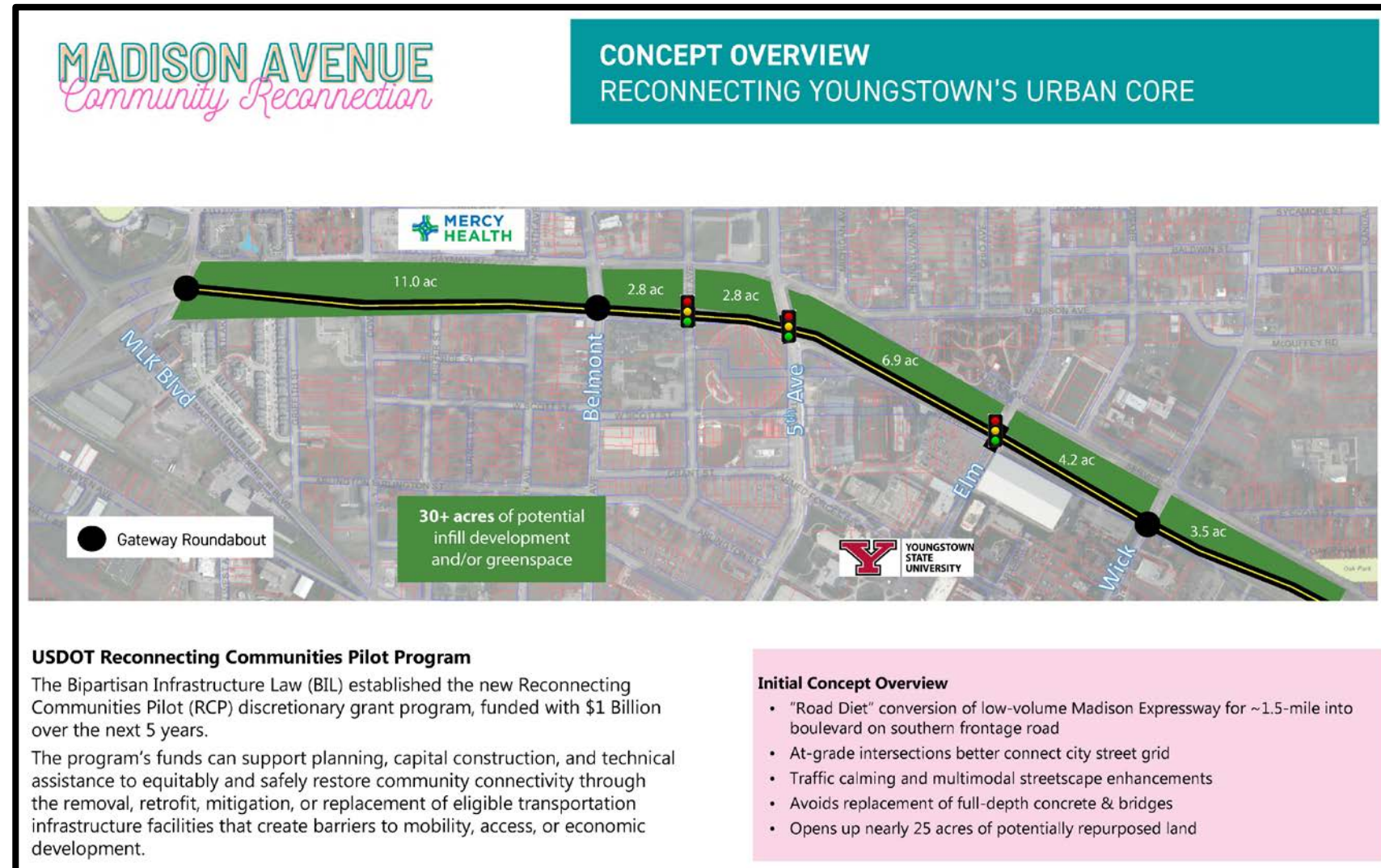
1. Downgrade of the Madison Avenue Expressway
2. Elimination of the OH-62/US-422 Interchange ramps
3. Addition of an industrial parkway to extend to Hubbard road to I-80



