

Mahoning River Corridor Initiative

Feasibility Study

Prepared for

The City of Youngstown

By

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STATE UNIVERSITY
Center for Urban and Regional Studies

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Mahoning River Corridor Initiative

Financial partners CASTLO - CIC Mahoning River Consortium

Mahoning River Corridor
Mayors' Association
Village of Lowellville
City of Struthers
City of Campbell
City of Youngstown
City of Girard
Village of McDonald
City of Niles
City of Warren
City of Newton Falls
Greater Mahoning Valley
Common Wealth, Inc.
Ohio Department of
Development*
YSU Center for Urban and
Regional Studies

Community partners Eastgate Regional Council of Governments Youngstown-Warren Regional Chamber

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Grant
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Youngstown.



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YSU Center for Urban and Regional Studies

Mahoning River Corridor Mayors' Association

**President, Mayor John Dill, City of Campbell
Vice President, Mayor Jay Williams, City of Youngstown
Secretary, Mayor James Melfi, City of Girard
Treasurer, Mayor Ralph Infante, City of Niles
Mayor James Iudiciani, Sr., Village of Lowellville
Mayor Terry P. Stocker, City of Struthers
Mayor Glenn Holmes, Village of McDonald
Mayor Michael O'Brien, City of Warren
City Manager Jack Haney, City of Newton Falls**

Mahoning River Consortium

CASTLO - CIC

Common Wealth

Greater Mahoning Valley

Mahoning River Corridor of Opportunity

Eastgate Regional Council of Governments

Youngstown – Warren Regional Chamber

Table of Contents

I. Introduction	3
II. Corridor Initiative Goals and Objectives.....	5
III. Corridor Initiative Structure and Strategy.....	6
IV. Corridor Initiative Redevelopment Sites/Profiles.....	7 - 52
A. Brownfield Sites and Related Infrastructure Projects.....	8 - 42
B. Environmental Enhancements	43 - 45
C. Recreational Enhancements.....	46 - 52
V. Economic Development and Marketing Strategy.....	53 - 58
VI. Other Corridor Initiative Collaborations.....	58 - 59
VII. Challenges.....	59 - 60
VIII. Conclusions and Recommendations.....	60 - 61

Disclaimer: The data contained herein was compiled from various reports, field studies, interviews and other public records. The Mahoning River Corridor Initiative does not warrant the accuracy, reliability or timeliness of any of said information and assumes no legal responsibility. Persons relying on the information contained herein should consult the owners of all referred properties and other public information sources for verification of the information.

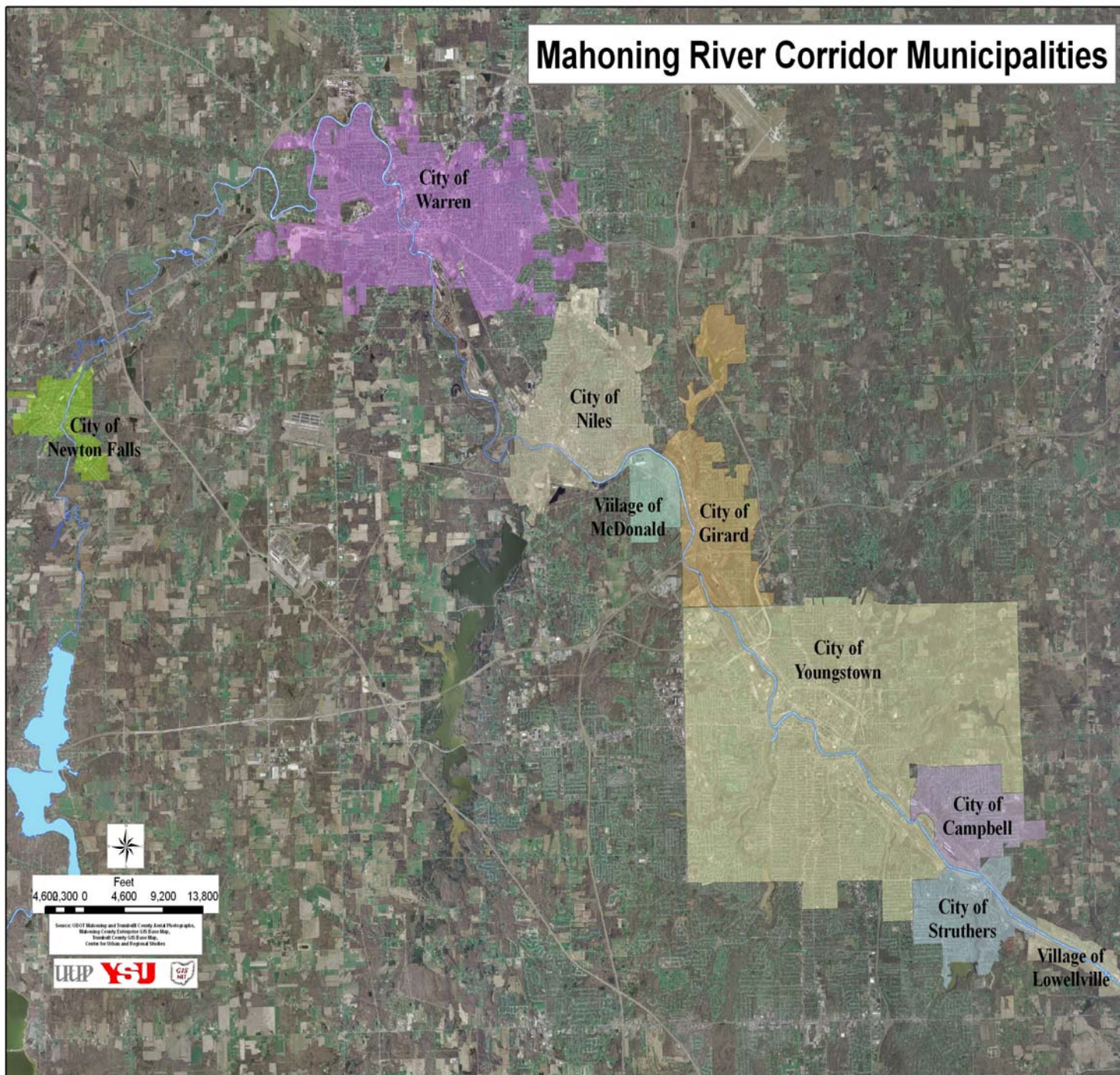


Figure 1: Mahoning River Corridor Municipalities

I. Introduction

The following report addresses *the feasibility of establishing a regional urban economic development and brownfield revitalization plan in the nine incorporated communities* in Mahoning and Trumbull Counties in the Mahoning River corridor; a strategy to create a sustainable revenue stream through economic development and enhanced public recreational amenities and conservation measures and; details specific implementation activities undertaken by the Mahoning River Corridor Initiative.*

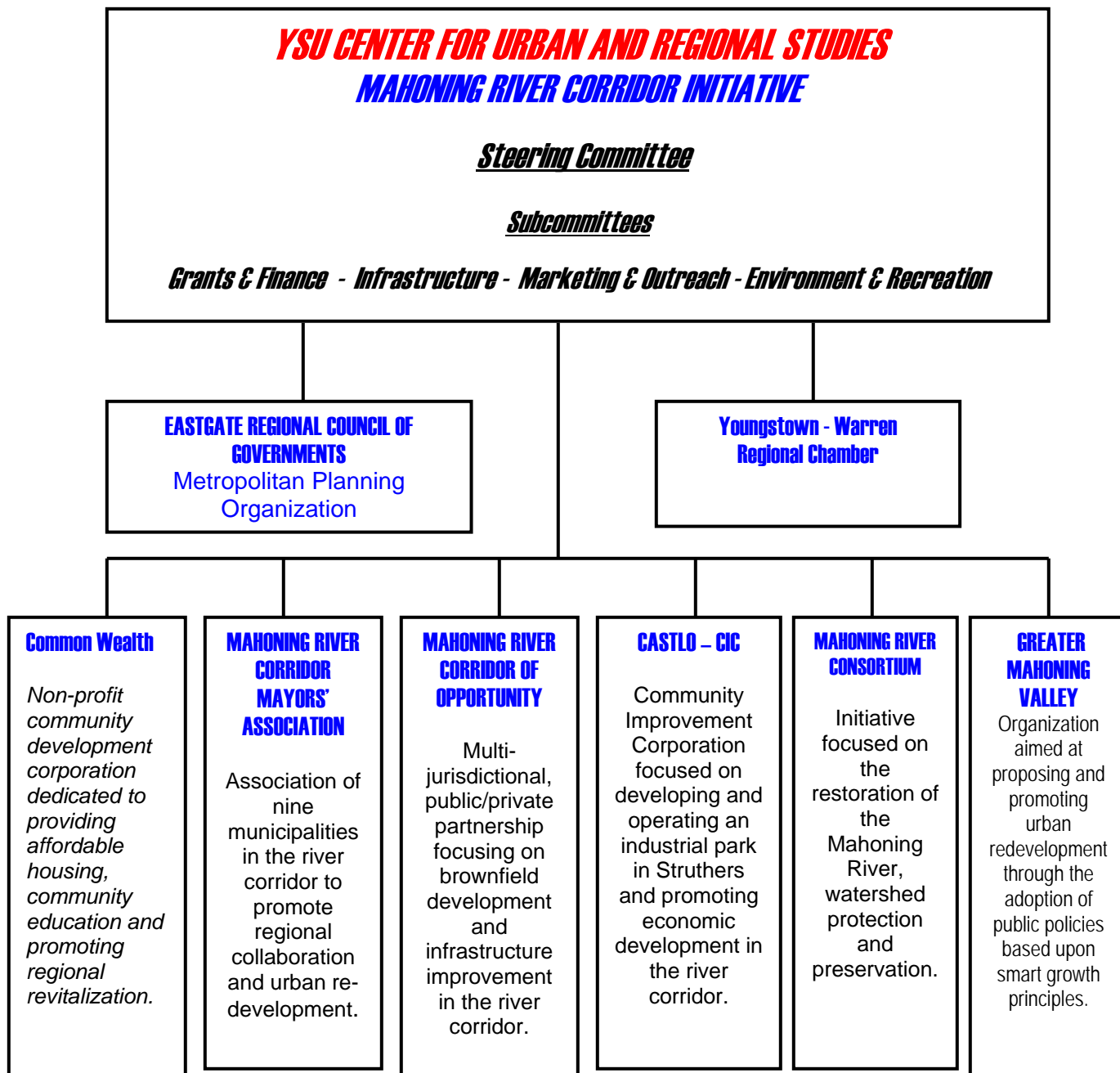
The Mahoning River corridor stretches approximately thirty-one miles along the Mahoning River from Lowellville to Newton Falls and consists of nine incorporated municipalities in Mahoning and Trumbull Counties. Much of the land use in the corridor was dominated by the steel industry and related manufacturing and transportation activities and runs through the most impoverished communities in the Mahoning Valley.

The project is the outgrowth of the Mahoning River Corridor of Opportunity, a regional collaboration in the southeast portion of the corridor between the cities of Struthers, Campbell, Youngstown and Mahoning County, that resulted in over \$18,000,000 in environmental assessments, remediation and infrastructure improvements to assist at least eight businesses to locate, or expand, in that portion of the river corridor that includes a major regional sports facility. Approximately, 200 acres of former brownfield area currently employ over 800 as a result of brownfield redevelopment.

A major obstacle inhibiting additional and further progress in the remainder of the corridor continued to be the lack of regional collaboration between communities to plan redevelopment; to access the available resources to address environmental and infrastructure improvements; and the lack of readily available expertise to facilitate and coordinate such a regional effort.

In the spring 2008, the MRCO reached out to other communities in the river corridor, Youngstown State University and other initiatives working on complementary and parallel river corridor projects to explore the possibilities of expanding the MRCO strategy and combining efforts. In June 2008, the Mahoning River Corridor Mayors' Association was formed to represent the interests of the corridor communities and to establish a mechanism for working in concert with other initiatives. In June 2008, the YSU Center for Urban and Regional Studies agreed to house the Corridor Initiative and provide institutional support and other in-kind staff and facilities support. To further help facilitate establishing the Corridor Initiative the Mahoning River Corridor Mayors' Association communities agreed to contribute \$.10/ capita, the YSU Center for Urban and Regional Studies agreed to house the initiative and provide in-kind facilities support and UUP funding and the CASTLO CIC, Mahoning River Consortium, and Common Wealth provided financial assistance. The Eastgate Regional COG and Youngstown-Warren Regional Chamber also agreed to provide in-kind support in the form of staff assistance, technical expertise and data sharing. As a result, the Mahoning River Corridor Initiative was formed consisting of the Mahoning River Corridor Mayors' Association, the YSU Center for Urban and Urban Studies, Mahoning River Consortium, CASTLO CIC, Common Wealth, Inc., Eastgate Regional COG, and Youngstown-Warren Regional Chamber.

*Villages of Lowellville, McDonald; Cities of Struthers, Campbell, Youngstown, Girard, Niles, Warren and Newton Falls



Mahoning River Corridor Mayors' Association: Villages of Lowellville and McDonald, Cities of Struthers, Campbell, Girard, Youngstown, Niles, Newton Falls and Warren

Figure 2: MRCI Organizational Chart

II. Corridor Initiative Goals & Objectives

Goal: To establish and implement a regional urban economic and brownfield revitalization plan in the Mahoning River corridor.

Objectives:

- Increase utilization of the Mahoning River corridor for business, recreational and preservation activities.
- Make land along the river corridor available for development.
- Make urban areas more attractive to new investment.
- Foster regional cooperation among local governments.
- Promote smart growth policies and reduce the trend towards urban sprawl.
- Facilitate the creation of revenue sharing mechanisms between corridor communities.

III. Corridor Initiative Structure & Strategy

The position of Mahoning River Corridor Initiative Manager was established at the YSU Center for Urban and Regional Studies to work with the corridor communities, local, state and federal economic development and community-based agencies to identify, prioritize, coordinate and manage Corridor Initiative activities.

At a March 2009 General Membership Meeting of all collaborating partners, a Mahoning River Corridor Initiative Steering Committee and four Subcommittees were established representative of the governmental and community partners to establish a regional urban economic development and brownfield revitalization plan utilizing an expanded Mahoning River Corridor of Opportunity model. The Steering Committee is comprised of the Executive Committee of the Mahoning River Corridor Mayors' Association, and representatives of the Mahoning River Consortium, Trumbull and Mahoning Engineers, Eastgate Regional COG, Governor's Regional Economic Development Office, YSU Center for Urban and Regional Studies, CASTLO – CIC, Common Wealth, the Mill Creek and Trumbull County MetroParks, and the four MRCI Subcommittee Chairs. Chaired by the Corridor Initiative Manager, the Steering Committee meets quarterly, or as necessary, to review the status of Corridor Initiative activities and identify tasks to be completed and assigned to the appropriate MRCI Subcommittee. (Figure 2)

The MRCI Subcommittees include: Transportation & Infrastructure, Marketing & Outreach, Environmental/Recreational Enhancement, and Grants & Finance. Subcommittees are comprised of members from the partnering organizations. The MRCI Subcommittees meet as necessary to facilitate Corridor Initiative activities in their particular area of responsibility.

Based on input from the Corridor Initiative governmental and community partners and consistent with available community comprehensive plans, sites and projects were proposed and

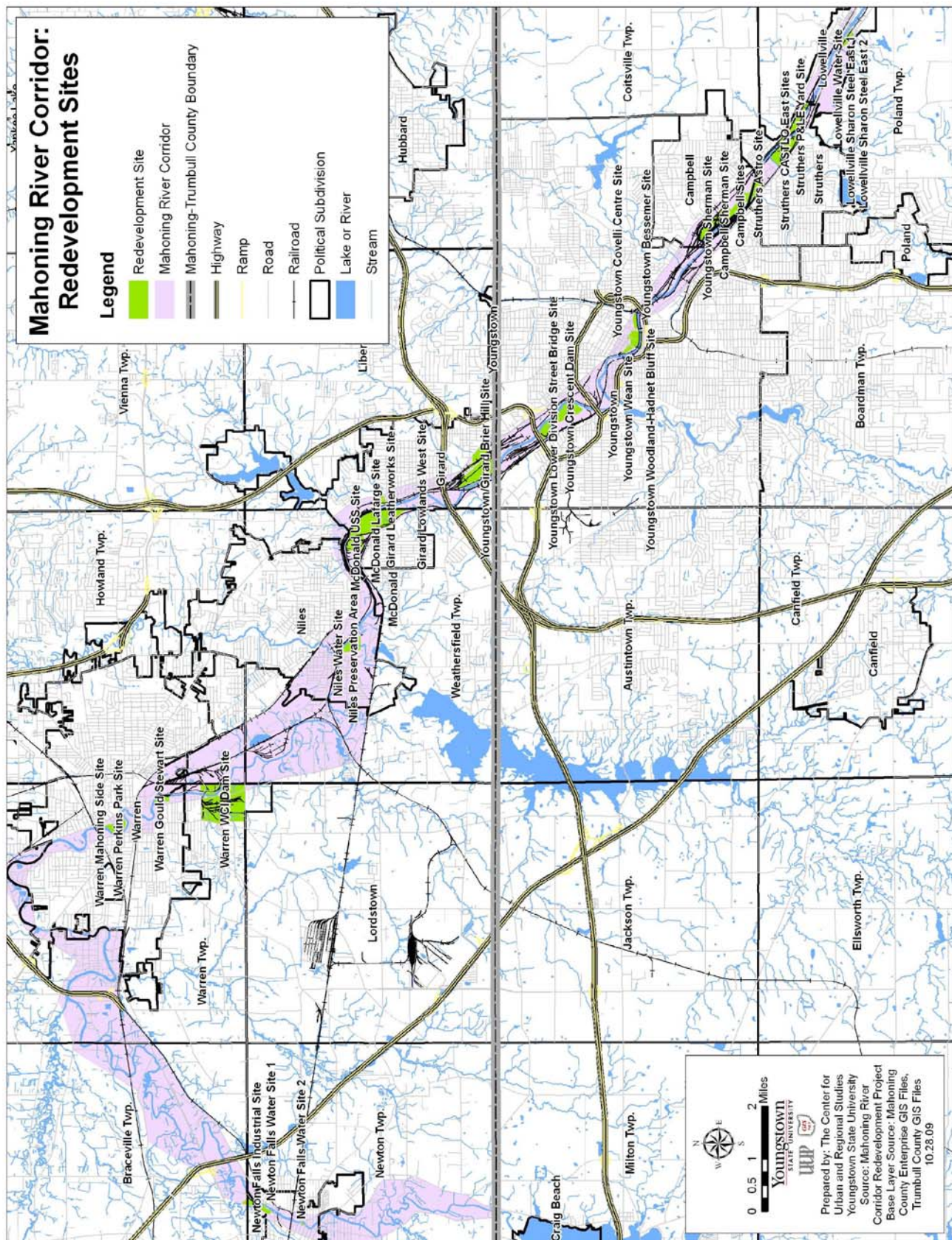


Figure 3: Mahoning River Corridor Redevelopment Sites

evaluated in each community for potential business, recreational, environmental enhancement and/or preservation to determine highest and best use. (Figure 3)

As data was gathered sites/projects were added, deleted, and modified. Using a number of feasibility factors, sites in each use category and projects were prioritized. The feasibility factors used to rate proposed sites and projects were: site ownership status, environmental status, community support, comprehensive plan, zoning, availability and timing of financial resources (state/federal), cost of project and local match requirements. Based upon the feasibility rating as determined by a consensus of the appropriate MRCI Subcommittee and Steering Committee, sites/projects were ranked into one of the three tiers. Tier 1 sites/projects were those being implemented or that could be implemented within three years. Tier 2 sites/projects could be implemented in three to five years. Tier 3 site/project could be implemented in five plus years.

