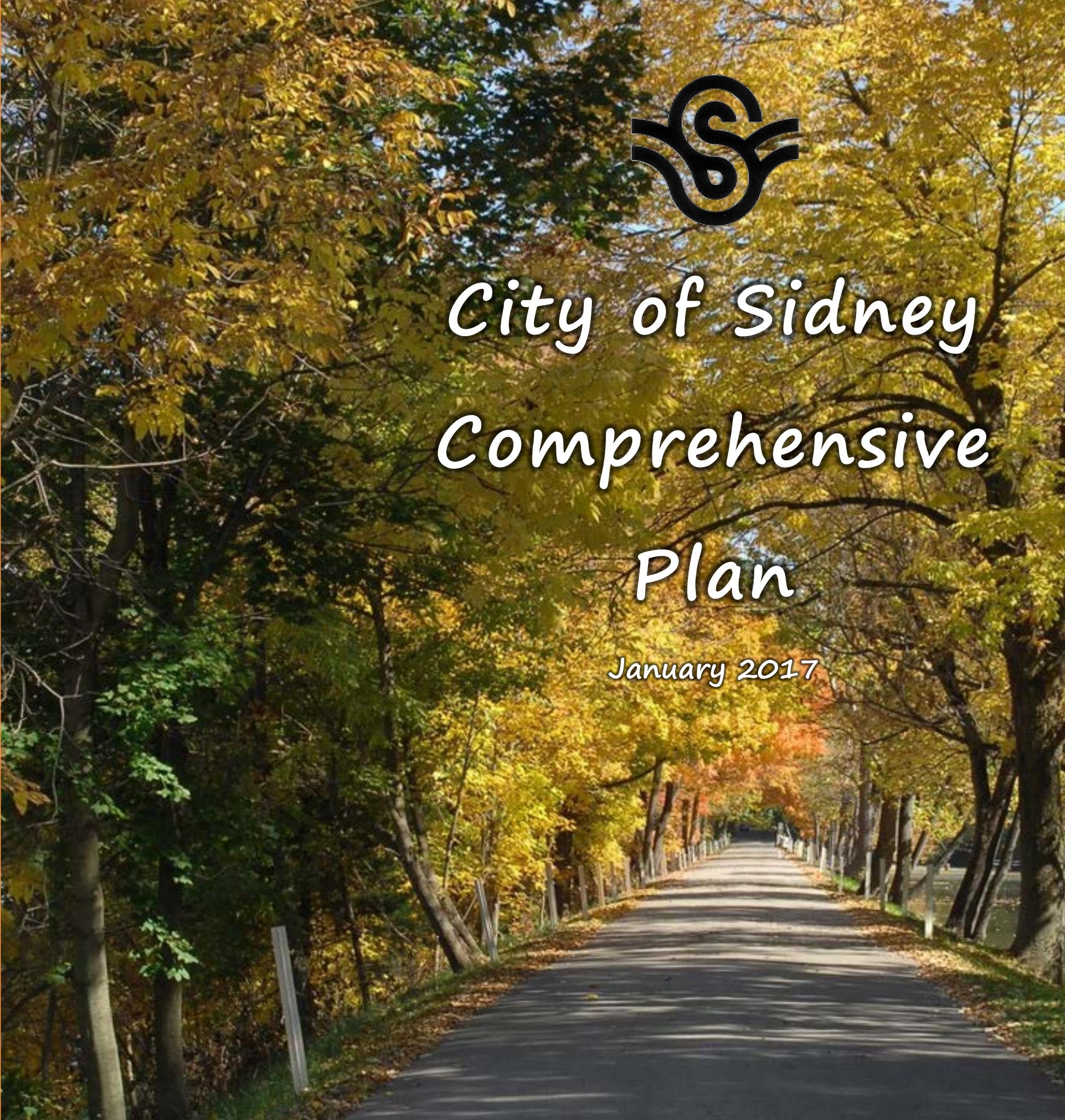


*“Sidney is fighting for its future like many small towns in the U.S. It has to find ways to differentiate itself and provide value to companies or individuals considering locating in Sidney.”*

*-City Resident*



# City of Sidney Comprehensive Plan

January 2017

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## Acknowledgements

The 2017 Sidney Comprehensive Plan was developed under the guidance of the Sidney Comprehensive Plan Steering Committee comprised of the following individuals and the organizations they represent:

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Will Balling, Police Chief

Kari Egbert, Clerk of Council

This document was also prepared with the information gathered from numerous public and private organizations.

### Consulting Team:



# Executive Summary



## I. Executive Summary

### Introduction

The Sidney Comprehensive Plan (the Plan) is the City's official document that outlines the community's vision and strategies in several areas such as community services and facilities, housing, economic development, land use, and infrastructure. The Plan has several roles in shaping the quality of life of residents and business owners.

It was developed over a 14-month interactive process that consisted of reviewing the existing comprehensive plan for continued relevance and analyzing existing conditions.

This Plan integrates the ideas presented to the Comprehensive Plan Steering Committee by over 1000 residents in the community. All layers of the community were involved including 200 high school students from all three of Sidney's public and private schools.

The Plan will be used by City officials and the Planning Commission to evaluate land use changes and make

capital improvement decisions. It will be used by City staff and their respective departments to promote planning and development and other important initiatives. It will be used by citizens, neighborhood groups, and developers to help build, brand and revitalize neighborhoods.

### Plan Themes and Initiatives

Several ideas and thoughts surfaced during this Comprehensive Plan update. These major Plan themes are:

#### Downtown Revitalization

Sidney's downtown plays a vital role in promoting social interactivity and the community's quality of life. According to the Plan survey, residents selected the downtown footprint as its number one priority for future attention. The revitalization of the downtown can only happen if properties are maintained and City officials adopt new tools that require timely solutions. It is anticipated that the newly incorporated Sidney Alive, working alongside city officials and the newly formed Shelby County Land Reutilization Corporation (commonly known as the Land Bank), will be an effective catalyst to help spur revitalization.



Tools like the already existing Community Reinvestment Area (CRA) program, Downtown Redevelopment Districts, Tax Increment Financing (TIF), Special Improvement Districts (SID), the Revolving Loan Fund, Façade Grants, Community Development Block Grant (CDBG) and other grant/loan programs could be utilized to encourage innovative redevelopment efforts.

In addition, the market analysis prepared for this Plan (See *Chapter: Economic Growth*) indicates that residents and consumers are spending their money outside the community. It is hoped that City Officials will use this Plan in cooperation with business and property owners to reverse this trend.

## Neighborhood Revitalization

Due to declining manufacturing jobs, the housing bubble and “Great Recession,” and the increased options for folks to live along the I-75 corridor, Sidney has witnessed an unprecedented number of foreclosures, some years as high as 300 per year, for almost a decade or more (See Map: *Housing Foreclosures*). This has contributed to high turnover and depressed property values in some neighborhoods. This in turn aided in the conversion of owner occupied residential properties into rentals and brought with it a variety of other issues that some residents believe are incubating additional health and human safety issues.

There are a variety of properties throughout the community that may be neglected and in need of repair, many of them rental properties (See Map: *Neighborhood Conditions*). The City should continue to work with property owners, landlords, and neighborhood groups to maintain their properties and meet code requirements. In many cases, additional property and nuisance abatement from City officials could alleviate the problem. Also, more grassroots and neighborhood building efforts could be encouraged.



## Aggressive Property Maintenance Enforcement

Many residents indicated a strong desire to see their neighborhoods receive additional code enforcement attention to abate property maintenance and other nuisance issues.

A variety of tools will need to be either developed or properly staffed to help improve the taxable value of the City’s greatest assets- its residential, commercial, and industrial properties. It is estimated that lost revenues, estimated to be in the millions of dollars, would otherwise be used to fund the Sidney school district and community infrastructure has evaporated

due to declining property standards. Poorer kept properties, in the simplest terms, cost everyone more. The slackening rents these properties can demand have become increasingly a petri dish for social ills that are exhausting to city services.

To improve this situation, city officials could pursue the adoption of ordinances that require all vacant and/or rental properties to be registered and inspected. Many communities in Ohio effectively use these tools to protect their neighborhoods and downtowns. Using these tools in unison with Shelby County’s new Land Bank should be particularly useful.

## “Activate” the Riverfront

Since Sidney was first settled, the Great Miami River has been a valuable asset to the communities situated on or near it. In 2016, the Great Miami Initiative was developed by 18 communities to help elevate the placemaking and tourism benefit of this asset. These communities recognized the potential to maximize riverfront investment and economic development by approaching the river corridor as a unified, connected, regional place.



Branding will be a first step to more fully harnessing the river as a recreational asset that increases tourism and improves the quality of life of

city residents. Canoe liveries, bicycle shops with bike rentals, shops that sell running shoes, restaurants, taverns, upscale housing and a host of other ideas can transform what the river can mean to Sidney moving forward. See the illustration at the end of this chapter for an idea of what this asset could look like, if planned properly.

### Promote Pedestrian Connectivity

The key to improving the quality of life for residents in cities is the presence of infrastructure that promotes activity. Improving pedestrian connectivity opportunities for residents is a goal of the community. Connectivity can be improved by repairing existing sidewalks, reducing existing sidewalk gaps, utilizing other multi-use path systems, and by simply providing more bike racks. This would help to reduce vehicular traffic and encourage healthy modes of transportation for pedestrians and cyclists to a variety of destinations. Connectivity within existing and new neighborhoods

should be preserved, promoted and better linked to Canal Feeder Trail and its future expansion along the Great Miami River. The City should look to develop a pedestrian master plan to help further this activity.

### Improve Public and Private Partnerships

All of the issues that residents indicated during this planning effort that are important to address, from the property blight and the heroin problem, to improving the schools/parks and providing more recreational activities for teens and seniors will require additional due diligence by and between the public and private sectors. The level of communication that helped to build Sidney's finest assets like Tawawa Park and public spaces in the downtown must be renewed and strengthened.

### Beautify the Corridors

The Plan supports the community's vision to reduce vehicular congestion, increase pedestrian linkages, improve the visual appearance of gateways, and increase the safety of its commercial corridors, namely Michigan Street (SR 47), St. Marys Avenue (SR 29), Wapakoneta Avenue, and Russell Road. This Plan highlights methods that can be applied to these

corridors and other roads (Ohio, Fourth and Main Avenues) in the community where "road diets" and "complete street" concepts could apply (See Chapter: Connectivity). Also important is modifying the zoning code to disallow or limit the use of billboards.

### Improve the Gateways

Sidney is simply blessed to have four interchanges on I-75. For many folks not familiar with the community, this is their first impression of how the community treats its residents. These areas are critical in marketing the community to the rest of the world and should be properly beautified. Every community has a brand, and its gateways help to promote it.

### Heighten Community Planning Resources

Economic development and community planning are vitally important to the future of Sidney. These important activities should be properly integrated and have additional resources allocated to them so that they can be as proactive as possible.

Although Sidney experiences a net inflow of over 5,000 people on any given work day, the fact is these folks leave the community to return home. Cities in Ohio are

financed largely on income taxes and benefit the most when people both work and live in the community. In this vein, it is extremely important that City officials take the necessary steps to invest in the assets that attract and retain residents, beginning with the neighborhoods and schools.

A good indication of a community's overall appeal may be on how well it retains its residents in the professional and management professions. In this regard, Sidney (23% of workforce in professional and management occupations) and Piqua (20%) fair worse than the communities of Troy (30%) and Tipp City (40%). However, as Sidney continues to reinvest in its "Quality of Life systems" like its neighborhoods, downtown, riverfront and recreational programming, it is hoped that this trend will improve.

The new energy provided by Sidney Alive, Land Bank, Sidney-Shelby County Economic Partnership and the City's planning department should help to play a role in coordinating these efforts along with City staff, business officials, and other stakeholders.

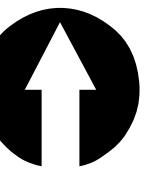
## Ensure Effective Community Services to Support Growth and Revitalization

Like most communities incorporated for almost a century, certain elements of the City's infrastructure are in need of replacement and repair. Sidney officials continue to dedicate resources to tap a new water source and systematically improving miles of roads and thousands of linear feet of water, sanitary, and storm sewer lines. Reducing inflow and infiltration (I&I) into the City's sewer system is equally as important to make sure the City meets Environmental Protection Agency (EPA) permits. All of these activities are increasingly more expensive to repair, all while the City's resources are tightening.

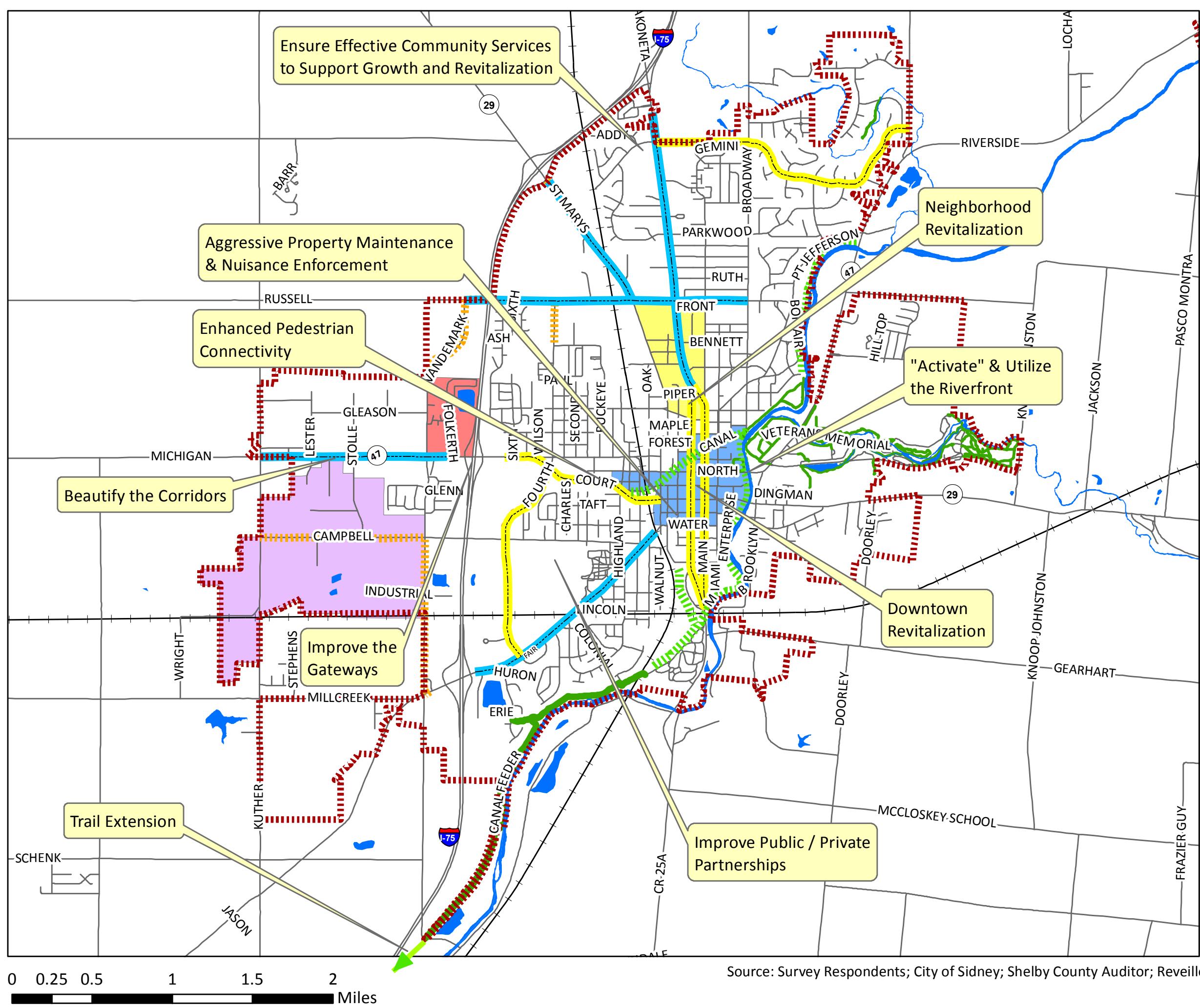
One of the most important issues on the minds of residents is the continual improvement of city roads. In November 2014, voters in the City of Sidney approved a 0.25 percent increase to the municipal income tax, with the proceeds from this increase being used exclusively for the "construction, reconstruction, resurfacing and maintenance of streets, alleys, bridges, and related curbs and gutters" within the City. The city expects to spend more than \$15 million solely for street improvements during the five-year period the additional 0.25 percent income tax is being collected.

Because infrastructure costs money, it is important that the City continue to reach an optimal economy of scale through population growth. For the city to properly market its residential growth areas, as well as to improve service levels to selected neighborhoods, City officials will need to build a third fire station.

Lastly, as the City continues to age, city officials will possibly be faced with performing a return on investment (ROI) analysis on which areas of the community should be improved. This is a possibility in the future, especially if the community continues to experience population loss, which may be evidenced by the upcoming 2020 Census.



## Planning Themes



## Plan Solutions - Connectivity

Before



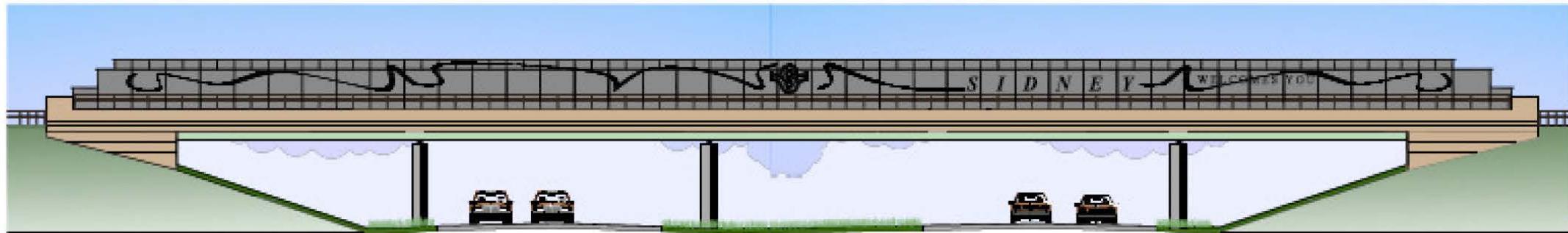
Trailhead @  
Johnston  
Drive

Water Trail

After



## Plan Solutions - Gateways



Sidney, Ohio  
I-75 and Michigan Street  
BRIDGE ENHANCEMENTS



# Public Participation



## II. Public Participation

A snapshot of comments from Sidney Survey Respondents:

*"I appreciate the opportunity to weigh in on the future of our community. I hope we're able to make some meaningful changes to improve Sidney. I know that is often easier said than done, but this survey and the upcoming community events are a good start."*

*"I grew up in this community and am choosing to raise my family here. The Sidney I grew up in and the Sidney now is vastly different. A reflection of the changes in our world, but also a reflection of the lack of participation by our community members - the same small group of people volunteer, serve on boards, do good in our neighborhoods, support our schools, etc. There are wonderful people in this community who do care but for whatever reason do not get involved. This needs to change so more people don't leave our community and residents find ways they can contribute on whatever level they are able."*

*"Sidney must revitalize its downtown community if it wishes to have a future."*

### Introduction

Over 1000 community stakeholders participated in various activities over the nine-month planning process to help guide and frame the Sidney Comprehensive Plan. These stakeholders were able to participate in events that ranged from steering committee meetings, three interactive community forums, and interactive discussions with high school students from Sidney's public and parochial schools. A web-based community survey was also used to capture the ideas and thoughts of Sidney's residents, employees and businesses.

### Public Involvement Process

The comprehensive plan update was forged through an intensive public process that consisted of four primary elements: six steering committee meetings, a 13-month interactive community survey, three community forums, and a survey of high school students.

#### Steering Committee Meetings

Six steering committee meetings were held to help frame the Plan's development. The committee consisted of appointed community leaders with

varying backgrounds. This diverse committee was tasked with guiding the Plan based on input gathered from the community.

Committee members were very active in the community by informing their peers of the survey and events that were scheduled for public participation. They were also energetic participants at the Community Forums.

### Community Surveys

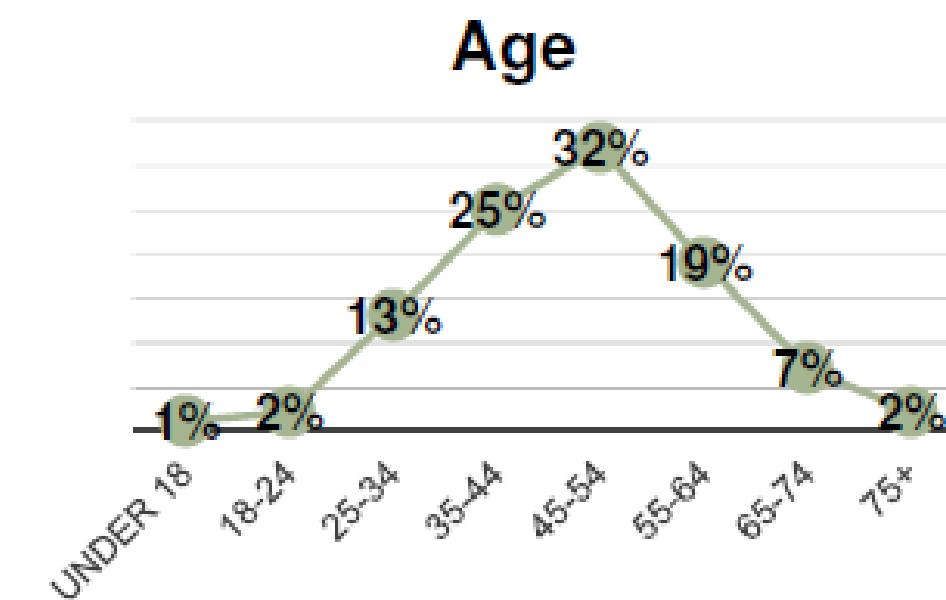
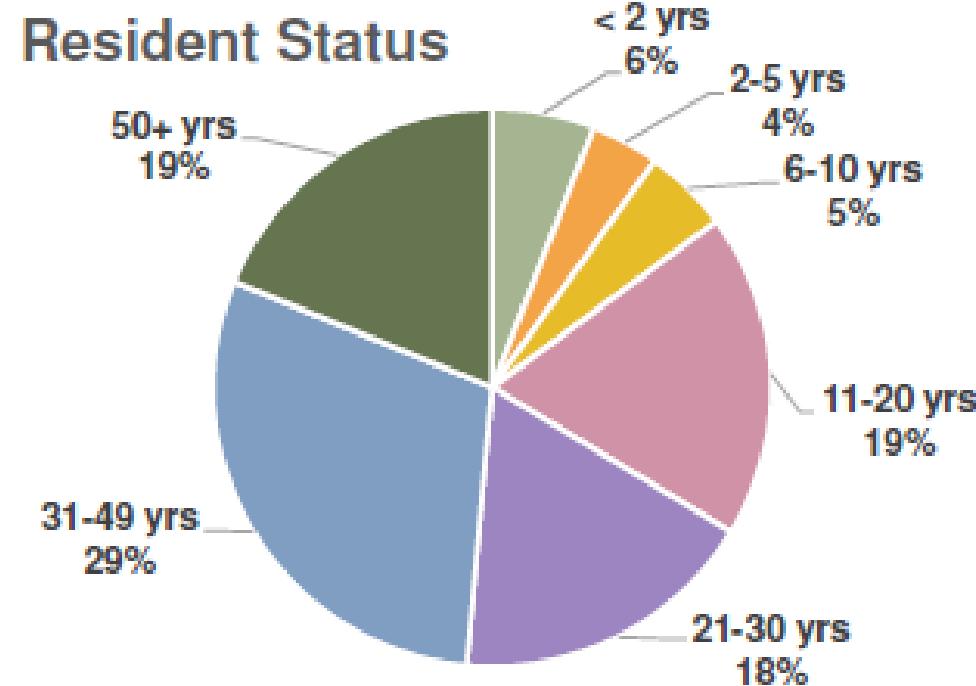
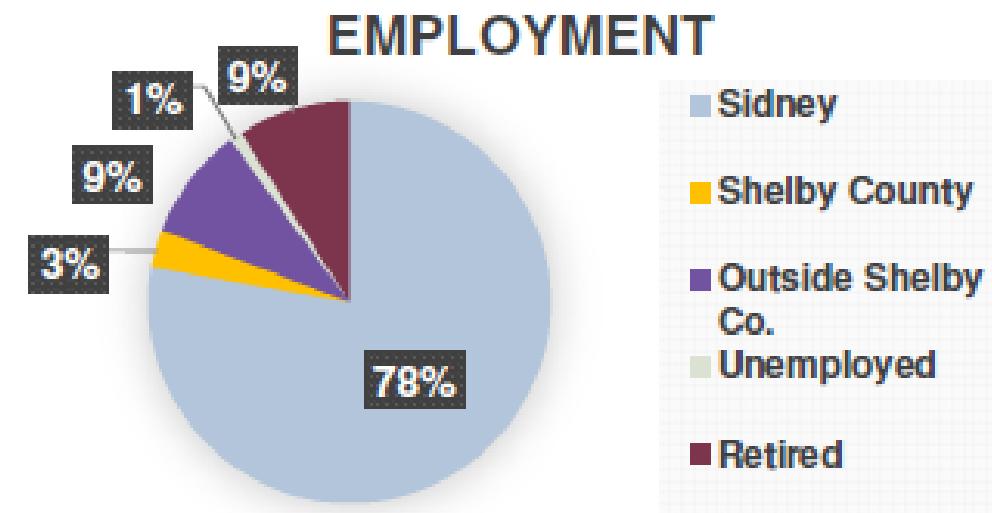
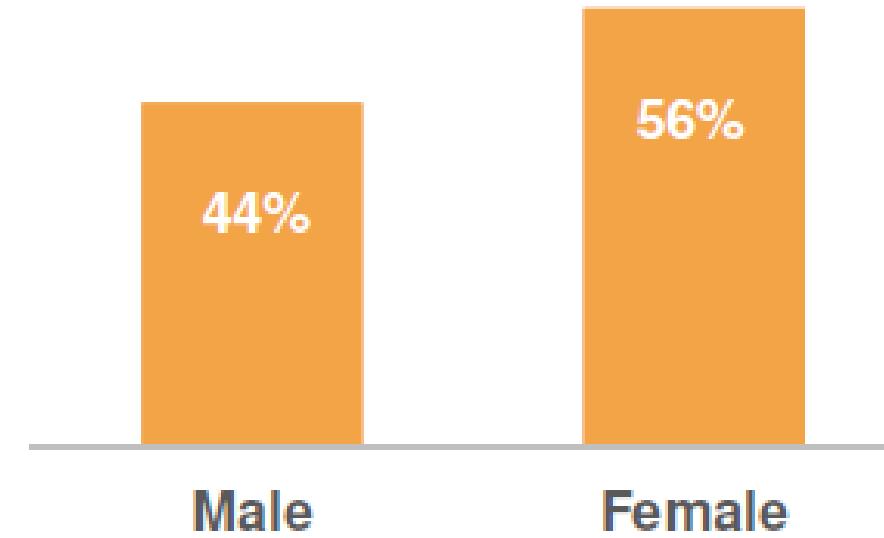
A 17-question interactive survey helped to guide this planning process. The survey was made available online and in hard-copy beginning November 2015 and remained active until December 2016. Snapshots of the survey results were analyzed in July and October 2016 to help frame the Plan. The final results outlined below were gathered on December 2016 when 790 respondents had completed the survey. High schools students were also surveyed from all three high schools. Over 155 students participated.

