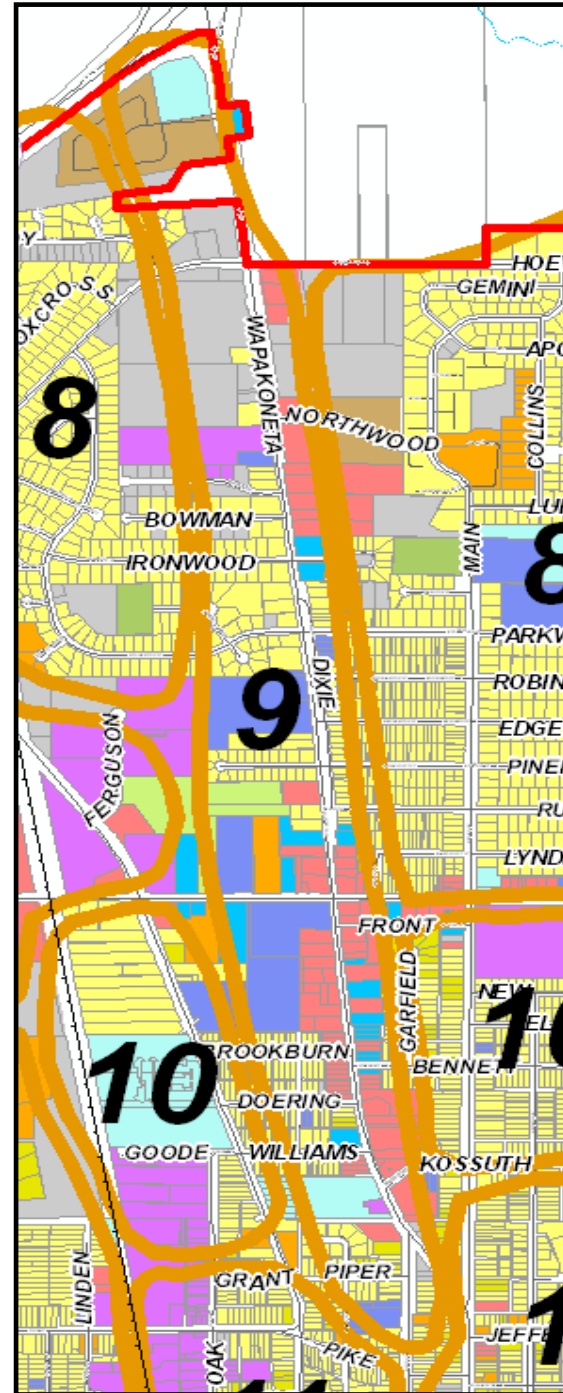


Policy Area 9



Existing Character

Located along Wapakoneta Avenue, one of the primary north/south corridors in Sidney, Policy Area 9 is comprised of a mix of residential, commercial and office uses on lots varying in size from smaller than ¼ of an acre to over 10 acres in size. The only significant amounts of undeveloped property in this area are located in the northern ends of this corridor at Hoewisher Road, just south of the Wapakoneta Avenue/I-75 interchange.

Residential dwellings at the southern end of this Policy Area between Russell Road and Ohio Avenue are continuing to experience a trend of changing to commercial, service and office uses. Redevelopment issues in this corridor revolve around the smaller lots which are typically not deep enough for redevelopment from an older residential use to a non-residential use.

Recommendations

1. This area constitutes the northern entry gateway into the City. As such it should promote an excellent first impression. Visual enhancements to the bridge and within the right-of-way may be possible with ODOT coordination.