The various Corridor Initiative partners act as lead or co-applicants in filing funding applications to implement projects in their area, or jurisdiction.

IV. Corridor Initiative Redevelopment Sites/Projects

A. Brownfield and Related Infrastructure Projects

Sixteen brownfield sites totaling over 800 acres that would have the greatest potential economic development and ecological restoration impact in the river corridor were identified to be addressed in the corridor land use plan. See pages 10 - 41 for site maps and profiles. Eleven infrastructure projects are related to those sites. Infrastructure projects are represented on the respective brownfield site map.

Brownfield Sites / (Rating):

1. Lowellville Sharon Steel East 1 (1)
2. Lowellville Sharon Steel East 2 (1)
3. Struthers P&LE (3)
4. Struthers CASTLO East (1)
5. Struthers Astro (1)
6. Campbell YS&T (1)
7. Campbell Sherman (3)
8. Youngstown Sherman (3)
9. Youngstown Bessemer (3)
10. Youngstown Wean (1)
11. Youngstown-Girard Brier Hill (1)
12. Girard Leatherworks (3)
13. McDonald USS (3)
14. McDonald Lafarge (3)
15. Warren Mahoningside (1)
16. Newton Falls Direct International (2)

Related Infrastructure Projects (Rating)

- Lowellville McGaffney St. Ext. (1)
- CASTLO Infrastructure (1)
MRCO Lower Connector Bridge (1)
MRCO Cene Way Ext. (1)
MRCO Lower Connector Bridge (1)
MRCO Sanitary Lift Station (1)
MRCO Campbell Roadway (1)
MRCO Roadway (3)
MRCO Sanitary Lift Station (1)
MRCO Roadway (3)
MRCO Sanitary Lift Station (1)
- Lower Division St. Bridge (2)
Girard Rt. 422 Improvement (1)
- McDonald Roadway (3)
McDonald Roadway (3)

Infrastructure Projects

MRCO Lower Connector Bridge (1). A 400 ft. span over the Mahoning River that will link sites in Struthers and Campbell. Project is under design and will go to construction in 2010.

Cene Way Extension (1). Roadway extension will provide improved access to Astro Development Site and link to the Lower Connector Bridge. Roadway construction is complete with the exception of constructing a rail crossing at Ohio Central track. Completion of project is expected before the end of 2009.

MRCO Sanitary Lift Station (1). Project will rehabilitate as sanitary lift station and related sanitary improvements in the Campbell / Casey corridor area serving four existing businesses and future businesses. Seven hundred thousand dollars of the \$1,000,000 project have been secured. Balance of funding is currently pending approval of an Ohio Public Works Commission grant.

MRCO/Campbell Roadway (1). Project involves reconstruction of 2,600 ft. of industrial roadway and utilities to improve access to existing businesses and facilitate further development in the corridor. A commitment of \$235,000 has been secured from the ODOD 629 funding, and an application for \$350,000 is pending Ohio Public Works Commission grant approval.

CASTLO Infrastructure Improvements (1). Comprehensive project involves infrastructure improvements including 1,600 ft. of roadway and utility extensions in the Castlo Industrial Park to facilitate development of a forty-acre VAP remediated site. CASTLO to refile a Jobs Ready Sites application for funding in fall 2009.

Lower Division Street Bridge (2). Project is replacement of the 200' Lower Division Street Bridge over the Mahoning River in Youngstown to improve egress and ingress to the Ohio Works and Brier Hill Development site in Youngstown and Girard. Bridge is a major access route to SR422, SR711, and I-80. Project secured funding in 2009 and is undergoing design.

McDonald Industrial Roadway (3). Project is the proposed construction of an approximately 7,500' roadway along the east side of the railroad right-of-way from the bridge at McDonald Steel to the vicinity of the viaduct at to more effectively access the USS and Lafarge development sites.

MRCO Industrial Roadway (3). Project would extend existing roadway 6,000' east along the north side of the Mahoning River from Campbell to Center Street in Youngstown as part of the MRCO internal roadway system. Project would improve access to Youngstown Sherman site.

Girard US 422 Project (1). Project will improve US 422 (S. State Street) in Girard and improve egress and ingress to the Brier Hill site. Project is also related to the Gateway Environmental Enhancement project. Funding is secured for the project, and it is scheduled for construction in spring 2010.

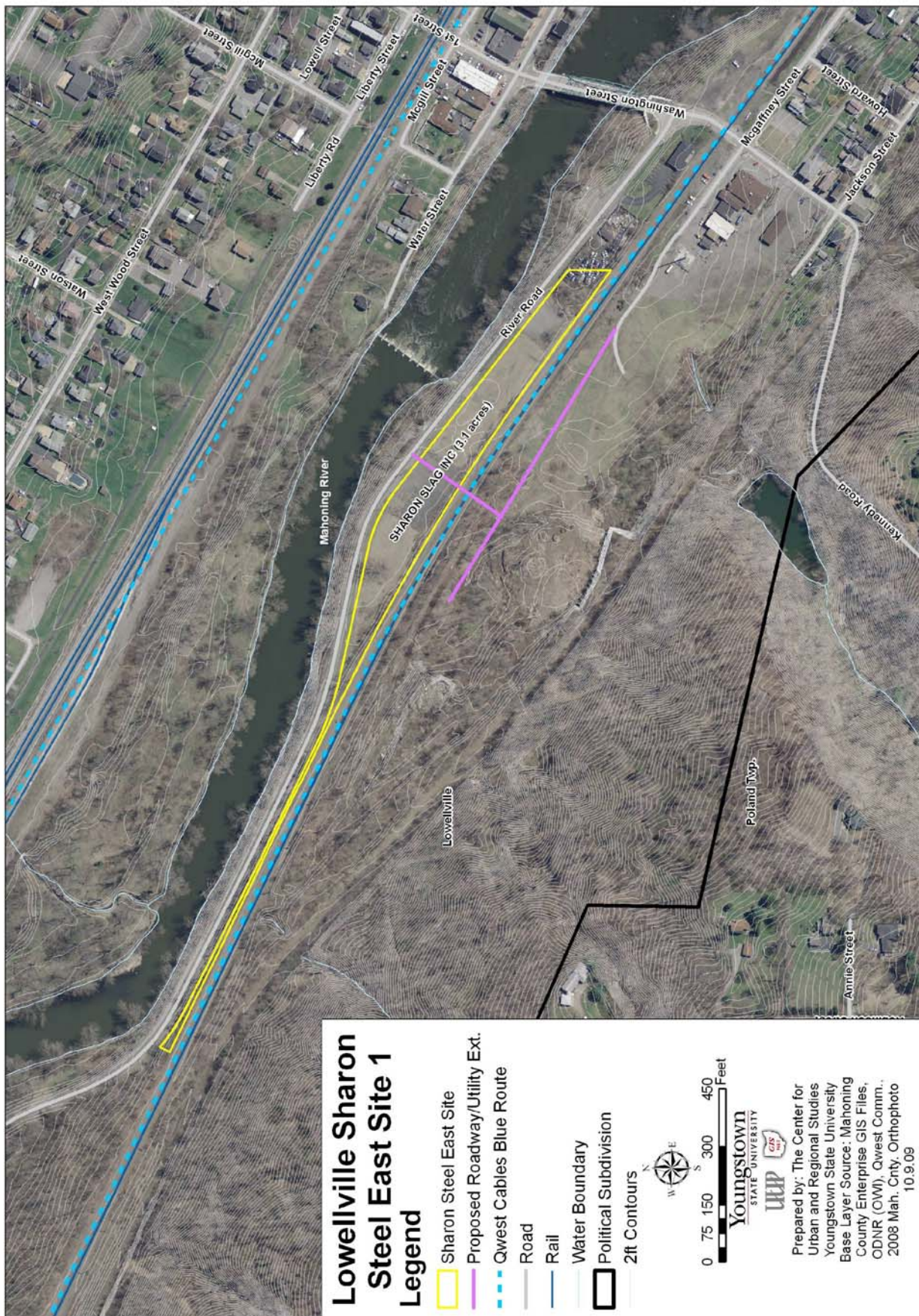
Intermodal Facility (2). Project is to establish a rail to truck intermodal facility in the river corridor on one of two corridor sites (Astro, Castlo East) currently remediated and accessible with service railroad availability. The Western Reserve Port Authority has agreed to sponsor the project and has filed a Letter of Intent with ODOD under the Logistics and Distribution Program.

Lowellville McGaffney St. Extension (1). Project is to construct 1600' of roadway and utilities extending McGaffney Street to better access and serve former Sharon Steel property.

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Site Maps and Profiles

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Sharon Steel East 1 Development Site

Feasibility Rating: 1

Proposed Use : Commercial / Lt. Manufacturing

Community: Lowellville

Site Address/ Location

River Road

Site Owner(s):

David Gennaro

6065 Arrel-Smith Rd.

Lowellville, OH 44436

Site Owner(s) Contact Information

Same

330-536-6910



Environmental Status

VAP Phase I: no

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: yes

Site Features

Total Acres: 3

Zoning: Industrial

Rail Access: at site, no siding

Road Access: River Road

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	< 100'	4"	40-60 psi
Water:	at site	6"	40-60 psi
Electric:	at site	4.16 – 138 KV	
Wastewater:	none		
Fiber Optics:	at site		

Highway/Distance: US224 / 1.5 mi.

SR289 / .5 mi.

Interstate/Distance: I680 / 5 mi.

Related Infrastructure Project(s)

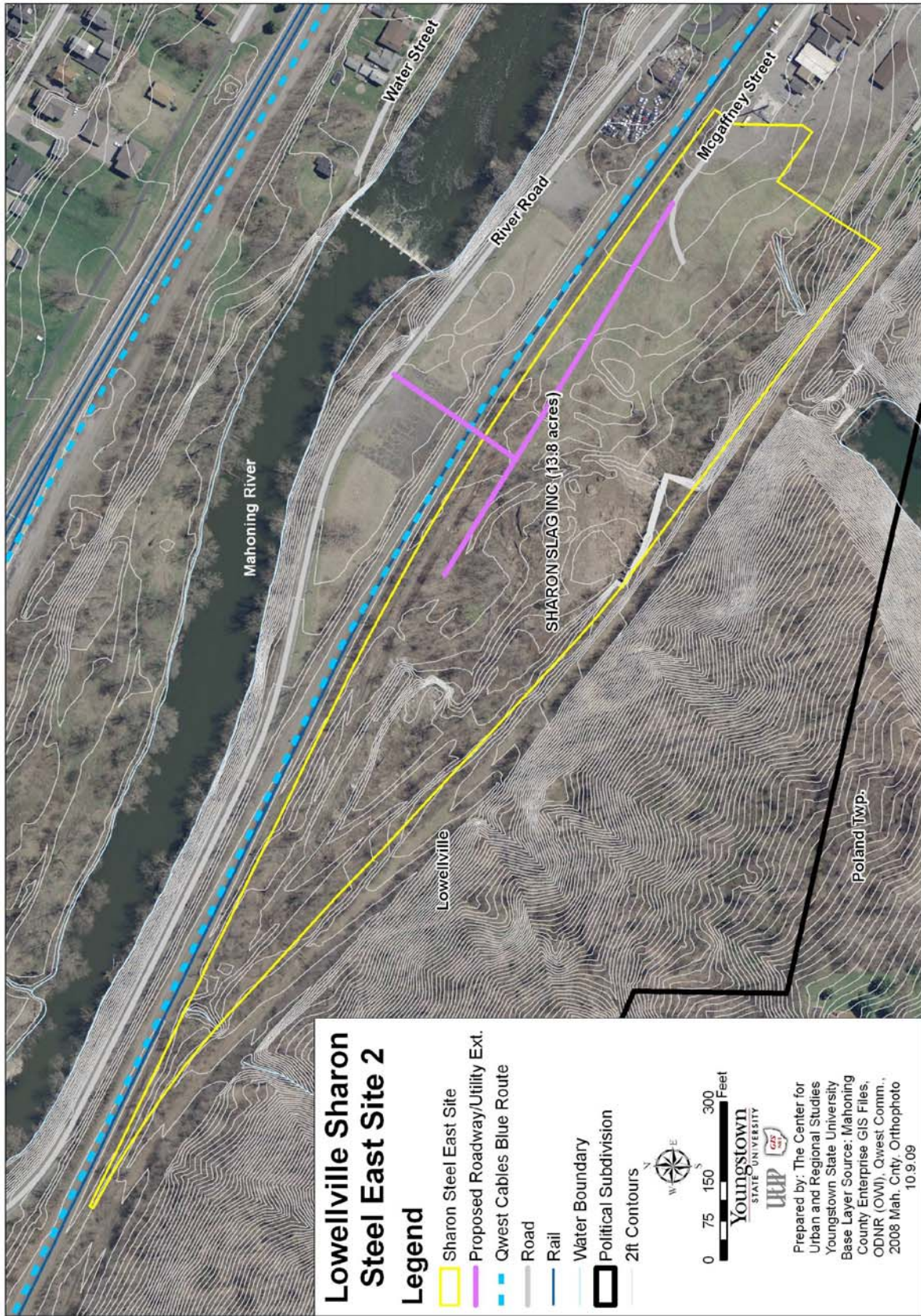
McGaffney St. Extension Project (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure access or ownership to conduct appropriate environmental assessments.

Based upon prior use likely only a Phase I may be necessary.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Sharon Steel East 2 Development Site

Feasibility Rating: 1

Proposed Use : Commercial / Lt. Manufacturing

Community: Lowellville

Site Address/ Location

River Road

Site Owner(s):

David Gennaro

6065 Arrel-Smith Rd.

Lowellville, OH 44436

Site Owner(s) Contact Information

Same

330-536-6910



Environmental Status

VAP Phase I: no

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: yes

Site Features

Total Acres: 13.5

Zoning: Industrial

Rail Access: at site, no siding

Road Access: McGaffney Street

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	4"	40-60 psi
Water:	at site	12"	90 psi
Electric:	at site	4.16 – 138 KV	
Wastewater:	100'	10"	
Fiber Optics:	at site		

Highway/Distance: US224 / 1.5 mi.
SR289 / .5 mi.

Interstate/Distance: I680 / 5 mi.

Related Infrastructure Project(s)

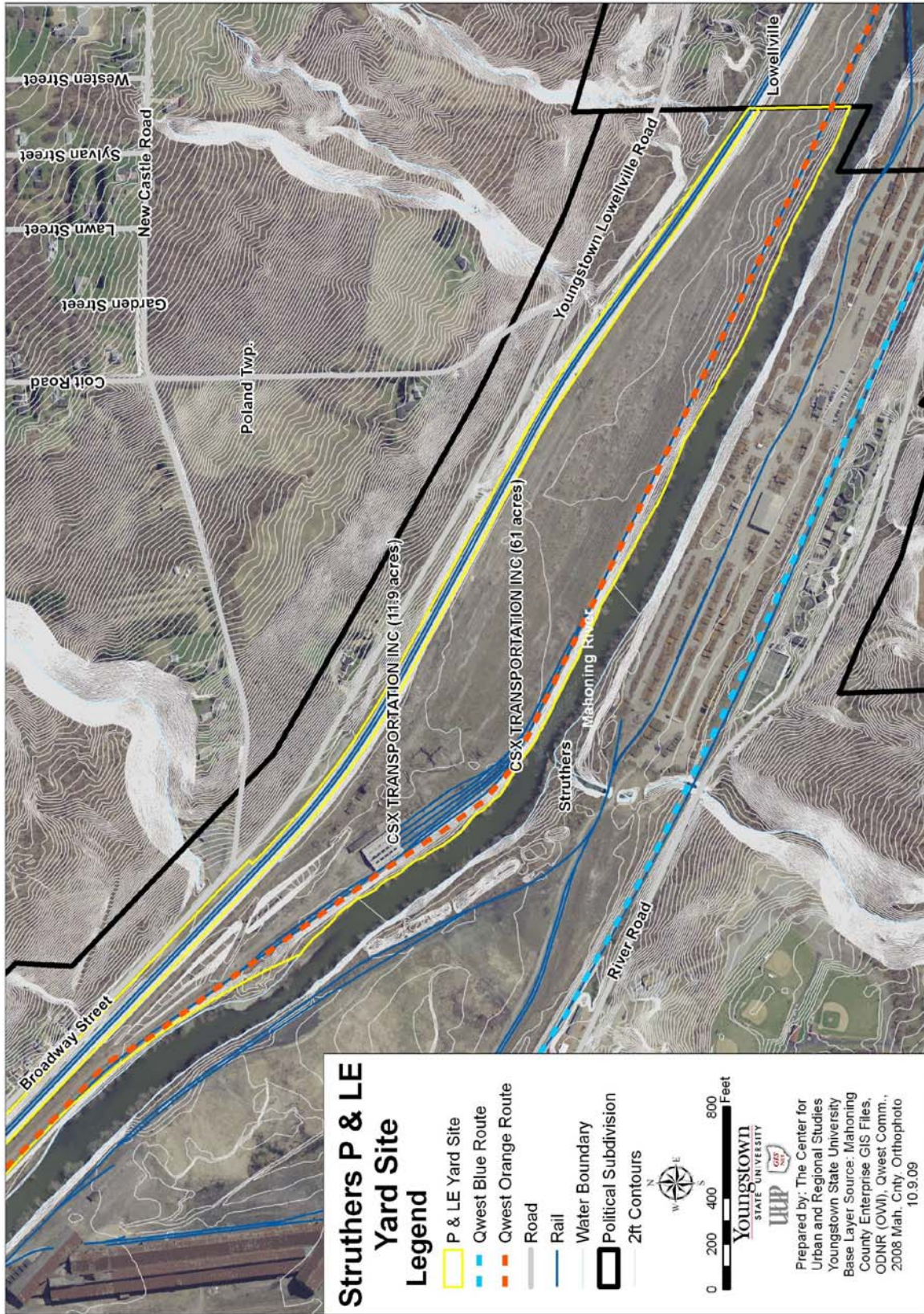
McGaffney St. Extension Project (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure access or ownership to conduct appropriate assessments.

Based on prior use only a Phase I may be necessary



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Struthers P&LE Development Site

Feasibility Rating: 3

Proposed Use : Industrial

Community: Struthers

Site Address/ Location

Broad Street (SR289)

Struthers, OH

Site Owner(s):

CSX Railroad

Site Owner(s) Contact Information

CSX Real Property, Inc.