### Community Forums

Three community forums were held during the planning process, one of which was held to discuss (specifically) downtown revitalization. At the first community forum, a snapshot of the survey results was presented and the audience completed visioning exercises. This visioning exercise helped to formulate several strategies presented in this Plan. An initial overview of survey results was also presented at the second forum where the audience was asked to weigh in on proposed strategies for the Plan.

An overview of the survey results are highlighted on the following pages.

## Comprehensive Plan Survey Results

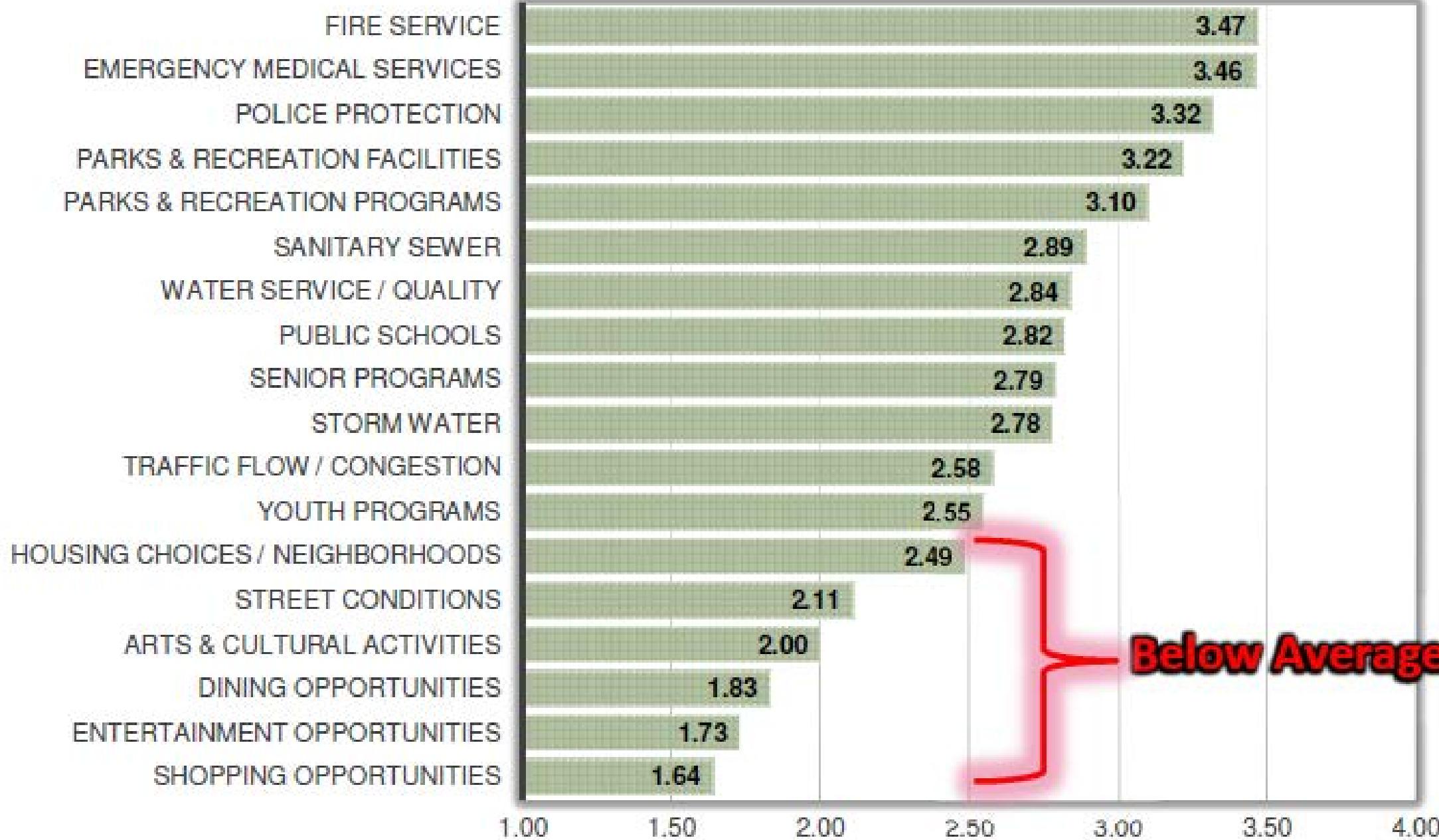


# Describe Sidney Using Only One Word:

## Survey Results

### Rate the following amenities:

(1 = poor    4 = excellent)

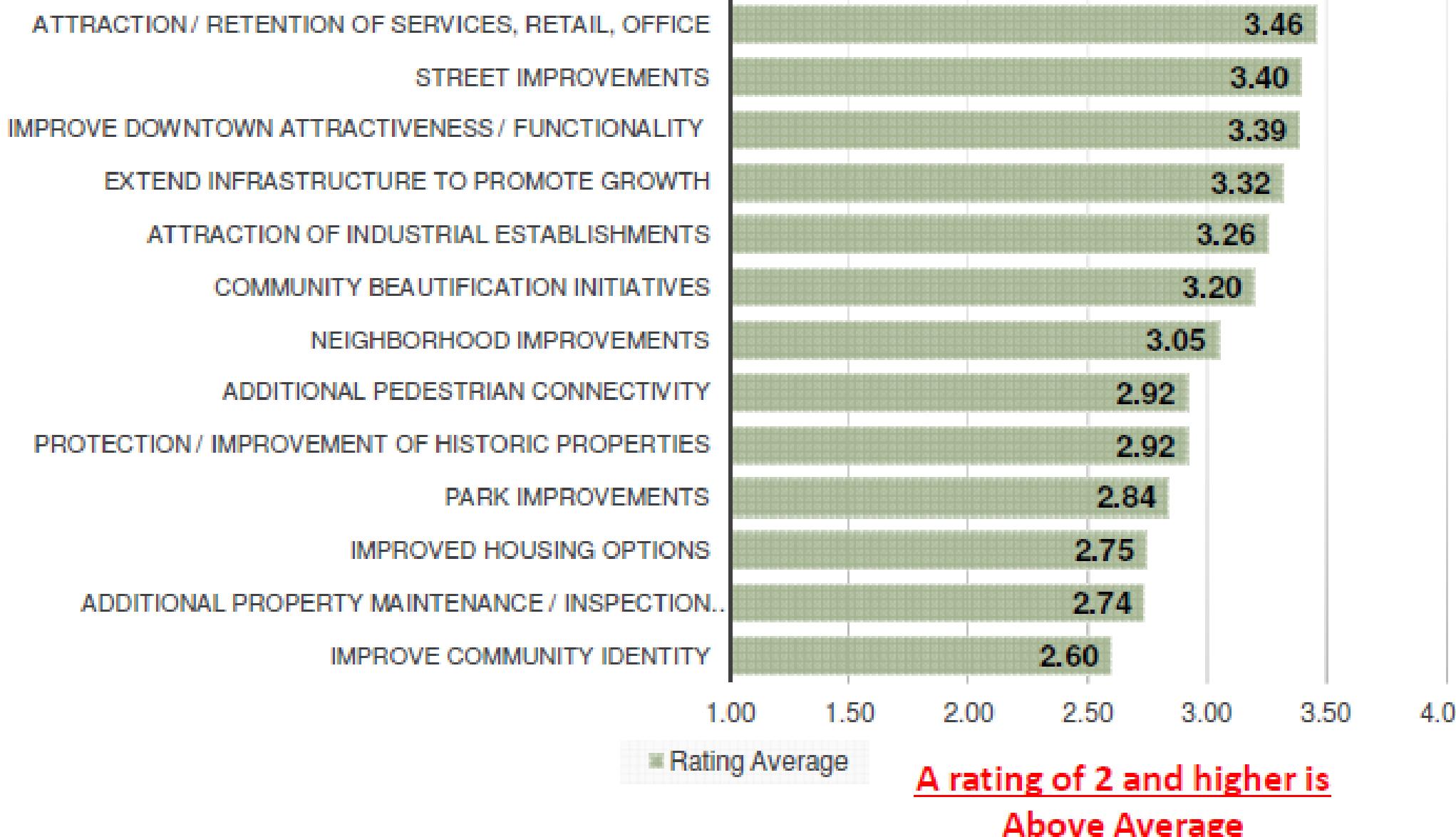


**Below Average**

## Survey Results

Rate your support for the following activities:

(1 = no priority 4 = high priority)



## Survey Results

### Transportation Issues / Problematic Areas

- SR 47
- Vandemark Road
- Port Jefferson, Jefferson, and N. Main Avenue Intersection
- Fair Street
- Russell Road
- Michigan Avenue
- Broadway
- CR 25A
- I-75

### What Businesses / Programs are Needed?

- Youth / Park Programs
- Higher Education Options
- Restaurants, Pubs
- Retail Variety
- Professional Offices
- Entertainment – Theater / Festivals
- Dog Park
- Pharmacy
- Industrial
- Outdoor Recreation Programs

## Survey Results

### Biggest Concern for the Future of the Community

- Losing Residents
- Losing Businesses & Jobs
- Crime / Drugs / Safety
- Decaying Infrastructure
- Too much Industry
- Downtown Decline
- Housing Maintenance / Disinvestment
- Taxation / Increasing Fees

### Other Thoughts or Concerns

- Decline of City Pride = Disinvestment
- Entertainment options are needed to maintain younger populations
- Improve higher education options (college satellites)
- Sidney is a great community that needs events to bring people in
- A clear vision & branding are needed
- Investment in the Downtown should be a priority

# Student Survey Results Snapshot

## HIGHLIGHTS:

> 155 RESPONSES

> APPROXIMATELY 50%:  
~Public vs. Private  
~Sidney-Born  
~Sidney-Born Parent  
~Rate Quality of  
Life - Good

*“Sidney is a town in which I believe needs drastic improvements. Certain aspects of the town are great, however some are very poor. Downtown areas of Sidney really show the poverty of the town.”*

*~Sidney Student responding during the Plan Survey*

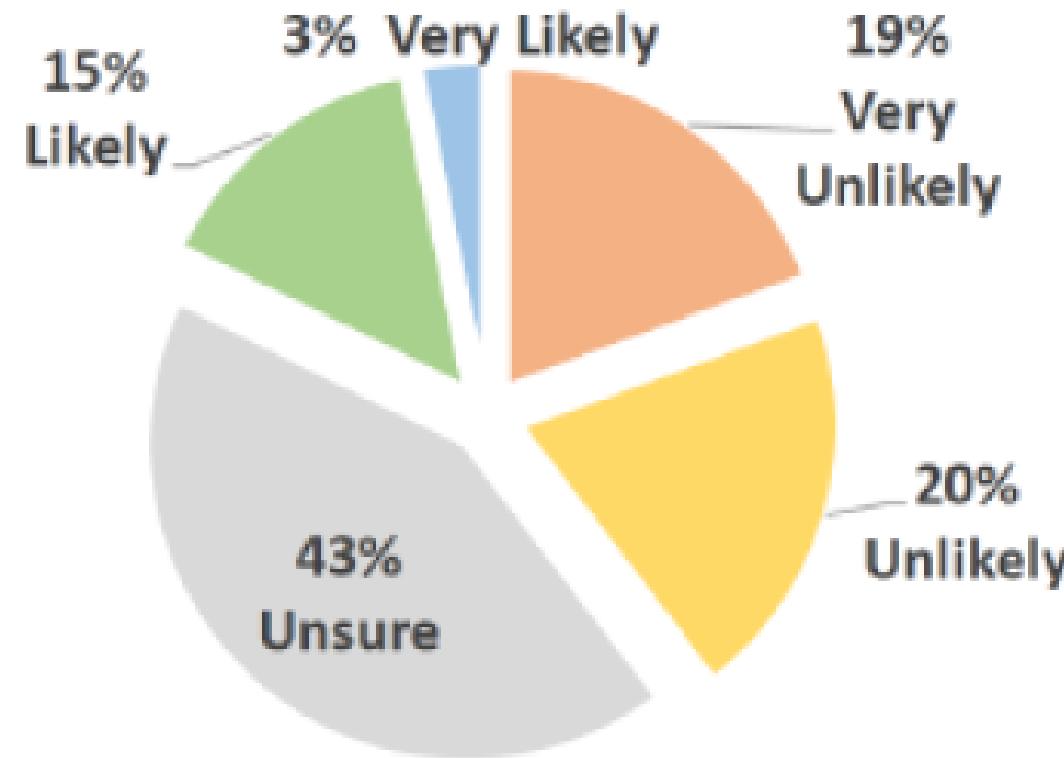
## Student Survey Results

If you were in charge of the community, what one improvement would you make?

**ANTIDRUG**  
PARKS RESTAURANTS  
ACTIVITIES  
CLEAN  
ROADS

EDUCATION  
TRAILS  
SAFETY  
DOWNTOWN  
SHOPPING

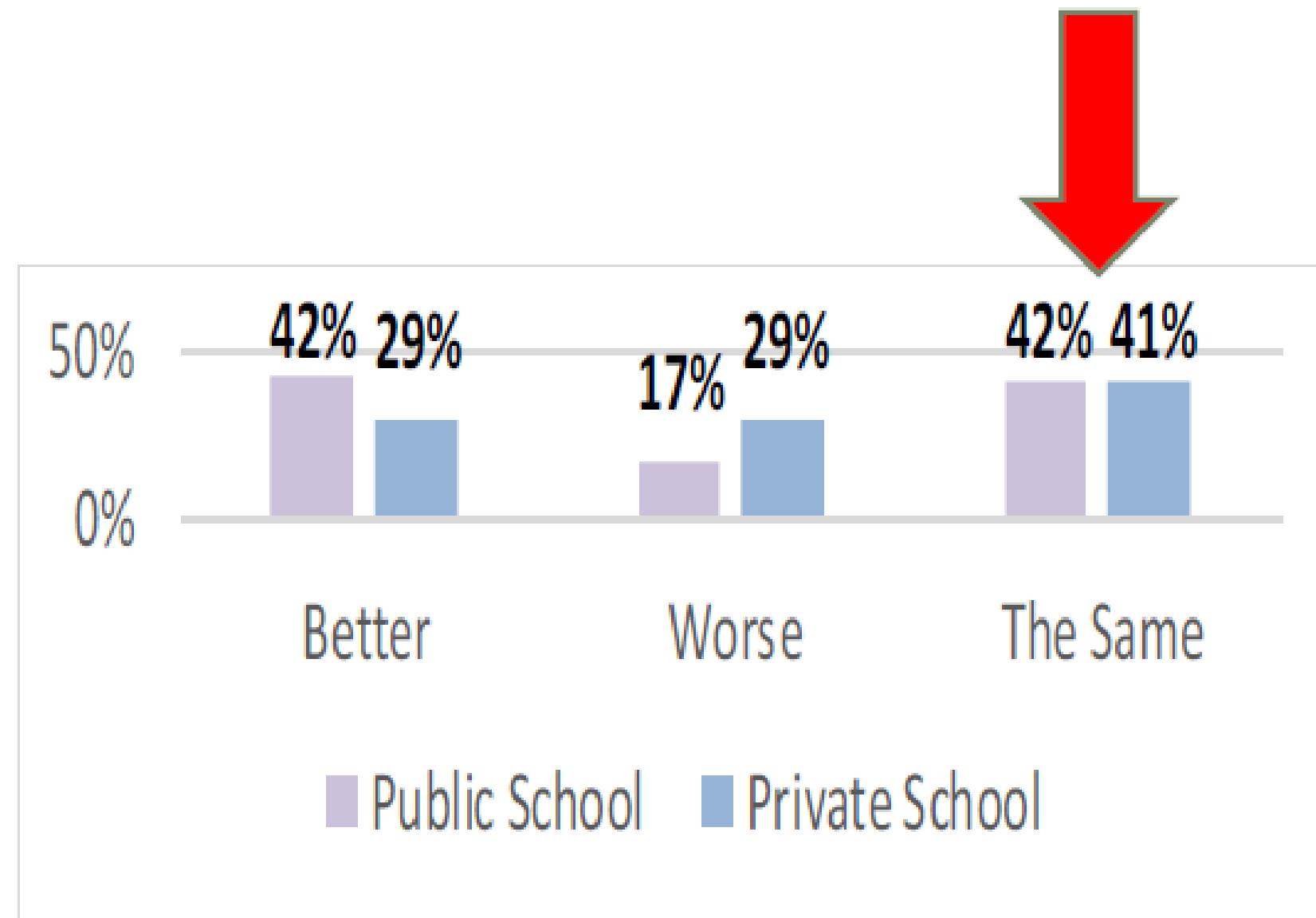
How likely is it that you will live in Sidney as an adult?



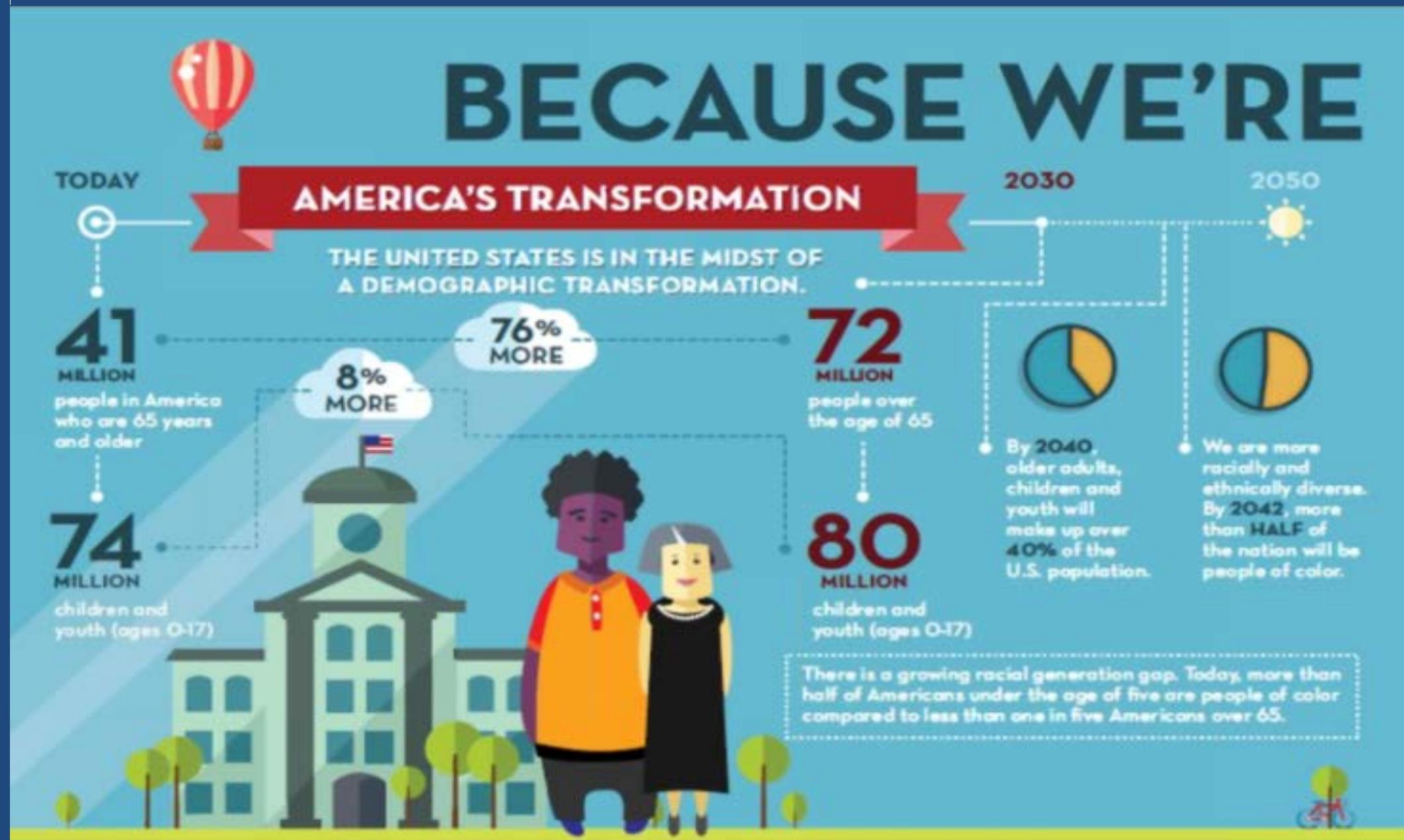
Almost 40% are unlikely and/or very unlikely to return  
• 43% are "unsure"

## Student Survey Results

In Twenty years, Sidney will be?



# Demographics



## III. Demographics

A snapshot of comments from Sidney Survey Respondents:

*"We are losing many good people to surrounding communities. People aren't choosing to LIVE in Sidney. They will work here, but drive in from somewhere else."*

*"I just know this town can be so much better. We need to work together to bring it to a place where people want to come instead of a place where people want to leave."*

*"I believe Sidney has great potential to become an amazing city. We are slowly improving in lots of areas, but I feel like there is still lots of work to do!"*

### Introduction

Demographics provide the foundation of a variety of plan strategies and should help to guide recommendations for current and future policies and programs.

This chapter was based on a separate demographics report that was prepared as part of the planning process. These demographics should be reviewed and updated periodically to record changes in trends. These changes in trends may lead to necessary changes in services and amenities offered to the public. As the population shifts and/or matures, different amenities and services will be required.

Some of the key demographic aspects of the community that leaders should consider are:

1. While Sidney has experienced a 4.4% increase in population since 2000, the community has experienced an estimated 1.7% decrease in population since 2010, while its peers in Shelby County witnessed a 3% loss during the same period. According to projections prepared by the Ohio

Development Services Agency's (Ohio DSA) Office of Research in 2013, Shelby County is anticipated to drop 4.6% by 2040 to 47,160, and this could affect Sidney if amenities are not created to attract residents to the community. More urbanized counties near major Metropolitan Statistical Areas (MSAs), like Franklin and Warren Counties, are anticipated to gain population.

2. Sidney's population is aging faster than state and national populations, a situation which could continue to exacerbate due to declining numbers of younger cohorts within the community, and the presence of higher numbers of "baby boomers". Since 2000, Sidney has lost 765 residents under 45 while retaining 1649 residents over 45.
3. Sidney's workers are younger and more productive than their county, state and national peers, and work more hours per week. With a majority of workers commuting out-of-town for work, staying at work longer could affect local shopping patterns.

Area	2010	2020	2030	2040
Sidney	21,229	<b>20,905 (2014 est.)</b>		
Shelby County	49,423	49,290	48,240	47,160 -4.6%
Auglaize County	45,949	45,590	44,690	44,430 -3%
Miami County	102,506	102,590	103,500	103,990 1.5%
Franklin County	1,163,414	1,237,960	1,302,110	1,366,200 17.4%
Warren County	212,693	225,770	235,640	239,060 12.4%
Ohio	11,536,504	11,574,870	11,615,100	11,679,011 1.2%

## Demographic Benchmarks

How does Sidney's demographic characteristics compare to the U.S.?

Indicators	Sidney	U.S.
Demographics	Population Growth by % Since 2010	-1.7%
	Median Age (2013*)	36.9
	Percent Population White Alone (2013*)	90.9%
	Percent Population Hispanic or Latino (2013*)	2.4%
	Percent Population Black or African American (2013*)	4.8%
	Percent of Population 'Baby Boomers' (2013*)	23.4%
	Median Household Income (2013*)	\$43,347
Income	Per Capita Income (2013*)	\$21,494
	Percent Individuals Below Poverty (2013*)	16.4%
	Percent Families Below Poverty (2013*)	12.0%
	Percent of Households with Retirement and Social Security Income (2013*)	50.6%
	Percent of Households with Public Assistance Income (2013*)	25.3%
	Percent Population 25 Years or Older without High School Degree (2013*)	16.1%
	Percent Population 25 Years or Older with Bachelor's Degree or Higher (2013*)	11.6%
Structure	Percent Population That Speak English Less Than 'Very Well' (2013*)	1.6%
	Percent of Houses that are Seasonal Homes (2013*)	1.1%
	Owner-Occupied Homes where Greater than 30% of Household Income Spent on Mortgage (2013*)	30.2%
	Renter-Occupied Homes where Greater than 30% of Household Income Spent on Gross Rent (2013*)	48.3%
		35.4%
		48.3%

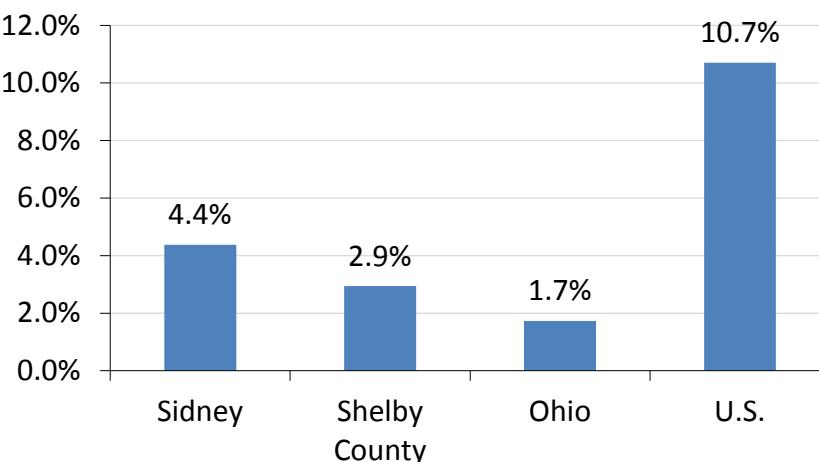
\* The data in this table are calculated by ACS using annual surveys conducted during 2009-2013 and are representative of average characteristics during this period.

## Planning Conditions

### Population

While Sidney's population increased 4.4% between the 2000 Census and 2013, estimates indicate Sidney has experienced a decrease of 1.7% since 2010. This trend mirrors Shelby County which also experienced a 3% decrease in population. According to projections prepared by Ohio DSA's Office of Research in 2013, Shelby County is anticipated to drop 5% by 2040 to 47,160.