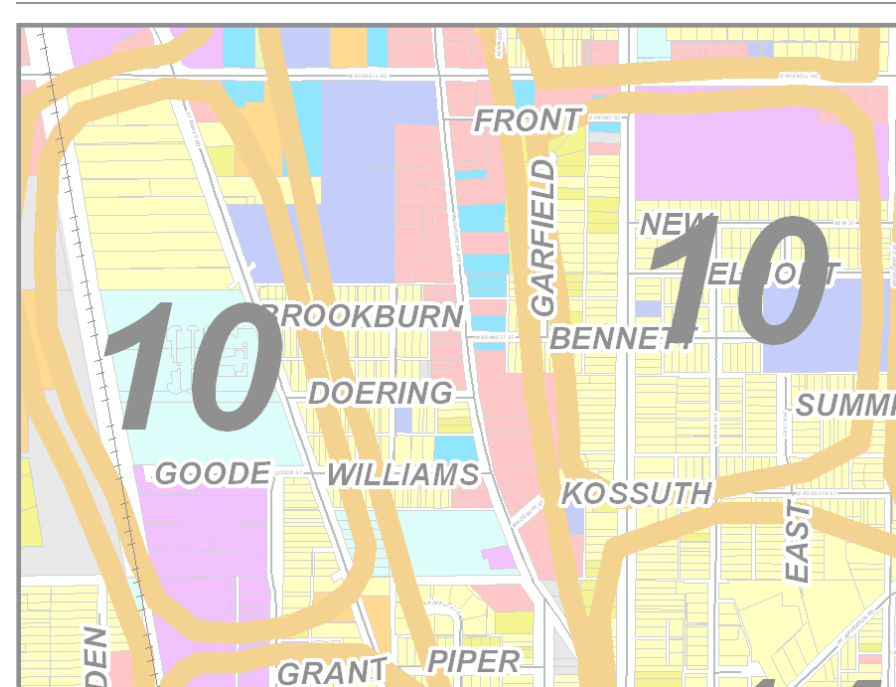
2. Encourage the continued maintenance of residential areas along the corridor.
3. Develop a streetscape plan for the Wapakoneta corridor to incorporate complete streets policies and additional design elements to help provide continuity to this mixed use corridor.
4. Consider rezoning the existing trailer park area south of the Interstate for commercial uses.
5. Promote additional pedestrian connectivity including the installation of sidewalks, walking trails, multi-use paths and bicycle trails.
6. Improve the buffer zone requirements to minimize the conflicts between differing land uses.
7. Development and redevelopment activities in the northern portion of the corridor should focus on non-residential uses. Commercial, service and office uses at the location of the Trailer Park, should it become available, would benefit from the interchange visibility.
8. Future annexed areas should focus on well planned mixed uses near the interstate interchange.

9. As plans for widening move forward, work closely with ODOT to implement access management strategies to reduce driveways and curb cuts to increase safety and traffic flow.
10. Develop a corridor overlay to aesthetically enhance the corridor.
11. Pockets of this Policy Area are LMI and eligible to target using Ohio DSA CDBG resources for neighborhood and critical infrastructure improvements.

Appropriate Land Uses

- Commercial and office uses along the frontage
- Single family detached residential in central part of corridor
- Planned mixed uses that could include multi-family residential as transition between commercial and existing neighborhoods.
- Public and semi-public uses

Policy Area 10



Existing Character

Established as two distinct areas located to the east and west of Policy Area 9 (Wapakoneta Avenue), Policy Area 10 is primarily comprised of small, two story, single family detached dwellings bordered by industrial, office, commercial and other residential uses. Single family detached residential dwelling densities average approximately 8 dwelling units per acre.

Residential areas in the western portion of this Policy Area are essentially an island between commercial

uses, multi-family attached dwellings and industrial uses. An active CSX rail line borders the western portion of the Policy Area. Maintenance of property and structures has not been identified as a major issue in this area.

Recommendations

1. Infill development should reflect the designs and character of the surrounding properties and strive to meet market demand.
2. Investigate minimum foot candle standards for street lighting to provide for a better lit neighborhood.
3. Continue to enforce property maintenance and zoning codes to prevent blighting and deteriorating conditions.
4. Limit industrial uses in the eastern part of this Policy Area to ensure the continuance of a viable residential area.
5. Pockets of this Policy Area are LMI and eligible to target using Ohio DSA CDBG resources for neighborhood and critical infrastructure improvements.