301 W. Bay Street, Suite 800

Jacksonville, FL 32202

904-359-3200



Environmental Status

VAP Phase I: No

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: Yes

Site Features

Total Acres: 73

Zoning: Industrial

Rail Access: Yes. CSX on site

Road Access: No*

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	200'	6"	40 – 60 psi
Water:	on site	4"	80-90 psi
Electric:	200'	4.16 – 138 Kv	
Wastewater:	unknown		
Fiber Optics:	on site		

Highway/Distance:

SR 289 / 1.5 mi

SR 224 / 2 mi.

Interstate/Distance:

I 680 / 3mi.

Related Infrastructure Project(s)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

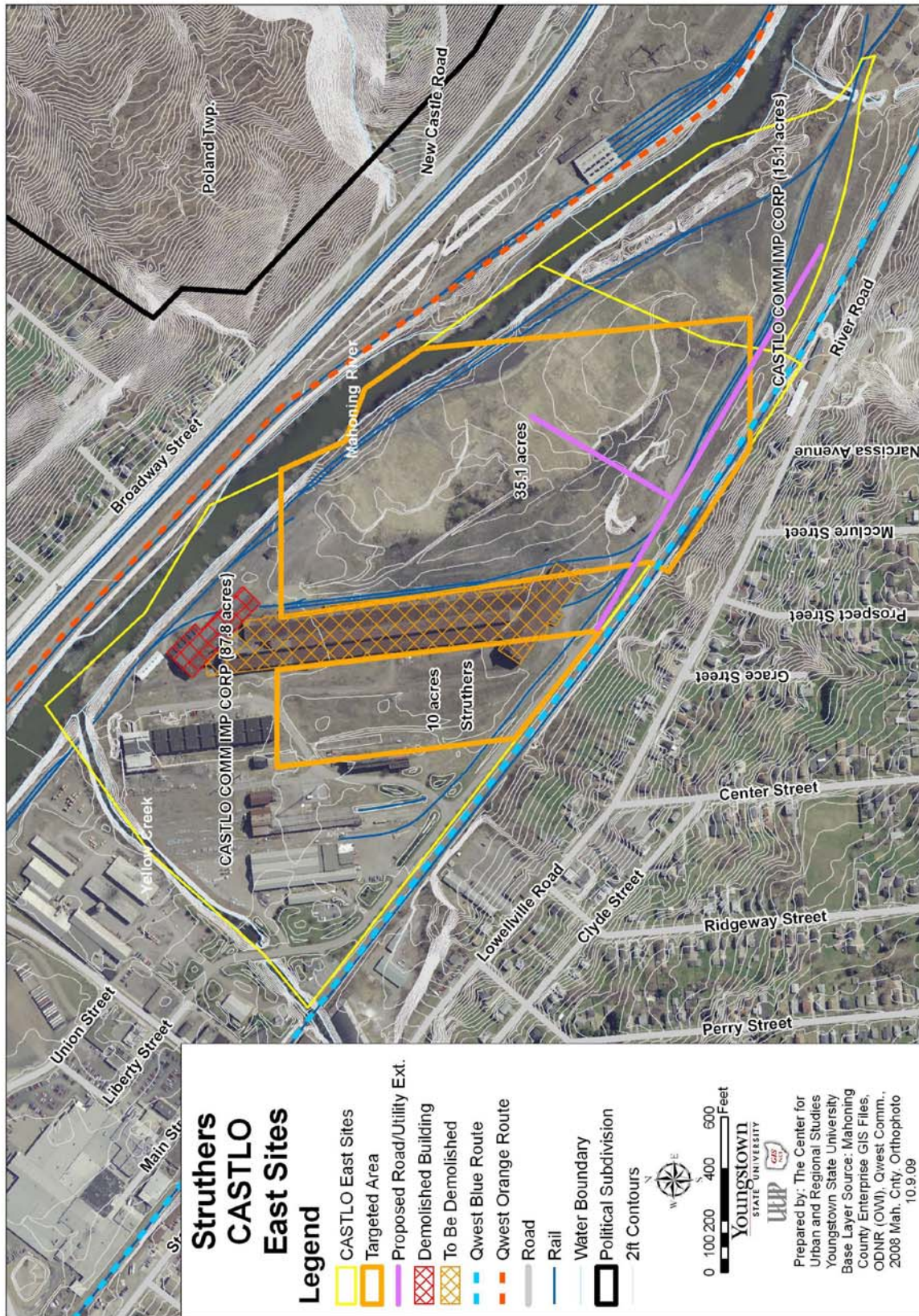
Other relevant information / Next Steps

Part of site is currently being utilized by a company that refurbishes rail cars.

Utility information needs updated pending further investigation.

*Site accessibility limited via railroad right-of way from Lowellville app. one mile.

Secure access or ownership to conduct appropriate environmental assessments.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

CASTLO East Development Site

Feasibility Rating: 1

Proposed Use : Commercial/Industrial

Community: Struthers

Site Address/ Location

100 S. Bridge St.
Struthers, OH 44471

Site Owner(s):

CASTLO CIC

Site Owner(s) Contact Information

CASTLO CIC

Att. Mike Hoza, Ex. Director

330-750-1363

Six acre site



Environmental Status

VAP Phase I: yes

VAP Phase II: yes (60 acres)

Covenant Not to Sue: yes (40 acres)

Testing Recommendation: none

Site Features

Total Acres: 120

Zoning: Industrial

Rail Access: Yes, N&F / Ohio Central on site

Road Access: Meshel Way

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	on site	6"	60 psi
Water:	on site	6"	60-80 psi
		12" raw	
Electric:	on site	4.16 – 138 KV	
Wastewater:	on site	12"	
Fiber Optics:	at site		

Highway/Distance: SR 616 at site
SR 289 / .4 mi.
US 224 / 3mi.
US 422 / 3 mi.

Interstate/Distance: I680 / 2.5 mi.

Related Infrastructure Project(s)

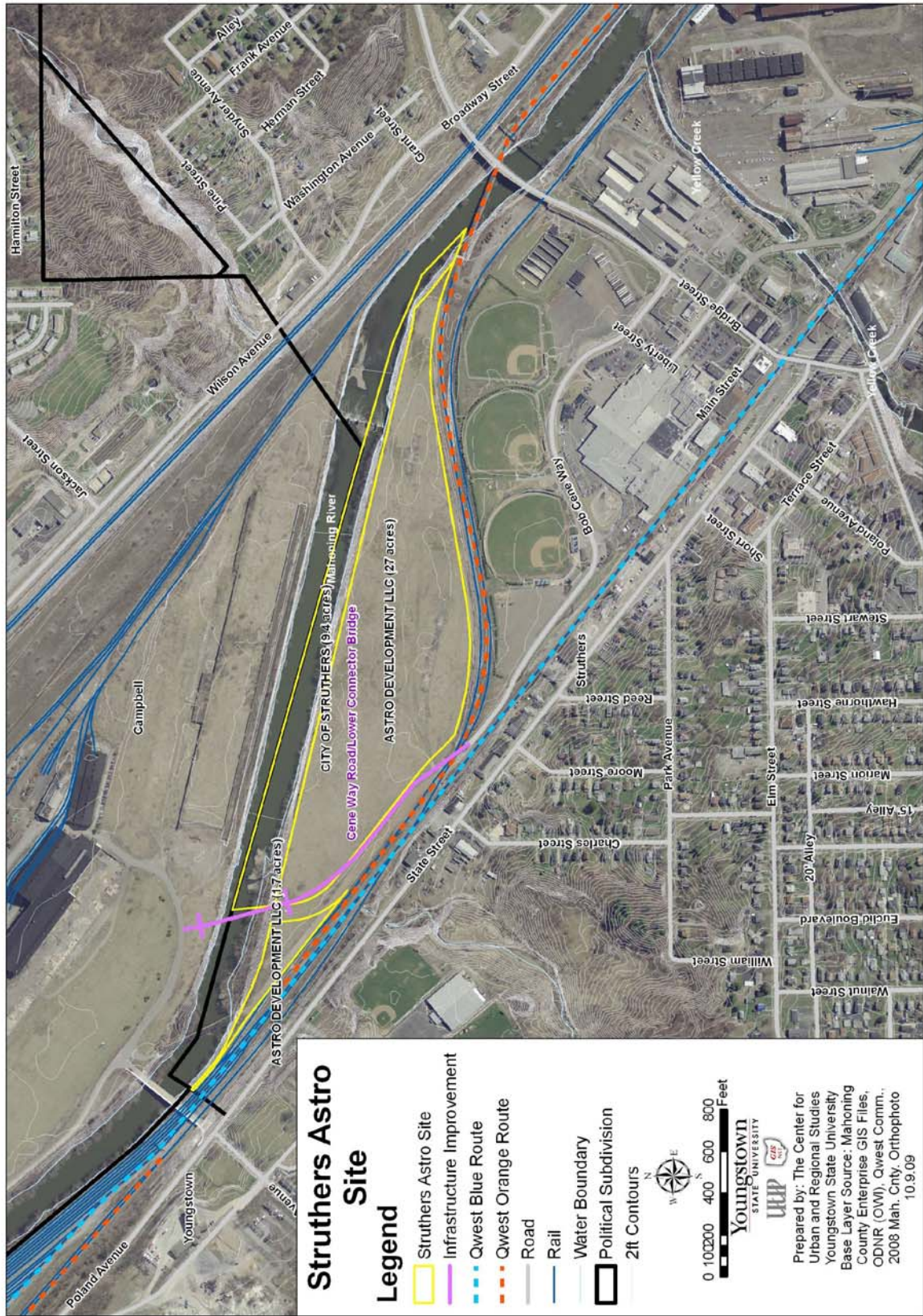
CASTLO Infrastructure Project (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

CASTLO has a 6 and 35 acre site available for development.

Assist in preparation of JRS application for infrastructure improvements to 40 acre site.
Market sites and other available buildings via MRCI rollin' on the river website.



MAHONING RIVER CORRIDOR INITIATIVE
Brownfield Site Profile

Astro Development Site

Feasibility Rating: 1

Proposed Use : Commercial/Industrial

Community: Struthers

Site Address/ Location

Bob Cene Way
Struthers, Ohio 44471

Site Owner(s):

ASTRO Development LLC

Site Owner(s) Contact Information

Bob Cene, Jr.

Astro Shapes Corp.

65 Main Street

Struthers, Ohio 44471

330-755-1414



Environmental Status

VAP Phase I: yes

VAP Phase II: yes

Covenant Not to Sue: yes

Testing Recommendation: none

Site Features

Total Acres: 27.5

Zoning: Industrial

Rail Access: Yes, NF / Ohio Central on site

Road Access: Bob Cene Way

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	on site,	6"	40 - 60 psi
Water:	250 ft.	6"	60 - 80 psi
		12" raw	
Electric:	on site	4.16 – 138 KV	
Wastewater:	250 ft.	12 "	
Fiber Optics:	on site		

Highway/Distance: SR 616 / .5 mi.
SR 289 / .75 mi.
US 224 / 3 mi.
US 422 / 3 mi.

Interstate/Distance: I680 / 2.5 mi.

Related Infrastructure Project(s)

MRCO Lower Connector Bridge (1)

Cene Way Extension (1)

Intermodal Facility (2)

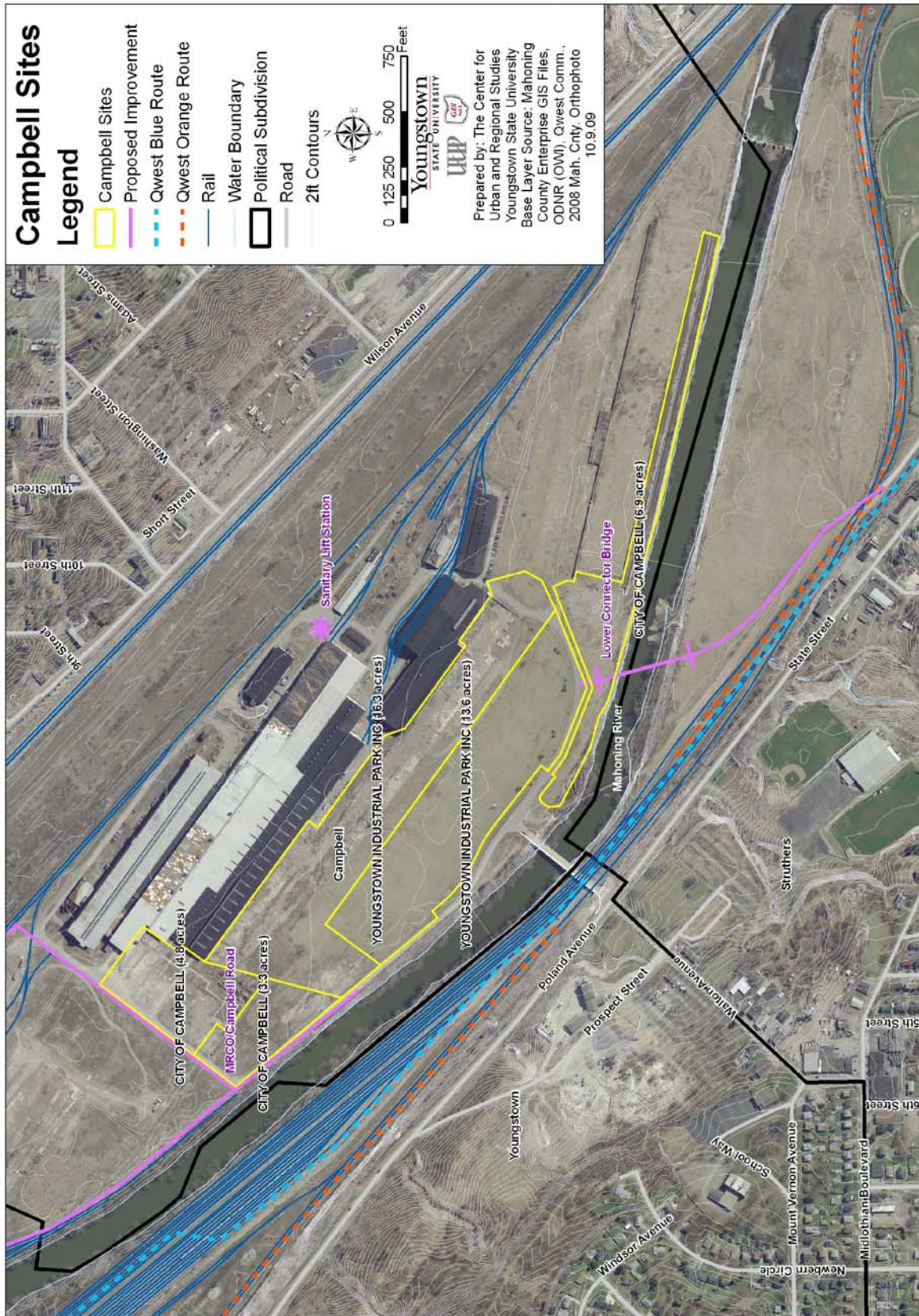
* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Lower connector bridge construction to begin in 2010.

Complete construction of railroad crossing on Bob Cene Way.

Assist in marketing site via MRCI rollin' on the river web site.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Campbell YS&T Development Site

Feasibility Rating: 1/2

Proposed Use : Commercial / Industrial

Community: Campbell

Site Address/ Location

MRCO off Poland Ave. @ Walton Bridge

Site Owner(s):

City of Campbell / Yo. Industrial Park

Site Owner(s) Contact Information

Mayor John Dill

351 Tenney Ave.

Campbell, OH. 44505

Youngstown Industrial Park

275 Kappa Dr.

Pittsburgh, PA 15238

ATT: Carrie Casey 412-963-1111



Environmental Status

VAP Phase I: yes

VAP Phase II: yes, 45 acres, 8 remediated

Covenant Not to Sue: pending on 8 acres

Testing Recommendation: none

Site Features

Total Acres: 45

Zoning: industrial

Rail Access: yes

Road Access: yes, Poland Ave./Walton Ave.

Utilities

Distance

Size

Psi / Volt.

Gas: at site 6" 40-60 psi

Water: < 100' 6"

Electric: at site 4.16 – 138 KV

Wastewater: < 100' 8"

Fiber Optics: Adjacent to site on Poland Ave.

Highway/Distance:

Interstate/Distance:

I680 / 2mi.

Related Infrastructure Project(s)

MRCO Sanitary Lift Station (1)

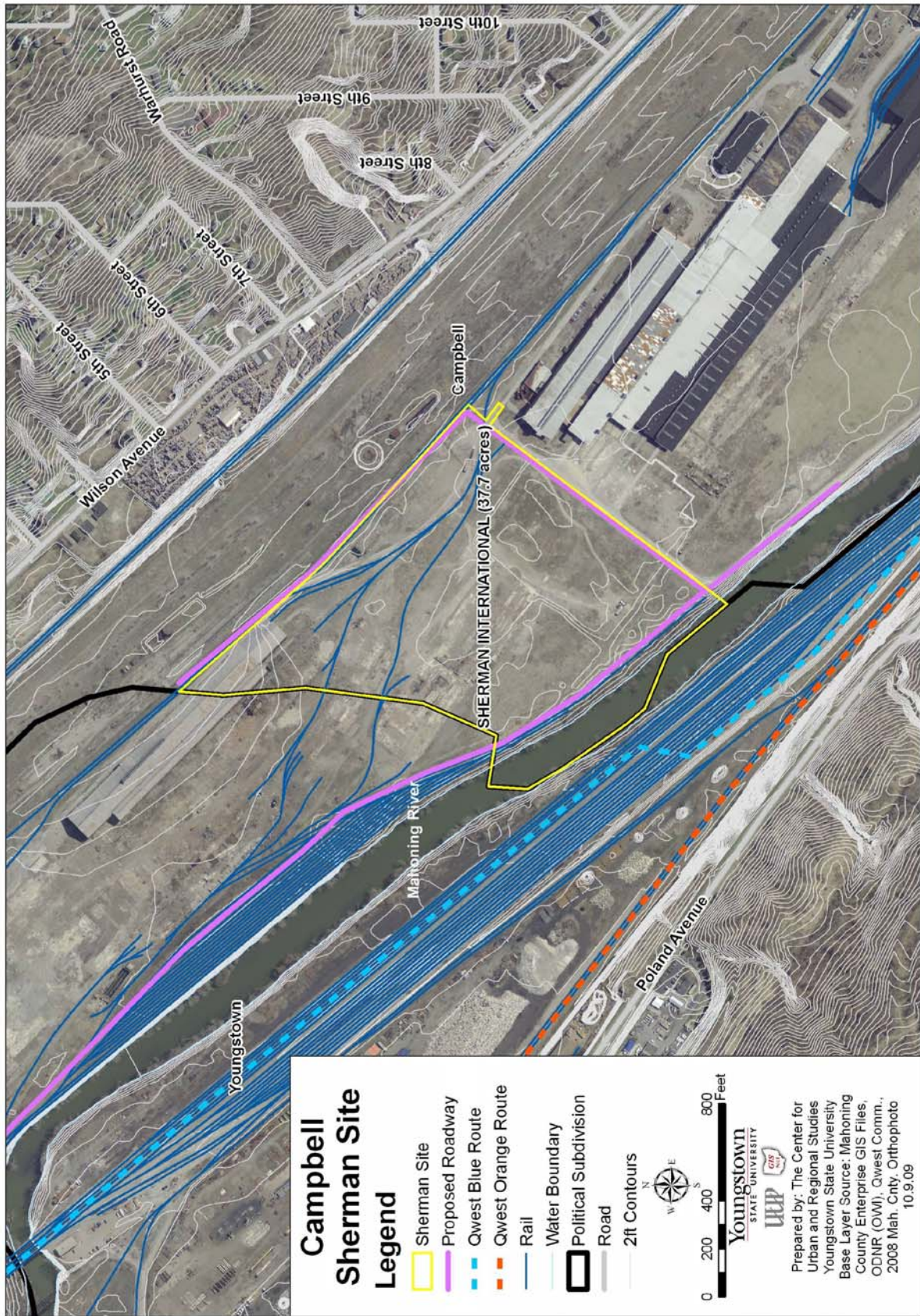
MRCO/Campbell Roadway Project (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure Clean Ohio and/or Federal Brownfield assistance for remediation of additional 50 acres.
Secure construction funding for MRCO/Campbell Roadway and Sanitary Lift Station improvements.