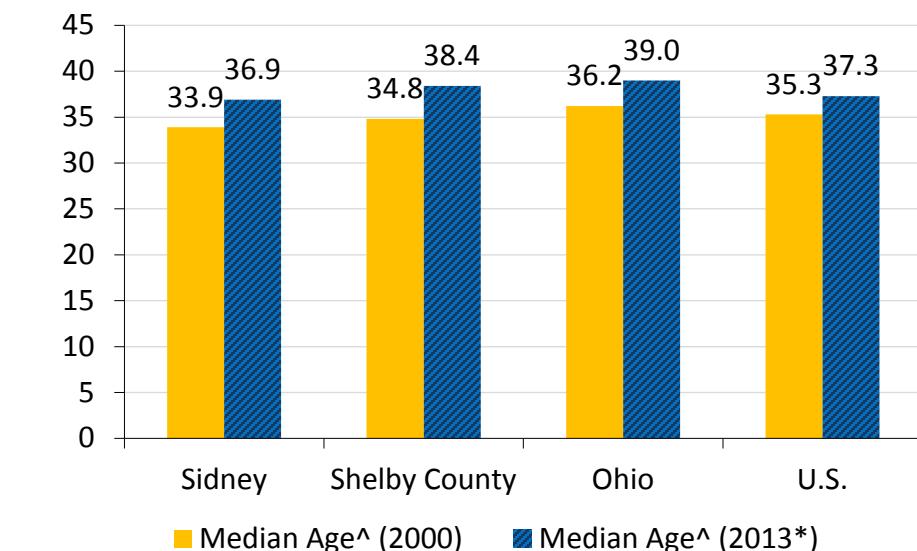
### Percent Change in Population, 2000-2013\*



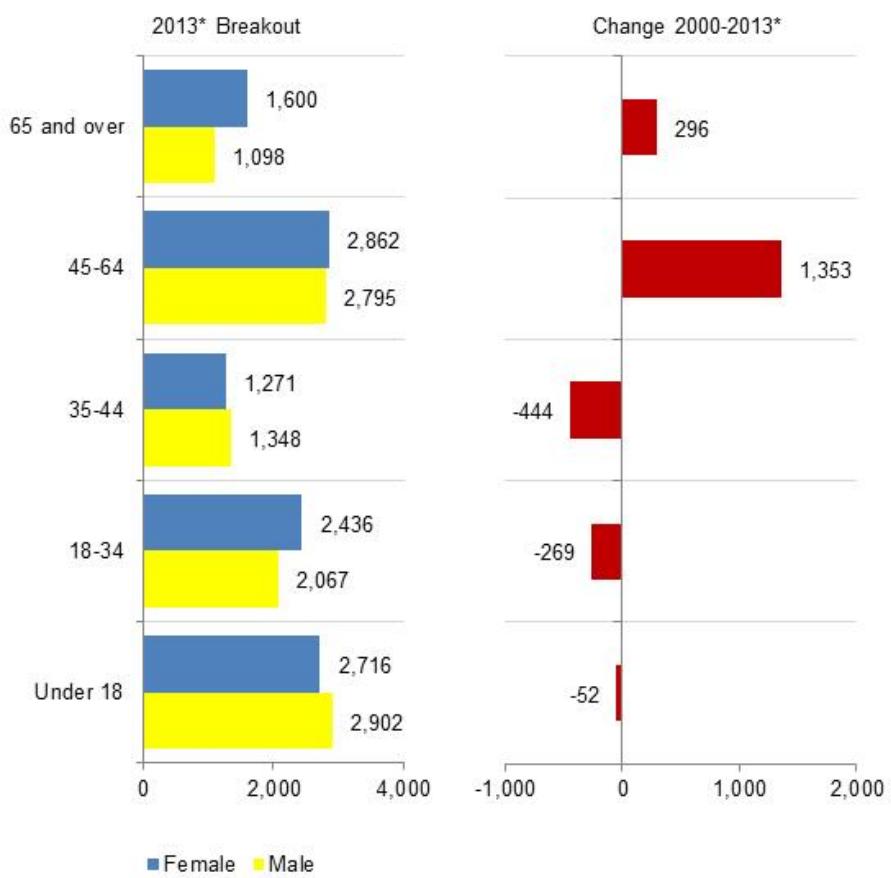
## Age and Gender Distribution

Compared to Shelby County (38.4) and the State of Ohio (39.0), Sidney (36.9) has a younger median age. However, since 2000, the median age estimate has increased the most in Sidney (12.8%) and increased the least in the U.S. (35.3 to 37.3), or a 5.7% increase. In 2010 the distribution between males and females was 51.6% female and 49.4% male. This is similar to percentages of the 2000 Census.

### Median Age, 2000 & 2013\*



Since 2000, Sidney has witnessed an estimated population loss of 765 residents in age cohorts under 45, while experiencing an increase of 1649 residents in age cohorts over 45.



## Age & Gender Distribution, 2013\*

	Sidney	Shelby County	Ohio	U.S.
<b>Total Population</b>	21,095	49,317	11,549,590	311,536,594
Under 5 years	1,597	3,369	706,439	20,052,112
5 to 9 years	1,537	3,869	745,401	20,409,060
10 to 14 years	1,509	3,656	766,836	20,672,609
15 to 19 years	1,465	3,537	808,017	21,715,074
20 to 24 years	1,341	2,658	776,377	22,099,887
25 to 29 years	1,504	2,823	723,997	21,243,365
30 to 34 years	1,168	2,799	703,776	20,467,912
35 to 39 years	1,229	2,818	692,382	19,876,161
40 to 44 years	1,390	3,567	764,530	20,998,001
45 to 49 years	1,524	3,687	823,146	22,109,946
50 to 54 years	1,492	3,723	876,636	22,396,322
55 to 59 years	1,546	3,515	802,757	20,165,892
60 to 64 years	1,095	2,735	692,650	17,479,211
65 to 69 years	811	1,917	503,833	13,189,508
70 to 74 years	679	1,637	386,329	9,767,522
75 to 79 years	522	1,224	299,844	7,438,750
80 to 84 years	291	837	240,382	5,781,697
85 years and over	395	946	236,258	5,673,565
Total Female	10,885	24,853	5,906,924	158,289,182
Total Male	10,210	24,464	5,642,666	153,247,412

## Change in Median Age, 2000-2013\*

	Sidney	Shelby County	Ohio	U.S.
Median Age^ (2013*)	36.9	38.4	39.0	37.3
Median Age^ (2000)	33.9	34.8	36.2	35.3
Median Age % Change	8.8%	10.3%	7.7%	5.7%

<sup>^</sup> Median age is not available for metro/non-metro or regional aggregations.

\* The data in this table are calculated by ACS using annual surveys conducted during 2009-2013 and are representative of average characteristics during this period.

## Income

Income is an important statistic as it may determine what goods and services a household can and cannot afford to purchase. According to the 2010 Census, Sidney's median income is \$43,347 compared to \$48,308 at the state level and the national median of \$53,046. While the state and City have lower median incomes than the national average, the City has a very equal distribution of high and low income households. Of the households receiving income, 76.2% have labor earnings, 29.8% have social security earnings, 20.8% have retirement income and the remaining sixteen percent (16.3%) receive supplemental security income, public assistance or food stamps.

## Household Income Distribution, 2013\*

	Sidney	Shelby County	Ohio	U.S.
Per Capita Income (2013 \$s)	\$21,494	\$24,028	\$26,046	\$28,155
Median Household Income <sup>^</sup> (2013 \$s)	\$43,347	\$50,427	\$48,308	\$53,046
<b>Total Households</b>	8,171	18,311	4,557,655	115,610,216
Less than \$10,000	653	946	373,100	8,380,364
\$10,000 to \$14,999	407	720	261,060	6,214,548
\$15,000 to \$24,999	1,162	2,210	539,247	12,468,604
\$25,000 to \$34,999	1,018	2,214	509,205	11,929,761
\$35,000 to \$49,999	1,543	2,984	663,906	15,723,148
\$50,000 to \$74,999	1,653	3,858	848,205	20,744,045
\$75,000 to \$99,999	1,066	2,687	544,600	14,107,031
\$100,000 to \$149,999	467	1,793	516,086	14,858,239
\$150,000 to \$199,999	139	522	164,848	5,651,848
\$200,000 or more	63	377	137,398	5,532,628
<b>Gini Coefficient<sup>^</sup></b>	0.42	0.41	0.46	0.47
<b>Percent of Total</b>				
Less than \$10,000	8.0%	5.2%	8.2%	7.2%
\$10,000 to \$14,999	5.0%	3.9%	5.7%	5.4%
\$15,000 to \$24,999	14.2%	12.1%	11.8%	10.8%
\$25,000 to \$34,999	12.5%	12.1%	11.2%	10.3%
\$35,000 to \$49,999	18.9%	16.3%	14.6%	13.6%
\$50,000 to \$74,999	20.2%	21.1%	18.6%	17.9%
\$75,000 to \$99,999	13.0%	14.7%	11.9%	12.2%
\$100,000 to \$149,999	5.7%	9.8%	11.3%	12.9%
\$150,000 to \$199,999	1.7%	2.9%	3.6%	4.9%
\$200,000 or more	0.8%	2.1%	3.0%	4.8%

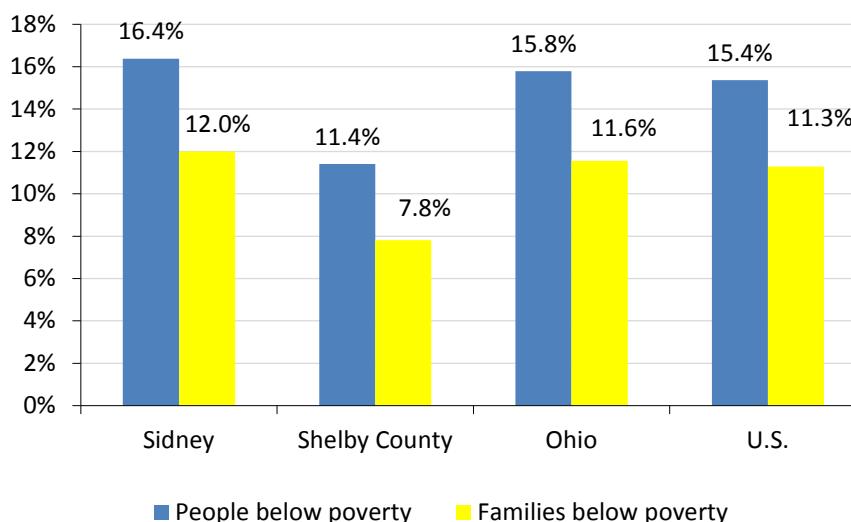
<sup>^</sup> Median Household Income and Gini Coefficient are not available for metro/non-metro or regional aggregations.

\* The data in this table are calculated by ACS using annual surveys conducted during 2009-2013 and are representative of average characteristics during this period.

## Poverty

The poverty levels in Sidney are higher than those of Shelby County, State of Ohio and United States (U.S.). Approximately 16.4% of individuals in Sidney are living below the poverty level as compared to approximately 11.4% in the county although its poverty rates generally mirror state and federal levels. The City of Sidney is the county seat, which can attract those members of the rural county who are in need of social services. This could attribute to the higher rate of low- and very low-income households in the city.

### Individuals & Families Below Poverty, 2013\*



### Mean Annual Household Earnings by Source, 2013 (2013 \$s)

	Sidney	Shelby County	Ohio	U.S.
Mean earnings	\$51,769	\$62,577	\$66,438	\$75,017
Mean Social Security income	\$17,201	\$17,649	\$16,742	\$17,189
Mean retirement income	\$12,897	\$17,627	\$21,616	\$23,589
Mean Supplemental Security Income	\$9,220	\$9,283	\$8,975	\$9,152
Mean cash public assistance income	\$3,047	\$3,066	\$3,352	\$3,808

### Number of Households Receiving Earnings, by Source, 2013\*

	Sidney	Shelby County	Ohio	U.S.
Total households:	8,171	18,311	4,557,655	115,610,216
Labor earnings	6,230	14,473	3,460,133	90,436,935
Social Security (SS)	2,438	5,268	1,363,725	33,386,448
Retirement income	1,698	3,525	950,304	20,504,523
Supplemental Security Income (SSI)	464	713	235,243	5,716,592
Cash public assistance income	273	382	152,940	3,255,213
Food Stamp/SNAP	1,334	1,848	658,760	14,339,330

### Percent of Total^

	Sidney	Shelby County	Ohio	U.S.
Labor earnings	76.2%	79.0%	75.9%	78.2%
Social Security (SS)	29.8%	28.8%	29.9%	28.9%
Retirement income	20.8%	19.3%	20.9%	17.7%
Supplemental Security Income (SSI)	5.7%	3.9%	5.2%	4.9%
Cash public assistance income	3.3%	2.1%	3.4%	2.8%
Food Stamp/SNAP	16.3%	10.1%	14.5%	12.4%

<sup>^</sup>Total may add to more than 100% due to households receiving more than 1 source of income.

\* The data in this table are calculated by ACS using annual surveys conducted during 2009-2013 and are representative of average characteristics during this period.

## Educational Attainment

Compared to Shelby County and the State of Ohio, the City of Sidney has the lowest estimated percent of people over the age of 25 with a Bachelor's degrees or higher education (11.6%). The City of Sidney also has a higher percentage of residents that have not attained a high school degree (16.1%), approximately five percent higher than Shelby County and the State of Ohio.

## Educational Attainment, 2013\*

	Sidney	Shelby County	Ohio	U.S.
<b>Total Population 25 yrs or older</b>	13,646	32,228	7,746,520	206,587,852
No high school degree	2,196	3,818	891,618	28,887,721
High school graduate	11,450	28,410	6,854,902	177,700,131
Associates degree	1,039	2,935	607,861	16,135,795
Bachelor's degree or higher	1,581	4,682	1,948,460	59,583,138
Bachelor's degree	838	2,859	1,227,819	37,286,246
Graduate or professional	743	1,823	720,641	22,296,892
<b>Percent of Total</b>				
No high school degree	16.1%	11.8%	11.5%	14.0%
High school graduate	83.9%	88.2%	88.5%	86.0%
Associates degree	7.6%	9.1%	7.8%	7.8%
Bachelor's degree or higher	11.6%	14.5%	25.2%	28.8%
Bachelor's degree	6.1%	8.9%	15.8%	18.0%
Graduate or professional	5.4%	5.7%	9.3%	10.8%

\* The data in this table are calculated by ACS using annual surveys conducted during 2009-2013 and are representative of average characteristics during this period.

## Labor Participation

Labor participation is a statistic measuring how often and how long workers, aged 16 to 64, are working. Of the 13,537 residents of working age, 58.1% are working in a full time position of more than 35 hours per week, with 55.8% of residents working 50 to 52 weeks per year. Very few worked less than 26 weeks out of the year (9.3%) and even fewer worked less than 14 hours per week (2.9%). Approximately 25% did not work at all. These percentages are very similar to local, state and national averages.

## Labor Participation Characteristics, 2013\*

	Sidney	Shelby County	Ohio	U.S.
Population 16 to 64	13,537	31,167	7,503,838	204,340,912
WEEKS WORKED PER YEAR:				
Worked 50 to 52 weeks	7,547	18,526	4,173,404	112,330,371
Worked 27 to 49 weeks	1,260	2,982	780,731	21,646,421
Worked 1 to 26 weeks	1,258	2,826	740,176	19,225,138
Did not work	3,472	6,833	1,809,527	51,138,982
HOURS WORKED PER WEEK:				
Worked 35 or more hours per week	7,862	18,975	4,212,886	116,424,223
Worked 15 to 34 hours per week	1,810	4,278	1,187,922	29,453,219
Worked 1 to 14 hours per week	393	1,081	293,503	7,324,488
Did not work	3,472	6,833	1,809,527	51,138,982
Mean usual hours worked for workers	38.6	38.8	37.8	38.4

## Percent of Total

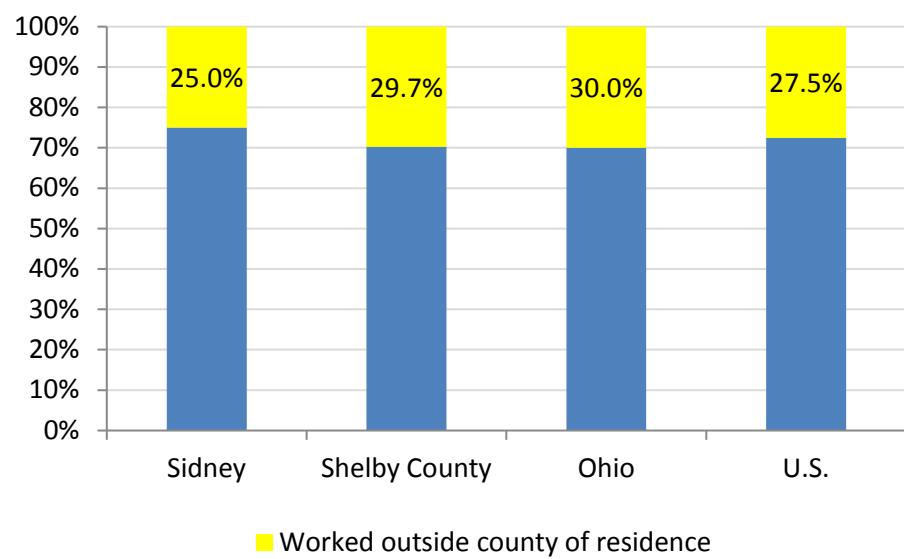
WEEKS WORKED PER YEAR:				
Worked 50 to 52 weeks	55.8%	59.4%	55.6%	55.0%
Worked 27 to 49 weeks	9.3%	9.6%	10.4%	10.6%
Worked 1 to 26 weeks	9.3%	9.1%	9.9%	9.4%
Did not work	25.6%	21.9%	24.1%	25.0%
HOURS WORKED PER WEEK:				
Worked 35 or more hours per week	58.1%	60.9%	56.1%	57.0%
Worked 15 to 34 hours per week	13.4%	13.7%	15.8%	14.4%
Worked 1 to 14 hours per week	2.9%	3.5%	3.9%	3.6%
Did not work	25.6%	21.9%	24.1%	25.0%

\* The data in this table are calculated by ACS using annual surveys conducted during 2009-2013 and are representative of average characteristics during this period.

## Commuting Patterns and Worker Mobility

According to the 2010 Census, the main mode of transportation to work for Sidney residents is an automobile. Over 50% of the City residents commute less than 15 minutes to work. Approximately 17% or less of Sidney's residents commutes more than 30 minutes or more to work. Mean average travel for residents is 16 minutes.

Place of Work, 2013\*



## Commuting Characteristics, 2013\*

	Sidney	Shelby County	Ohio	U.S.
<b>Workers 16 years and over</b>	8,983	22,147	5,164,077	139,786,639
PLACE OF WORK:				
Worked in county of residence	6,738	15,565	3,615,671	101,321,530
Worked outside county of residence	2,245	6,582	1,548,406	38,465,109
TRAVEL TIME TO WORK:				
Less than 10 minutes	2,766	5,532	739,732	18,023,639
10 to 14 minutes	2,222	4,514	757,524	19,150,654
15 to 19 minutes	771	3,231	811,262	20,753,054
20 to 24 minutes	1,056	2,974	820,495	19,796,414
25 to 29 minutes	444	1,071	376,234	8,189,640
30 to 34 minutes	599	1,590	626,749	18,220,851
35 to 39 minutes	253	518	146,862	3,673,571
40 to 44 minutes	183	484	168,843	4,920,004
45 to 59 minutes	267	802	289,998	10,154,523
60 or more minutes	234	821	246,040	10,857,904
Mean travel time to work (minutes)	16.2	18.2	22.2	24.4

## Percent of Total

PLACE OF WORK:				
Worked in county of residence	75.0%	70.3%	70.0%	72.5%
Worked outside county of residence	25.0%	29.7%	30.0%	27.5%
TRAVEL TIME TO WORK:				
Less than 10 minutes	30.8%	25.0%	14.3%	12.9%
10 to 14 minutes	24.7%	20.4%	14.7%	13.7%
15 to 19 minutes	8.6%	14.6%	15.7%	14.8%
20 to 24 minutes	11.8%	13.4%	15.9%	14.2%
25 to 29 minutes	4.9%	4.8%	7.3%	5.9%
30 to 34 minutes	6.7%	7.2%	12.1%	13.0%
35 to 39 minutes	2.8%	2.3%	2.8%	2.6%
40 to 44 minutes	2.0%	2.2%	3.3%	3.5%
45 to 59 minutes	3.0%	3.6%	5.6%	7.3%
60 or more minutes	2.6%	3.7%	4.8%	7.8%

\* The data in this table are calculated by ACS using annual surveys conducted during 2009-2013 and are representative of average characteristics during this period.

## Housing Characteristics

Understanding current housing trends can assist the City in development related decisions. Sidney has an estimated 9,390 housing units and of that 389 (13%) or more units are vacant. Comparatively, vacancy rates at the county level were nine percent (9.3%), statewide were eleven percent (11.1%).

During the 2009-2013 period, Sidney had the highest estimated percent of the vacant housing (13.0%), and Shelby County had the lowest (9.3%).

## **Housing Characteristics, 2013\***

	Sidney	Shelby County	Ohio	U.S.
<b>Total Housing Units</b>	9,390	20,189	5,124,221	132,057,804
Occupied	8,171	18,311	4,557,655	115,610,216
Vacant	1,219	1,878	566,566	16,447,588
For rent	457	589	127,726	3,230,123
Rented, not occupied	109	130	22,883	599,884
For sale only	127	214	68,565	1,682,020
Sold, not occupied	37	59	20,929	608,590
Seasonal, recreational, occasional use	100	299	55,641	5,122,778
For migrant workers	0	0	481	34,233
Other vacant	389	587	270,341	5,169,960
<b>Year Built</b>				
Built 2005 or later	27	104	18,211	771,765
Built 2000 to 2004	694	1,796	505,173	19,385,497
Built 1990 to 1999	1,122	2,758	604,888	18,390,124
Built 1980 to 1989	922	2,141	463,416	18,345,244
Built 1970 to 1979	1,667	3,461	724,556	21,042,566
Built 1960 to 1969	1,101	2,266	637,343	14,634,125
Built 1959 or earlier	3,857	7,663	2,170,634	39,488,483
<b>Median year structure built^</b>	1968	1970	1966	1976

## **Percent of Total**

Occupancy	Sidney	Shelby County	Ohio	U.S.
Occupied	87.0%	90.7%	88.9%	87.5%
Vacant	13.0%	9.3%	11.1%	12.5%
For rent	4.9%	2.9%	2.5%	2.4%
Rented, not occupied	1.2%	0.6%	0.4%	0.5%
For sale only	1.4%	1.1%	1.3%	1.3%
Sold, not occupied	0.4%	0.3%	0.4%	0.5%
Seasonal, recreational, occasional use	1.1%	1.5%	1.1%	3.9%
For migrant workers	0.0%	0.0%	0.0%	0.0%
Other vacant	4.1%	2.9%	5.3%	3.9%
<b>Year Built</b>				
Built 2005 or later	0.3%	0.5%	0.4%	0.6%
Built 2000 to 2004	7.4%	8.9%	9.9%	14.7%
Built 1990 to 1999	11.9%	13.7%	11.8%	13.9%
Built 1980 to 1989	9.8%	10.6%	9.0%	13.9%
Built 1970 to 1979	17.8%	17.1%	14.1%	15.9%
Built 1960 to 1969	11.7%	11.2%	12.4%	11.1%
Built 1959 or earlier	41.1%	38.0%	42.4%	29.9%

## Housing Costs as a Percentage of Household Income

According to the 2010 Census, housing costs are generally more affordable in Sidney than nationally, as the U.S. had the highest estimated percent of owner-occupied households where greater than 30% of household income was spent on mortgage costs (30.2%), and Shelby County had the lowest (28.3%).

Although median gross rent in Sidney is the most affordable when compared to its county, state and national peers, gross rent as a percentage of household income is the same as national rent burdens, which is generally illustrative that Sidney's rental households have a lower median income. Approximately, 48.3% of rental households in Sidney spend more than 30% of household income on rent.

## Housing Costs as a Percent of Household Income, 2013\*

	Sidney	Shelby County	Ohio	U.S.
<b>Owner-occupied housing w/ a mortgage</b>				
Monthly cost <15% of household income	3,508	8,892	2,057,622	49,820,840
Monthly cost >30% of household income	647	1,878	431,545	9,215,740
<b>Specified renter-occupied units</b>				
Monthly cost <15% of household income	1,060	2,513	604,351	17,636,343
Monthly cost >30% of household income	3,045	4,660	1,482,863	40,534,516
<b>Median monthly mortgage cost^</b>				
Gross rent <15% of household income	287	558	180,096	4,355,942
Gross rent >30% of household income	1,471	1,981	685,279	19,581,493
<b>Median gross rent^</b>				
Median monthly mortgage cost	\$1,088	\$1,160	\$1,288	\$1,540
Median gross rent	\$673	\$689	\$718	\$904

## Percent of Total

Monthly cost <15% of household income	18.4%	21.1%	21.0%	18.5%
Monthly cost >30% of household income	30.2%	28.3%	29.4%	35.4%
Gross rent <15% of household income	9.4%	12.0%	12.1%	10.7%
Gross rent >30% of household income	48.3%	42.5%	46.2%	48.3%

<sup>^</sup> Median monthly mortgage cost and median gross rent are not available for metro/non-metro or regional aggregations.

\* The data in this table are calculated by ACS using annual surveys conducted during 2009-2013 and are representative of average characteristics during this period.

# Community Facilities & Services



## IV. Community Facilities & Services

A snapshot of comments from Sidney Survey Respondents:

*"The leaders in this community need to support each other's organizations and activities. We have a lot of caring and talented people in our city and we could achieve a lot more by working for the greater good"*

*"I would improve the school. If we don't have a good solid school foundation we won't have a good community."*

*"We need more to do in this town so we're not constantly driving 30+miles one way to do that! I do love Tawawa Park and Canal Feeder Trail. I would like to see it connect to Port and Lockington in the near future"*

*"Our community needs something to work toward as a common goal. Our schools would benefit greatly from a community-bonding trend, outside of a winning sports team!"*

### Introduction

This chapter of the Comprehensive Plan highlights the types and extent of services available to City residents and businesses and provides strategies for improvement.

The City of Sidney supports a variety of community facilities and provides a range of services to protect and enhance the residents' health, safety and general welfare. Community facilities and services play an important role in defining and supporting the City's quality of life. These facilities are important to educating our children, recreation, public safety and health.

The Community Facilities and Services Plan focuses on improving the City's existing facility network and services. Even if these services are deemed sufficient for the needs of the current population, future development and a change in community demographics may increase the demand to upgrade, expand, or create the services and facilities necessary to attract and retain residents.

Sidney officials should continue to ensure a level of communication exists that helps to reduce redundancy and promote the most effective use of resources.

## Planning Conditions

Based on the community survey results, it appears that residents are satisfied with most City services, with the exception of youth, teen and senior recreation programs, additional pedestrian connectivity elements, and the availability of additional retail shopping, dining and entertainment opportunities (See Chapter: *Public Participation*). Predicting future population growth (or decline) and understanding demographic trending is crucial for planning the expansion of community services and facilities. Attracting and retaining residents in the future will be based on delivering these preferred services at the most effective price point, as well as having an effective school district.

The planning issues raised by the community focused on the generally outstanding community facilities found in Sidney, with outstanding parks facilities in the forefront.

