

MARKET STREET

TRANSIT-ORIENTED DEVELOPMENT

WHAT IS TOD

Transit-Oriented Development (TOD) is land development that makes it easier and safer for people to get around by walking, biking or using public transit. Most new development in the past half century has been oriented to driving, with the result that land uses (like retail, housing, and office space) are strictly separated and buildings are surrounded by a sea of parking. TOD attempts to put public transit, bicycling, and walking on an even playing field with driving. TOD is different from most new development today in four distinct ways:

TOD is...

TRANSIT-ORIENTED

Walking, bicycling, and taking the bus are as easy as driving



WALKABLE

Street layouts make walking, bicycling and wheelchair access safe and comfortable



MIXED-USE

Homes, jobs, stores, schools, are all within a short distance



HIGHER DENSITY

Higher-than-typical density of people and jobs



Market Street in the City of Youngstown has many older buildings in a state of disrepair, and vacant parcels ripe for redevelopment. The intent of the TOD plan is to use upgraded transit and multimodal infrastructure improvements and connections to create new economic initiatives like redeveloping and repurposing buildings that are in disrepair, and constructing new development on available parcels. The Boardman portion of the corridor is in need of sidewalk and crosswalk improvements to benefit pedestrians, and also offers many opportunities for in-fill development.

TOD CAN HAPPEN IN THREE WAYS...

REINVESTMENT



- Reinvestment in existing buildings for the existing use
- Filling vacancies or renovation to modern standards

REUSE



- Reuse of existing buildings for a different use
- Adaptive reuse of commercial or industrial buildings for mixed use

REDEVELOPMENT



- Redevelopment of properties for new mixed uses
- Vacant land or underutilized land

In many ways, TOD is a return to the way that Youngstown and its neighborhoods were built in the late 19th and early 20th centuries, when most people traveled on foot or by streetcar. The ultimate goal of TOD is to create dense, walkable villages around key transit stations, in which most of the resident's daily needs - groceries, coffee shops, health clubs, restaurants, schools, churches - are within a short (15 minute or less) walk, while jobs, educational and health care opportunities in other parts of the city are accessible by bus.



Avoiding Displacements of Existing Homeowners and Renters

Preservation of Existing Housing

New Housing and Supportive Land Uses

Job Opportunities and Support of Local Businesses