Market available sites via MRCI rollin' on the river web site.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Campbell Sherman Development Site

Feasibility Rating: 3

Proposed Use : Industrial

Community: Campbell

Site Address/ Location

MRCO off Poland Ave. via Walton Bridge

Site Owner(s):

Sherman International

Site Owner(s) Contact Information

367 Mansfield Ave.
Pittsburgh, PA 15238
412-928-2880



Environmental Status

VAP Phase I: No

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: Yes

Site Features

Total Acres: 37.7

Zoning: Industrial

Rail Access: yes

Road Access: yes

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	6"	40-60 psi
Water:	< 100'	6"	80-90 psi
Electric:	at site		4.16 – 138 KV
Wastewater:	< 100'	8"	
Fiber Optics:	< .5 mi. on Poland Ave.		

Highway/Distance:

Interstate/Distance:

I 680 / 2 mi. via Poland Ave.

Related Infrastructure Project(s)

MRCO Roadway (3)

MRCO Sanitary Lift Station (1)

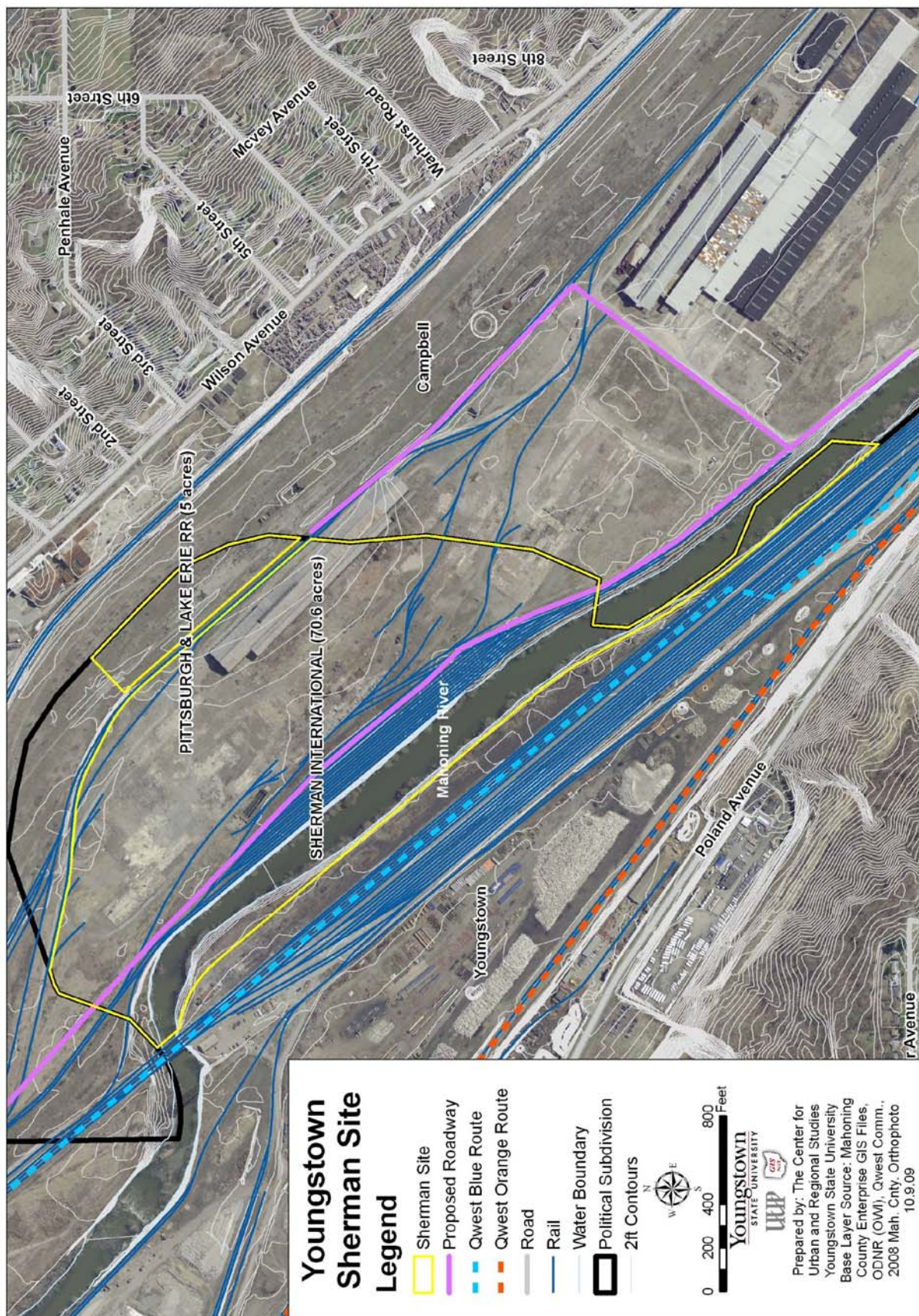
MRCO/Campbell Roadway (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure funding for MRCO/Campbell Roadway and sanitary lift station improvements.

Secure access to property for appropriate environmental assessments.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Youngstown Sherman Development Site

Feasibility Rating: 3

Proposed Use : Industrial

Community: Youngstown

Site Address/ Location

MRCO off Poland Ave. via Walton Bridge

Site Owner(s):

Sherman International

Site Owner(s) Contact Information

367 Mansfield Ave.
Pittsburgh, PA 15238
412-928-2880



Environmental Status

VAP Phase I: No

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: Yes

Site Features

Total Acres: 70.6

Zoning: Industrial

Rail Access: yes

Road Access: limited

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	6"	40 – 60 psi
Water:	< 100'	6"	80 – 90 psi
Electric:	at site		138 KV
Wastewater:	< 100'	8"	
Fiber Optics:	< 1 mi. on Poland Ave.		

Highway/Distance:

Interstate/Distance:

I 680 / 2 mi. via Poland Ave.

Related Infrastructure Project(s)

MRCO Roadway (3)

MRCO Sanitary Lift Station (1)

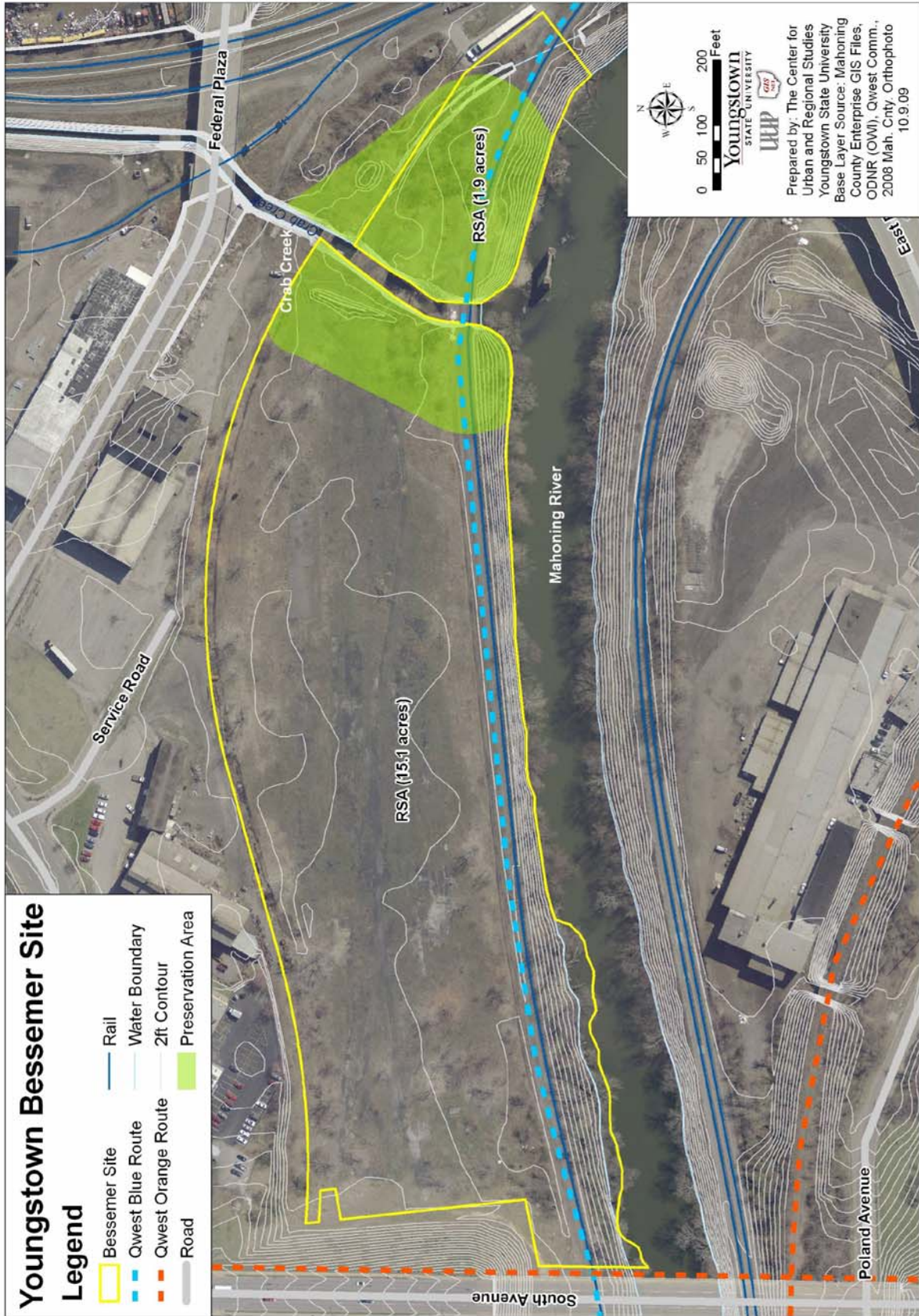
MRCO/Campbell Roadway (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure funding for MRCO/Campbell Roadway and sanitary lift station improvements.

Secure access to property for appropriate environmental assessments.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Bessemer Development Site

Feasibility Rating: 3

Proposed Use : Industrial Green/Recreation/Preservation

Community: Youngstown

Site Address/ Location

South Ave. & Front St. (East of South Ave Bridge)

Site Owner(s):

RSA

Site Owner(s) Contact Information

40 S. Meridian Rd.

Youngstown, OH 44509



Environmental Status

VAP Phase I: No

VAP Phase II: No

Covenant Not to Sue: No

Testing Recommendation: yes

Site Features

Total Acres: 17

Zoning: Industrial

Rail Access: CSX mainline, no siding

Road Access: limited

Utilities

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	12"	100 psi
Water:	at site	8"	90 psi
Electric:	at site		13.2 KV
			22.86 y
Wastewater:	at site	12 "	
Fiber Optics:	50' to hook-up		

Highway/Distance:

Interstate/Distance:

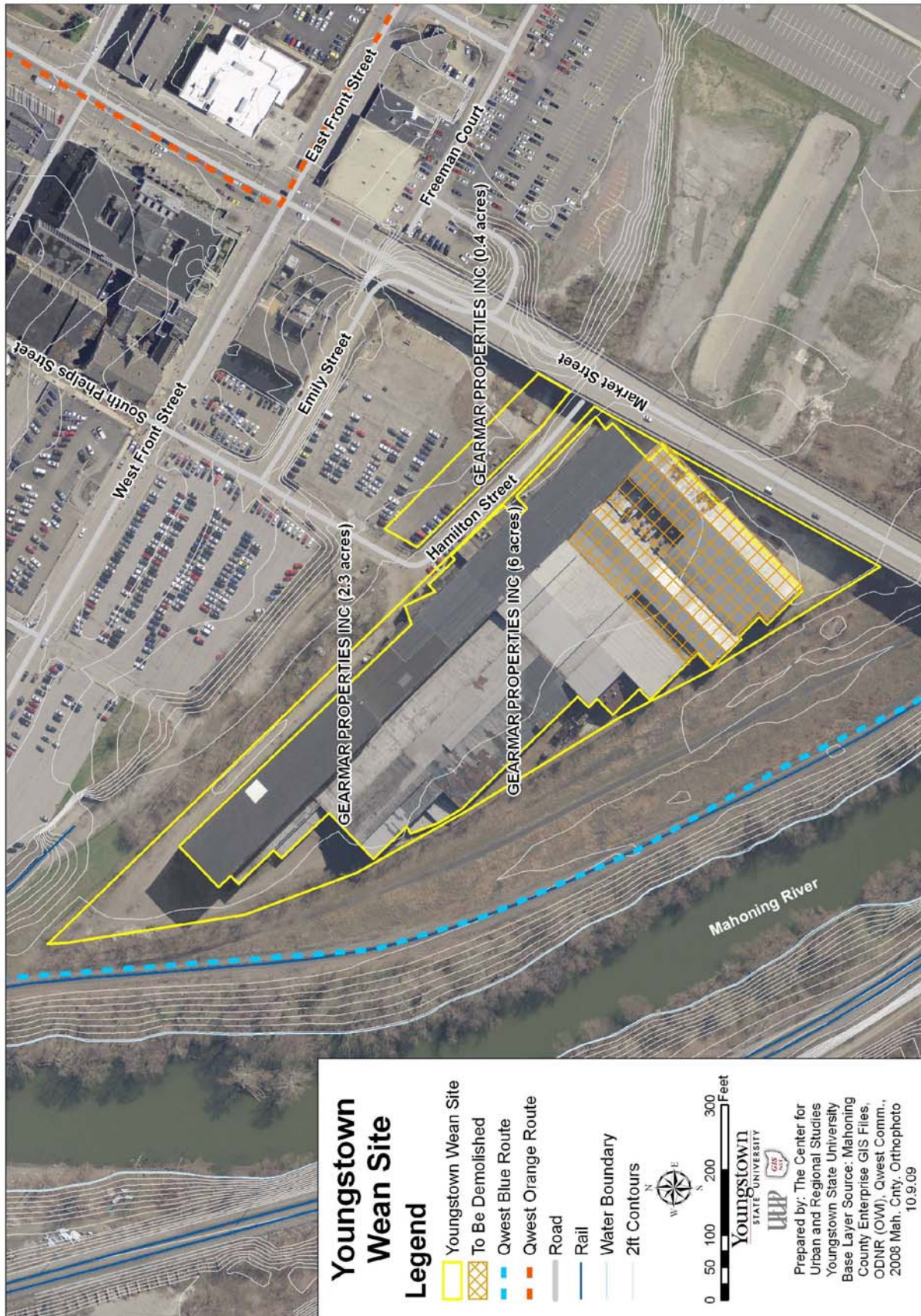
I 680 / .5 mi.

Related Infrastructure Project(s)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Site is being further evaluated for highest and best use. Site could be mixed use. Penn State University architectural landscape studio working on site plan. In any event land bordering Crab Creek at Mahoning River to be preserved.



Brownfield Site Profile

Feasibility Rating: 1

Community: Youngstown

Portersville, PA 16051



Testing Recommendation: Yes

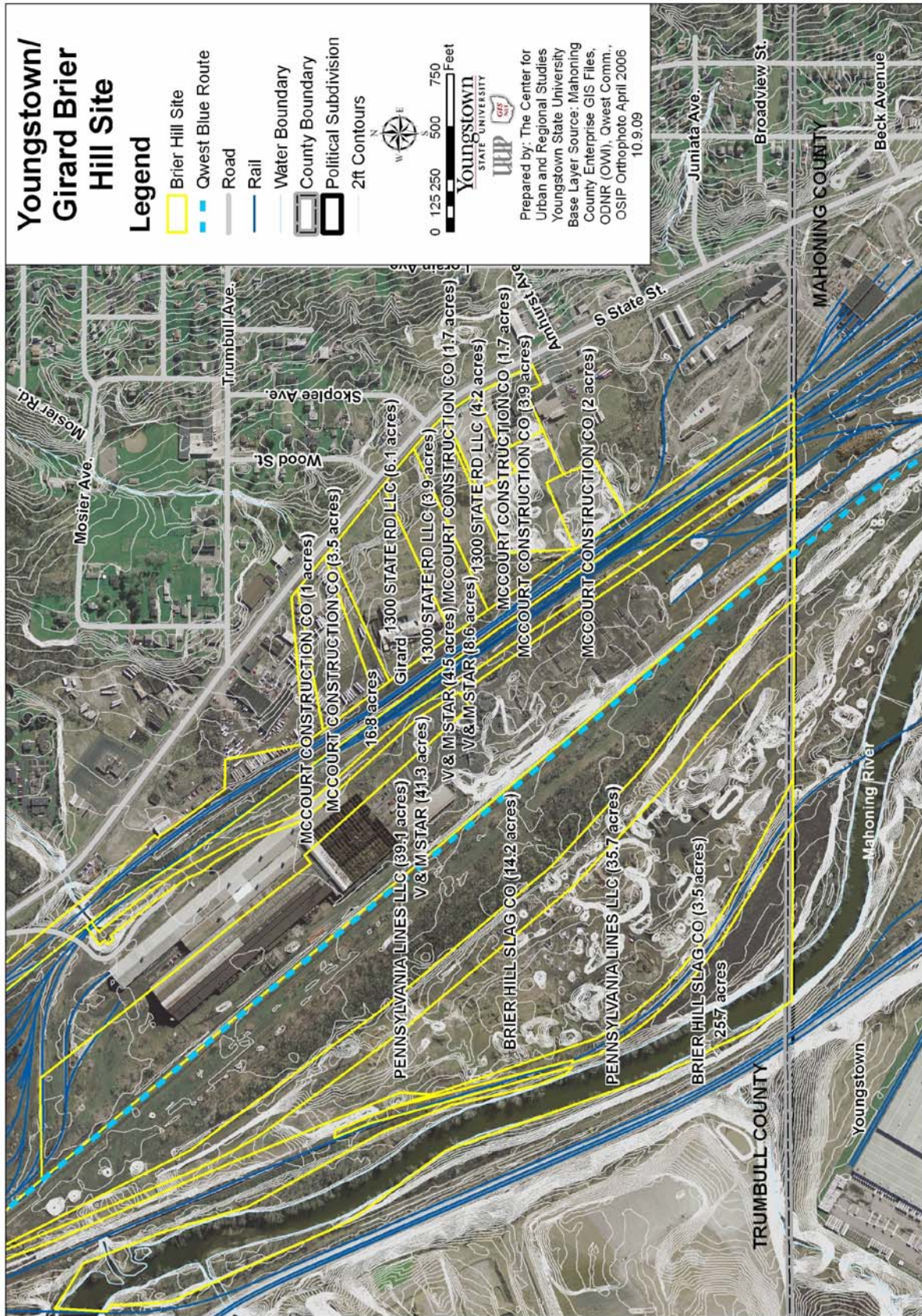
Road Access: Yes

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	12"	100 psi
Water:	at site	8"	90 psi
Electric:	at site		13.2 KV 22.86 y
Wastewater:	at site	12"	
Fiber Optics:	50' to hook-up		

I 680 / .25 mi.