## Parks and Recreation

Parks and recreation areas are a strong resource for the City's residents. The City parks system contains 25 park and recreation areas totaling 422 acres.

The City has an outstanding parks system, which provides good geographic coverage for most residents. A Parks and Recreation Master Plan was updated in 2008, but since that time additional public desires have emerged that should be addressed.

Sidney's parkland standard has traditionally been one neighborhood park within one-quarter to one-half mile of each residence, and mandatory land dedication requirements were developed to include qualitative standards. These standards have helped to expand the City parks to include an inventory that may be burdensome to sufficiently maintain in the future, especially if the additional efforts are taken to address the current desires of residents to expand pedestrian connectivity linkages and open up the riverfront.



## Police

Sidney's police force is comprised of 38 full time officers. The Sidney Narcotics Task Force is an organized unit of two detectives formed from the Sidney Police Department that are committed to fighting against crimes of drug trafficking and drug abuse. The investigators are trained in narcotic investigative tactics and work in conjunction with area police departments like the City of Piqua, the Ohio State Patrol and other departments to share information and resources to help reduce the effects of drug abuse and trafficking in the City of Sidney. The department keeps an active online survey open to solicit better methods to make the community safer.

## Fire and EMS

The need for a City fire station in Sidney's north end has been a planning issue that was identified in the previous Comprehensive Plan update. After significant due diligence, city officials acquired land in 2016 to build its third fire station but need to address additional planning and funding issues before moving forward with construction and staffing.

## Teen Center

Numerous residents and high school students expressed a desire for additional teen programming to meet the educational and recreational needs of this special population. These programs would provide teens with alternatives to otherwise nonproductive activities. It is recommended that City officials could continue to move this issue forward, working with the Sidney School District, Gateway Youth, the Salvation Army and the YMCA.

## Senior Center of Sidney Shelby County

The Monarch Community Center (304 South West Avenue) is home to the Senior Center of Sidney-Shelby County. Its mission is to provide older adults

with caring and quality services towards the continued enhancement of health, education, recreation and socialization. The Senior Center has witnessed a 78 percent increase since 2002 and now has over 900 members.

## Raise the Roof for the Arts

Raise the Roof for the Arts is a local non-profit organization that owns and operates the Historic Sidney Theatre. Not only do they provide a home for local arts organizations but they also plan and organize quality cultural, arts and educational experiences that benefit the Sidney/Shelby County community and beyond. They are currently overseeing the \$3.5 million dollar renovation of the theatre. It is anticipated that the theatre will be fully renovated in 2018 and be the only venue of its kind within a 20 mile radius providing diverse quality cultural arts experiences such as live performances, concerts, classic film series, corporate events/ workshops and many other community events.

## Gateway Arts Council

The Gateway Arts Council is a growing organization and provides an array of services to the public. The

Council serves all residents of Shelby County. The Council receives minimal funding from the City and County, and is primarily privately funded through an annual campaign. The Council completed a master planning effort in 1999 to determine facility and other future needs.

## Historic Preservation

The Historical Society is an active community organization. Currently, it owns one structure and a museum. The downtown in particular is considered to have a very good collection of historic structures worthy of preservation. The People's Federal Savings and Loan designed by Louis Sullivan, Shelby County Courthouse and the Monumental Building are outstanding architectural examples that should be preserved and enhanced.

## Sidney City Schools

A majority of the City of Sidney is located within the boundaries of the Sidney City School District, however the eastern portion of the City extends into the Fairlawn Local School District and a portion of the City extends to the west into the Hardin-Houston Local School District.

Many residents indicated during the planning process that the Sidney City Schools were doing a good job educating children, but had several shortcomings such as inadequate facilities like the elementary schools and the failure to pass levies. It was noted, the quality of educational facilities affects the quality of the teaching environment. Some facilities in particular were thought not to be handicap accessible.

## Strategies

The planning stakeholders selected the following strategies for implementation:

### 1) Implement and Update the City's Parks & Recreation Master Plan

The City updated its park and recreation plan in 2008 which focused on a number of physical improvements to existing park sites. Since then, city residents, through this plan update process, have requested additional facilities. It is recommended that City officials could work to implement the strategies of the 2008 Sidney Parks and Recreation Master Plan, most specifically:

- Utilizing the Miami River and the Miami-Erie Feeder Canal corridors as the primary walkway/bikeway linkage through the City. Encourage park development along this corridor.
- Expanding the walkway/bikeway system throughout the City linking residential neighborhoods and parks.
- Improving recreational programming and develop a long-range plan to improve indoor recreation and year round activities by collaborating with the YMCA, local schools, Salvation Army, and others for expansion of multi-purpose recreation options.
- Maintaining and expanding cooperation and partnering with other local agencies.
- Updating park standards to use as a guideline for future park development.
- Updating the parkland dedication requirements of the City.
- Aggressively identify potential funding sources and developing public / private partnerships.

By updating the parks master plan, officials will be able to better address issues such as:

- Linking the community and Tawawa Park to the Great Miami River Trail, a goal that was expressed

by many residents during the planning process. The Plan update should include an updated discussion on pedestrian connectivity and trail design guidelines. These guidelines could include sidewalks, separated bike and pedestrian paths and trails, location and development of trailheads and an on-street bike path system.

- Improve visibility and access to certain neighborhood parks. Establishing linkages via signage, bike lanes, and other pedestrian connectivity methods to the parks would help to enhance the value of many of Sidney's neighborhoods. Also, as new neighborhoods develop well defined, logical pedestrian connections should be made. All of these new connections should be separated from traffic to ensure public safety.
- Revisiting the City's parkland dedication requirements in the zoning ordinance. These requirements allow the planning commission to determine when additional park resources are required from a developer, either by dedicating a portion of land (for future parks) and/or pay a fee in lieu of land dedication. Because the existing

footprint of parks is deemed sufficient, fee in lieu of land dedication may be more appropriate.

- Expanding recreation activities and programs to youth, teens and seniors, especially during the summer, winter, and after-school. The additional programming activities, especially for teens, are crucial to the quality of life of the City.

## **2) Encourage community-based policing and neighborhood watch programs**

Like many other communities in the Midwest, the City of Sidney has witnessed its share of the heroin problem, assisted by the fact that nearby Dayton, Ohio remains one of worst places in America for heroin deaths. Law enforcement officers are seeing similar problems along I-70 and I-75 through the Miami Valley. The heroin epidemic has affected the County tremendously, and Children Services reports that 60% of children removed from homes are removed because of heroin addiction by the parents.

To address the noticeable heroin situation in selected areas of Sidney, it is recommended that City officials could expand community-based policing (such as “beat cop” teams for high risk areas) and continue to expand

anti-drug efforts. Aggressive efforts should be taken to develop neighborhood watch programs with local neighborhood associations and groups. Special efforts should be made downtown, including enhanced policing, plus streetscape improvements that provide a sense of security.

City officials could also explore regional and local partnerships for the delivery of other community services as well, to include neighborhood watch programs. Neighborhood watch programs should also be expanded where requested by individual neighborhoods.

## **3) Address public / safety service needs of newer growth areas**

It is recommended that City officials could continue to pursue the feasibility of the third fire station to accommodate growth and improve response times to areas north of Russell Road. Response time studies indicate that without this station, the Fire/EMS department has difficulty responding to calls in many areas north of Russell Road within acceptable time standards.

Over the past several years, the City has established the need for a north end fire station, and has formalized site recommendations and the acquisition of land located off Wapakoneta Avenue and Hoewisher Road.

Before developing this new facility, city officials should pursue additional discussions as to how to get the maximum public use from the new site in a manner than helps to reduce operational costs.

## **4) Continue to foster partnerships between the City, surrounding jurisdictions and public and private organizations**

Sidney should continue to embrace a level of communication in which they are knowledgeable with the current needs, trends, and issues of the YMCA, school district, library, and similar service providers in contiguous and nearby communities. Another potential partnership discussed by residents would bringing institutions of higher learning with a regional presence closer to Sidney residents by developing arrangements with area institutions like Edison State Community College. This endeavor could occur through the mutual sharing of space or resources, or by the City providing space for these institutions to teach classes.

Recreational programming and the development of recreation programs can be controversial. However, if developed properly, programs can be developed that spike the interests of every resident. To do so, it is important to engage in an active recreation (and arts-related) planning process that assesses needs that are based in demographics as well as interests, as the two are often different and conflicting. Beginning this process with the local YMCA staff, high school students, and seniors is recommended. It is also, recommended to include would be arts-related groups.

To this end, it may be valuable to reinvigorate the discussion on a regional approach to parks and recreation with the creation of a county-wide park district or a joint recreation district using school district boundaries. The creation of a recreation district could use funds from the passing of levies for financial support for various projects and programs like new



youth and senior programs.

## 5) Pursue additional recreational facilities funding avenues.

Citizens have expressed a desire for additional recreational opportunities including improved pedestrian connectivity, bike lanes, a “face-lift” to some existing parks, and additional programming for youth, teens, and seniors. Also, the residents in the Stewart Subdivision have even expressed an interest for the city to build a small neighborhood park in their subdivision, as the closure of Peerless Park in 2006 left them without a close recreational outlet.



## 6) Continue to maintain quality and cost-effective safety services.

As Sidney's population ages or continues to expand north, the public and safety services departments could be hard pressed to maintain optimal response times. This is evident in several response rate studies conducted on behalf of the fire department. To maintain proper and safe response times, the City's

safety service providers should continue to discuss how to best maintain and stabilize response times while retaining the same high-quality level of service.

Safety services and the public service/utilities departments should continue to be part of growth-related discussions. Continued growth of housing and businesses in certain areas in the City are likely to make construction of replacement and/or additional facilities necessary for effective safety and utility services.

## 7) Continue to communicate to residents the how their tax dollars are being spent in the community and a discussion on how projects are funded.

Further efforts should be made to communicate the impact of the City's tax and credit rates on its ability to deliver community services at a level expected by Sidney's residents. The City's relatively low income tax rates translate directly into lower revenue stream and an inability to meet the demand for services.

# Connectivity



## V. Connectivity

*A snapshot of comments from Sidney Survey Respondents.*

*"We need more walking paths close to all neighborhoods. I get frustrated I have to drive to walk."*

*"Improve the Riverwalk area! We have the beautiful Miami River cutting right through our town and we under-appreciate or utilize its presence. Most towns would make it a priority to set up local shops along the river bank on both sides."*

*Improved pedestrian connectivity and a complete streets model is recommended for segments to Hoewisher Road to promote better east-west connectivity.*

*"There need to be more bicycle racks for people to safely lock. I notice there are citizens and children who use their bikes for more than exercise. Sidney needs to be more bike-friendly."*

### Introduction

It is important to consider transportation systems when planning for the future to ensure these systems can support future goals, such as pedestrian connectivity, changes in land use, and economic development. Transportation as it applies to Sidney includes not only the road system, but other means of non-vehicular mobility, and these additional modes of transportation are addressed in this chapter.

During the planning process, a majority of the survey respondents indicated a desire to improve the City's existing roads and improving pedestrian connectivity in the community. This chapter provides solutions to these issues and aims to provide residents with a full range of transportation choices.

### Planning Conditions

Roadway infrastructure is a vital asset the City has been aggressively improving for the past few years. In November 2014, voters in the City of Sidney approved a 0.25 percent increase to the municipal income tax, with the proceeds from this increase being used exclusively for the "construction, reconstruction, resurfacing and maintenance of streets, alleys,

bridges, and related curbs and gutters" within the City. The city expects to spend more than \$15 million solely for street improvements during the five-year period the additional 0.25 percent income tax is being collected. Street repairs are made according to a capital improvement plan guided by a pavement condition report. Streets that can be repaired with lower cost repaving or micro-surfacing are being addressed first, while those streets that will require full reconstruction will be completed in later years.

The City commits other non-tax levy funds for street repair as well as pursues grant funding. While not financed by the new income tax levy funds, West Avenue from North Street to Court Street, and Port Jefferson Road from Russell Road to Wells Drive were reconstructed in 2015.

A major connectivity goal of the 2008 Plan was on strengthening the link between downtown and I-75 and enhancing SR 47. This goal was met in 2016 when the Ohio Department of Transportation (ODOT) agreed to pay 95% of a project that will improve the safety and pedestrian connectivity of SR 47 from Fourth Street east to Walnut Street.



## Existing Transportation Systems

Sidney contains a number of high profile natural and man-made corridors, most notably I-75, CSX/Norfolk Southern (NS) railroads, and the Great Miami River as well as SR 47, SR 29 and CR 25A.

The City is served by four interchanges with I-75. The interchanges are located along the west side of the City and connect to (from north to south) Wapakoneta Avenue (CR 25A), St. Marys Avenue (SR 29),

Michigan Street (SR 47), and Fair Road. The interstate generally separates the industrial area and regional commercial areas of the City from the residential and downtown areas. The Michigan Street interchange is by far the most heavily traveled, due to the concentration of regional business venues along Michigan Street from I-75 to Kuther Road and on Vandemark Road from Michigan Street to Russell Road. The Wapakoneta Avenue and St. Marys Avenue interchanges continue to be underutilized.

Improvements that would redistribute traffic to these interchanges, and reduce the traffic at the Michigan Street interchange, would be beneficial. More specifically, a reduction in east-west traffic flow across the Michigan Street Bridge over I-75 is envisioned.

### Natural Corridors

Natural corridors serve a variety of functions as open space elements, wildlife corridors and in the case of streams, as conduits for stormwater. Natural corridors likewise help to define a community's overall character, as well as smaller portions or neighborhoods (as boundaries). The major natural corridors include the Great Miami River and several related tributaries including Brush, East Turtle, Mill, Tawawa and Plum creeks.

### Functional Classification System

The City's road system is classified based on function, providing for main thoroughfares (with proposed main thoroughfares), secondary thoroughfares, collector streets and local streets. A map accompanying this chapter shows the current Thoroughfare Plan (See Map: *Thoroughfare Plan*).

This map also highlights the City's plans for future road extensions.

### Pedestrian Connectivity

While most of the City's neighborhoods are served by a sidewalk network, there is a need to expand the standards to require sidewalks on all City streets with sidewalk width minimums that are appropriate for the functional classification of the street as well as adjacent uses. In addition, the broader community is underserved by formal multi-use path and bike lanes. In regard to multi-use paths, there are several facilities that connect existing park/recreational areas (See Map: *Pedestrian Connectivity Improvements*) throughout the community. These existing multi-use paths are generally located at Tawawa Park, and along the canal feeder trail. Linking the community and Tawawa Park to the Great Miami River Trail was a goal that was expressed by many residents during the planning process, as was improving the visibility and linkages to existing parks via signage, bike lanes, and other pedestrian connectivity methods, some as simple as providing more bike racks.

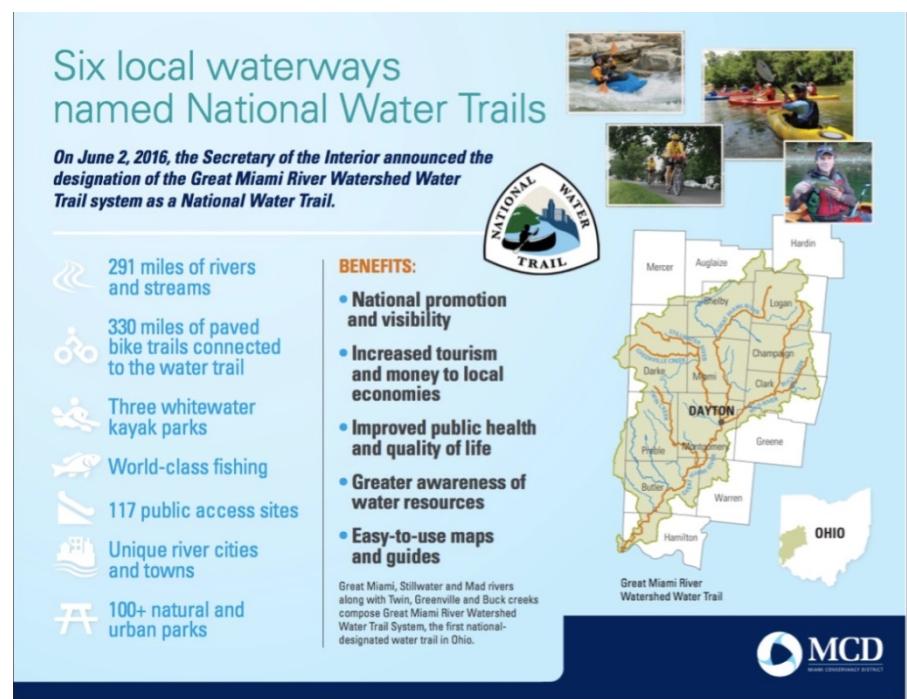
### Great Miami Riverway Placemaking Initiative

The Great Miami Riverway is a 99-mile, mixed-use district of charming river towns connected by land and water trails from Sidney to Hamilton. At the present time the river is underutilized and no collective marketing of it exists.

The brand and placemaking effort is an outgrowth of the 2014 study done by the U.S. Army Corps of Engineers (USACE) of recreational assets on the Great Miami River. The Miami Conservancy District is helping to coordinate this effort with Sidney. Sidney is a partner in this effort, along with multiple other cities, counties, park districts and universities.

Among the goals of the Great Miami Riverway Placemaking Initiative is to develop and implement ongoing marketing, planning, and programming to:

- Increase use of recreational, historical, and cultural assets.
- Increase tourism.
- Grow private investment.
- Strengthen river corridor neighborhoods.
- Improve workforce attraction and retention.



## Traffic Impact Studies

Although not codified or officially part of the site planning process, city officials may require a traffic impact study as part of the access permit process to address on site-generated traffic, the directional distribution of traffic and the assignment of the site traffic onto existing and/or proposed roadways. In certain circumstances, for Traffic Impact Studies, the Public Works Director may require the inclusion of off-site traffic from other proposed developments that will impact area roads. The studies should be completed in accordance with the standards published by the Institute of Transportation

Engineers in its latest Manual of Transportation Engineering Studies.

A Traffic Impact Study is required when:

- All developments that can be expected to generate more than 100 peak-hour vehicle trips on the adjacent street, or for a lesser volume when the developments are in high accident locations, currently congested areas or areas of critical local concern.
- When the original traffic impact study is more than three years old, access decisions are still outstanding, and/or changes in development have occurred in the site conditions.
- The study is to be prepared under the supervision of qualified traffic engineers with specific experience in the preparation of traffic impact studies.

## Transportation Resources

Shelby Public Transit is a publicly sponsored transit system that serves Shelby County. Transit services are provided through a cooperative arrangement between the City of Sidney and Shelby County and

staffed and managed by City employees. Everyone is eligible to use the transportation service and consumers do not have to pre-qualify. The system directly operates a public transportation service that is demand responsive. Shelby Public Transit operates a fleet of 11 vehicles. Shelby Public Transit provides door-to-door and curb-to-curb service to city and county residents.

In 2015, Shelby Public Transit provided over 48,270 trips, logged over 15,841 hours of service and over 234,137 miles with 11 vehicles. This is an average increase of 1% from 2014. They also added a new connector route with Miami County that takes and picks up passengers from Piqua to transfer between the two County systems.

The organization is guided by a master plan it developed in 2008. One item that surfaced during the development of the Coordinated Public Transit-Human Services Transportation Plan was that area employers were not familiar with the services provided, and only 9 of 68 employers responded to the plan survey.

## Wayfinding

Wayfinding is limited in the community to only a few public locations and not coordinated. A comprehensive wayfinding system is recommended to improve site accessibility and to improve community branding.

An adequate level of wayfinding is achieved by developing a consistent signage system that points travelers in the direction of their destination. It is important that all these signs look similar as the sign becomes the community “brand”. Gateways and other signage previously discussed are also a form of wayfinding because it indicates an arrival to the destination.

## **Strategies**

The planning stakeholders selected the following strategies for implementation:

### **1) Require new developments to provide adequate automobile and multi-modal transportation facilities.**

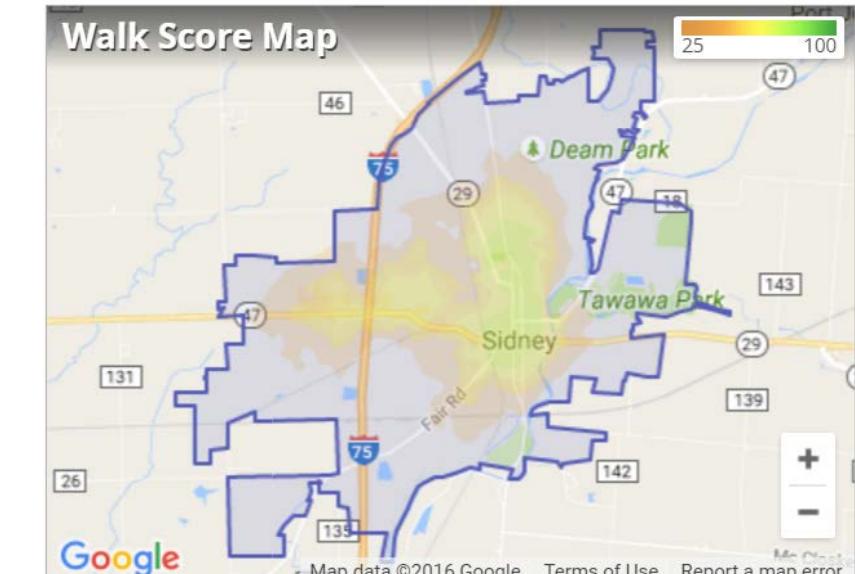
Providing bike path connections from major developments to the nearby City's bike paths should be made a requirement for site approval. This requirement must also ask for proper location of bike racks inside parking lots of the development. Officials should also remain firm in requiring subdivisions to connect to adjacent developments and, most importantly, public destinations. Bike lanes or “sharrows” could be added to roads in subdivisions where sidewalks are not present and road width allows.

According to the American Association of State Highway and Transportation Officials (AASHTO), neighborhoods with 1500 average daily trips (ADT) or less are suitable to provide for safe, on-street cycling. Anything above 1500 ADT should require a separate bike lane. See *Map: Average Daily Traffic*, for a better understanding of the City's traffic levels.



### **Sidney is a Car-Dependent**

Most errands require a car.



\* Walk Score of 33/100 means that most people have to drive to access goods and services in the community (according to [walkscore.com](http://walkscore.com)).

In addition to ensuring a comprehensive system of sidewalks, pathways, and bike lanes, Sidney officials can accommodate non-motorized transportation by:

- Improving signalization specifically for pedestrian crossings.
- Ensuring curb ramps at all corners.
- Installing/improving crosswalks at intersections and mid-block.
- Consistently maintaining facilities to fix cracks, holes and other issues.

- Requiring site plans be designed to ensure the pedestrian will feel comfortable walking within a site or to neighboring properties.
- Reducing vehicle speeds to create a more walkable and pedestrian friendly environment in appropriate locations.
- Providing for bike racks inside parking lots of the development.

## 2) Improve bicycle and pedestrian infrastructure.

The City should expand its current on-street bike route to additional major corridors and off street bike path system. This would provide an expanded bike route system to access parks and other recreational places, especially if it connects with the Veterans Memorial Walkway, and extensions along the Great Miami River. In addition, the City should make an effort to make the bike route a transportation route, not just a recreation corridor. This will promote the use of bicycles as alternative transportation sources reducing traffic and pollution generated by automobiles, and encourage healthy lifestyles.

The City may consider formally designating pedestrian and bike lanes along key routes when and where

feasible (See *Map: Pedestrian Connectivity Improvements*). Often road diets can be utilized to provide for an on-street designated bicycle lane. A road diet involves looking at ways to provide for a 4 to 8 foot wide lane within the existing pavement width by a combination of considerations such as reducing lane widths, eliminating on street parking, and removing two way center turn lanes. Various types of pedestrian & bicycle facilities are described briefly below:

### Sidewalks

Sidewalks are usually a 5-foot to 8-foot wide concrete surface along one or both sides of a public street for the purpose of providing pedestrian circulation. Walkways are normally separated from the street by a buffered distance of 4-6 feet or more when right-of-way allows for such a separation. If a sidewalk is to be utilized for both pedestrians and bicycles, it should be enhanced to a 10-foot wide facility. Sidewalks should be utilized for all new developments and redevelopment areas.

### Multi-Use Paths

Multi-use pathways can accommodate higher volumes of pedestrians than sidewalks and are more

appropriate for other types of non-motorized travel such as joggers and bicyclists. The federal standard for all new multi-use paths is a 10-foot wide facility. This type of facility should be pursued for all new developments/roadways within the City, as well as those areas undergoing redevelopment (if right-of-way allows for such).

The multi-use paths are typically a separated facility from roadways and are used to link pedestrian & bicycle traffic generators together to promote healthier and more environmental friendly forms of transportation.

### Bike Lanes

A bike lane is usually a 4 to 8 foot wide portion of a street designated for exclusive use by bicyclists. The lane is distinguished from the automobile travel lanes by paint stripes, signs or other similar devices. One way of designating an on street bike lane is through the use of green asphalt (as shown by picture to the right). This green asphalt lane helps motorists become more aware of the



lane that is set aside for bicycles. Often there is also white pavement marking bicycle symbols within this bicycle lane or accompanying bicycle lane signs.

### Share the Road Signs & Sharrow Pavement Markings

On roadways where existing pavement width and limited right-of-way prohibits designated bike lanes from being incorporated into the roadway, the use of “Share the Road” signs and “Sharrow” pavement markings can be utilized on designated pedestrian and bicycle connectivity corridors. These types of treatments are not as desired as an actual designated bicycle lane or separated multi use path, however they still provide enhanced notification to motorists that the roadway facility is a designated bicycle corridor. In addition to these signing and pavement marking enhancements, such corridors could also be augmented with some of the traffic calming techniques discussed previously.



The community survey and public input from residents indicated a strong desire to improve existing pedestrian/bicycle facilities as well as develop more facilities that would

enhance the linkages within the community. The *Pedestrian Connectivity Improvements Map* shows existing multi-use path locations as well as conceptual planned pedestrian and bicycle connectivity routes that should be explored within the City. These future facilities involve incorporating pedestrian/bicycle facilities into existing roadways as well as on potential future roadway connections. These connectivity routes would involve a mix of the various types of facilities mentioned above depending on right-of-way availability.



Additional transportation planning and outreach efforts should be combined with recreational planning to help build a unified approach in planning and funding road improvements. Additional planning initiatives that should be embraced to implement this strategy are:

- Develop a transportation master plan to address vehicular, bicycle and pedestrian mobility, as well as the long-term capital improvement planning of the City's road and riverfront infrastructure.

- Prepare a sidewalk inventory identifying sidewalk conditions and areas where gaps exist in the network.
- Align the existing phased repair and replacement plan utilizing a combination of local, CDBG, and private funds from participating homeowners. Some of Sidney's neighborhoods are located in Census Block Groups that are designated as low and moderate income (LMI) and therefore eligible for grant funding.
- Continue to enforce existing city codes relative to sidewalk repair.
- Work with interested stakeholders in connecting Sidney to the Greater Miami River Trail and Miami Valley Bike Trail System. These assets are severely underutilized and could be accentuated and better linked (see illustration on the following page).
- Team with local schools (Christian Academy, Lehman Catholic and Sidney City Schools) in developing a School Travel Plan and participating in ODOT's Safe Routes to School Program. This program will provide up to \$500,000 in funds for improvements that assist K-8 student's bike and walk to school.