Conceptual Project

Madison Avenue Community Reconnection

- Initiative led by Eastgate Regional Council of Governments
- Applied to USDOT Reconnecting Communities and Neighborhoods program to fund a feasibility study
- Project is at the earliest stage and no decisions or direction has been determined



Plan Recommendations

Long Range Opportunities:

Green and Blue Trail Improvements will enhance quality of life and provide additional mobility options to the district

- Create a greenway spine that runs along Crab Creek
- Daylight drainage infrastructure
- Create connections to community amenities



Little Sugar Creek Greenway
Charlotte, NC
© jonbilous / Adobe Stock



Core Redevelopment 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



Priority Redevelopment Sites

General Fireproofing Site

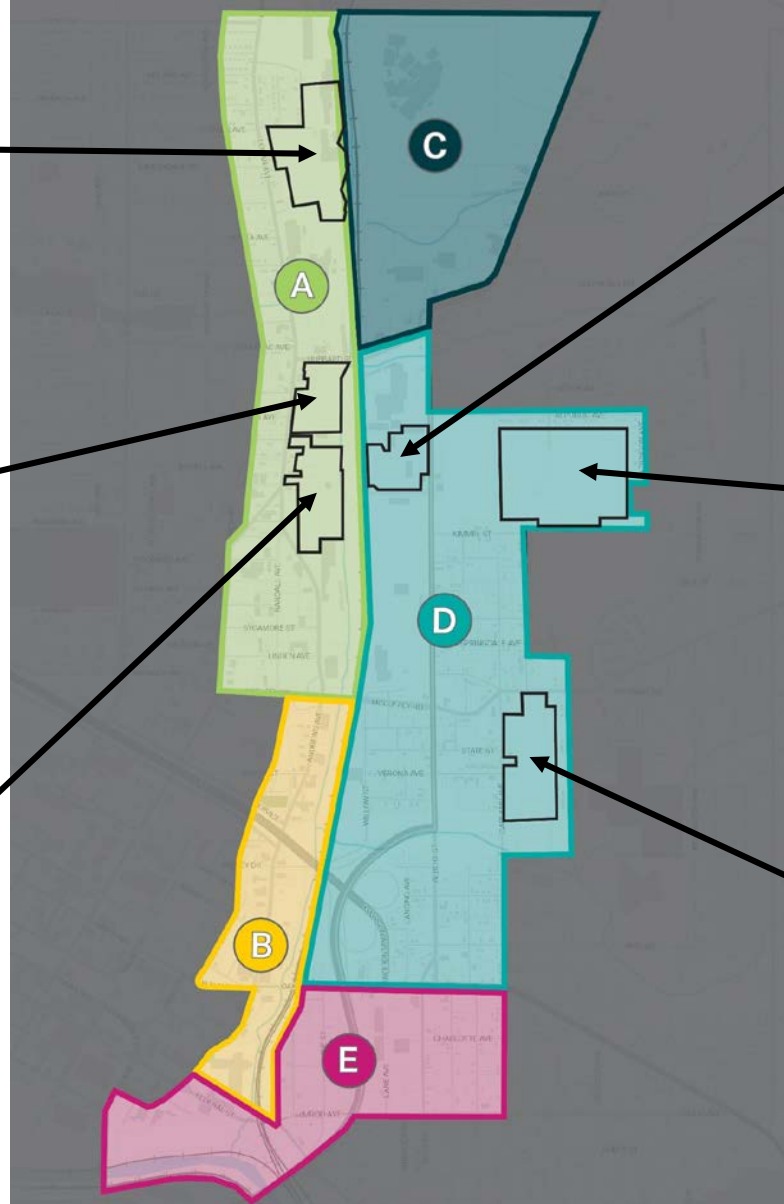
- 29 Acres
- Abandoned
- Tax Delinquent

YBM Site

- 11 Acres
- Remediated Brownfield
- Tax Delinquent

Koppers Site

- 18 Acres
- Contaminated Non-NPL
- Tax Current



Republic Rubberworks Site

- 15 Acres
- Contaminated Brownfield
- City-owned

City/School District Site

- 59 Acres
- Former School Site
- City/School District-owned

McGuffey Mall Site

- 23 Acres
- Zoned Mixed-Use Community
- Port Authority-owned

Plan Implementation

Partnership will be crucial to the implementation of the plan:

Local Partnerships

- North Side and East Side neighborhoods
- Business stakeholders
- City of Youngstown
- Youngstown City School District
- Western Reserve Port Authority
- Eastgate
- Mahoning County Land Bank
- Youngstown Warren Regional Chamber

State and Federal Government Partners

- Ohio Department of Development/Governor's Office of Appalachia
- Ohio Public Works Commission
- Ohio Department of Transportation
- Ohio Environmental Protection Agency
- US Economic Development Administration
- Appalachian Regional Commission
- US Department of Housing and Urban Development
- US Department of Transportation

Joint Safety Center

- Multi-million-dollar investment in the Project
- Approx. 115, 000 Square Feet
- 42- Acre Site (Wick 6)
- Will include the following amenities:
 - Training Center
 - Tactical Training Room
 - Shooting Range
 - Safety Points
 - Community Room

McGuffey Plaza Development

- Owned by the Western Reserve Port Authority, with 20 acres available for development.
- Environmental Studies in progress
- Discussions with local organizations to grow and expand on the property are ongoing

EDA Investment Priorities

- Equity
- Recovery & Resilience
- Workforce Development
- Manufacturing
- Technology-Based Economic Development
- Environmentally Sustainable Economic Development
- Exports and Foreign Direct Investment



Considerations

EDA prioritizes projects that produce a return on investment in the following ways:

Job Retention

Job Creation

Private Investment

Other things to keep in mind include:

- 50% Match Requirement
 - Distress Criteria
- EDA Investment Priorities
- Alignment with the CEDS
- Highly Competitive EDA Review Process
 - Realistic Funding Request
- Estimated \$6-7 million total for projects in the State of Ohio per Fiscal Year.
- Utilize the regional resources available to ensure a successful application!

Appalachian Regional Commission

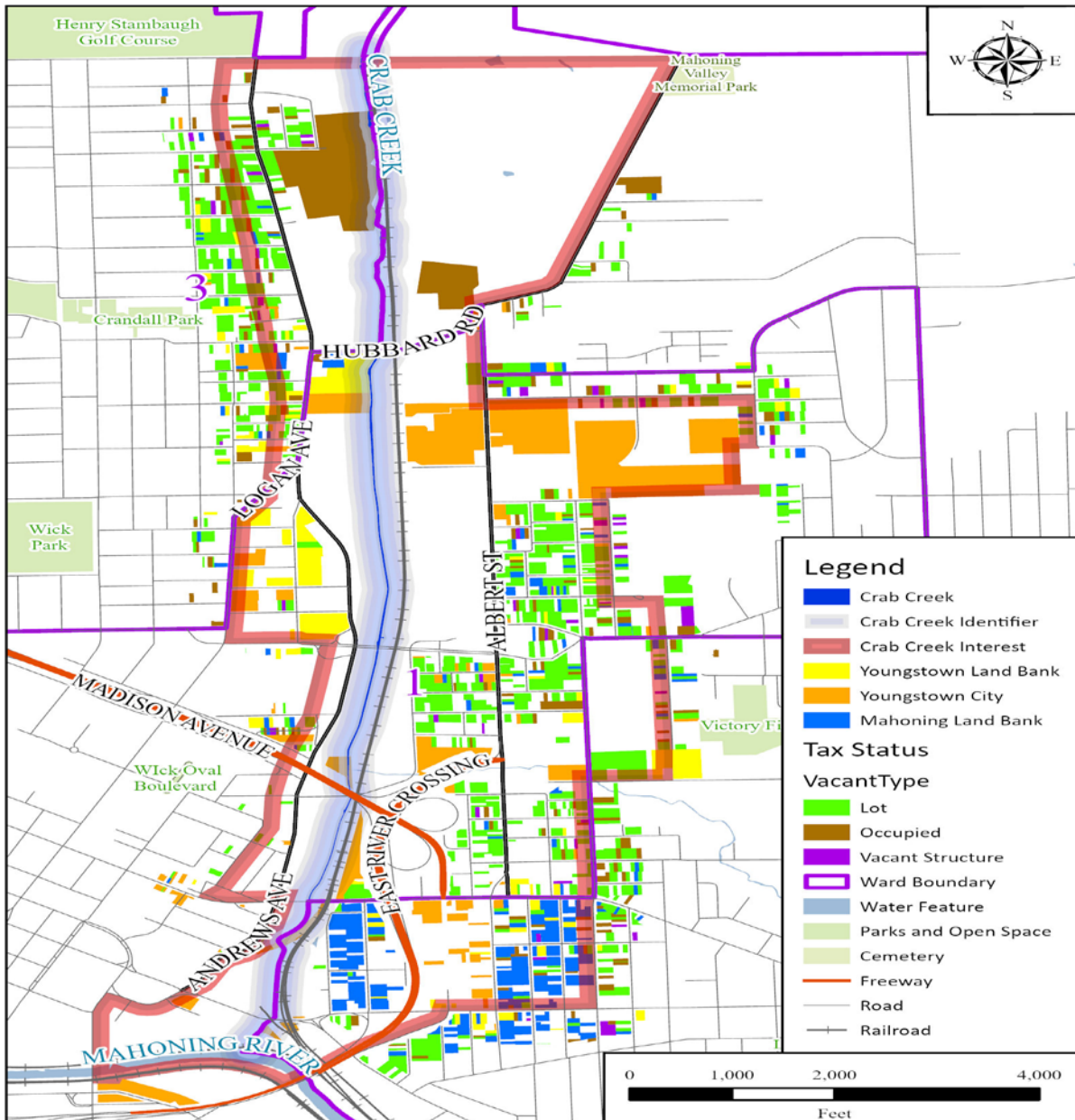
- **Area Development Program-** Focuses on Critical Infrastructure along with Business and Workforce Development (Local Development District)
- **POWER-** Partnerships for Opportunity and Workforce and Economic Revitalization Initiative (Federal)
 - Projects that support job creation and/or retaining jobs in the District
 - Develop/improve infrastructure for residents of the District
 - Improve access roads to decrease isolation and increase job creation
 - Strengthen economic development by leveraging natural and cultural assets
- **Eastgate Contact-** Kathy Zook, ARC Program Manager at Kzook@eastgatecog.org