Related Infrastructure Project(s)

Youngstown to collaborate with owner to secure Clean Ohio funding to demolish larger structure.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Youngstown Brier Hill Development Site

Feasibility Rating: 1

Proposed Use : Industrial

Community: Youngstown

Site Address/ Location

Martin Luther King Blvd. (US 422)

Site Owner(s):

City of Youngstown

Site Owner(s) Contact Information

City of Youngstown

Office of Economic Development

20 Federal Street

Youngstown, OH 44503

330-744-1708



Environmental Status

VAP Phase I: yes

VAP Phase II: yes

Covenant Not to Sue: No, undergoing remediation

Site Features

Total Acres: 190

Zoning: industrial

Rail Access: yes

Road Access: via US 442

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site	12"	100 psi
Water:	at site	8"	90 psi
Electric:	at site		13.2 KV
			22.86 y
Wastewater:	at site	12"	
Fiber Optics:	50' to hook-up		

Highway/Distance:

US 442 at site

Interstate/Distance:

SR 711 / .25 mi.

I 680 / 1 mi.

Related Infrastructure Project(s)

Lower Division St. Bridge (2)

Girard US 442 Improvement (1)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Site has utilities of various sizes and capacity throughout. Site of the potential V&M Star expansion project. Youngstown has obtained ownership of 190 acres from City of Girard.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Girard Leatherworks Development Site

Feasibility Rating: 3

Proposed Use : Commercial/Industrial & Preservation

Community: Girard

Site Address/ Location

North State Street vicinity of Squaw Creek

Site Owner(s):

Navy Friends

Site Owner(s) Contact Information



Environmental Status

VAP Phase I: no

VAP Phase II: no

Covenant Not to Sue: no

Testing Recommendation: YES

Site Features

Total Acres: 14

Zoning: Industrial

Rail Access: yes

Road Access: yes, North State St. (Rt 422)

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	at site		
Water:	at site		
Electric:	at site		
Wastewater:	at site		
Fiber Optics:			

Highway/Distance:

Rt. 422 / at site

Interstate/Distance:

I 11 / 1.5 mi.

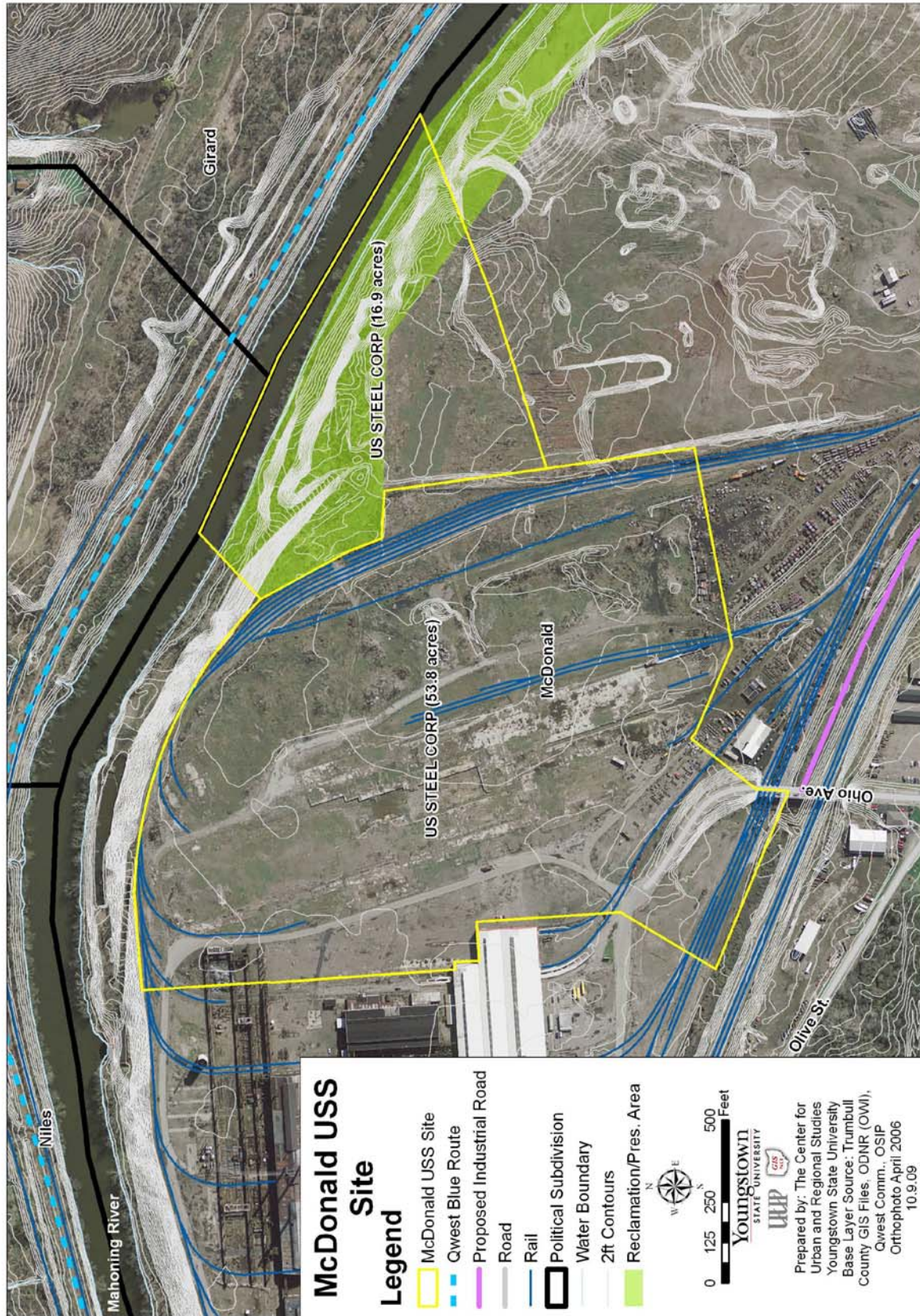
Related Infrastructure Project(s)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure access or ownership to site for appropriate environmental assessments.

Need utility size/capacity.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

McDonald USS Development Site

Feasibility Rating: 3

Proposed Use : Lt. / Heavy Manufacturing / Ecological Restoration

Community: McDonald

Site Address/ Location

End of Ohio Ave.

Site Owner(s):

USSteel Corp.

Site Owner(s) Contact Information

600 Grant Street

Pittsburgh, PA 15219 – 2800

Att: Joe Curro

412-433-7996



Environmental Status

VAP Phase I: no

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: yes

Site Features

Total Acres: 70

Zoning: Industrial

Rail Access: Yes, CSX with siding

Road Access: via Ohio Ave.

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	on site		198 psi
Water:	on site	4" south side	80-90 psi
		8" north side	80-90 psi
Electric:	on site		4.16 – 138 KV
Wastewater:	on site	8"	
Fiber Optics:	at site		

Highway/Distance: SR 422 / 1 mi.

Interstate/Distance:

I76, I80, I11, 711 / 1.5 mi.

Related Infrastructure Project(s)

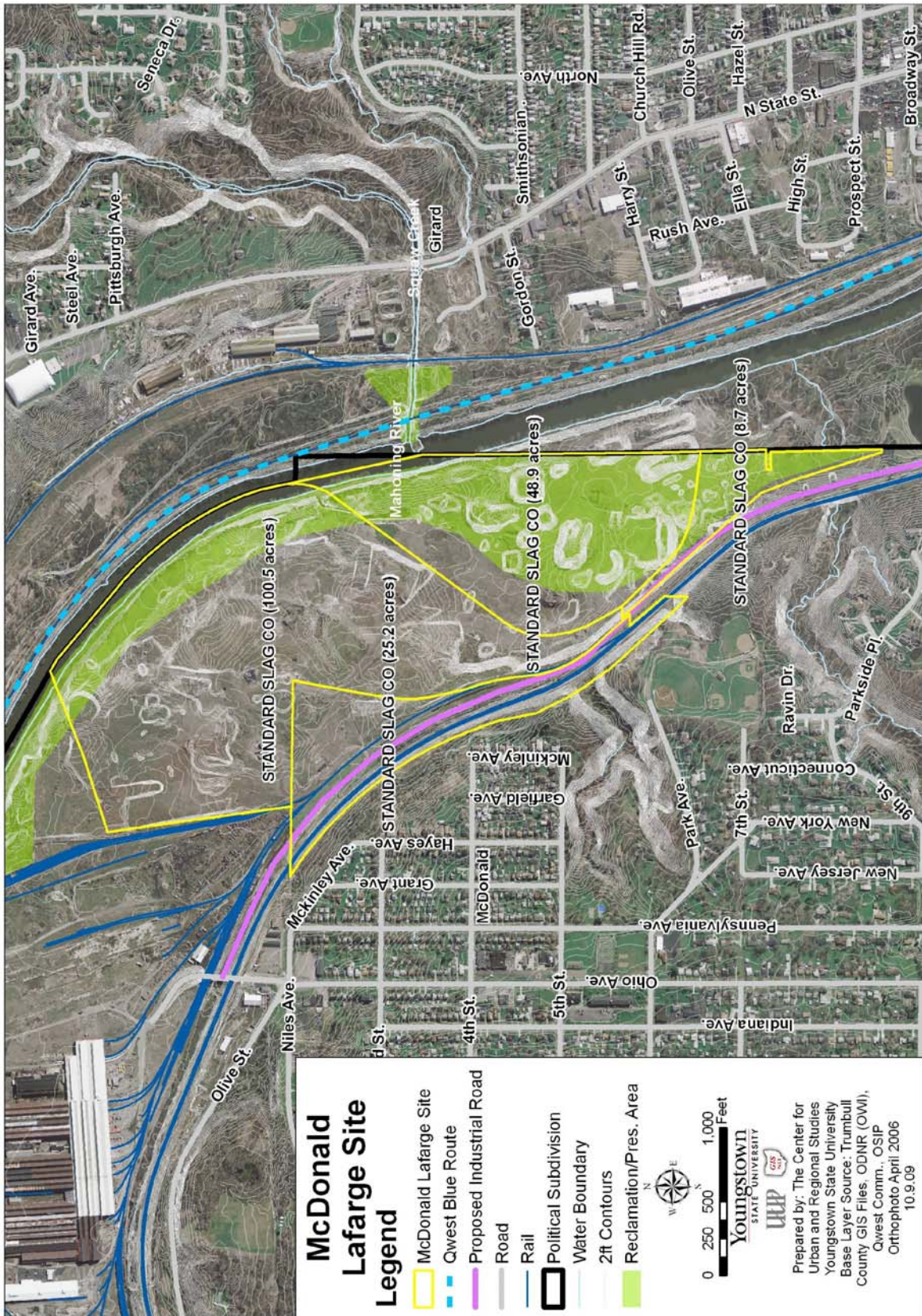
McDonald Industrial Roadway (3)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure access or ownership to conduct appropriate environmental assessments.

Consider reclaiming 16 acres parcel nearest to river for preservation and expansion of riparian.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Lafarge Development Site

Feasibility Rating: 3

Proposed Use : Lt. / Heavy Manufacturing / Ecological Restoration

Community: McDonald

Site Address/ Location

McDonald Steel Complex @ Ohio Ave.

Site Owner(s):

Lafarge

Site Owner(s) Contact Information

6205 Newton-Bailey Rd.

Warren, OH 44481

Att: Tim Page

330-393-5656



Environmental Status

VAP Phase I: No

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: yes

Site Features

Total Acres: 175

Zoning: Industrial

Rail Access: yes

Road Access: via Ohio Ave.

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	on site		198 psi
Water:	on site	12"	100 psi
	.5 mi.	10"	100 psi
Electric:	on site	4.16 – 138 KV	
Wastewater:	adjacent to site		
Fiber Optics:	at site		

Highway/Distance:

US 422 / 1 mi.

Interstate/Distance:

I 76, I 80, I 11 / 1.5 mi.

Related Infrastructure Project(s)

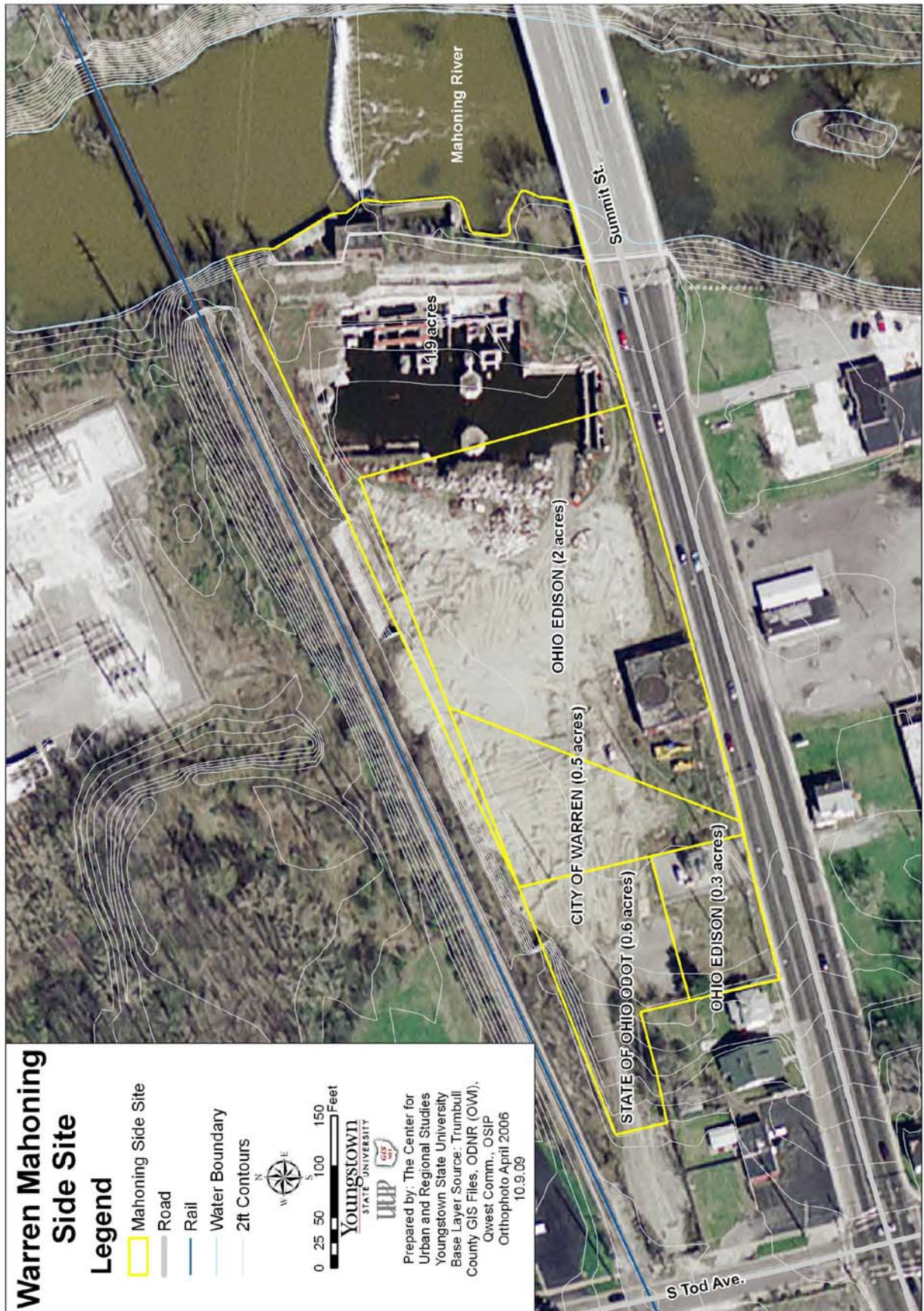
McDonald Industrial Roadway (3)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Secure access or ownership to site for appropriate environmental assessments.