- Sidewalk construction requirements should be enforced on all new development.
- Consider timed “walk” signals in key locations, especially new public facilities and schools.

## Plan Solutions - Connectivity

### Bicycle Network



**Potential  
Trail Alignment  
Along Feeder Canal**



## Plan Solutions - Connectivity

Before



Trailhead @  
Johnston  
Drive

Water Trail

After



### 3) Continue to utilize the pavement conditions rating system to prioritize street improvements.

Road infrastructure around the City is in dire need of repair and replacement, and voters in 2014 approved a 0.25% income tax levy to generate \$15 MM for road repairs. However, this levy is temporary and will expire in 2019. The community survey and forum results indicate that road improvements are critically important to residents. It is recommended that City officials could continue to utilize the Capital Improvement Program (CIP) and PCR system to rank and prioritize road improvements and repairs, and also increase the public's awareness of how the money is being spent.

### 4) Proactively pursue alternate funding sources for transportation improvements.

Sidney officials should continue to pursue transportation funding to revitalize their transportation infrastructure. Outside grant funding resources plays a large role in the SR 47 \$3.6 million dollar project. In addition, Port Jefferson Road from Russell Road to Wells Drive was also reconstructed with monies received from an ODOT Small Cities Grant in the amount of \$1,372,000, and an Ohio Public Works

Commission (OPWC) Grant in the amount of \$200,000. The City is using Municipal Bridge funding to fund Michigan, Park, and Jefferson Streets bridge replacements. The City also recently received \$2.5 MM from ODOT for safety improvements and “road diet” solutions along SR 47 east to Walnut Street. This will help to implement this Plan’s recommendations (see illustration on following page).

Some programs like ODOT’s Transportation Enhancement program will provide up to 80% of the total construction cost for the project, including construction engineering, inspection and testing.

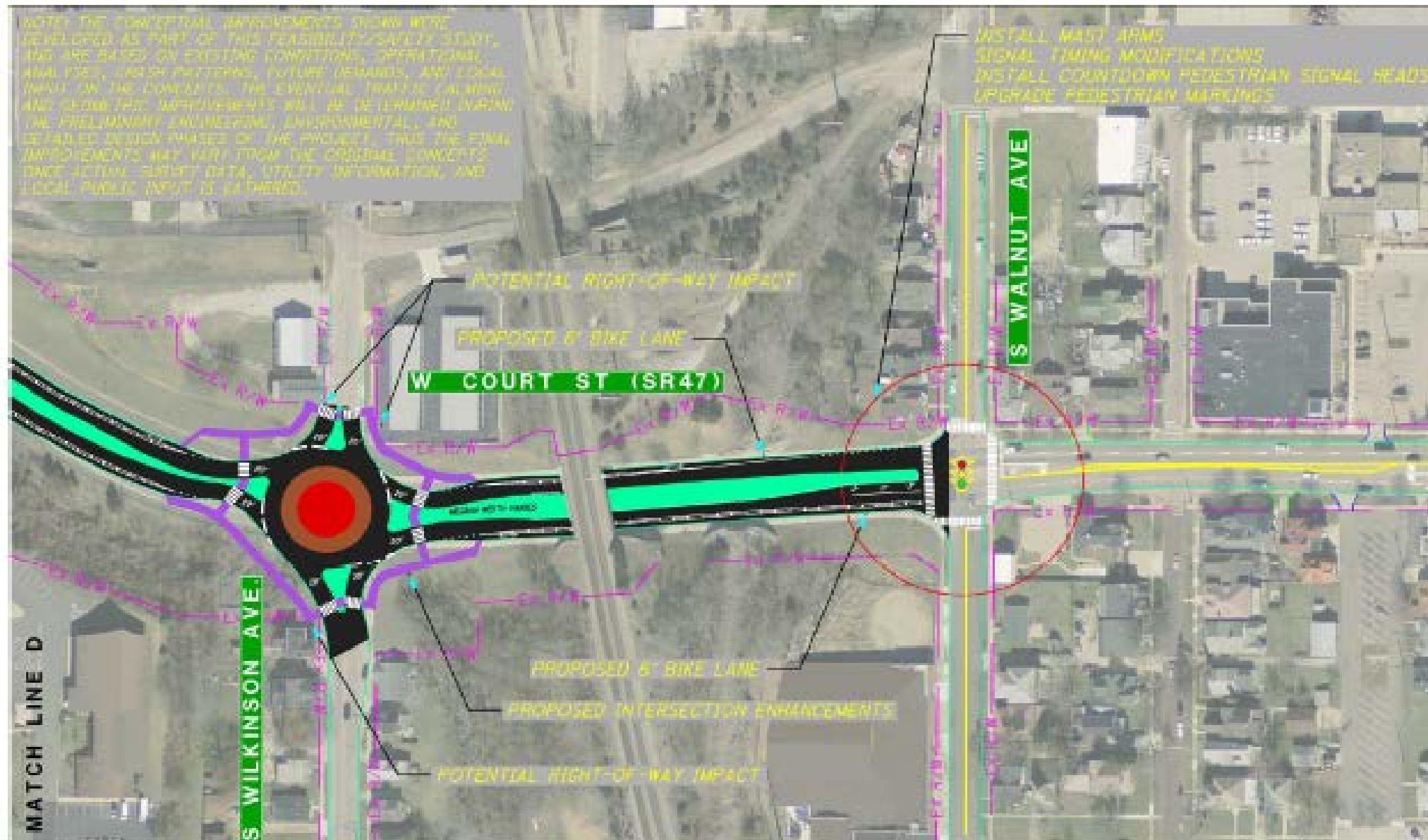
In addition to grant funds, it is recommended that City officials could also investigate and establish a Transportation Improvement District and local infrastructure funding pools or special improvement districts for continued street improvements. As it has in the past, Jobs Ohio’s 629 program should be pursued in cases where job creation or retention is occurring near or adjacent to the needed transportation improvement area.

It is recommended that City officials could also pursue other funding sources like Clean Ohio and Ohio Department of Natural Resources’ (ODNR) Recreational Trails Program to extend and connect the City trails to new destinations locally and regionally.



## Plan Solutions - Connectivity

### Complete Streets – SR 47 Road Diet



## 5) Time transportation network improvements to correlate with capacity improvement and economic development initiatives.

The CIP should be utilized to identify, prioritize, and evaluate capital needs and financing options to ensure transportation improvements are balanced with long-term mobility needs and the fiscal capacity of Sidney. Other thoroughfare improvements discussed in prior planning efforts that could reemerge in the future include:

- **Various Hoewisher Road extensions:** Increasing residential land use in the northeast corner, and industrial land use west of I-75 may require the extension of Hoewisher Road. Connecting the existing Hoewisher Road on the east side of the City, and Vandemark Road on the west side; and extending Fourth Avenue on the north to join Hoewisher Road extension are part of this Plan. This requires two overpasses (CSX and I-75) and possible signals at Vandemark Road and SR 29. The improvement, which would require residential property acquisition, could exceed \$5 MM or more.
- **Stolle Avenue:** In order to improve the level of service of Vandemark Road, and the intersection

of SR 47 and Vandemark Road, an alternate link for Vandemark Road between SR 47 and Russell Road is recommended. The extension of Stolle Avenue from the current terminus, north to Russell Road, is the most appropriate alternative to create this link, and would provide alternative access to the congested commercial area.

- **Fourth Avenue:** Fourth Avenue should be extended north from its present terminus at Russell Road, to St. Marys Avenue, to connect to the Hoewisher Road extension. This would provide improved access on the east side of I-75, and open up “development-ready” land.

Access management guidelines should be utilized to consolidate multiple access points/curb cuts and redesign poorly designed access points along their main corridors like SR 47, SR 29, Wapakoneta Avenue, St. Marys Avenue and Russell Road. Greater on-street parking setbacks from private drives will help to ensure adequate visibility, and the use of combined access drives to limit high-volume curb cuts should also be pursued.

While priorities can change depending on unique circumstances, general priority should be given to operational maintenance, handicap accessibility (ADA compliance), safety improvements, capacity improvements that are cost-effective (such as signalization and light sequencing upgrades, turn lanes, and signage) and increasing the level of service. Another equally important variable- return on investment- should also be considered when prioritizing improvements.

## 6) Evaluate Feasibility of Roundabouts for Problematic Intersections.

Roundabouts can provide traffic calming to a roadway facility as they require motorists to slow down to negotiate the roundabout. A roundabout is currently being planned at SR 47 at S. Wilkinson Road, as part of a larger project to improve safety along the stretch of SR 47 from Fourth Street to Walnut Street. The community officials should also consider the feasibility of additional roundabouts within the City to address existing and future traffic congestion, high crash intersections, and air quality issues. However, such a task will require additional planning and acquisition of

additional right-of-way and/or property at locations that are considered.

Roundabouts are circular intersections with specific traffic control features such as channelized approaches, appropriate geomantic curvature to slow speeds (typically less than 30 mph), and yield control of all entering traffic. Modern roundabouts when properly applied can have significant advantages over traditional signalized intersections. Notable benefits of using a modern roundabout instead of a traditional



signalized intersection include improved safety, increased vehicle capacity, and improved aesthetics as roundabouts are natural focal points.

Roundabouts are not the perfect fit for all locations and any consideration of constructing a roundabout will need to be evaluated for both operations and feasibility due to the large right-of-way footprints required for these types of facilities.

## 7) Other Strategies

### Improve access management regulations.

Access Management preserves and restores the capacity of roadways. The City should work to minimize the number of access points on higher classified streets, to preserve the functional capacity, and to carry higher speed traffic, and trips of longer length. This is especially true along SR 47 where traffic is high. As such, it is recommended that City officials review, revise and improve- where appropriate- the City's access management standards in order to ensure safe and efficient access to properties in the City.

### Enforce truck weight limits.

A study is recommended to determine whether there are trucks that use Sidney streets as alternatives to avoid weight limitations on more direct and preferred routes. A request can be made to the State Highway Patrol to carry out this study. Current permitting of oversize and overweight trucks is being permitted at no cost through the Street Division and enforced by the City Police Department.

Continue to evaluate and provide transportation needs for elderly from Sidney to other cities/counties, etc. The City's public transportation authority should continue to coordinate with other public transportation authorities in the surrounding counties and cities to provide these services, and also work to heighten awareness of the transit services to local employers.

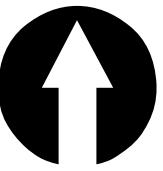
### Restoring and maintaining alleys.

While major roads are improved in the City, it is also important to restore and maintain alleys. The City should continue to fund and implement its alley maintenance program.

## Minimize the impacts of development.

Developers should be responsible for any traffic impacts that will degrade the level of traffic services on the existing street system. All required improvements that restore the level of service of the street system should be undertaken concurrent with the development. Where necessary, additional funds should be escrowed to ensure required improvements are completed to the City's satisfaction.



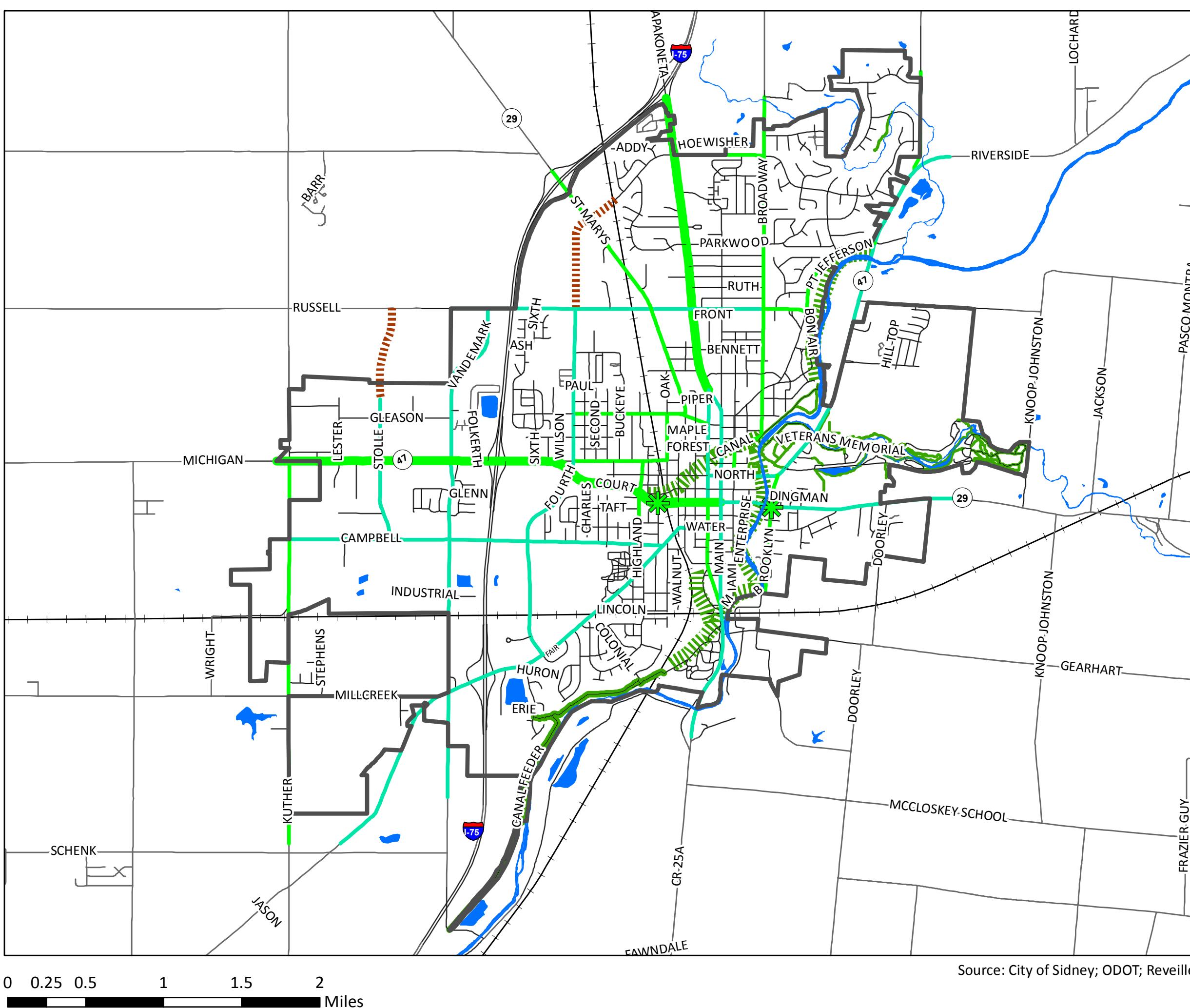


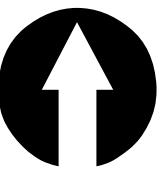
# Thoroughfare Plan

## Legend

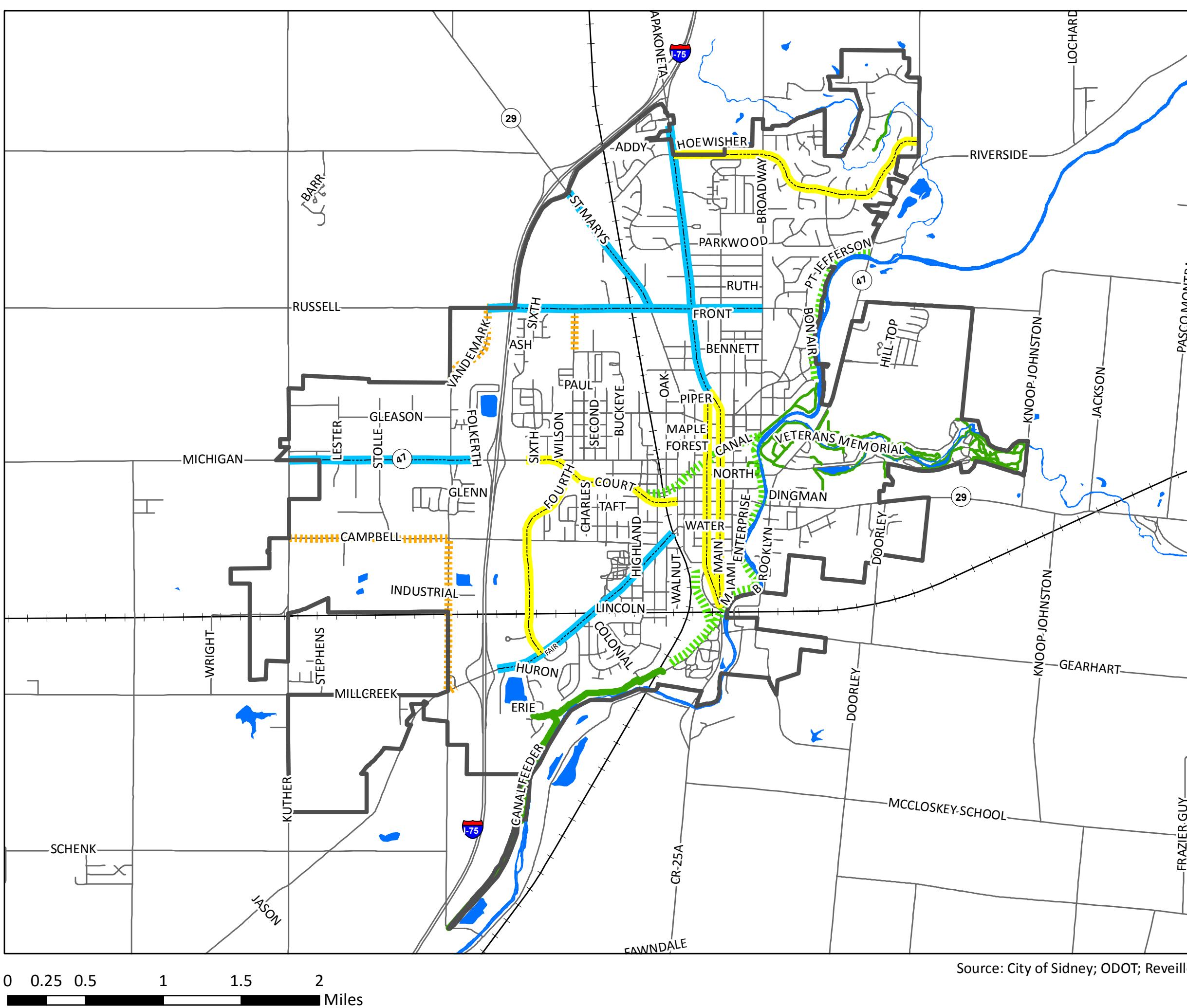
- Corp Boundary
- Great Miami River / Open Water
- Potential Roundabouts
- Primary Arterial
- Minor Arterial
- Collector
- Residential Streets
- Future Road Extensions (Project Based)
- Future Trail Extensions
- Canal Feeder Walkway
- Park Trails
- Streets

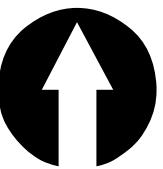
Source: City of Sidney; ODOT; Reveille



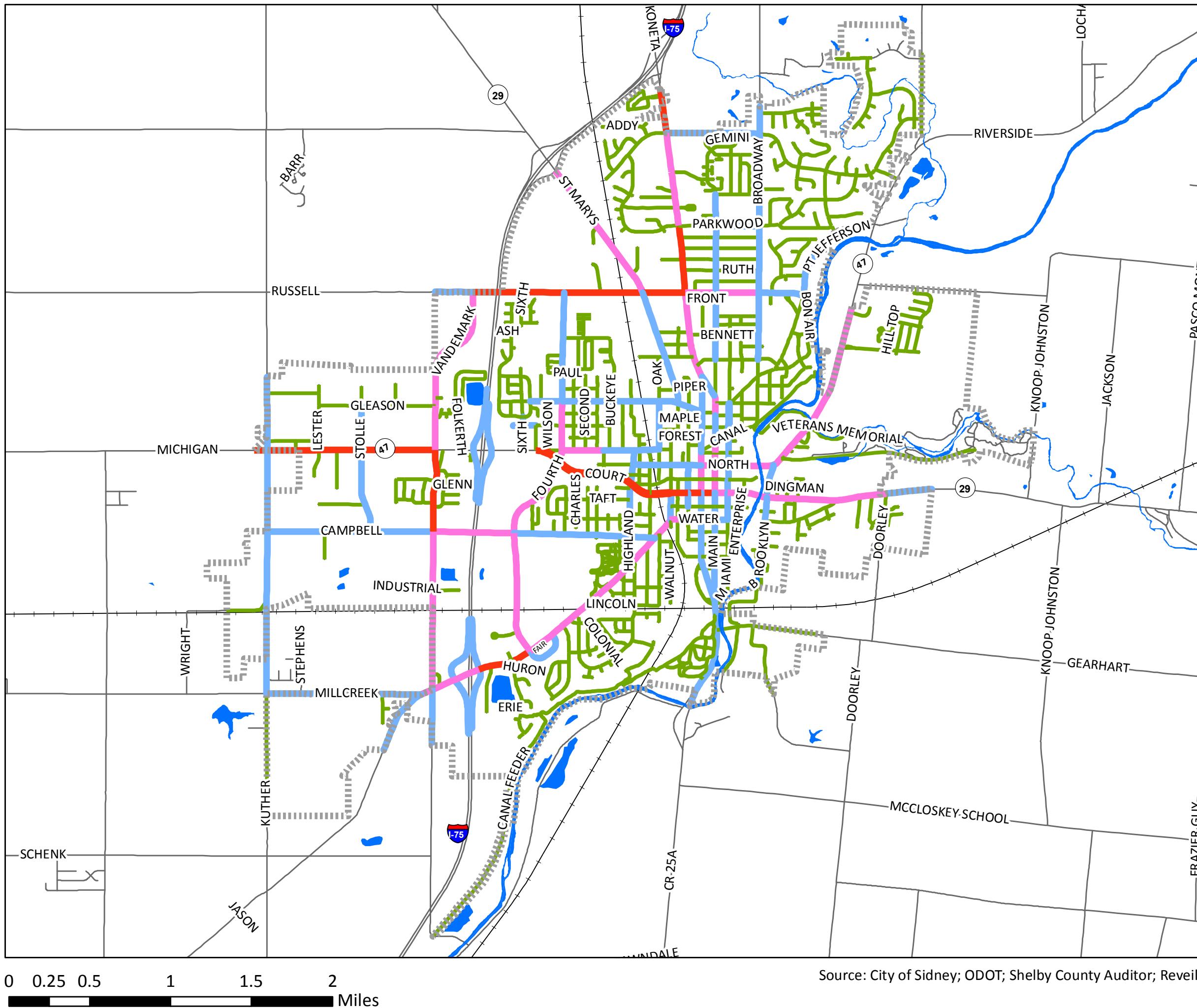


## Pedestrian Connectivity Improvements





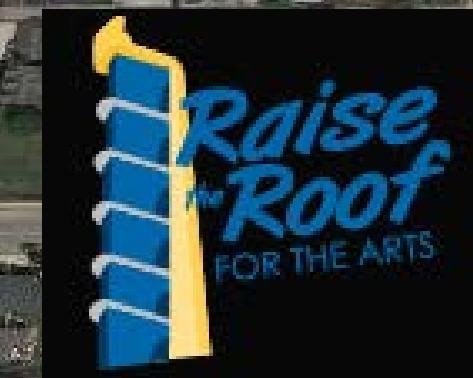
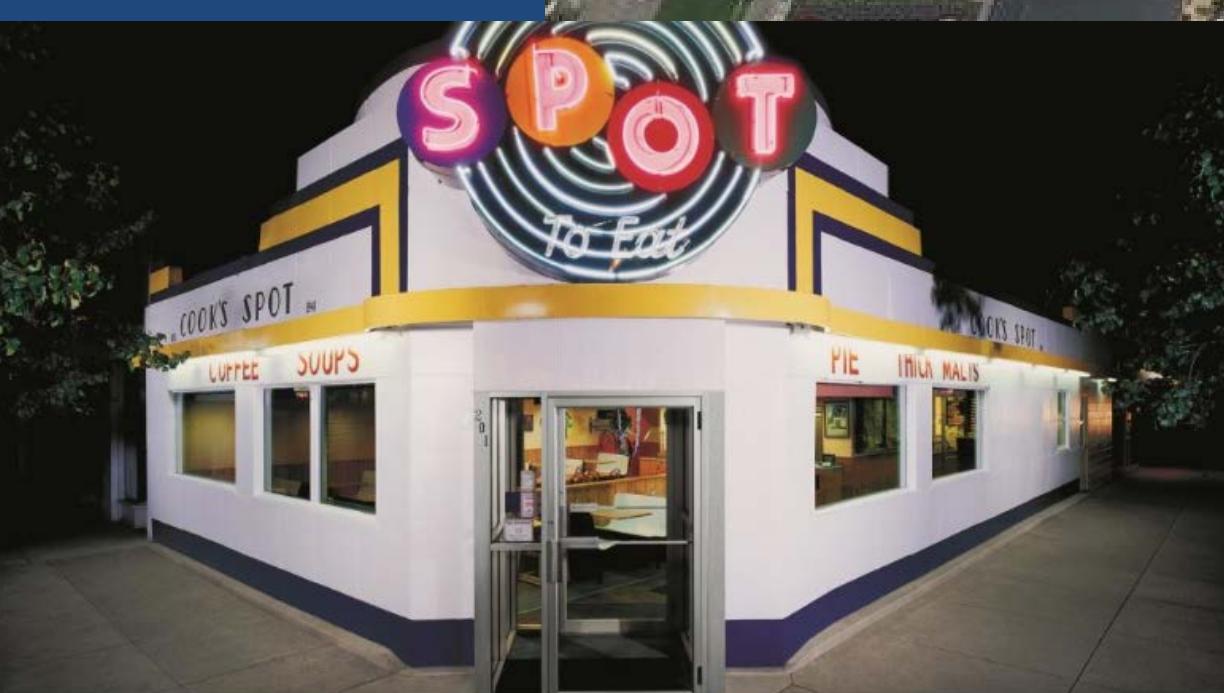
## Average Daily Traffic



## Legend

- Corp Boundary
- Great Miami River / Open Water
- Average Daily Traffic (ADT)
  - 10,000 - 20,000 Vehicles Per Day
  - 5,000 - 10,000 Vehicles Per Day
  - 2,000 - 5,000 Vehicles Per Day
  - Under 2,000 Vehicles Per Day
- Streets

# Downtown



## VI. Downtown

A snapshot of comments from Sidney Survey Respondents:

*"Downtown would be my first choice to improve. The Downtown area has so much history and potential to be a major gathering place for residents and visitors. I feel as if the Downtown area needs more retail shops, restaurants, and activities in order to develop it into a place where people can spend the day and walk freely. I believe by connecting the downtown area with the river, it would bring more opportunities for activities such as kayak/paddle boat renting, a bike/walking path, and a possible river side park."*

*"Access to plenty of parking in rear not easily accessible"*

*"I think the SR 47 corridor from I-75 to downtown could be aesthetically improved."*

*"Find a way to secure and restore the Ohio Building so that it could house offices, or apartments, and businesses!"*

*"We have plenty of parking. We just need those parking environments to be safe and secure."*

*"The improvement of neighborhoods surrounding downtown as well as the elimination of poorly maintained rentals above downtown businesses and in the surrounding neighborhoods is vital. People specifically avoid these areas because of reputation and appearance. I work downtown and would love more options for dining and entertainment."*

### Introduction

Improving the downtown was ranked as the highest community priority by over 1000 residents that participated in the planning process. In fact, improving Sidney's downtown was a primary focus for the last several comprehensive plan processes, leading back to the Downtown Master Plan that was developed in 1978. Over time, these processes helped to provide the basis for streetscape improvements and development of a design review district and board.