Ohio Public Works Commission Infrastructure Program

- **State Capital Improvement Program (SCIP)**- Eligible projects are for improvements to roads, bridges, culverts, water supply systems, wastewater systems, storm water collection systems, and solid waste disposal facilities.
- **Local Transportation Improvement Program (LTIP)**- Funding is limited to roads and bridges only. Applicants may apply for grants up to 100% of the project cost.
- **District 6 Public Works Integrating Committee**- In Mahoning and Trumbull Counties, the D6PWIC develops the methodology to administer the State Capital Improvement Program (SCIP) and the Local Transportation Improvement Program (LTIP) and to annually evaluate the Pre-Applications submitted by the various units of local government, and submit a slate of projects to the Ohio Public Works Commission (OPWC) for their concurrence and subsequent funding.
- **Eastgate Contact**- ED Davis, OPWC Program Manager at Edavis@eastgatecog.org





City of Youngstown Land Reutilization "Land Bank" Program

Background:

The City of Youngstown's Land Bank was established in 1994. The process and procedures are set forth in Ohio Revised Code (ORC) Chapter 5722 for a municipality to facilitate the effective reutilization of tax delinquent non-productive lands to encourage redevelopment and promote productive uses.

Process and Procedure:

Acquisition by

- Donation (Gift)
- Deed-in-Lieu of Foreclosure
- Tax Foreclosure

- The City's Land Bank is administered under the Community Planning & Economic Development (CPED) Department
- Strategic planning with various City and Mahoning County Departments

Crab Creek Focus:

- Heavily land banking properties
- Clean title for marketability
- Desired outcome

City's Land Bank Acreage:

37.71

City of Youngstown Acreage:

93.74

Total City Acreage:

131.45

Land Assembly:

Albert Street

Hubbard Road

Logan Avenue

McGuffey Road

Oak Street

Get Involved

To stay up to date on the Crab Creek Corridor project visit:

youngstownohio.gov/crabcreek

At this webpage, you will be able to:

- Learn about the project background and purpose
- Complete surveys to provide feedback on project plans
- Access project updates
- Opt-in to e-mail and SMS updates

Get Involved

If you have any questions, please reach out:

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