Consider reclaiming acreage nearest to river and at the eastern most part of site for preservation and expansion of riparian. Exact acreage to be determined.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

MAHONINGSIDE Development Site

Feasibility Rating: 1

Proposed Use: Commercial or Industrial

Community:

Site Address/ Location

650 Summit St. NW
Warren, Ohio 44485

Site Owner(s):

City of Warren

Site Owner(s) Contact Information

Mayor Michael J. O'Brien
City of Warren, Ohio
391 Mahoning Ave. NW
Warren, Ohio 44483



Environmental Status

VAP Phase I: Complete

VAP Phase II: Complete, undergoing remediation

Covenant Not to Sue: Not at this time

Site Features

Total Acres: 6.5

Zoning: Industrial

Rail Access: Adjacent, but no spur

Road Access: State Rt. 45

<u>Utilities</u>	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	Abutting	- 10" steel line	- 135 Psi
Water:	Abutting	- 20" feeder main	
Electric:	Abutting	- 23 kV	
Wastewater:	Abutting	- 42" interceptor	
Stormwater	Abutting	- 60" line	
Fiber Optics:	No		

Highway/Distance: 2 miles to freeway (Rt.5)

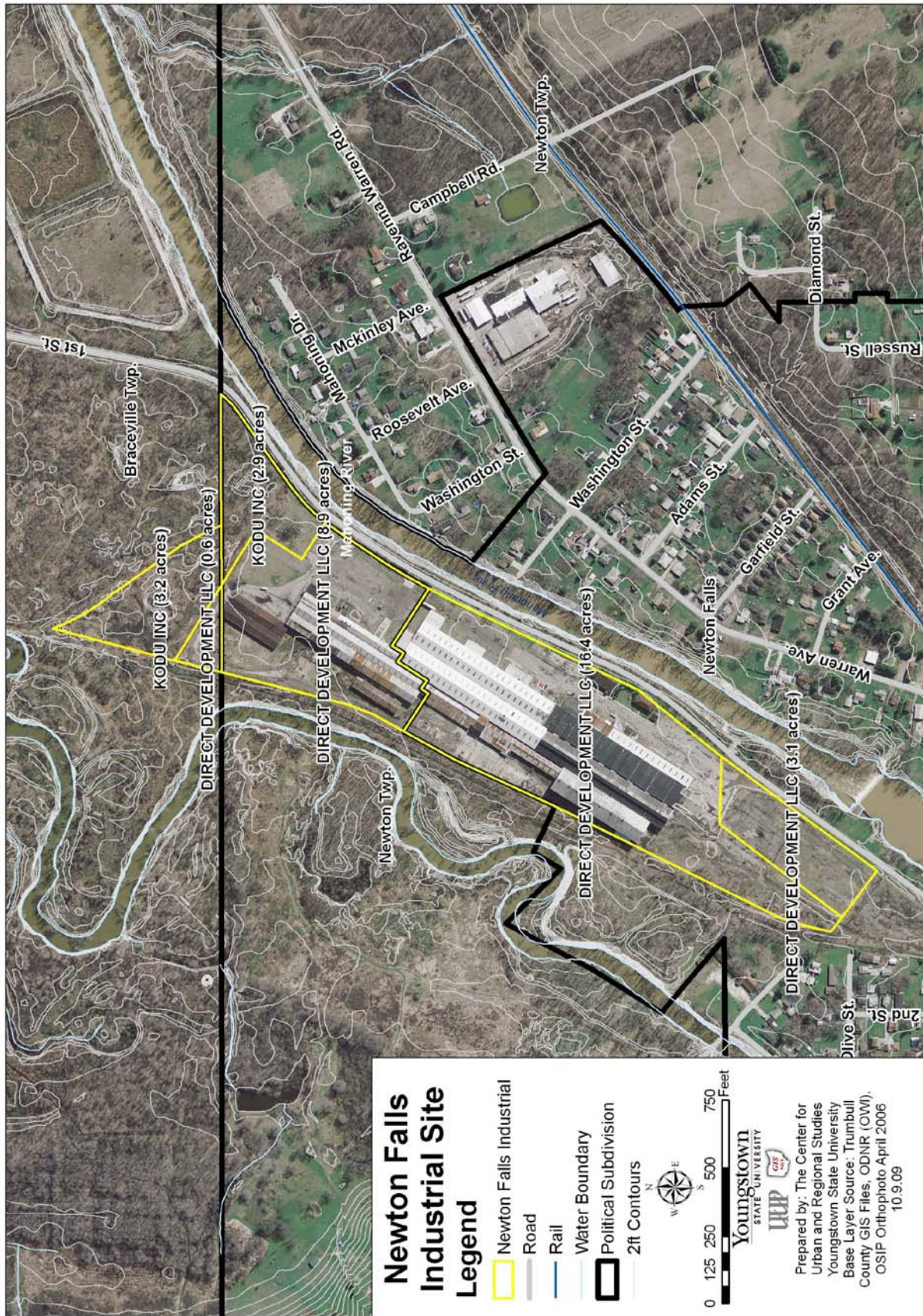
Interstate/Distance: 10 miles to Ohio Turnpike

Related Infrastructure Project(s)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

Upon completion of remediation, market site via MRCI rollin' on the river web site.



MAHONING RIVER CORRIDOR INITIATIVE

Brownfield Site Profile

Direct International Development Site

Feasibility Rating: 2

Proposed Use : Heavy Commercial / Industrial

Community: Newton Falls

Site Address/ Location

1536 First Street

Site Owner(s):

Direct International, Inc.

Site Owner(s) Contact Information

1536 First Street

Newton Falls, OH 44444

Att: Danny White

330-872-1138



Environmental Status

VAP Phase I: No

VAP Phase II:

Covenant Not to Sue:

Testing Recommendation: Yes

Site Features

Total Acres: 30 +

Zoning: Industrial

Rail Access:

Road Access: First Street

Utilities

	<u>Distance</u>	<u>Size</u>	<u>Psi / Volt.</u>
Gas:	on site		
Water:	on site		
Electric:	on site		
Wastewater:	on site		
Fiber Optics:	not available		

Highway/Distance:

SR 5 / < 1 mi.

Interstate/Distance:

I80 / < 2 mi.

Related Infrastructure Project(s)

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.

Other relevant information / Next Steps

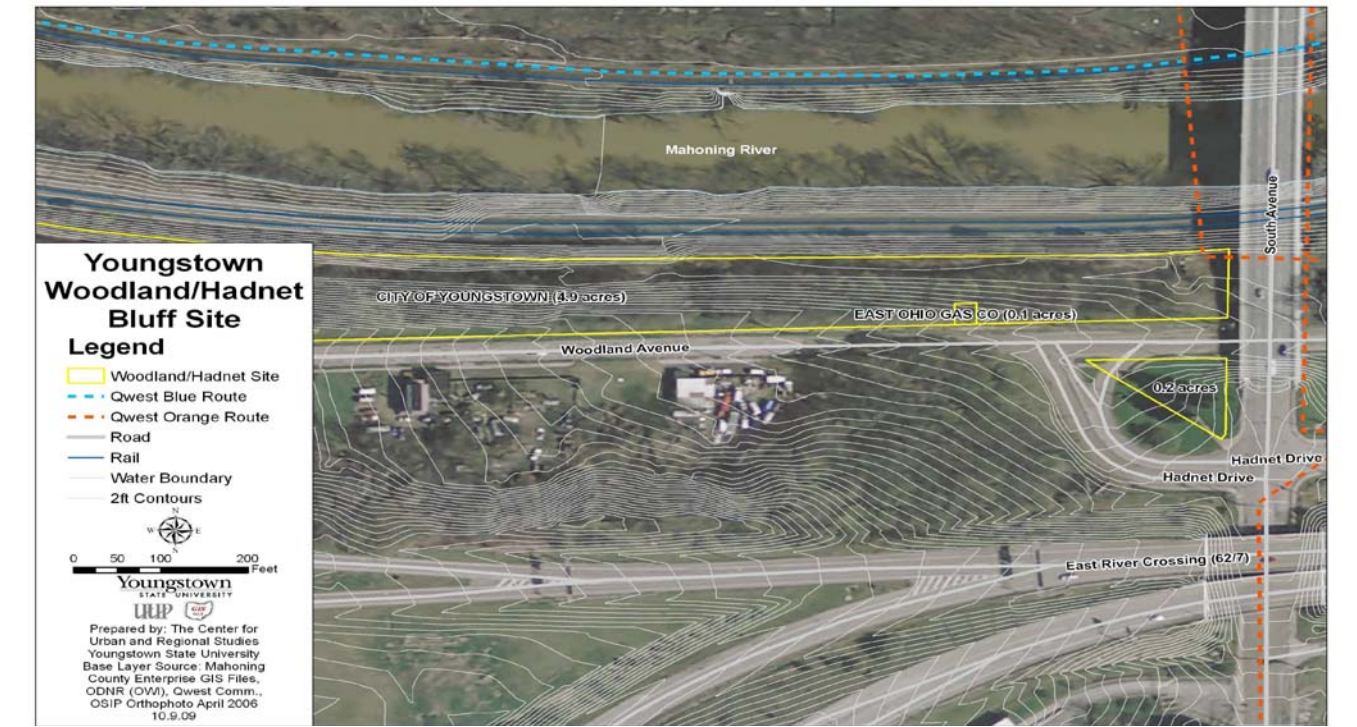
Site includes large Direct International facility currently occupied and addition acreage for development in Newton Falls and Braceville Township.

Newton Falls and Braceville Twp. discussing joint economic development agreement, or annexation.

Obtain access agreement to conduct appropriate assessment of property.

B. Environmental Enhancement Projects (Feasibility Rating)

A number of areas have been identified on the brownfield site maps and site profiles for ecological restoration and preservation in addition to economic development. See the following brownfield site maps: Bessemer, USSteel, Lafarge, Leatherworks. Following are four additional environmental enhancement/preservation project sites.



Woodland Ave. Hadnet Bluff Enhancement (1)

Location. Woodland Avenue and Hadnet are located in Youngstown between Cedar Street and Market Street on the south side of the Mahoning River. Property is publicly owned.

Project Description. Project would enhance gateway to the business park at Performance Place and create downtown vista by thinning vegetation, removing invasive species, pruning trees on the north side

of Woodland Avenue and establishing permaculture vegetation along the Woodland Avenue and the Hadnet Circle.

* Feasibility Ratings: (1) Project is currently being designed and could be implemented within three years; (2) Project could be implemented within three to five years; (3) Project could be implemented in five plus years. Feasibility Rating is based upon the following factors: community support, available comprehensive plan, project status, site ownership, environmental status, zoning, cost of project, availability/timing of state and federal resources, and availability of local match.



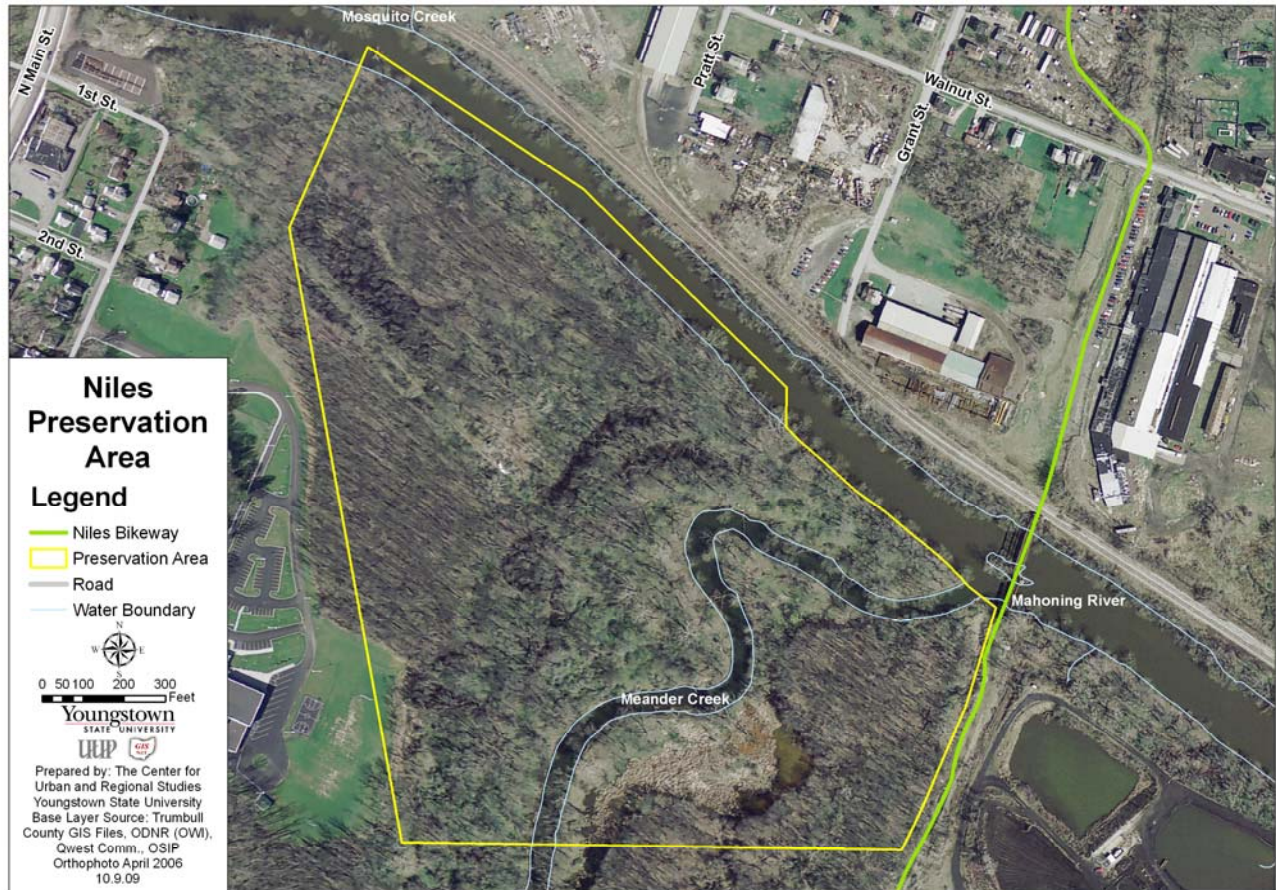


Gould-Stewart Park Preservation Area (1)



Publicly owned 20 acre site is in the City of Warren adjacent to Main Street SW along the Mahoning River. Formerly a park, the site has been left to return to its natural state. Northern portion of site could easily accommodate a water launch site. The riparian can be expanded on the east side and the formerly developed area ecologically resorted as a preservation area.





Niles Preservation Area (1)

Publicly owned 50 acre site is between the Mahoning River and Niles Middle School property and Brynhifryd Park from Brown Street southeast to Meander Creek. The heavily wooded area constitutes the riparian zone along the river and contains the confluence of Meander Creek and the Mahoning River. Except to accommodate the Niles bikeway proposed to be a preservation area.

422 Gateway Enhancement Project (1)

Three mile long site is in the public right-of-way along US 422 corridor connecting Cities of Youngstown and Girard from 711 connector into Girard.

Project would involve tree and permaculture planting in the public right-of-way of SR 711 interchange and US442 and demolition of the former Brier Hill Works Office building.

C. Recreational Enhancements

Mahoning River Water Trail (2/3)

The Mahoning River offers opportunities for river corridor communities to enhance the recreational amenities in their respective communities and stimulate economic activity. The upper river trail would be from Newton Falls to an existing water site at Canoe City in Levittsburg. Subject to the recommendations and the outcome of the U.S. Army Corp of Engineers Environmental Dredging Draft Feasibility Report and Environmental Impact Statement, the Corridor Initiative identified nine potential water sites that could be incorporated into an approximately nineteen mile lower river water trail from for small water craft. Unless removed as a result of the U.S. Army Corp feasibility report, the existence of low head dams requires there be a number of portage areas. (Figure 4) Based upon the draft recommendations of the U.S. Army Corp feasibility study, the Newton Falls, Packard Park, Main Street SW, Niles, Girard and Lowellville sites should be focused on initially.

In selecting potential water sites, to the extent possible, publicly owned sites were selected.

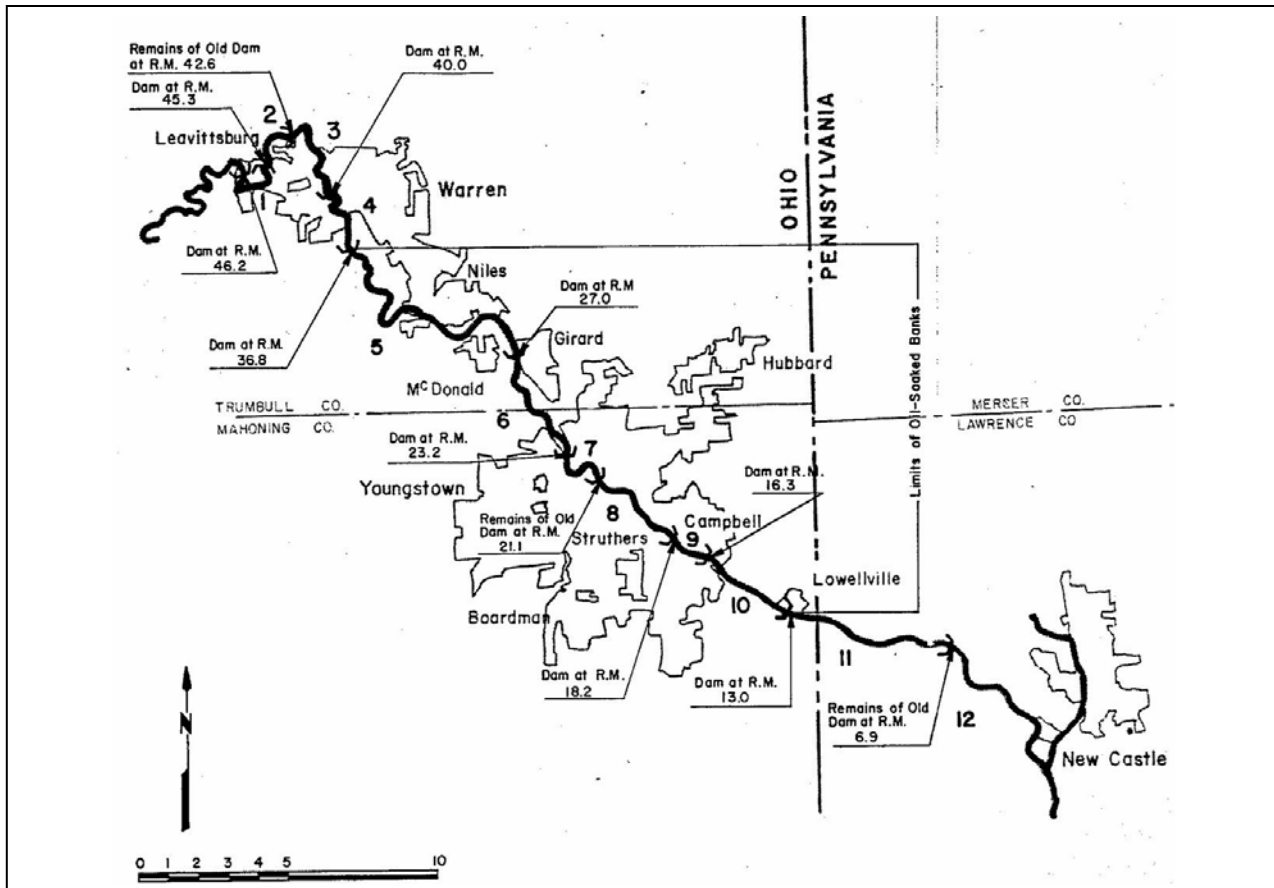


Figure 4. Dam Locations. Mahoning River, Ohio Environmental Dredging Draft Feasibility Report and Environmental Impact Statement, US Army Corp of Engineers, August 2006



Newton Falls Bridge. The Mahoning River runs through the center of Newton Falls. Site is at the historic covered bridge approximately one mile above the Newton Falls dam and would provide the community and visitors with easy access to the river, especially off Jay Street for water craft for localized boating between the site and the dam.