Downtown revitalization is a long term effort that relies on the strengths of many people, utilizes a variety of talents, and demands steadfast commitment to accomplishing small tasks every day. Downtown revitalization is a complex process that cannot be accomplished through a single project and a comprehensive approach must be used.

Diversifying the business base in the Downtown will be important to the future and collective livelihood of the downtown. Having businesses open during typical business hours and on weekends is equally important to the image of the downtown.

The Downtown's potential is tremendous for revitalization, especially with its outstanding historic architecture and pedestrian friendly environment. The City should play upon its history, and continue to encourage local reinvestment efforts like those that are currently underway at the Historic Sidney Theater and projects like Brew Nation.

## Planning Conditions

Within the center of Downtown Sidney is the Courthouse Square. The Square, which contains the Shelby County Courthouse, serves as the identity and focal point for the downtown. A portion of downtown office space is occupied by government services as well as commercial uses that offer a variety of goods and services. Residential areas are well within walking distance of the Square. However, vacant commercial space continues to increase in the downtown. While a number of people frequent downtown for work and daytime shopping, the number of patrons tapers off considerably in the evening.

The Downtown continues to experience a loss in retail square footage. While this was initially caused due to the development of local strip centers on the City's

west side, today is primarily due to the lack of move-in ready properties. It is estimated that of the roughly 200,000 square feet of retail space, approximately 30-40% remains vacant.

Strengthening the housing stock in the adjacent neighborhoods will support the local economy and physical context of the downtown, and help to minimize the issues that prevent residents and teens from visiting it. The Downtown Historic District and the Walnut Avenue Historic District contain a significant amount of historic assets that are representative of different design styles and protecting them from future deterioration is needed.

However, for this to happen, city officials must diligently work to adopt tools that provide for more proactive code enforcement, more incentives, and more public-private partnerships that encourage residents to shop local and vocalize the importance of downtown revitalization.

## Strategies

The planning stakeholders selected the following strategies for implementation:

### 1) Work with Sidney Alive and interested stakeholders in promoting downtown development and in developing a branding strategy

Sidney Alive, Inc., as of January 2017, is the formal entity tasked with the revitalization of downtown Sidney. The future downtown that Sidney Alive envisions is one with revitalized buildings that provide great living spaces for people of all ages as well as great professional, retail and food establishments. Sidney Alive is fully prepared to work with the City of Sidney, the Shelby County Commissioners, the State of Ohio and other stakeholders in taking a cutting-edge approach to planning the renaissance of our historic downtown and the beautiful spaces within it. Sidney Alive has three primary focus areas:

#### Advocacy

- Research zoning and ordinances that promote downtown revitalization
- Make recommendations to City Council, based on research
- Secure funding through sponsorships, donors, grants, and tax credits

## Events and Activities

- Research, plan and execute events that promote downtown Sidney
- Promote a higher quality of life for citizens and businesses
- Promote the arts, dining and entertainment
- Partner with other businesses and organizations to make the biggest impact on the economy

## Marketing

- Utilize vacant properties and spaces by marketing their vitality as a home for the arts, dining, shopping boutiques, housing and more
- Increase downtown Sidney's visibility
- Partner with the Sidney-Shelby Economic Partnership (SSEP), Sidney-Shelby County Chamber of Commerce, and the Sidney Visitors Bureau to promote downtown Sidney
- Explore new and inventive ways to fund specific projects with state, federal, and private grants that will improve the quality of downtown

## **2) Identify areas to encourage quality housing opportunities**

Residential uses should be emphasized, encouraged and continue to play their role downtown, and the addition of market rate housing could be feasible especially in the quadrant east of Miami Street, and south of North Street. This area is severely underutilized and was recommended in the 1978 Downtown Plan (see illustration at end of chapter) as an area to improve with higher density residential and mixed uses that protect the sightlines of the riverfront.

The City should explore and develop programs that encourage housing reinvestments downtown and in the neighborhoods that surround the downtown, many of which are poorly maintained rentals that are directly contributing to issues that affect the downtown's overall marketability.

To encourage this revitalization, it is recommended that City officials could:

- Restructure its existing CRA.
- Utilize the newly formed Land Bank to acquire and demolish targeted structures and promote infill development consistent with the historic character

through modifications to the Zoning Code or the development of historic architectural guidelines.

- Finalize plans on what specifically to do with the Ohio Building.
- Develop effective building standards for commercial properties.
- Target adjacent neighborhoods for proactive nuisance and property maintenance enforcement.
- Work with downtown merchants and establish unified hours of operation.

## **3) Address vacant and deteriorating residential and commercial properties**

Property maintenance for downtown commercial properties remains a top community priority, and is helping to limit new business growth in the downtown. The neighborhoods in and around the downtown area also contain the highest percentage of single family residential properties currently being used as rentals, and should be targeted for additional inspection programs or encourage conversion back to owner-occupied single family homes, to ensure code compliance.

A variety of downtown buildings are suffering from a lack of maintenance, and some like the Ohio building are vacant. It is recommended that City officials could work with Sidney Alive, its downtown design review board and other stakeholders in updating the Downtown Design & Maintenance Code (Chapter 1312 of its codified ordinance) to address more issues than just peeling paint and demolitions. City council should also pursue adopting and applying a standard commercial building code to help ensure a suitable base of “move-in” ready properties.

#### **4) Incentivize efforts that encourage a thriving downtown**

Encouraging new investments in the public's most valuable asset will require a variety of tools to be used, including incentives. These incentives could include façade grants, CRA property abatements, historic rehabilitation tax credits, or job grants for targeted businesses. A downtown revitalization district and/or special improvement district could also be developed. The first step it is recommended that City officials could take is to simply restructure the existing incentives programs that it offers, to include their CRA and jobs grant programs.

##### CRA Incentives

The downtown and a portion of the surrounding neighborhoods are located in a CRA that may provide tax abatements of up to 100% for 15 years on the increase in taxes resulting from improvements. However, this program has not been utilized as a proactive tool in support of redevelopment because of additional local regulations that negate its effectiveness. This downtown CRA ordinance should be revised to allow for property owners to receive the full benefit of this program in the manner of which it was intended when drafted by state officials.

##### CDGB

It is recommended that City officials could proactively pursue Ohio DSA CDBG downtown programs. Sidney utilized CDBG Revolving Loan Funds in the 90's for streetscape improvements. The program could be utilized today for either building, façade or downtown infrastructure improvements (See Map: *CDBG-Eligible Areas*).

##### Special Improvement District (SID)

The City and downtown property owners should consider the potential benefits of creating a SID. The

Ohio Revised Code (Chapter 1710) provides property owners to assess itself for the costs of planned services (such as planning, maintenance, security, and marketing) and improvements (streetscaping and off-street parking) which directly benefit the district. An important advantage of a SID is the ability of property owners to determine how assessment funds are spent.

##### Jobs Grant

A Job Creation and Retention Grant Program, which provides business with a refund on the employee income tax paid, could be used in special situations to incentivize certain projects in the downtown.

##### Revitalization District

Liquor licenses in Ohio are allocated based on population (1 per 2,000 residents), and no more D-5 licenses (beer, wine, and liquor until 2:30 a.m.) are allowed in Sidney unless another license is transferred from another location in Ohio through the time consuming and costly TREX program. Downtown stakeholders could work with city officials to develop this district to help attract additional restaurants and entertainment venues to the downtown area.

## 5) Optimize traffic circulation and parking opportunities

Transportation and parking issues are often the source of controversy in a downtown. Quite often, the issue isn't a factual lack of parking, but a perceived lack of parking due to poor wayfinding signage or parking that isn't immediately visible to the motorist.

However, at the present time, both the public perception of parking and actual parking situation, as observed by the planning team align, in that parking turnover is sufficient. According to residents that participated in the Plan Survey, parking does not appear to be an issue. However, parking accessibility

and the overall parking experience may be suffering. This can be improved by landscaping, signage, wayfinding and lighting improvements.

City Officials utilize a permitting process to allocate parking spaces to downtown merchants, employees, and others.



The allocation process should be revisited over time to ensure the closest parking areas are utilized by consumers.

Another method to optimize parking, especially during peak times, would be to increase parking enforcement to achieve approximately a turnover rate of 15% or more. The City currently handles this task but could heighten enforcement efforts.

Another method to ensure turnover in the long term would be to bring back parking meters, but the parking ratios to warrant this activity were not observed by the planning team during the Plan update, and the use of on street parking along the Square never surpassed 70% during peak times.

Shared parking should be encouraged in the downtown during peak times like festivals and other events. Some of these privately-owned parking lots during the study were often found to be underutilized. This would include lots at the People's Federal Savings and Loan, First National Bank, the Senior Center, Cromes Funeral Home, Holy Angels Church, and First Presbyterian Church.

The sharing of these private parking areas during non-business hours may be considered as a means of increasing parking availability in the evening hours, but will require additional enforcement.

## 6) Improve landscaping and signage standards, and wayfinding.

Public parking in the downtown area is difficult to find, especially for new-comers and those with quickly approaching traffic. City officials and Sidney Alive representatives should work to improve the visibility of parking signage and work with existing property owners to minimize the footprint of their "private parking" signage.

Well lit, convenient parking is important to attracting consumers. Additional lighting, streetscape, and gateway elements should be extended to this area. For a better location of this area, (See Map: *Downtown Opportunities*).

Downtown stakeholders should also work with City officials to establish a uniform and consistent



downtown signage system that could be coordinated with broader City-wide wayfinding and banner / branding efforts.

Gateway signage (both existing and new) should be coordinated with the overall downtown signage system and should be considered at each entry point into the Downtown area. Signage identifying parking areas as public or private is critical, especially those directing traffic to public lots in and around the Downtown. The wayfinding system should highlight not only immediate downtown assets like parking but also provide directional guidance to other public assets.

Lighting elements should also be enhanced and gateway and directional signage should be lighted to produce additional ambience and a sense of safety. Businesses should be encouraged to light their interior and exterior signs as well as any merchandising displays they have in their storefront windows.

## 7) Increase the civic presence in the Downtown area.

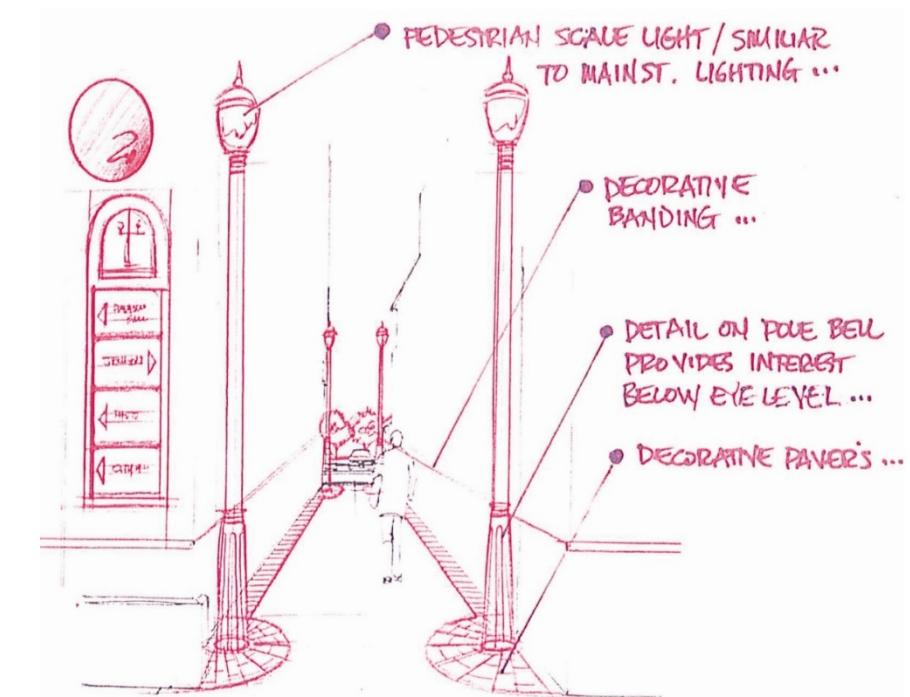
Improving pedestrian traffic in the downtown is a community goal, and the area located at the former

elementary school provides just this opportunity. A repurposed Julia Lamb park, possibly utilized for more year-round activities- and better linked to the riverfront- could help to improve foot traffic downtown. Regardless of the outcome, the site should be used as a catalyst to promote future redevelopment efforts.

Due to the limited space in the “Core” downtown footprint, downtown stakeholders could activate more public spaces through targeted repurposing or property acquisition. Downtown Sidney’s alleys, especially those located north and west of the Courthouse, could be further enhanced to create a more welcoming environment. These areas could be better activated as effective public spaces and host events such as art displays and food sales.

Sidney Alive should work with city officials to pursue utilizing, where feasible, the public right-of-way for outdoor dining purposes. Outdoor dining can help foster tourism and a sense of quaintness. To support pedestrian and retail friendly activities through outdoor dining, standards should be created to encourage uniformity and pedestrian safety. Outdoor dining can

enhance the economic and social vitality downtown if proper standards are created and enforced.



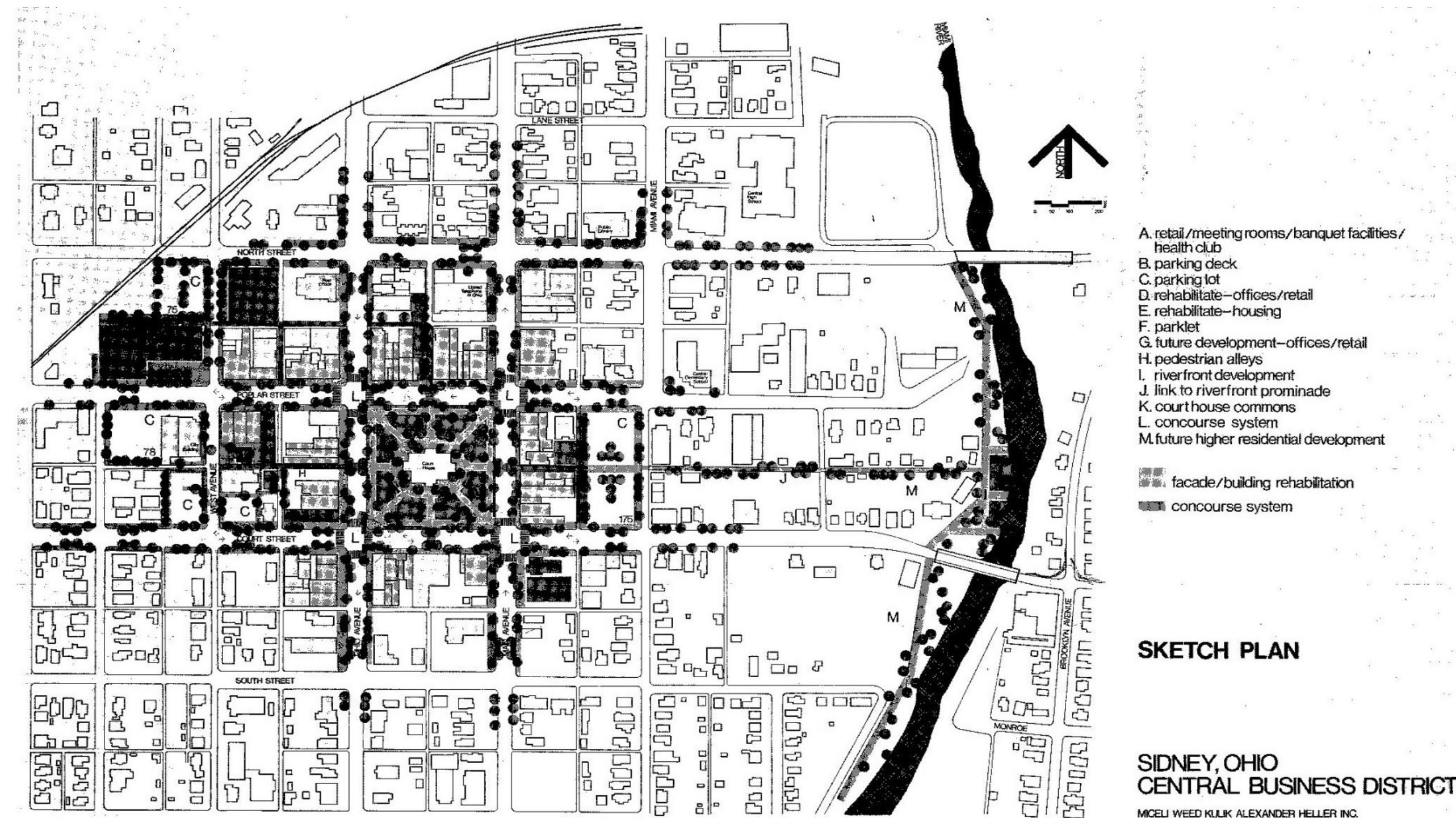
Other methods to improve the marketability of the downtown would include heightened parking enforcement during key times of the day and during special events.

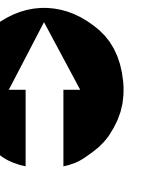
## 8) Adjust the zoning code to coordinate with Plan strategies and public preferences.

The City's zoning ordinance should be updated to reflect ideas discussed in this Plan. This could include expanding the Courthouse Square District slightly to the north and easterly along the riverfront (see Map at right). Doing so will allow for improved residential and commercial density and minimize those land uses that are incongruent with central business districts.

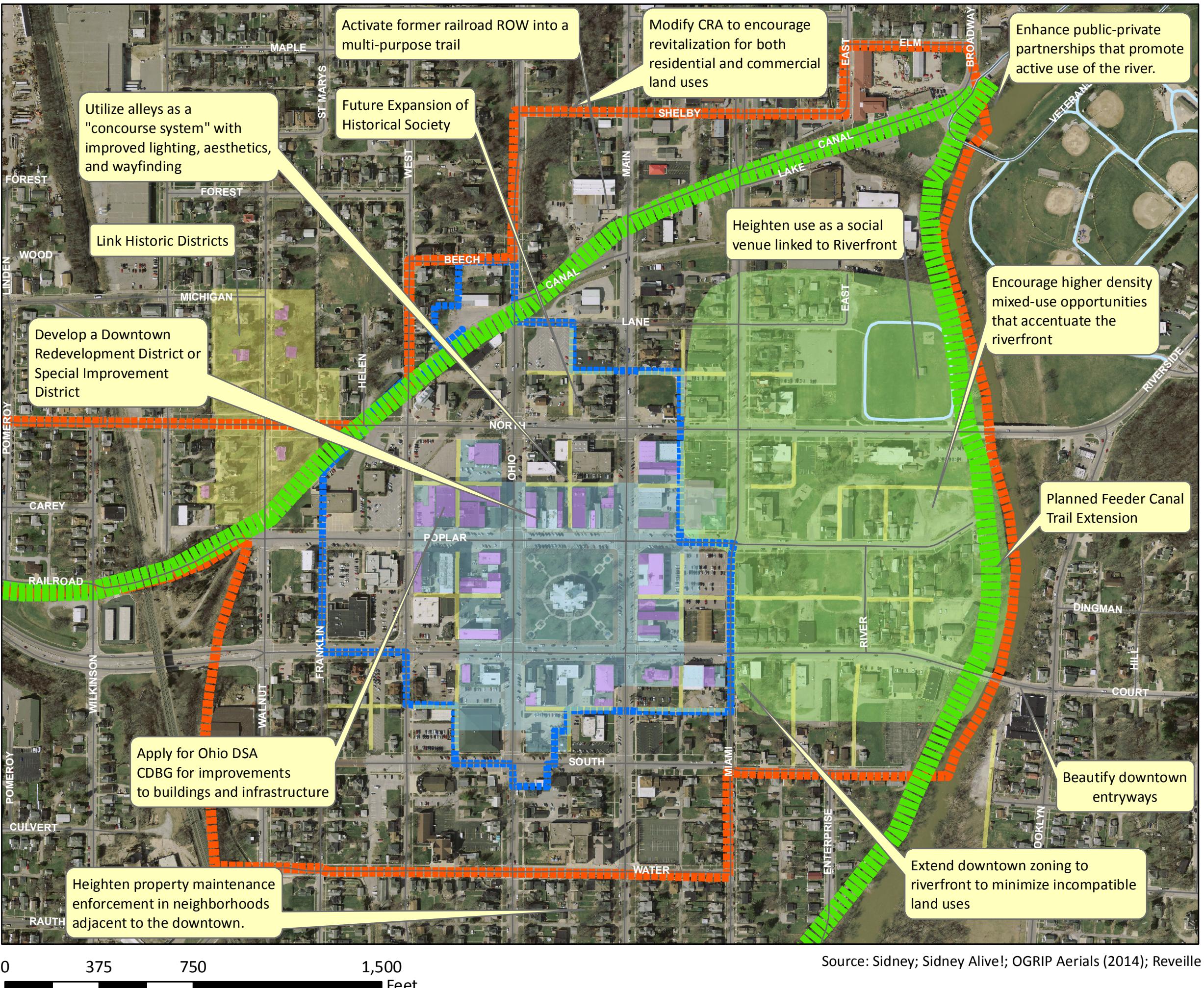


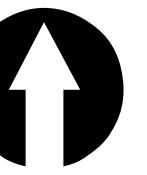
## 1978 Downtown Plan Recommendations



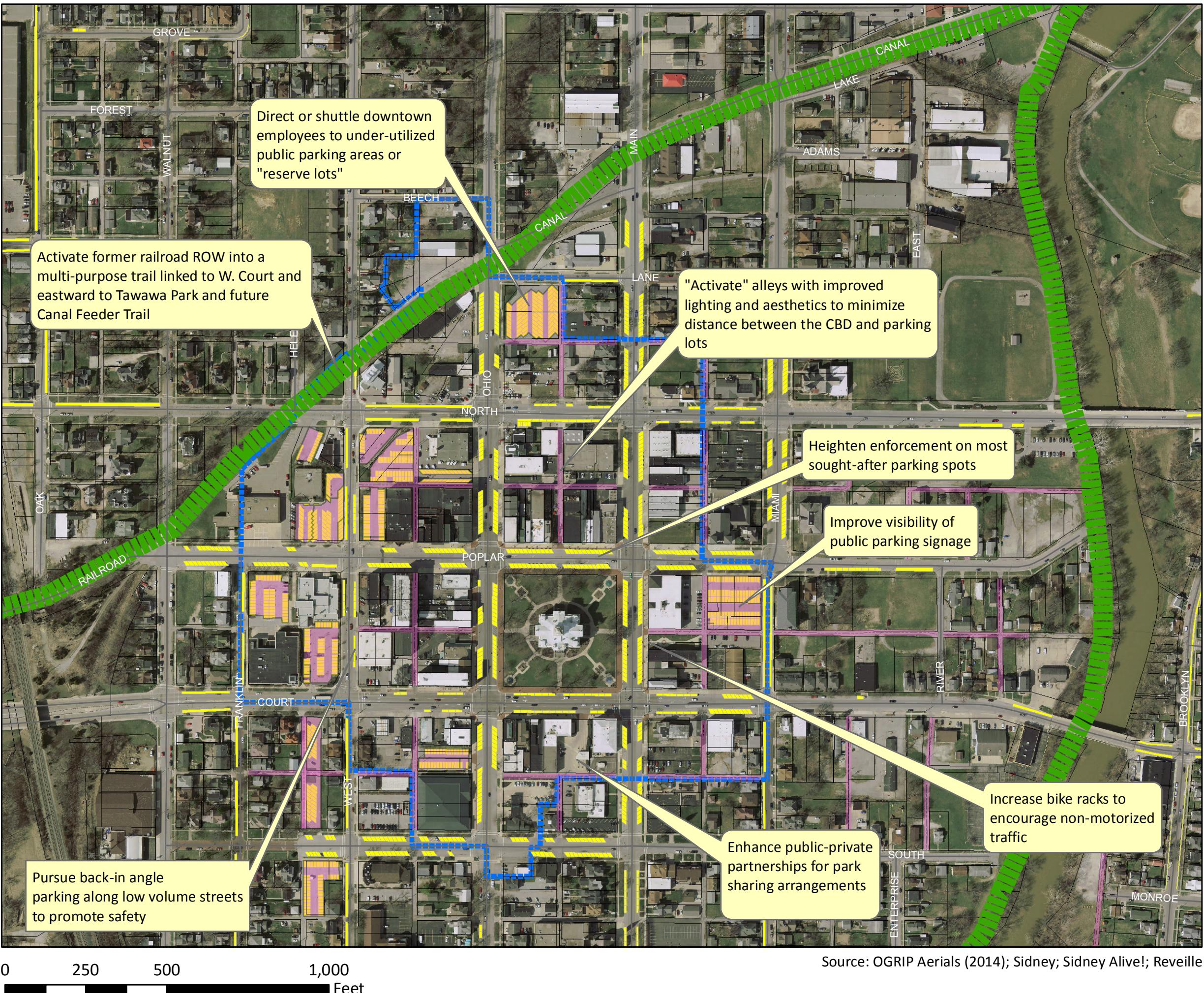


# Downtown Opportunities





## Downtown Parking Solutions



**Existing Parking Inventory:**  
**1198 Parking Spots**

### Legend

- Streets
- Pedestrian Connectivity Improvements
- Downtown Alleys
- Parcels
- City Parking Lots
- Parking By Ordinance (On-Street)
- Court Square Business District & CBD

# Economic Growth



## VII. Economic Growth

*A snapshot of comments from Sidney Survey Respondents:*

*"Sidney is fighting for its future like many small towns in the U.S. It has to find ways to differentiate itself and provide value to companies or individuals considering locating in Sidney. The city government has to be much more pro-active in its efforts to develop this city for the future."*

*"The businesses that are downtown are rarely open on Saturday afternoon or Sunday when most people are off of work. If we're going to revitalize downtown, the shop owners have to be on board."*

*"We need to offer incentives to businesses to build the downtown. We lose a lot of business/traffic to downtown Troy and Tipp City."*

*"We should promote professional companies and bring in professional, degreed, or highly skilled, career-oriented people. This could promote more affluence and better wages, which would in turn, benefit Sidney."*

### Introduction

The Sidney community is full of rich history and residents with great work ethic. The local businesses, schools and vast land resources make it a great place to live, work, and raise a family. It is extremely important that the “systems” in place that help to define community are valued as important variables within the economic development strategy.

