



**Policy Area 9**

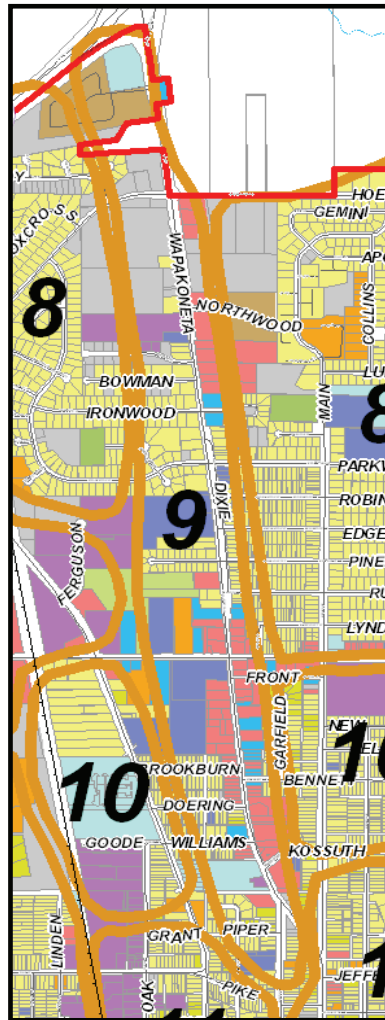
**Existing Character**

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. Single family residential lots along the corridor typically range from 6,600 square feet to 14,000 square feet in size. A trailer park exists in the northern portion of this Policy Area consisting of approximately 90 pads near the interchange with I-75. There are known sewage issues in this area with the package treatment system located in the trailer park. 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. Harmon Park is located in the southern portion of this area on the west side of Wapakoneta Avenue. A portion of Northwood Elementary School property is also located in this Policy Area on the west side of Wapakoneta Avenue, south of Russell Road.

Traffic issues are apparent in this area with vehicles attempting left turns across traffic to properties along this corridor or from properties onto Wapakoneta Avenue (CR 25A). Traffic delays are readily apparent, in particular during peak hours. The City has recently applied for Small Cities Funding through the Ohio Department of Transportation (ODOT) for the widening of Wapakoneta Avenue from Russell Road to the southern right-of-way line of I-75 in the north. The proposed roadway, if funding is approved through the ODOT Office of Local Programs, is for a three lane section with curb and gutter and sidewalks. Widening to the east may impact and devalue smaller residential properties along the corridor and further restrict the type of reuse of the property.

Zoning for this area consists of several different zoning districts including R-1 Single Family Residence, R-2 Single and Two-Family Residence, R-3 Multi-Family Residence, B-1 Local Business, B-2 Community Business and the I-1 Light Industrial district.

Public water is available throughout this area, as is sanitary sewer with the exception of the recently annexed property in the northernmost part of this Policy Area which contains the trailer park where sewage problems currently exist.





### **Preferred Future Characteristics, Actions and Needs**

- This area constitutes the northern entry gateway into the City of Sidney. As such it should promote an excellent first impression. Encourage the continued maintenance and upkeep of existing residential areas along the corridor, in particular around the areas of Ironwood, Bowman, Parkwood, Edgewood, Ruth, etc to maintain this as a viable and attractive area.
- All new development and redevelopment efforts should continue to promote external and internal connectivity through the most appropriate system of pedestrian connectivity including the installation of sidewalks, walking trails, multi-use paths and bicycle trails.
- Development and redevelopment activities in the northern portion of the corridor in the Policy Area 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.
- Future annexed areas should focus on commercial and service oriented uses near the interstate interchange that transition to residential uses.
- 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.
- Aesthetically enhance the corridor through the implementation of additional design and landscaping standards (e.g. require trees in off-street parking lots, shielding outdoor storage areas, etc.) through the development of a streetscape plan. When designing streetscapes careful consideration should be given to cost to implement and maintain. Streetscapes can be as complex as including special street lighting, sidewalk or pedestrian improvements, public signage, street trees and street furniture or as simple as involving one or two of the aforementioned elements to create a visually appealing atmosphere.

### **Preferred Land Uses**

The following land uses are preferred in this area in order to ensure the proper reuse or development of available land:

- Commercial at northern end and southern end of corridor
- Single family detached residential in central part of corridor
- Multi-family residential at northern end of corridor as possible transition between commercial and single family detached residential uses
- Public parks and open spaces
- Public and semi-public uses

### **Recommended Density and Open Space Requirement**

- Infill detached single family residential dwellings should be at a size, type and density similar to what exists in the location of the infill development.
- Multi-family residential dwellings used as a transition between commercial and single family residential areas should not exceed a density of 6 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

### **Implementation Recommendations**

Development and redevelopment activities in this Policy Area should emphasize commercial, office and service uses in the northern parts of the Policy Area. In addition:

- In residential areas, infill residential uses should conform to the existing character of the area.
- Consider rezoning the existing trailer park area south of the Interstate for commercial uses.
- Develop a streetscape plan for the Wapakoneta corridor in conjunction with the potential widening of the street. This will be an excellent opportunity to incorporate design elements along the public right-of-way, including sidewalks, to help provide continuity to this mixed use corridor.