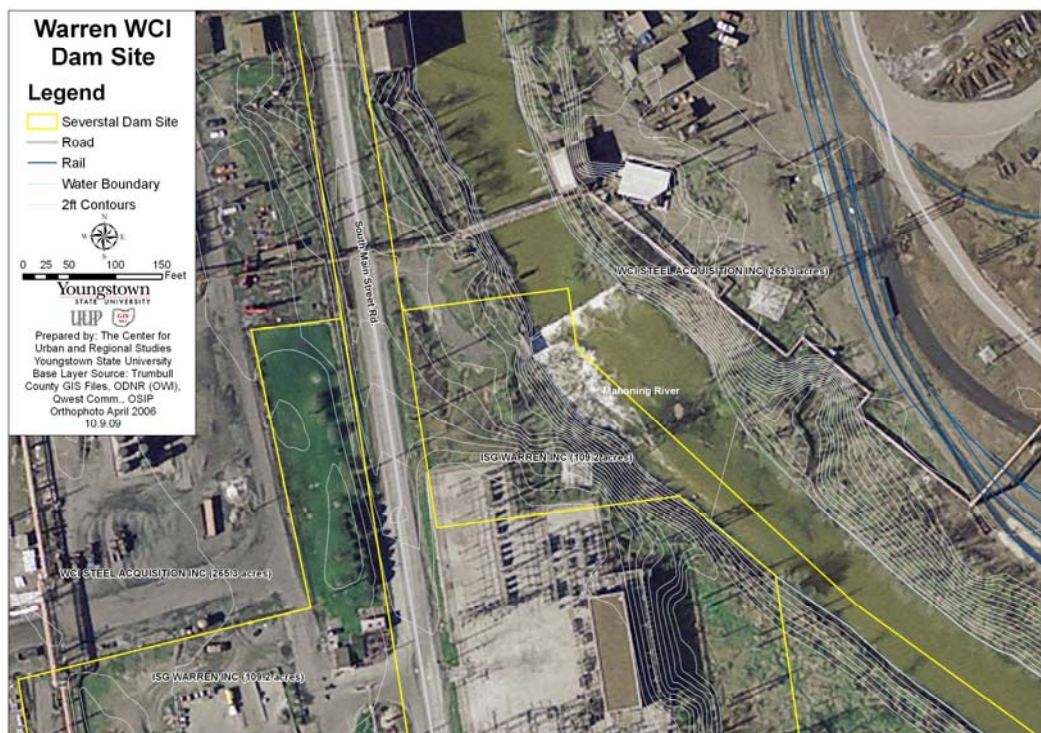
Newton Falls Dam. The dam at Ticknor Avenue and First Street would require a portage site to continue down river. Ample access exists between First Street and the river to establish a portage and put-in. As an alternative, public owned property on the east side of the river on Warren Avenue could be used as a launch site.

Warren Packard Park . The Packard Park site could serve as a take-out site for water craft from an existing water site at Canoe City in the Levittsburg area. The river is easily accessible and the park has adequate roadway and parking near the river.



Warren Perkins Park . The dam at Summit Ave. prevents uninterrupted water travel down stream. The site at Perkins Park just below the dam would be a put-in area.

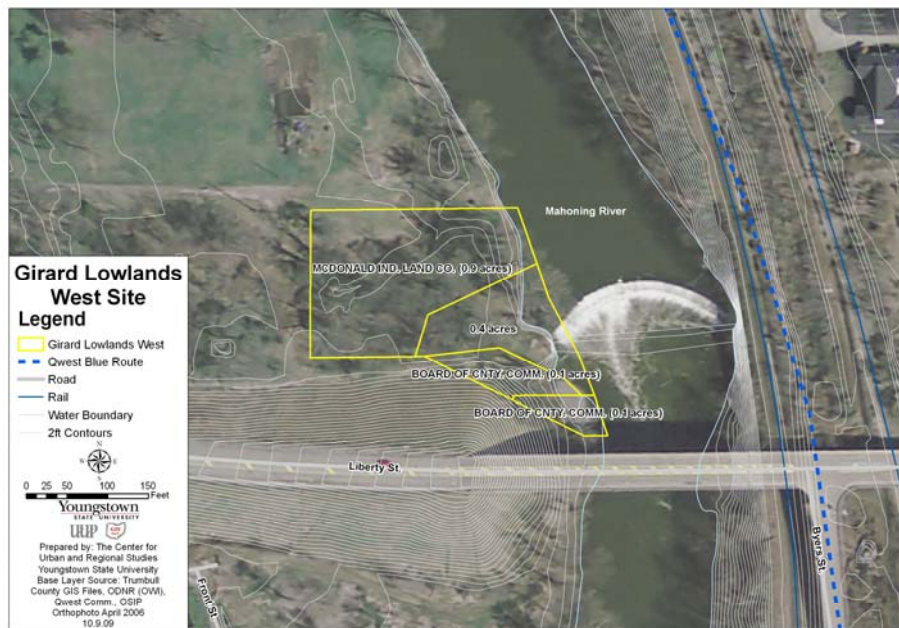
Warren Gould-Stewart Park. (See site map page 43) As an alternative or in addition to the Perkins Park site, Gould-Stewart Park would serve as an additional water site as well as a preservation area.



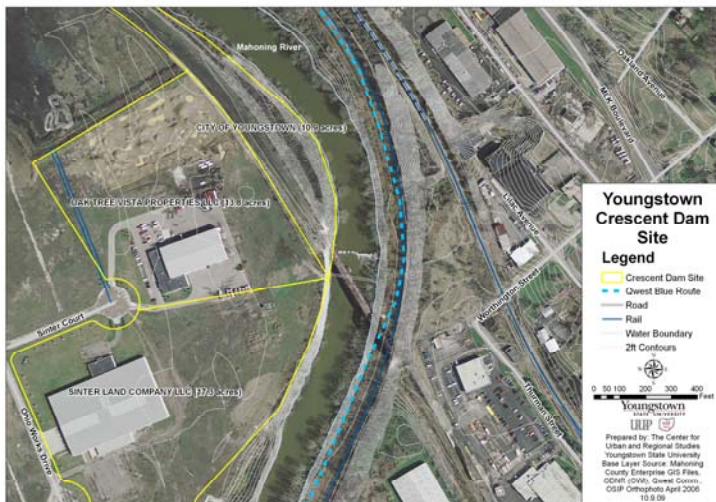
Main Street SW. At the WCI site another low head dam would require a portage area be established. An access agreement with the owner would be necessary. The longest uninterrupted water course (approximately 10 miles) would be from the SW Main Street site to Girard Lowland site.



Niles. The Niles Water site is publicly owned and accessible and provides an excellent half way put-in or take-out site between the Main Street SW and Girard sites.



Girard Lowland. The Girard Lowland site is easily accessible at the viaduct but, would require a portage be established due to the low head dam. Enough public owned property exists to accommodate a portage. The Girard Lowland site has also been proposed as a passive activity park due to the availability of land and picturesque scene created by the dam and viaduct design.



Youngstown Crescent Street.

Approximately four miles down stream from the Girard site a portage would have to be established at the site due to another low head dam.

Youngstown B&O Station. The existing water site at the historic B&O Station landmark would be the final take-out of the lower river trail.

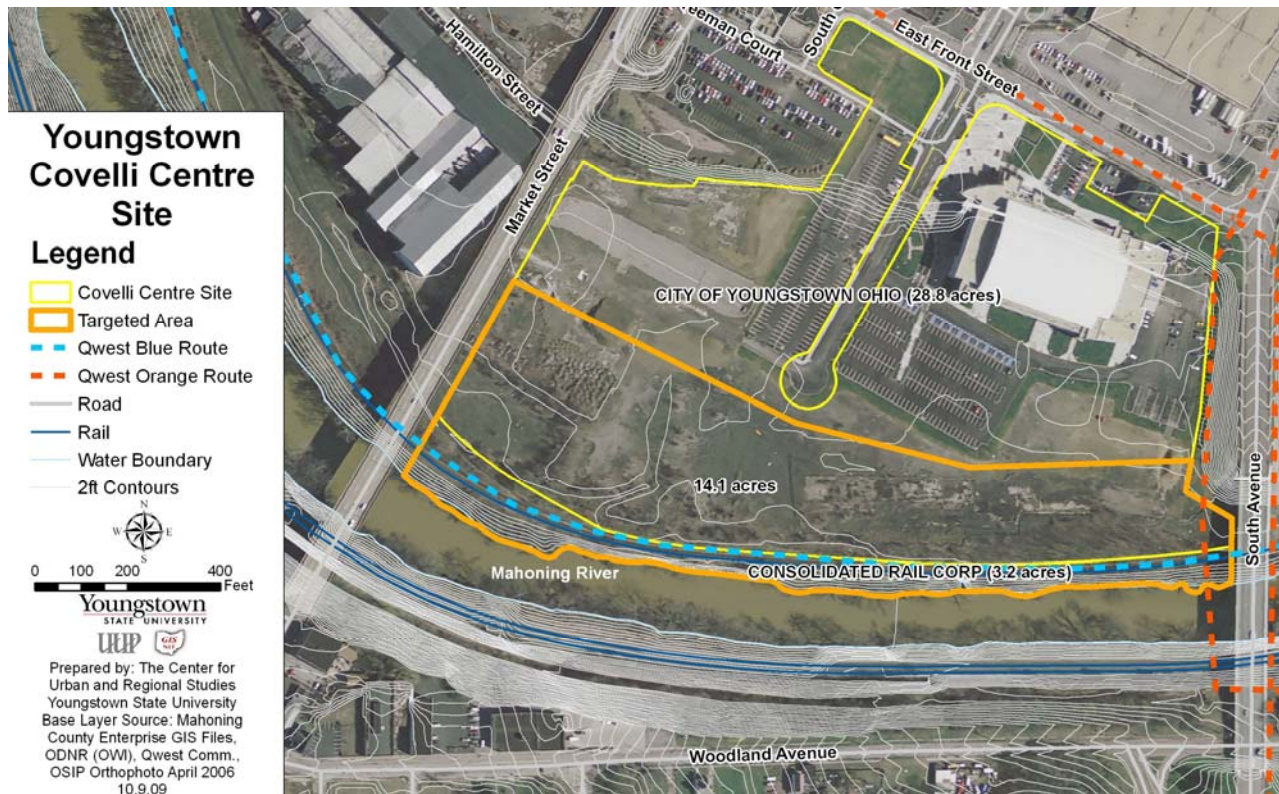


Lowellville. The geography of Mahoning County, unlike Trumbull County, does not easily lend itself to accessing the river. In addition to inaccessibility and steep slopes to the river, there are few publicly owned access points. The Lowellville Water site offers the best opportunity to access the river and provide the community with a recreational attraction. A water access site at Lowellville would provide access to the river for localized boating below the dam or travel down stream into Pennsylvania.



Youngstown Covelli Center. (2)

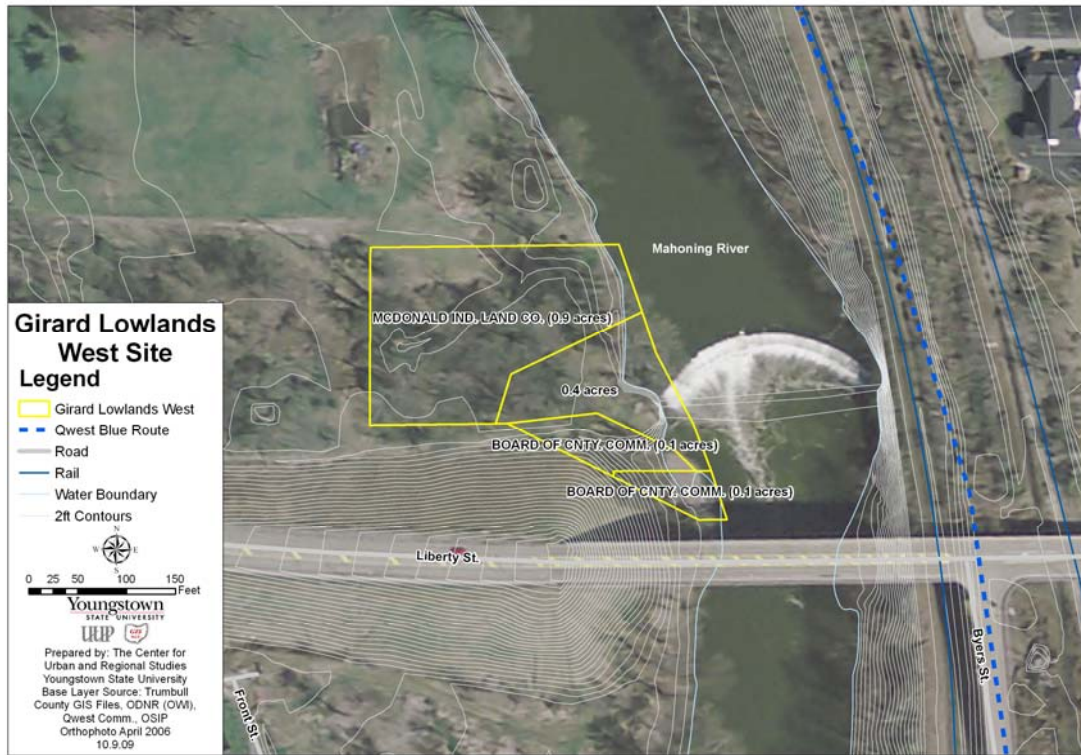
Project would involve reclaiming the ten acre site between the Covelli Convocation Center and the Mahoning River and establishing a recreation area to include a portion of the Youngstown Bikeway. Due to its proximity to the downtown, outdoor festivals and other public gatherings could be hosted on the site. Site is bookended and visible From the South Avenue Bridge to the east and Market Street Bridge to the west – major gateways to the downtown.



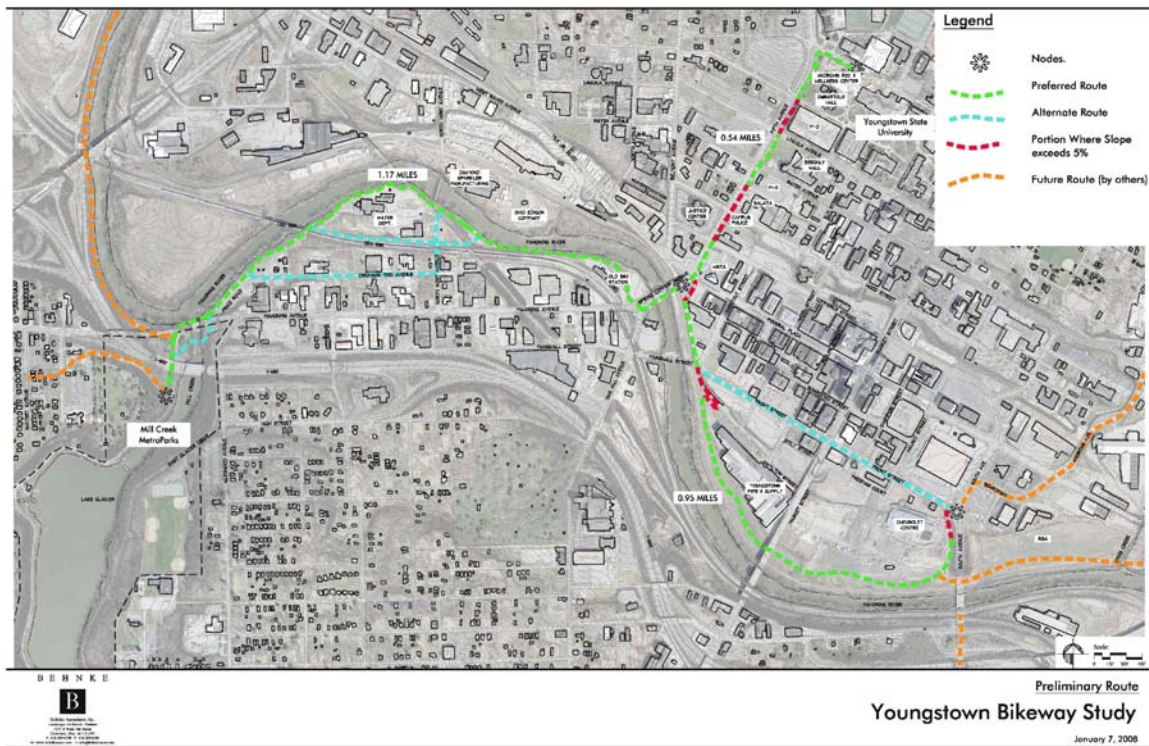
Girard Lowlands (1)

The project area is located on Liberty Street in the lowlands adjacent to the west side of the Girard Viaduct. In addition to it being a priority water launch site, a proposed passive recreational activity area is planned due to the land available and the picturesque scene created by the dam and viaduct design.





Youngstown Bikeway



Youngstown Bikeway plans are currently undergoing revision.

V. Economic Development and Marketing Strategy

Economic Development Strategy

The river corridor runs through the urban core of the Mahoning Valley. Corridor communities have little room to expand for economic development and are heavily impacted by former industrial activities related to steel making. The YSU Center for Urban and Regional Studies has estimated there are over 5,000 acres of brownfields in the Mahoning Valley, much of in the river corridor. Revitalization and reuse of those areas is essential for the economic well-being and sustainability of the river corridor communities. Furthermore, to a large extent the economic activity in those corridor areas still constitutes their respective economic bases and is a major economic engine in the valley.

As shown in the following chart, in 2007, economic activity by 679 entities in the defined corridor area accounted for over 16,000 jobs and \$712,000,000 in annual wages. In addition, one-third of that activity was in the manufacturing sector generating \$321,000,000 in annual wages. For this reason, a primary economic development focus of the Corridor Initiative is on brownfield revitalization.

2007 TOTAL EMPLOYMENT: MAHONING RIVER CORRIDOR

Industry	Entities	Employment	Annual Wages
Accommodation and Food Services	41	603	\$6,618,880
Administrative and Support and Waste Management and Remediation Services	31	670	\$15,585,200
Arts, Entertainment and Recreation	6	61	\$1,389,832
Construction	44	592	\$21,820,392
Educational Services	12	398	\$14,406,341
Finance and Insurance	32	607	\$28,695,644
Health Care and Social Assistance	31	764	\$23,252,932
Information	19	615	\$21,959,676
Management of Companies and Enterprises	6	209	\$11,623,076
Manufacturing	98	5,445	\$321,067,800
Other Services (except Public Administration)	62	495	\$12,428,064
Professional, Scientific and Technical Services	58	795	\$32,825,208
Public Administration	56	1,574	\$72,020,044
Real Estate and Rental and Leasing	25	451	\$9,877,772
Retail Trade	62	663	\$15,462,712
Transportation and Warehousing	31	961	\$41,184,332
Utilities	15	547	\$30,086,844
Wholesale Trade	50	761	\$31,785,100
TOTAL:	679	16,212	\$712,089,849

Data courtesy of the Ohio ES202 Network.

Figure 5: 2007 Employment Data Ohio ES202 Network

Contrary to some commonly held perceptions that the corridor is not utilized and nothing is going on there, it is underutilized and provides substantial opportunity for further economic development.

Revitalization and reuse of former industrial areas is key to urban redevelopment in the river corridor communities. For that to happen, sites with the potential for significant economic impact must be assessed and remediated, where necessary, adequate infrastructure constructed and existing, useable sites and facilities enhanced and promoted. Where sites straddle jurisdictions joint economic development agreements in the form of JEDZs, JEDDs, or other economic collaborations should be implemented. Recently completed joint economic development agreements between Youngstown and Girard to facilitate the redevelopment of Brier Hill sites and between Youngstown and Campbell relative to the former Cold Metal Products site can be used as a model for other like agreements.