To a great extent, economic development in the community involves the revival of its downtown, neighborhoods, riverfront, and existing commercial corridors. These assets will play an important role in revealing to the rest of the world how Sidney plans for its future.

This Plan Element identifies a set of strategies to help the City of Sidney attract and retain economic investments. In many cases, these actions will be undertaken in partnership with other local and regional development groups, such as the City’s planning department, SSEP, Workforce Partnership, the Chamber of Commerce, Shelby County government, area electric and gas utility companies, and the Ohio DSA.

Because of the efforts of these groups, Site Selection Magazine's Governor's Cup recognized Sidney in 2015 as one of top micropolitans in the U.S. with the most new and expanded corporate facility investments. A micropolitan is a city with a population between 10,000 and 50,000 people. Sidney ranked number 13 of 100 cities that the magazine classified in the U.S.

## Planning Conditions

Sidney is strategically located within the I-75 corridor and the City's recent growth has been greatly influenced by the movement of people and goods northward and southward along the corridor. Because of its concentration of both business and governmental functions, the City has been historically the economic epicenter of the area. This is still true today, as there are more manufacturing jobs per capita in Sidney than in any other city in Ohio and it has a net inflow of 5,000 people who come into Sidney to work.

Many residents don't realize that Shelby County is the home of two of the top three manufacturing employers in the Dayton Region. Sidney is home to the world's largest soybean processing plant, the largest manufacturer of air conditioning compressors and

America's number one refrigerated pizza. Half of the refrigerators that are in recreational vehicles are manufactured in Sidney. Sidney's employers have a proud tradition of making things.

However, while Sidney's manufacturing section draws workers to the City, it faces strong rivalry from communities like Troy and Tipp City to be their home of residence. And with the resurgence of Dayton, it too has become a draw for younger residents and start-ups. Since 2007, roughly 3,000 manufacturing jobs have been shed from Shelby County, according to Census Bureau, and this trend is expected to continue as the manufacturing sector continues to advance technologically and "rightsize".

## Income Tax Revenues

Following a projected decrease in total income tax collections of 2.5% in 2015 (due to the timing of certain corporate quarterly estimates), city officials are planning for moderate increases of revenue of 1.7 to 3.2% through 2020.

Income taxes withheld by employers on behalf of their employees in 2015 were up by 4% from 2014, which

puts the City on track to be collecting roughly the same income tax revenue than before the Great Recession hit in 2007. City officials anticipate the average annual growth rate in employee withholdings for the planning period 2016 through 2020 to be 3.25%.

## Sidney-Shelby Economic Partnership (SSEP)

The SSEP is a not-for-profit organization consisting of private business and public leaders from across Shelby County who are dedicated to maintaining the county's economic growth and stability. SSEP serves Shelby County as the economic development point of contact for the county and its members. They work closely with local and state officials to make known financial and employment incentives available under Ohio law.



## Business Retention and Expansion Efforts

In 2016, officials visited Advanced Composites, Detailed Machining, DRT Power Systems, Emerson Climate Technologies, Freshway Foods, MaMa Rosa's Pizza, SAPA, Norcold and NK Parts. These visits helped to nurture SAPA and Norcold to add additional

manufacturing space. Bensar Developments is also adding a new building on Howard Street that will add nearly a half-million square feet of industrial space. Other manufacturing facilities currently expanding in Sidney include additions at Advanced Composites and Electro-Controls.

City and SSEP officials make periodic visits to city employers to proactively address issues. A common theme, like in many communities, is workforce development, although many of Sidney's employers attract workers from other communities along the I-75 corridor.

## Workforce Development

Workforce development is promoted in Sidney (and Shelby County) by the Workforce Partnership of Shelby County (the Partnership). Through skills-development programs, state-of-the-art classrooms and a mobile career lab, the Partnership, along with the assistance of local businesses, assist students preparing to become workforce-ready employees.

## Economic Development Tools

A variety of tools are used to help promote and encourage development projects in Sidney. Local tools used consist of the CRA program, enterprise zone (EZ) program, jobs grant program, and the revolving loan fund and tax increment financing, when needed. Both the EZ and CRA programs are similar in that they provide real property tax abatement for improvements to real property made by commercial and industrial properties. The CRA is currently not being used in conjunction with residential land uses but could be used to help encourage neighborhood revitalization. These tools are promoted primarily by the City's planning department.

In addition to these local tools, economic development officials have full access to a wide array of incentives and programs offered through the Ohio DSA, Jobs Ohio and Dayton Development Commission. These tools will be valuable in helping to market the 414 acres of industrial land that was recently certified by Dayton Power & Light (DP&L) as "development ready". See Map: *Economic Development Tools* for a better understanding of the whereabouts of these areas. For

more information on the whereabouts of existing industrial areas see *Chapter: Land Use*.

## Labor Force

According to U.S. Census Bureau, there are 9,199 workers (those 16 years and older in the workforce) in Sidney and 22,577 workers in Shelby County (See *Chapter: Demographics*). The local labor force has a strong work ethic. Edison State Community College and Upper Valley Career Center assist in supplying an educated local labor pool. Excellent employment opportunities have always existed in the City, but a tight labor market was indicated as a problem with the current economic climate. Employers are facing a shortage of qualified skilled trade labor and employers find it difficult to recruit employees who seek a metropolitan lifestyle due to Sidney's geographic location.

## Employment Trends

The downsizing of various sectors in the region has been occurring systematically over the last decade. In fact, the manufacturing sector has been rightsizing nationally.

## Employment by Occupation, 2013\*

	Sidney	Shelby County	Ohio	U.S.
<b>Civilian employed population &gt;16 years</b>	9,199	22,577	5,266,386	141,864,697
Management, professional, & related	2,045	6,087	1,811,034	51,341,226
Service	1,950	3,773	942,008	25,645,065
Sales and office	1,524	4,113	1,291,770	34,957,520
Farming, fishing, and forestry	53	133	16,837	1,030,881
Construction, extraction, maint., & repair	177	949	219,968	7,167,428
Production, transportation, & material m	3,151	6,623	811,773	17,057,570
<b>Percent of Total</b>				
Management, professional, & related	22.2%	27.0%	34.4%	36.2%
Service	21.2%	16.7%	17.9%	18.1%
Sales and office	16.6%	18.2%	24.5%	24.6%
Farming, fishing, and forestry	0.6%	0.6%	0.3%	0.7%
Construction, extraction, maint., & repair	1.9%	4.2%	4.2%	5.1%
Production, transportation, & material m	34.3%	29.3%	15.4%	12.0%

\*The data in this table are calculated by ACS using annual surveys conducted during 2009-2013 and are representative of average characteristics during this period.

## Employment by Industry, 2013\*

	Sidney	Shelby County	Ohio	U.S.
<b>Civilian employed population &gt;16 years</b>	9,199	22,577	5,266,386	141,864,697
Ag, forestry, fishing & hunting, mining	22	424	54,235	2,731,302
Construction	283	1,285	272,474	8,864,481
Manufacturing	3,107	7,608	799,513	14,867,423
Wholesale trade	404	766	144,954	3,937,876
Retail trade	756	1,794	618,184	16,415,217
Transportation, warehousing, and utilitie	378	1,056	250,263	7,010,637
Information	48	149	93,393	3,056,318
Finance and insurance, and real estate	282	785	341,805	9,469,756
Prof, scientific, mgmt, admin, & waste mg	626	1,247	482,884	15,300,528
Education, health care, & social assistanc	1,539	3,949	1,290,298	32,871,216
Arts, entertain., rec., accomodation, & fo	910	1,690	467,076	13,262,892
Other services, except public administrat	575	1,130	239,560	7,043,003
Public administration	269	694	211,747	7,034,048
<b>Percent of Total</b>				
Ag, forestry, fishing & hunting, mining	0.2%	1.9%	1.0%	1.9%
Construction	3.1%	5.7%	5.2%	6.2%
Manufacturing	33.8%	33.7%	15.2%	10.5%
Wholesale trade	4.4%	3.4%	2.8%	2.8%
Retail trade	8.2%	7.9%	11.7%	11.6%
Transportation, warehousing, and utilitie	4.1%	4.7%	4.8%	4.9%
Information	0.5%	0.7%	1.8%	2.2%
Finance and insurance, and real estate	3.1%	3.5%	6.5%	6.7%
Prof, scientific, mgmt, admin, & waste mg	6.8%	5.5%	9.2%	10.8%
Education, health care, & social assistanc	16.7%	17.5%	24.5%	23.2%
Arts, entertain., rec., accomodation, & fo	9.9%	7.5%	8.9%	9.3%
Other services, except public administrat	6.3%	5.0%	4.5%	5.0%
Public administration	2.9%	3.1%	4.0%	5.0%

Data Sources: U.S. Department of Commerce. 2014. Census Bureau, American Community Survey Office, Washington, D.C.

Understanding employment industries is important for planning for the future of the City. In Sidney, Manufacturing (33.8%) and Education / Health Care / Social Assistance (16.7%) rank among the most popular professions. These are followed by Retail (12.1%) and Arts / Entertainment / Recreation (9.9%). All other professions are approximately five percent (5%) or less. The City has a higher percentage of employees working in manufacturing and the transportation, warehousing, and utilities sector.

## Market Analysis

A market analysis was prepared for the Sidney zip code to estimate consumer spending and overall "spending power" of Sidney consumers.

Each analysis estimated the surpluses and gaps related to 38 different merchandise lines. It indicates that Sidney's consumers spend approximately \$35,498,296 outside the community.

Data for this market analysis was derived from two major sources of information. The demand data is derived from the Consumer Expenditure Survey (CE Survey) by the U.S. Bureau of Labor Statistics (BLS). The supply data is derived from the Census of Retail Trade (CRT).

The difference between supply and demand represents the "opportunity" gap or surplus available for each merchandise line. When the demand is greater than (less than) the supply, there is an opportunity gap (surplus) for that merchandise line. For example, a positive value signifies an opportunity gap, while a negative value signifies a surplus.

The conclusion of the analysis indicated that opportunity gaps exist in 24 of 38 merchandise lines. This generally mirrors the gaps noted in the Ohio State University's (OSU) Retail Market Analysis prepared for the Shelby County Commissioners in 2014. This

means that residents are leaving the community to make most purchases due to the lack of shopping diversity. Two merchandise lines were identified as having regional draw in that estimated retail sales are not supported completely by local consumers. These lines were: Meals and Snacks (\$9,218,185) and Packaged Liquor/Wine/Beer (\$8,617,189).

The top five merchandise lines with opportunity gaps in Sidney are: Drugs, Health Aids and Beauty Aids (\$24,891,864), Groceries & Other Foods (\$18,418,538), Women's, Juniors', and Misses' Wear (\$5,743,771), Children's Wear (\$3,692,046), and Footwear (\$3,469,569).

City of Sidney Consumer Spending Gaps			
Merchandise Category	2016 Demand (Consumer Expenditures)	2016 Supply (Retail Sales)	Gap/Surplus
Total Retail Sales & Eating, Drinking Places	\$344,855,017	\$309,356,721	\$35,498,296
Groceries & Other Foods	\$63,186,537	\$44,767,999	\$18,418,538
Meals & Snacks	\$31,259,415	\$40,477,600	-\$9,218,185
Alcoholic Drinks	\$1,773,857	\$1,922,039	-\$148,182
Packaged Liquor/Wine/Beer	\$3,988,608	\$12,605,797	-\$8,617,189
Cigars, Cigarettes, Tobacco, Accessories	\$7,088,358	\$7,942,165	-\$853,807
Drugs, Health Aids & Beauty Aids	\$49,511,324	\$24,619,460	\$24,891,864
Soaps, Detergents & Household Cleaners	\$2,418,121	\$3,227,196	-\$809,075
Paper & Related Products	\$4,276,059	\$1,742,427	\$2,533,632
Men's Wear	\$4,297,410	\$1,078,762	\$3,218,648
Women's, Juniors' & Misses' Wear	\$7,415,837	\$1,672,066	\$5,743,771
Children's Wear	\$4,299,705	\$607,659	\$3,692,046
Footwear	\$4,673,670	\$1,204,101	\$3,469,569
Sewing, Knitting & Needlework Goods	\$351,565	\$14,922	\$336,643
Curtains, Draperies, Blinds, Slipcovers, Etc.	\$1,729,556	\$1,233,343	\$496,213
Major Household Appliances	\$3,092,181	\$4,219,476	-\$1,127,295
Small Electric Appliances	\$570,265	\$502,600	\$67,665
	\$1,856,600	\$1,681,531	\$175,069
Televisions, Video Recorders, Video Cameras			
Audio Equipment, Musical Instruments	\$645,756	\$352,218	\$293,538
Furniture & Sleep Equipment	\$5,895,748	\$9,077,056	-\$3,181,308
Flooring & Floor Coverings	\$1,379,321	\$969,738	\$409,583
Computer Hardware, Software & Supplies	\$2,548,575	\$2,047,505	\$501,070
Kitchenware & Home Furnishings	\$3,067,906	\$1,846,067	\$1,221,839
Jewelry	\$1,132,263	\$194,609	\$937,654
Books	\$1,809,587	\$325,555	\$1,484,032
Photographic Equipment & Supplies	\$268,500	\$199,989	\$68,511
Toys, Hobby Goods & Games	\$2,601,987	\$1,357,731	\$1,244,256
Optical Goods	\$1,155,036	\$1,624,586	-\$469,550
Sporting Goods	\$2,173,033	\$1,557,343	\$615,690
RVs, Campers, Camping & Travel Trailers	\$2,200,493	\$2,837,396	-\$636,903
Hardware, Tools, Plumbing, Electrical	\$4,991,347	\$3,518,558	\$1,472,789
Lawn/Garden/Farm Equipment/Supplies	\$3,414,154	\$9,171,966	-\$5,757,812
Lumber & Building Materials	\$2,478,277	\$1,256,771	\$1,221,506
Paint & Sundries	\$1,043,348	\$1,149,026	-\$105,678
Cars, Trucks, Other Powered Transportation	\$54,609,667	\$59,375,549	-\$4,765,882
Automotive Fuels	\$41,240,289	\$42,055,781	-\$815,492
Automotive Lubricants	\$230,312	\$451,224	-\$220,912
Pets, Pet Foods & Pet Supplies	\$4,897,064	\$3,834,161	\$1,062,903
All Other Merchandise	\$15,283,286	\$16,634,752	-\$1,351,466
This data is derived from two major sources of information. The demand data is derived from the Consumer Expenditure Survey (U.S. Bureau of Labor Statistics). The supply data is derived from the Census of Retail Trade (U.S. Census). The difference between demand and supply represents the opportunity gap or surplus available for each merchandise line.			

## Strategies

The planning stakeholders selected the following strategies for implementation:

### 1) Continue business expansion and retention efforts.

Sidney's first and foremost economic policy should be to preserve its existing base of businesses and industries. Manufacturing has a larger multiplier effect than any other major economic activity, and it is estimated that for every \$1.00 spent in manufacturing generates \$1.35 in additional economic activity in the community. To help advance economic development efforts, the City works with the SSEP to provide these Business Retention and Expansion (BRE) efforts and assist businesses with issues such as incentives, workforce, site selection, utility services, and permitting.

To assist these efforts, City officials could allocate additional resources to the City planning office to provide additional oversight to community development, which is another vital component of economic development in that it works to support the ingredients that are attractive to economic

development like infrastructure and neighborhoods. There are a variety of other state and federal assistance options that the City could benefit from if additional assistance was available.

Another great business retention tool would be a continued "Shop Local" campaign that's being utilized by the Chamber of Commerce and Sidney Alive. Nothing retains businesses in the community quite like shopping local does.



### 2) Target businesses and services identified as "opportunity gaps" in the market analysis.

The results of the community survey verified the long-standing opinion from residents that additional dining, shopping, and entertainment opportunities are desired in Sidney. In fact, when asked to rank various community qualities, shopping, dining, and entertainment opportunities ranked last (and are therefore most desired).

The market analysis prepared for this Plan indicates that drug stores, grocery stores, women's / kid's clothes / footware, and niche retail shops have the greatest demand in the community, and the report also indicated how much regional draw restaurants and other eateries have in the community. It is recommended that City officials could use this information and target businesses and services identified as "opportunity gaps" in this market analysis and try to locate them in the downtown footprint.

### 3) Create an economic development strategy that addresses tourism, entrepreneurial development, and business attraction marketing.

Tourism can help local economies grow by bringing new outside income into the local market. This income is spent by visitors to purchase entertainment and recreational services, food, parking services, transportation, hotel and lodging, and a myriad of other items. These expenditures stimulate job creation in local industries, and they contribute to tax revenue generation for local public services.

City officials, working in conjunction with the Sidney Visitor's Bureau and other interested parties, should continue to utilize targeted marketing strategies to encourage people to visit local historic sites and landmarks, shop, attend festivals and special events, and other activities. Sidney should continue to cooperate with the surrounding counties and other regional communities to market itself as a distinct and interesting destination that is a part of a larger marketing and visitation package.

The last Plan recommended that efforts be taken to add a cinema and a drafthouse to the downtown, and both entities have since surfaced in the past few years with Brew Nation and the revitalization of the Historic Sidney Theater. These entities, along with an expanded library are helping to provide a catalyst for continued progress.

#### 4) Inject community and neighborhood development strategies into the City's overall economic development framework.

Sidney will be best served by a holistic approach to economic development. A better strategy to encourage economic development opportunities may be to focus

on providing high quality basic services such as K-12 education, healthcare, utilities, infrastructure, and neighborhood, recreational and environmental improvements.

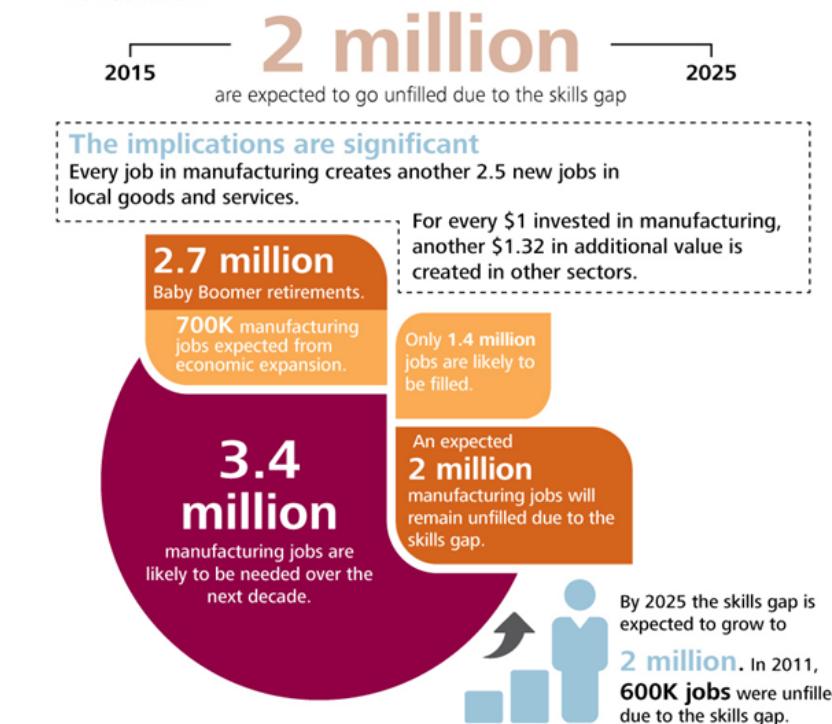
This Plan encourages the heightened cooperation and collaboration of related agencies beginning with local service providers like the library, YMCA, and the Sidney School District, Lehman Catholic and Christian Academy. These organizations all play an important role in community building, and they should be integrated into the holistic development approach this Plan supports. If this approach is aggressively pursued, it will help to attract new residents that long for a revived historic downtown, well-accessed riverfront, and improved neighborhoods.

These quality-of-life improvements, over time, will continue to make Sidney more attractive to both existing and potential residents and employers. Therefore, investments in "product development" will make each community much easier to market and sell. The irony is that strategies emphasizing community development ultimately make each community much more attractive in the competition for the large production plants they covet.

#### 5) Collaborate with local and regional educational institutions to support workforce development for specific industry needs.

According to the local business officials, workforce development issues, the "skills gap" and the lack of trained employees is affecting certain employers in the community. City officials, along with the stakeholders that developed this Plan, desire to heighten the awareness of this issue in conjunction with area and regional educational institutions like Upper Valley Career Center and Edison State Community College.

Over the next decade, nearly 3.5 million manufacturing jobs will likely be needed and



Graphic: Deloitte University Press | DUPress.com

It is recommended that City officials could continue to utilize and expose the Ohio Incumbent Worker Training (OIWT) and Ohio Investment Training voucher programs to city employers in the areas of Advanced Manufacturing, Aerospace & Aviation, Automotive, BioHealth, Corporate Headquarters, Energy, Financial Services, Food Processing, Information Technology and Services, Polymers and Chemicals, Back Office, Logistics, or Research and Development.

These voucher programs provide financial support of up to 50% reimbursement for instructional costs, materials, and training related activities. In the case of the OIWT program, the voucher is limited to \$4,000 per employee and up to 50% of the workforce. The business is reimbursed after it pays for full training.

**6) Improve civic infrastructure, essential for community and economic development to provide a platform for the open exchange of ideas.**

Improving the accuracy and availability of information is a valuable element in marketing the community for economic development purposes and for the improvement of Sidney's neighborhoods. Currently,

the City's Geographic Information System (GIS) division provides Sidney with the ability to create, modify, and proactively share this information. It is recommended that City officials continue to use this service to make the community development process as visual as possible.

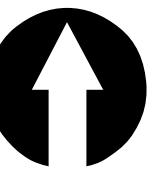
It is also important for City officials to continue to survey residents and businesses to identify key issues and potential opportunities. The community survey and market analysis that accompanied this Comprehensive Plan update asked respondents their feelings concerning government services and other community amenities. A similar survey can be done to survey residents as to their business needs. This information could be important in assisting the Chamber of Commerce, existing businesses, and entrepreneurs.

**7) Encourage redevelopment of commercial properties.**

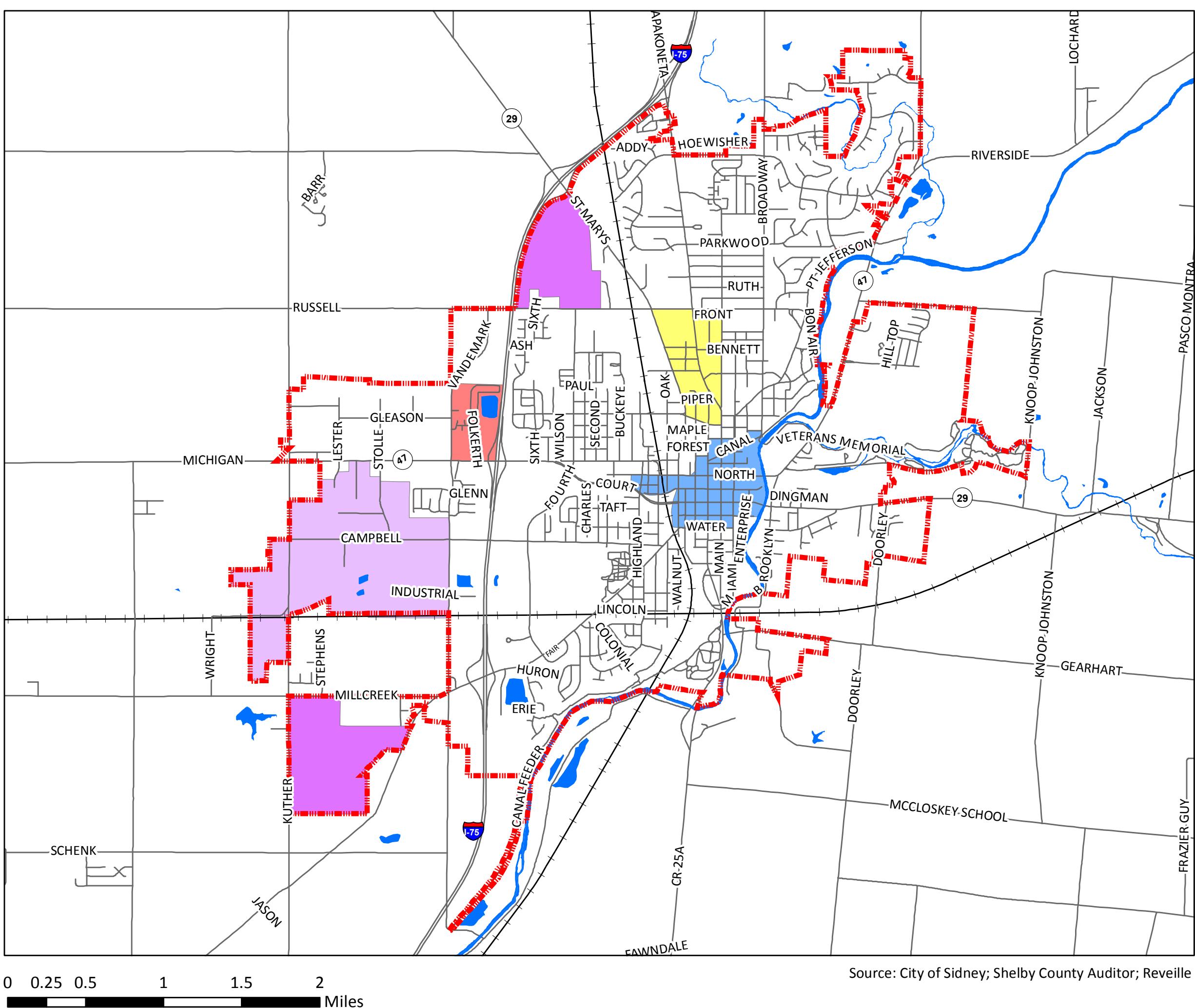
Certain areas in Sidney are in need of revitalization and should be addressed. City officials, working alongside the Sidney Shelby Partnership (SSEP), and other private/public partnerships, should work with property owners to ensure that their facilities are being properly

maintained to minimize commercial vacancies along key corridors like Wapakoneta Avenue and in the Downtown, where properties like the Ohio Building remain vacant. Site selection consultants often look at commercial vacancies in a community as an indicator that the local economy is not good for investment. City officials should also work to restructure all of its CRAs so that they can be an effective incentive tool to encourage reinvestment (See Map: *Economic Development Tools*).





## Economic Development Tools



### Legend

- Corp Boundary
- Great Miami River / Open Water
- Streets
- "Certified" Sites
- CRA Zone 4
- CRA Zone 5
- CRA Zone 6
- Downtown CRA (Pre-94)

Note: The entire city is designated as an Enterprise Zone.