The geopolitical landscape of the river corridor in Mahoning and Trumbull Counties is very different. In Mahoning County, the entire river corridor is in incorporated municipalities. No unincorporated subdivision (township) borders the river. In Trumbull County, the river corridor runs through incorporated and unincorporated communities. In Trumbull County, considerable land is in the unincorporated areas between Girard, Niles and Warren and between Warren and Newton Falls.

For this reason, the formation of Joint Economic Development Zones is more feasible between the corridor communities in Mahoning County and Joint Economic Development Districts between the corridor communities in Trumbull County.

Currently, the City of Niles and Weathersfield Township are pursuing a joint economic development agreement for a seventy-seven acre site in Weatherfield adjacent to Niles. The City of Newton Falls and Braceville Township have indicated a willingness to investigate the feasibility of annexation, or a JEDDS type agreement on land adjacent to the Direct International site. The fact that the cities in both instances own utilities and the townships have developable land make both opportunities doable. The following charts illustrate the projected economic impact the formation of a JEDZ proposed by the City of Youngstown between Youngstown, Campbell and Struthers would have where sites overlap jurisdictional boundaries.

MRCI JEDZ PROPOSAL --Projected Income Tax Revenues					
Year	% Developed	Acreage	Jobs Created	Annual JEDZ Revenues	Annual share (33.3%)
2009	0%	0	0	\$0	\$0
2010	5%	27	135	111,650	37,216
2011	25%	137	685	558,250	186,083
2012	45%	247	1235	1,004,850	334,950
2013	70%	385	1925	1,563,100	521,033
2014	100%	550	2750	2,233,000	744,333
2015	100%	550	2750	2,233,000	744,333
2016	100%	550	2750	2,233,000	744,333
2017	100%	550	2750	2,233,000	744,333
2018	100%	550	2750	2,233,000	744,333
2019	100%	550	2750	2,233,000	744,333
2020	100%	550	2750	2,233,000	744,333
2021	100%	550	2750	2,233,000	744,333
2022	100%	550	2750	2,233,000	744,333
2023	100%	550	2750	2,233,000	744,333
2024	100%	550	2750	2,233,000	744,333
2025	100%	550	2750	2,233,000	744,333
2026	100%	550	2750	2,233,000	744,333
2027	100%	550	2750	2,233,000	744,333
2028	100%	550	2750	2,233,000	744,333
2029	100%	550	2750	2,233,000	744,333

Note: This is for undeveloped acreage in Campbell, Struthers and Youngstown only. It does not include rail yards or existing employers, except Allied property and Youngstown Industrial Park

The JEDZ area runs from the CASTLO Industrial Park to just beyond the Center Street Bridge
Income tax benefits are based on average earnings in Youngstown of \$29,000, based on US Census. Source: City of Youngstown JEDZ Study, 2008.

Figure 6: Youngstown JEDZ Study, 2008

MRCI JEDZ PROPOSAL --Estimated Property Tax Revenues						
<u>Year</u>	<u>% Developed</u>	<u>Total Property Tax</u>	<u>75% 10 yr. Abatement</u>	<u>Campbell Share (43%)</u>	<u>Struthers Share (20%)</u>	<u>Youngstown Share (37%)</u>
2009	0	0	0	0	0	0
2010	5%	\$187,000	\$46,750	\$20,103	\$9,350	\$17,297
2011	10%	\$374,000	\$93,500	\$40,205	\$18,700	\$34,595
2012	25%	\$935,000	\$233,750	\$100,513	\$46,750	\$86,487
2013	45%	\$1,683,000	\$420,750	\$180,923	\$84,150	\$155,677
2014	70%	\$2,618,000	\$654,500	\$281,435	\$130,900	\$242,165
2015	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2016	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2017	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2018	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2019	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2020	100%	\$3,740,000	\$935,000	\$402,050	\$187,000	\$345,950
2021	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2022	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2023	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2024	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2025	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2026	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2027	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2028	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
2029	100%	\$3,740,000	\$3,740,000	\$1,608,200	\$748,000	\$1,383,800
TOTAL in year 2021				\$2,352,533	\$1,492,333	\$2,128,133

Property tax based on 10,000 sq. ft. per acre at \$40/ sq. ft; \$17/ sq. ft. property tax rate.

Developable acres; Campbell 240, Struthers 105 and Youngstown 205

Source: City of Youngstown JEDZ Study, 2008

Figure 7: Youngstown JEDZ Study, 2008

Incentives

Tax Incentives

Commercial Activity Tax: The Commercial Activity Tax (CAT) fully replaces the corporate franchise tax in tax year 2010. The new CAT is a broad-based low rate tax, currently 0.26%, based on gross receipts. ***Tax applies only to sales in Ohio. - Sales outside of Ohio are exempt.*** The CAT

Manufacturing Machinery Equipment Tax Exemption: All manufacturing machinery and equipment purchased or first used in Ohio after January 1, 2005 is exempt from personal property taxes in Ohio.

Tangible Personal Property Tax Phase-out: All components of the Tangible Personal Property Tax - manufacturing machinery and equipment; furniture, fixtures and equipment; and inventory were phased out over four years starting in tax year 2006. As of tax year 2009, there is no tax on tangible personal property in Ohio.

Enterprise Zones (EZ): Enterprise Zones have been established in metropolitan Youngstown-Warren, Ohio. Companies that locate in an EZ could be eligible for tax abatements on investments in real property (i.e. building, construction, expansion, renovation) and/or tangible personal property (i.e. machinery, furniture, fixtures, equipment and/or inventory). The maximum allowable tax abatement in Youngstown and/or Warren, is 75 percent (over 75 percent requires school board approval) and 60 percent in other communities (over 60 percent requires school board approval). The maximum abatement term is 15 years. In Mahoning County, additional incentives are provided for investments in brownfield areas.

Community Reinvestment Area (CRA): Community Reinvestment Areas are located in designated parts of metropolitan Youngstown-Warren, Ohio. CRAs provide real-property tax exemptions for companies constructing or renovating a facility. Up to 100 percent of the value of building improvements/construction may be exempt from real property taxes for a maximum 15 years.

Foreign Trade Zone (FTZ) 181: FTZ 181 has been established at various locations in metropolitan Youngstown-Warren Ohio. In order to promote international trade, FTZ 181 can delay, reduce or eliminate customs duties levied on raw materials, parts, components or finished products imported from other countries. Companies located in the FTZ are also not subject to Ohio tangible personal property tax that is levied on inventory.

Ohio Job Creation Tax Credit (JCTC): A refundable Corporate Franchise/Commercial Activity Tax credit is available for businesses that expand or locate in Ohio. The JCTC is based on the percentage of state income tax paid by new employees. The maximum rate and term of the credit is 75% for 10 years. Approved projects generally range from 30-50% for three to six years. Rate and term exceptions occur only at the recommendation of state officials. The JCTC requires that a business create at least 25 new full-time positions with average wages for all new employees at least 150 percent of the federal minimum wage. Special eligibility provisions apply for companies that create as few as 10 new full time jobs.

Manufacturing Machinery & Equipment Sales Tax Exemption: Machinery, equipment, supplies and fuel purchased and used primarily in a manufacturing operation to produce tangible personal property for sales are exempt from state and county sales tax.

Warehouse Machinery & Equipment Sales Tax Exemption: Provides an exemption from state and county sales tax for companies that purchase eligible warehousing equipment. This includes machinery and equipment used primarily (51 percent) in storing, transporting, mailing or handling

inventory in a warehouse or distribution center, if the inventory handled by the facility is 1) primarily distributed outside Ohio to retail stores owned by the business or affiliated group that owns the Ohio facility or 2) distributed by means of direct marketing.

Research and Development Sales Tax Exemption: Provides an exemption from state and county sales tax for companies that purchase equipment for research and development activities.

Project Loans / Financing:

State and federal programs provide loans for the acquisition of land, structures, new construction, facility renovation/expansion and the purchase of machinery and equipment. Interest rates are typically below bank levels and the programs allow greater debt leverage / less cash equity. Most programs require bank and owner equity participation and specify minimum public funds/jobs ratios. Other requirements may include payment of Prevailing Wage Rates for construction and/or equipment installation. Select program examples include:

GrowNOW Small Business Linked Deposit Program: This interest rate reduction program is designed to help small businesses grown by providing them with critical cash flow. When a business is approved for a loan from an eligible bank, GrowNOW provides an additional 3% discount on the loan's already-negotiated interest rate, when the loan is linked to creating or saving jobs in Ohio.

Direct (166) Loan Program: This state sponsored program provides loans for land and building acquisition, expansion and renovation and the purchase of machinery and equipment. The borrower must create one job for every \$15,000 received, \$35,000 in Priority Investment Areas, e.g. the cities of Youngstown, Campbell, Struthers and Warren. The minimum loan amount is \$350,000.

166 Regional Loan Program: This program provides loans for land and building acquisition, expansion and renovation and the purchase of machinery and equipment. The borrower must create one job for every \$35,000 received. The maximum loan amount is \$350,000.

Tax-Exempt Industrial Revenue Bonds (IRB): Small issue industrial revenue bonds can be used for manufacturing purposes. Funding is available for land and building acquisition, construction, expansion or renovation, and equipment purchase. The bonds are issued by public entities on behalf of private, for-profit companies. Interest earned by the bond buyers is exempt from federal (and some state) income tax.

SBA 504 Direct Loan Program: This federal program provides fixed rate, second mortgage financing for real estate (land, building, construction/renovation) and machinery and equipment. The borrower must create one new job within 3-years for every \$35,000 received. The maximum loan is typically \$1 million. Real estate loans are 20-year and machinery/equipment loans are 10-year. Bank participation and cash equity from the owner are required.

Revolving Loan Funds (RLF): Counties, cities and some villages and townships have local revolving loan funds. While rates and terms vary, these programs typically provide fixed rate, subordinated loans for real property, machinery and equipment, and furniture, fixtures and equipment. Most require the borrower to create one new job for every \$10,000 to \$15,000 of funding.

Other Incentives

Ohio Investment in Training Program (OITP): This training grant can reimburse a company for up to one-half the cost of engaging a trainer to train workers (maximum \$20/hour), plus associated costs.

Ohio One Stop Workforce Centers - One-Stop Centers offer assessment services including identifying and screening employees; on and off-site training programs; and administers grants for incumbent workers, targeted industries and on-the-job training.

Public Infrastructure Support: For projects requiring improvements to public roads and/or water/sewer lines, partial or full funding through various grant programs may be available. The amount is typically based on the jobs created by a project. On-site improvements can be funded if they designated to be public infrastructure. Private infrastructure improvements can be funded through previously noted loan programs.

Sales Tax Exemption on Building Materials combined with On/Off Balance Sheet Leasing:.

Working with an Ohio port authority exempts projects from Ohio sales tax on building materials. The port authority owns and leases the facility to the company on a fully net basis - as either a capital lease or an off-balance sheet transaction - based on the company's underlying financial strength. The company is responsible for facility design/construction and operations/maintenance. Other financing and tax incentives can flow-through the port authority to benefit the company, and the company can still utilize a private sector real estate developer/owner/lessor if it so chooses.

Source: Youngstown-Warren Regional Chamber. [Manufacturing Incentive Overview](#).

Marketing Strategy

To a large extent available properties and facilities in the river corridor are under marketed. To address this issue the Corridor Initiative, through the Mahoning River Mayors' Association and in collaboration with its other partners, sought and secured a grant from the Fund for Our Economic Future to implement an interactive website to market the corridor and available sites.

Although some communities have websites they are of a general nature. Information about property available is fragmented, incomplete, or non-existent due to the lack of resources and expertise to implement and maintain them. In addition, some of the available property is in multiple jurisdictions.

The website will provide comprehensive site maps, site photos and regularly updated information on site characteristics, ownership, environmental status, zoning, utilities, property taxes, permitting procedures, available financial assistance tools and points of contact. It would also provide a means of marketing the available property in the region and be linked to other website resources. In effect it would be a one-stop shop for parties interested in property in the corridor communities.

Among the anticipated outcomes are to more effectively market the river corridor for economic development as a region; enhance and expand the scope of each community's economic development activities; reduce website development and maintenance cost for each community to market sites for economic development.

One-time and reoccurring savings for each community are estimated to be over \$24,000 for software alone that would be needed for each community to develop an interactive web site and \$6,500 annually for maintenance of the software. These saving do not include personnel or hardware cost that would be required.

VI. Other Corridor Initiative Collaborations _____

High Speed and Passenger Rail.

Through the Mahoning River Corridor Mayors' Association and in collaboration with the Eastgate Regional COG and All Aboard Ohio, the Corridor Initiative coordinated regional efforts to advocate and enlist support for the Pittsburgh – Youngstown – Cleveland Rail Corridor to be designated a high speed rail corridor. As a result, the Ohio Rail Development Commission included the P-Y-C corridor in the federally funded Preliminary Environmental Impact Study (PEIS) for the Ohio Hub Plan to establish high speed and regular passenger rail service. Ohio Governor Strickland, Pennsylvania Governor Rendell and federal elected officials from Ohio and

Pennsylvania have formally requested the Federal Rail Administration officially designate the Pittsburgh – Youngstown – Cleveland link as a federal high speed rail corridor.

Neighborhood Stabilization Program 2.

At the request of the City of Youngstown, the Corridor Initiative convened the Mahoning River Corridor Mayors' Association to consider regionally collaborating in filing a NSP2 application with the US Department of Housing and Urban Development. As a result, nine municipalities in Mahoning and Trumbull Counties agreed to jointly file a \$32,000,000 NSP2 grant application and to share in the funding and administration of the program to address neighborhood stabilization issues in their respective communities, if funded.

EfficientgovNow.

In response to an opportunity to access grant funding from the Fund for Our Economic Future to promote governmental efficiency and strengthen economic competitiveness in the corridor, the Corridor Initiative coordinated and prepared a grant application on behalf of the Mahoning River Corridor Mayors' Association to establish an interactive web site to market properties in their respective communities. Mayors' Association communities provided the match requirement and agreed to share in maintaining the web site at the YSU Center for Urban and Regional Studies. The project was one of three selected for funding from over thirty applications from across northeast Ohio.

Community Regeneration, Sustainability and Innovation (CRSI).

Currently, the Corridor Initiative is collaborating with the Mahoning Valley Organizing Collaborative to advocate for and advance passage of CRSI by the U.S. Congress. Introduced by Ohio Congressman Tim Ryan and Ohio Senator Sherrod Brown, the urban redevelopment initiative would target funding to urban areas that have experienced significant (20%) population and economic decline since 1970 for comprehensive planning and implementation of urban revitalization projects.

VII. Challenges ---

Major challenges and impediments for the Mahoning River Corridor Initiative include:

- Gaining control of brownfield sites.

Approximately 550 acres of the over 800 acres of brownfield sites identified for redevelopment are privately owned. Approximately, 250 are publicly owned or access agreements are in place. Gaining access to those sites through access agreements, or ownership, will continue to be challenge.

In collaboration with the communities of McDonald, Girard, Lowellville and Newton Falls, the Corridor Initiative is working to secure access, or ownership, from USSteel, the owners of the Girard leatherworks site, Lowellville former Sharon Steel site and Direct International site in Newton Falls.

- Accessing the necessary resources to remediate brownfield sites, where necessary.

Sites addressed by the MRCO, Youngstown and Warren have relied on Clean Ohio and the Federal Brownfield Program. Clean Ohio has been far more utilized, especially by the cities of Youngstown, Struthers and Campbell. Except for the Mahoningside site in Warren, no Trumbull County community has obtained assessment, or remediation funding for the corridor sites.

The Clean Ohio Revitalization Fund (CORF) process and required match make it difficult for corridor communities to participate. Where Clean Ohio has been utilized, the Clean Ohio Assistance Fund (COAF) has been most effective. The open cycle and waiver of a match requirement for distressed communities made its use feasible. Although the COAF is still available for both assessment and remediation, changes that have expanded eligibility will make accessing limited funding for remediation more difficult and force communities to use CORF. For most communities the match requirement is prohibitive.

- Sustaining the Mahoning River Corridor Initiative.

Currently, the Corridor Initiative is supported by funds and in-kind contributions from its collaborating partners. The member communities of the Mahoning River Corridor Mayors' Association, MRC, CASTLO CIC, Common Wealth and YSU Center for Urban and Regional Studies are the primary financial supporters. Those financial resources are tenuous as is evidenced by the recent elimination of Urban University Program funding which the YSU Center committed to help fund the Corridor Initiative. As the Corridor Initiative moves forward with assisting communities in implementing various projects, a more stable revenues stream will be needed.

VIII. Conclusions and Recommendations

As evidenced by the degree of collaboration and the progress that has been achieved since its inception and reported herein, the Mahoning River Corridor Initiative has demonstrated the feasibility of establishing a regional urban economic development and brownfield revitalization plan in the nine incorporated communities in Mahoning and Trumbull Counties in the Mahoning River corridor. The Corridor Initiative offers an excellent opportunity to breakdown parochial barriers that have impeded regional collaboration.

Sixteen brownfield sites, encompassing over 800 acres, in eight of the nine corridor communities have been identified as having the potential for significant economic, recreational and/or ecological impact. Ten infrastructure projects, four environmental enhancement and twelve recreational enhancement projects have been identified for implementation. To date, full or partial funding has been secured to advance four corridor infrastructure projects.

The Corridor Initiative has coordinated and facilitated regional collaborations to: advance the designation of the Pittsburgh-Youngstown-Cleveland rail corridor; secure funding to implement an interactive website to market available corridor property and buildings; file a nine community Neighborhood Stabilization Program 2 grant; and is currently collaborating with the Mahoning Valley Organizing Collaborative to facilitate passage of the Community Regeneration, Sustainability and Innovation bill.

The strength of the Corridor Initiative is it has assembled the various stakeholders to accomplish its mission. Each partner brings to the Corridor Initiative insights, skills and resources needed to further its objectives. Especially significant are the formation of the Mahoning River Corridor Mayors' Association and inclusion of the Youngstown State University Center for Urban and Regional Studies.

The Mahoning River Corridor Mayors' Association established a vehicle whereby the urban corridor communities could come together to collaborate in identifying and supporting projects and issues of mutual interest. The Corridor Initiative provides resources and a mechanism to further their mutual interests. Under the auspices of the YSU Center for Urban and Regional Studies, the Corridor Initiative has institutional support and access to cost effective expertise and resources unavailable to the individual communities. The importance of their support and participation in the Corridor Initiative cannot be overstated.

To strengthen the collaboration, especially as it relates to brownfield revitalization, the Corridor Initiative should seek to include the specific private property owners. A more concentrated effort should also be made to enlist the participation of the Mahoning and Trumbull Boards of County Commissioners.

As reported, the Corridor Initiative utilizes the MRCO model as its organizational structure. Although, the Corridor Initiative organizational structure is working, consideration should be given to forming a Community Development Corporation, or Council of Governments, to further strengthen its structure.

With the support of its community, governmental partners and the ODOD Local Government Services and Regional Collaboration Grant program, the Mahoning River Corridor Initiative has laid the foundation to change the physical landscape in the urban core of the Mahoning Valley, build on its economic strengths and promote urban revitalization.