0 0.25 0.5 1 1.5 2 Miles

Source: City of Sidney; Shelby County Auditor; Reveille

# Housing and Neighborhoods



## VIII. Housing and Neighborhoods

A snapshot of comments from Sidney Survey Respondents:

*"Sidney is a wonderful community. It needs help to regain its neighborhoods and that feeling of being part of a community."*

*"Improve the historic residential areas around downtown. There are so many once beautiful homes that have been allowed to deteriorate significantly. It gives a poor impression of the city as a whole."*

*"We need to be firmer and unapologetic about asking homeowners and landlords for better upkeep of their properties (to be honest, we shouldn't even have to ask)."*

*"Please bring back neighborhood meetings to get residents involved in the issues."*

*"It was hard to find a decent place that I could afford that wasn't low income housing. I do enjoy working and living in the same town. There isn't much for a young, single adult to do in Sidney."*

### Introduction

Safe and tranquil neighborhoods attract and retain residents, and residents are central in attracting employers and commercial service providers.

Sidney's neighborhoods are the essential building blocks of the Sidney community. Many neighborhoods in the City are old and historic. Approximately 30% of the housing stock was built after 1959, while less than 15% was built after 2000. For a more detailed understanding of Sidney's housing characteristics see *Chapter: Demographics*.

Due to its proximity to other communities, Sidney is finding itself at the crossroads of finding the right tools to attract and retain residents. While existing residents believe that Sidney is an attractive location to raise a family, a general shortage of newer, diversified housing and shopping opportunities, and proliferation of property maintenance issues in selected neighborhoods have created a number of concerns.

To address these concerns in a timely manner, it may be necessary for the City to pursue additional mechanisms that promote its housing arena.

## Planning Conditions

The rate of homes sold across Ohio reached a best-ever in October 2016, increasing 7.8 percent from the level recorded during the month a year ago. According to the Ohio Association of REALTORS, activity throughout the Ohio housing market was beyond positive in October, as the pace of sales has reached the highest rate for any monthly period in 19 years.

The residential real estate market in Sidney has improved as the economic drivers have improved, but only slightly. The neighborhoods that surround the downtown are replete with blight and other issues that residents indicate keep them from going there.

Absentee landlords around the downtown and in the City's older neighborhoods are the primary reason for pockets of deteriorating and condemned housing, and these areas are now well over 50% rentals (See Map: *Neighborhood Conditions*).

Sidney should work jointly with civic organizations and churches to create rehabilitation programs similar to successful programs in other similar communities. Many residents and stakeholders interviewed over the

past several comprehensive plan update efforts all supported the City's proposal to adopt improved housing maintenance requirements. However, to date, none of these programs have been developed and the code enforcement office, which is part of a planning and economic development department, has been undermanned for its level of responsibility when compared to peer communities.

Areas of deteriorated housing often attract criminal activity which further perpetuates the deterioration of a neighborhood. Many communities have petitioned for grant money from the U.S. Justice Department for the Federal Weed and Seed program for funds to sweep an area to address code enforcement (building, zoning, health, fire) and identify and eliminate criminal activity. Other communities have taken the initiative to develop county land banks and develop local tools to mitigate these issues.

The housing market and growth trends of new housing within Sidney have been stagnant. The financial hiccups caused by the recession that began in 2007 helped to cool the housing market and opened up more of Sidney's housing stock to fall into foreclosure (See

*Map: Housing Foreclosures*). Since 2008, it is estimated that over 1500 homes have been foreclosed upon.



## Strategies

The planning stakeholders selected the following strategies for implementation:

### 1) Rigorously enforce existing city codes and develop new tools to revitalize and protect neighborhoods.

Due to the recession that began in December 2007, a variety of neighborhoods have witnessed an increase in property maintenance issues. While some of these issues were caused by the lack of reinvestment in the City's base of existing multi-family residential neighborhoods, other issues were caused when residents began to rent the homes they couldn't sell.

It is recommended that City officials could support and encourage the core value of home ownership and recognize the long-term benefit of owner-occupied dwellings as vital to the overall well-being of any community.

According to a study entitled "Impact of Rental Properties on the Value of Single Family Residences" (Journal of Urban Economics 30, 152-166, 1991), Wang, et al sum up their conclusions:

"The accumulation of single-family rental properties in a residential neighborhood seems to have the same negative impacts as the intrusion of apartments or other types of undesired properties. This study demonstrates that there is perhaps a need for city planners, or others, to regulate the number of single-family rental properties in a given residential neighborhood."

City officials adopted property maintenance standards in 1993 (Chapter 1333), but suspended the "fees" section in 2005. Today, housing inspections and nuisance abatement activities are handled by City staff, but the caseload and existing resources severely limit a proactive approach.

Addressing these housing issues will require additional attention in the future. Grassroots efforts will only be as effective as the governmental mechanisms that support them.

One major step to protect Sidney's neighborhoods would be to require additional oversight on the City's rental stock, with all rental properties receiving planned interior/exterior inspections. In addition, rental owners

could be required to annually obtain a Certificate of Occupancy.

Additional remedies to reduce these issues could come from:

- a) Allocating the appropriate resources to property maintenance and enforcement.
- b) Pursuing the feasibility of point of sale inspections.
- c) Identifying sources of financial and other assistance that can be used by property owners facing code enforcement actions for major renovations. City officials could increase the fees for new residential and commercial development and allocate a percentage of the new fees towards additional inspection services.
- d) In order to minimize the conversion of single-family homes into rentals, a Neighborhood Preservation Overlay District could be used. This tool should be neighborhood-driven, and one possibly pursued by neighborhood associations. Point of sale inspections could be used in these target neighborhoods.

## 2) Utilize the new Land Bank to expedite the acquisition process of blighted properties.

In 2016, the Shelby County Land Reutilization Corporation (commonly known as the Shelby County Land Bank) was created to help address delinquent properties. The benefits of the Land Bank will help to:

- Reduce the time it takes to take control of vacant, abandoned and tax delinquent properties
- Reduce flipping
- Repurpose properties through demolition or rehabilitation
- Put properties back on the tax rolls



It was recently awarded \$2.5 million in federal Neighborhood Initiative Program (NIP) funding. These funds will be vital in acquiring and demolishing vacant and blighted residential housing in designated neighborhoods in Shelby County.

It is recommended that City officials could utilize its GIS to identify and target eligible properties. For a better understanding of where these properties could be located see *Map: Residential Vacancies & Condemned Housing*.

Parcels with razed structures will be leveled and greened prior to disposition. Typical recipients of the properties are adjacent neighbors under a “side lot” program, local governments for public purposes, nonprofit organizations, and various private persons or entities.

These funds will expire in 2019 so it is absolutely important that the organization establish self-funding mechanisms that allow it to perpetuate its mission. It is recommended that City officials could work closely with County officials in developing a plan and criteria to select which properties will be targeted. This program

should not be operated on a “first come, first served” policy or the visual impact of the funds will not be realized.



## 3) Encourage diversified housing opportunities that allow residents to “age in place.”

Although a function primarily of the private sector, it is recommended that City officials could continue to support efforts to expand housing options for “empty nesters”. While sufficient and affordable multi-family opportunities may exist in the community, senior housing options appear to be limited in Sidney, but might be improving with the addition of age-restricted

lifestyle housing. As the community's population continues to age, sufficient opportunities to retain empty nesters will help to make the community more marketable and well-rounded.

#### **4) Encourage grassroots efforts and public/private partnerships that promote neighborhood quality of life.**

It is recommended that City officials encourage the development of neighborhood associations and organize community forums to address housing strategies and opportunities. This could assist City officials and Sidney's community services department to identify issues and concerns, and suggest solutions.

Many residents noted a preference in the community survey that maintenance of private properties and code enforcement were needed in their neighborhoods. Private, more localized, efforts could help make the job a bit easier and result in greater impact and more successful enforcement. These groups could ensure that the rental and other property owners in their neighborhoods are abiding by the law and are reporting all rental properties to city officials.

These neighborhood groups could work not only with City officials and neighborhood associations, but also with the School District; businesses, churches and agencies within their neighborhoods; civic and fraternal groups in the community; the Sidney's Police, Parks, service departments; local banks; and, residents of the neighborhoods. Sidney could earmark funds to support the neighborhood groups with mailings, newsletters, flyers, announcements, and other communication and administrative tasks.

#### **5) Utilize incentives and tools for maintenance and improvement of housing and public infrastructure in targeted neighborhoods.**

Various programs and resources exist to promote neighborhood revitalization. It is recommended that City officials could utilize and target the CRA Program to specific neighborhoods to provide for property tax abatement for existing residential property investments (for a better understanding of the location of the CRA areas, see *Map: Economic Development Tools*). Sidney utilizes the CRA program for eligible commercial and industrial projects. The same program could also be used to help promote revitalization in neighborhoods where there is blight and a lack of

residential reinvestment or to promote the development of "green" or age-friendly developments.

City officials and neighborhood groups should also discuss the feasibility of utilizing special improvement districts and tax increment financing to improve and update vital public infrastructure.

Some neighborhoods are in need of critical street and other neighborhood updates. One key tool to help fund these improvements is through the utilization of a Residential Improvement District (RID). A RID, if agreed upon by the majority of the property owners, would assess a fee to properties within the RID. Funds raised from this self-assessment would be placed in a special city account to finance specific area projects. The formula to determine that fee would be decided upon and agreed to by the property owners.

Certain neighborhoods and households may be eligible for CDBG funds to mitigate slum and blight issues and to assist LMI neighborhoods, among other issues. For a better understanding of these eligible CDBG census block groups see *Map: CDBG-Eligible Areas*.

## 6) Promote and encourage preservation of historic properties.

Some of Sidney's neighborhoods that surround the downtown are comprised of properties rich with history and unique architecture. In fact, approximately 30% or more of the housing stock could qualify for historic status because it was built before 1950, although variables other than age are required to qualify like historical significance and unique architecture. There are a variety of methods Sidney could use to promote the preservation of historical homes among its existing

housing stock, which could include historic overlay zoning and using an architectural review committee to review all improvements to ensure historic features of the property are improved or not affected. For a better understanding of these historic assets, or the location of those assets that were demolished (See *Map: Historic Assets*).

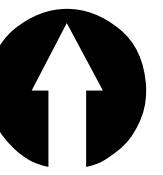
Sidney could also work with Ohio History Connection (formerly the Ohio Historic Preservation Office) to become a Certified Local Government. Being one

would allow Sidney to apply for matching grants for eligible projects that identify their historic, architectural, and archaeological resources through surveys, nominate eligible properties and districts to the National Register of Historic Places, further community education on historic preservation; and preserve and rehabilitate historic properties.

In order to become a Certified Local Government, a political jurisdiction must have the following:

- An ordinance designed to protect historic resources.
- A commission of at least five members who designate historic properties, review proposed changes to the historic environment, and encourage citizens to participate in the community's historic preservation program.

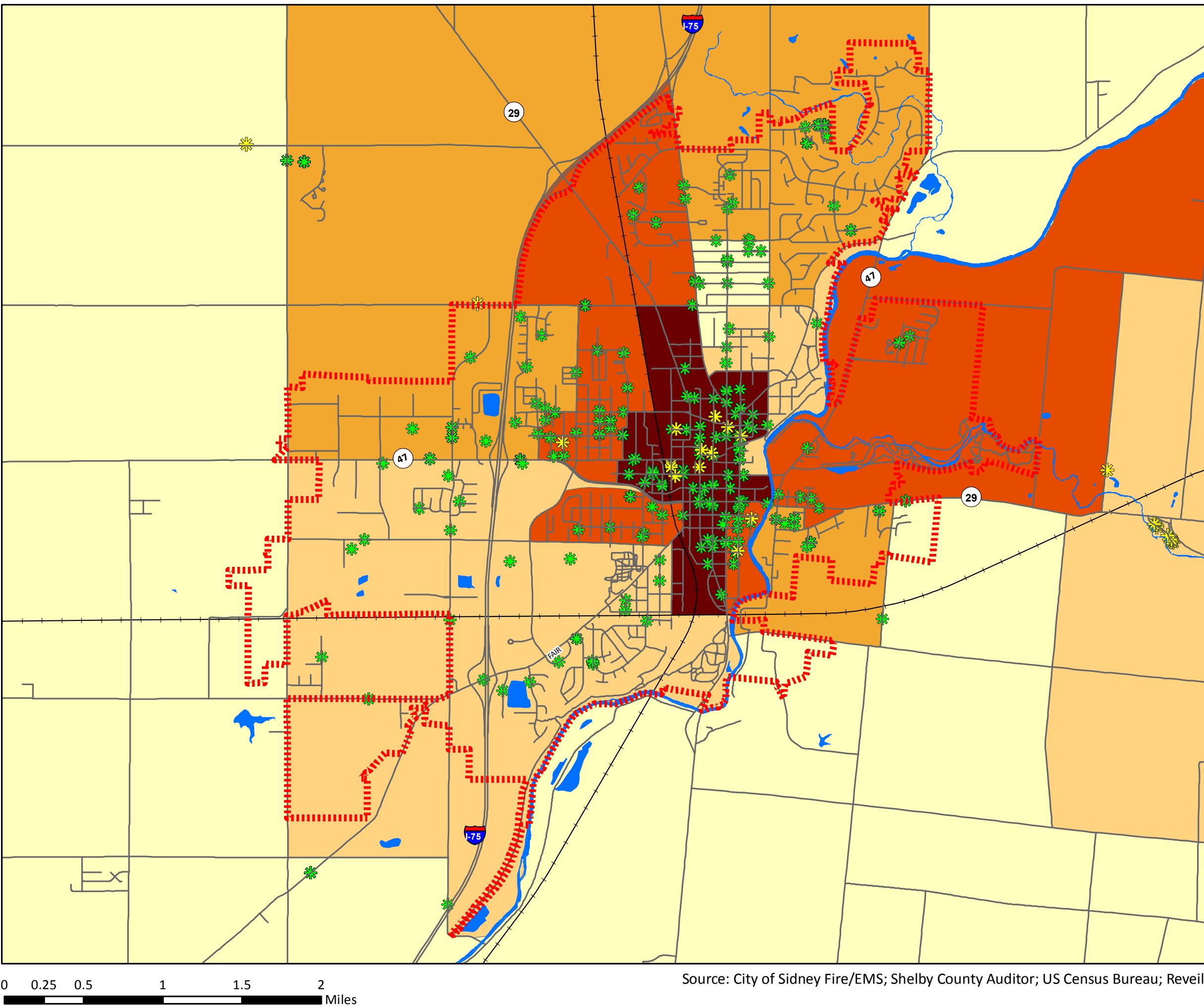




## Neighborhood Conditions

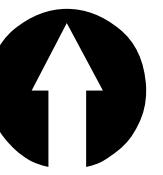
### Legend

- Corp Boundary
- Great Miami River / Open Water
- Streets
- Condemned Housing
- EMS Drug Incidents, 2016
- 10-15% Rentals
- 16-25% Rentals
- 26-36% Rentals
- 37-50% Rentals
- 51-95% Rentals

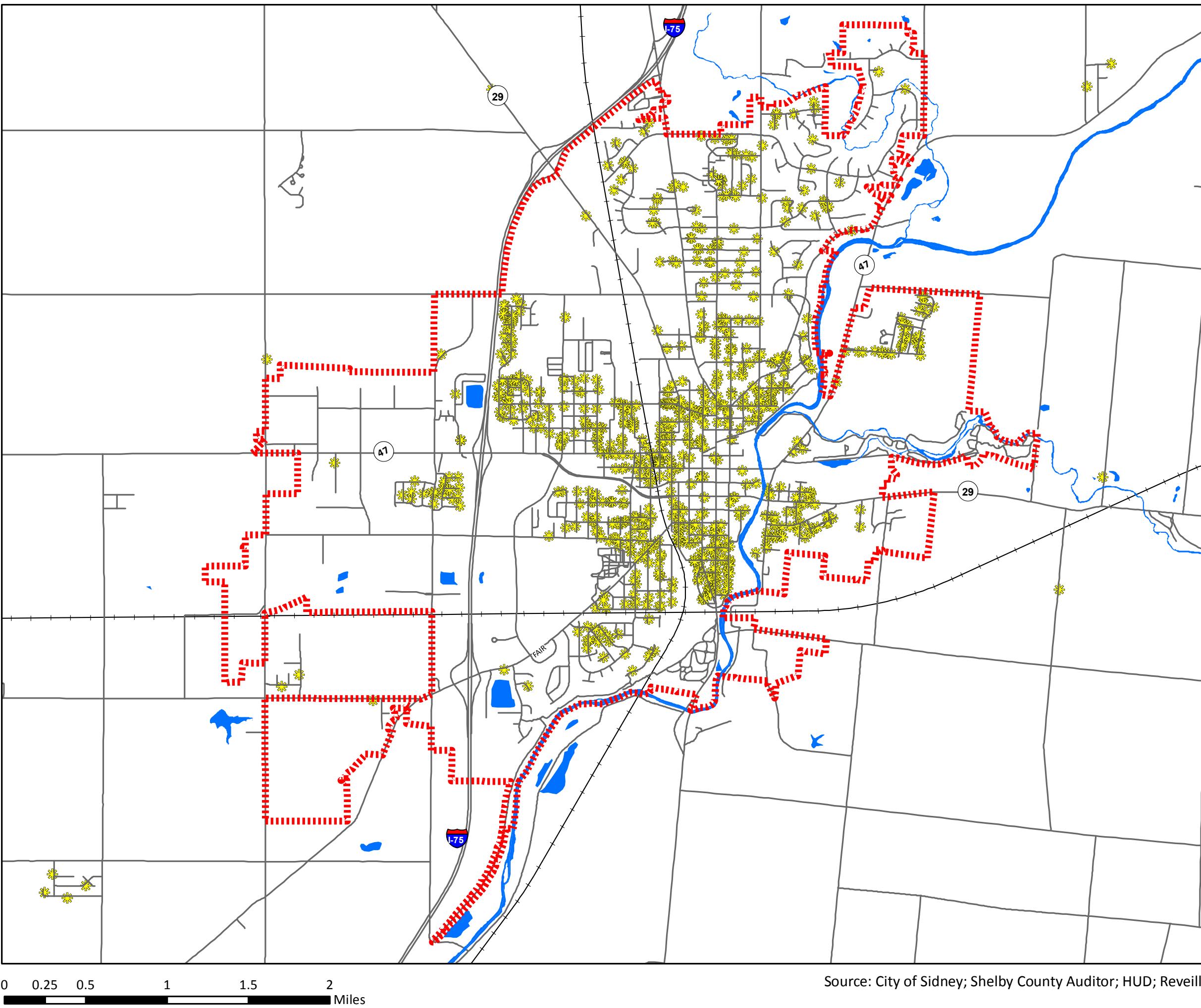


Source: City of Sidney Fire/EMS; Shelby County Auditor; US Census Bureau; Reveille

0 0.25 0.5 1 1.5 2 Miles

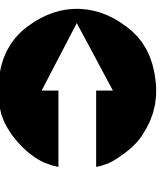


## Housing Foreclosures



## Legend

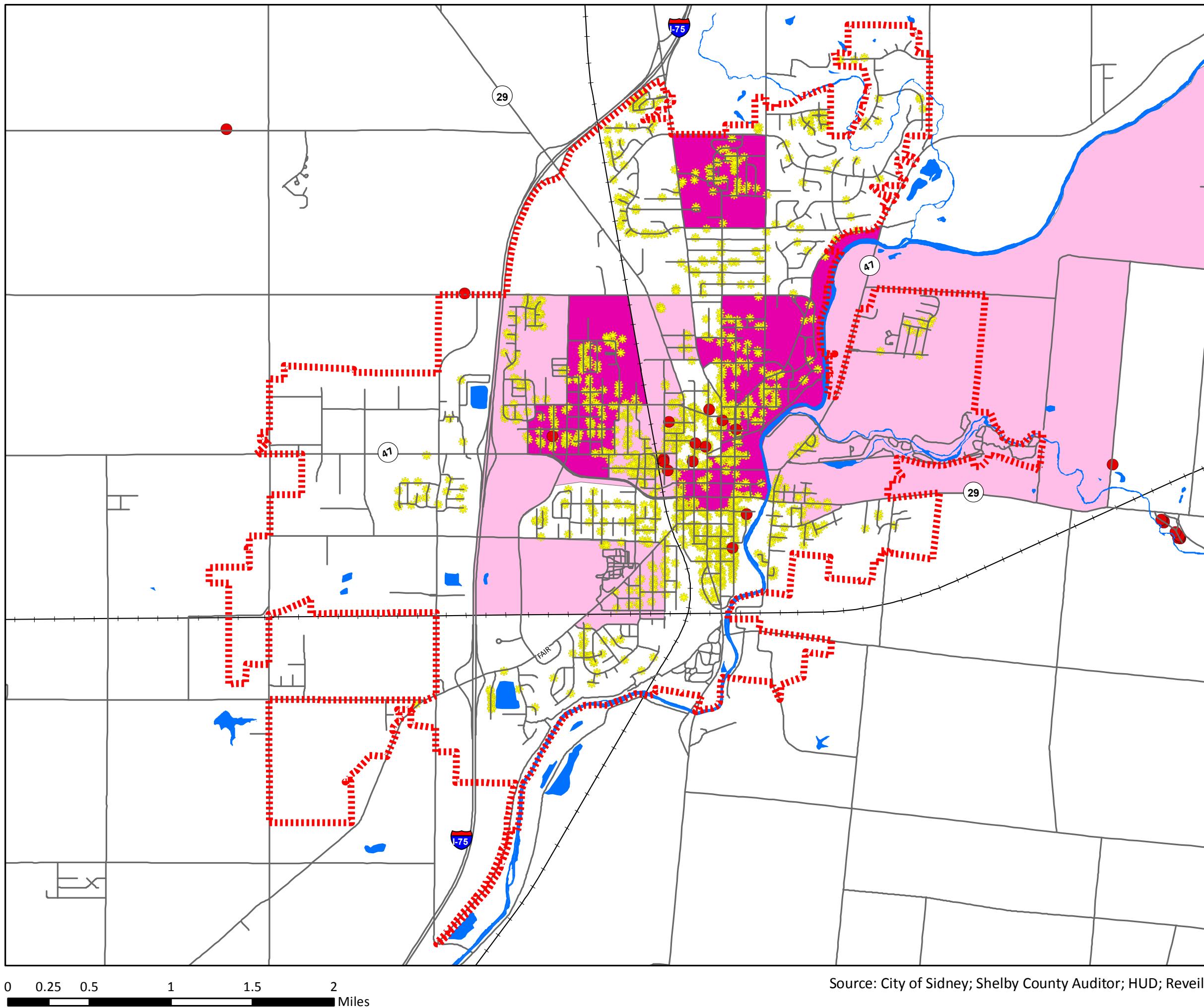
- Corp Boundary
- Great Miami River / Open Water
- Streets
- Foreclosures (2008-2016)

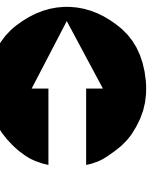


## Residential Vacancies & Condemned Housing

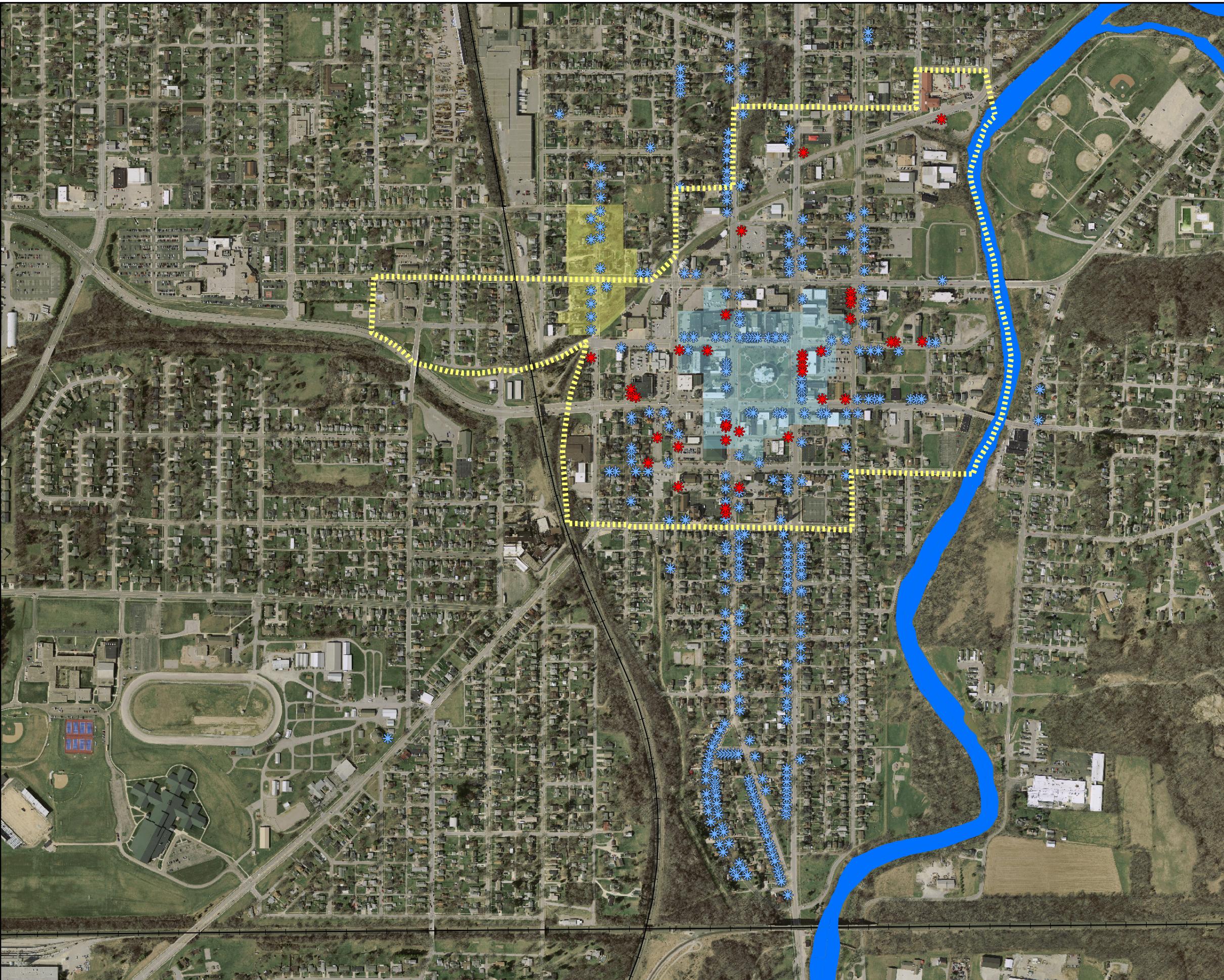
### Legend

- Corp Boundary
- Great Miami River / Open Water
- Streets
- Condemned Housing
- \* Residential Vacancies (Since 2012)
- % Low-to-Moderate Income Block Groups**
- 51% - 67%
- 67 - 100%





## Historic Assets



0 0.05 0.1 0.2 0.3 0.4  
Miles

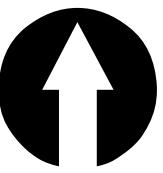
Source: OGRIP Aerials (2014); Sidney; Reveille

## Legend

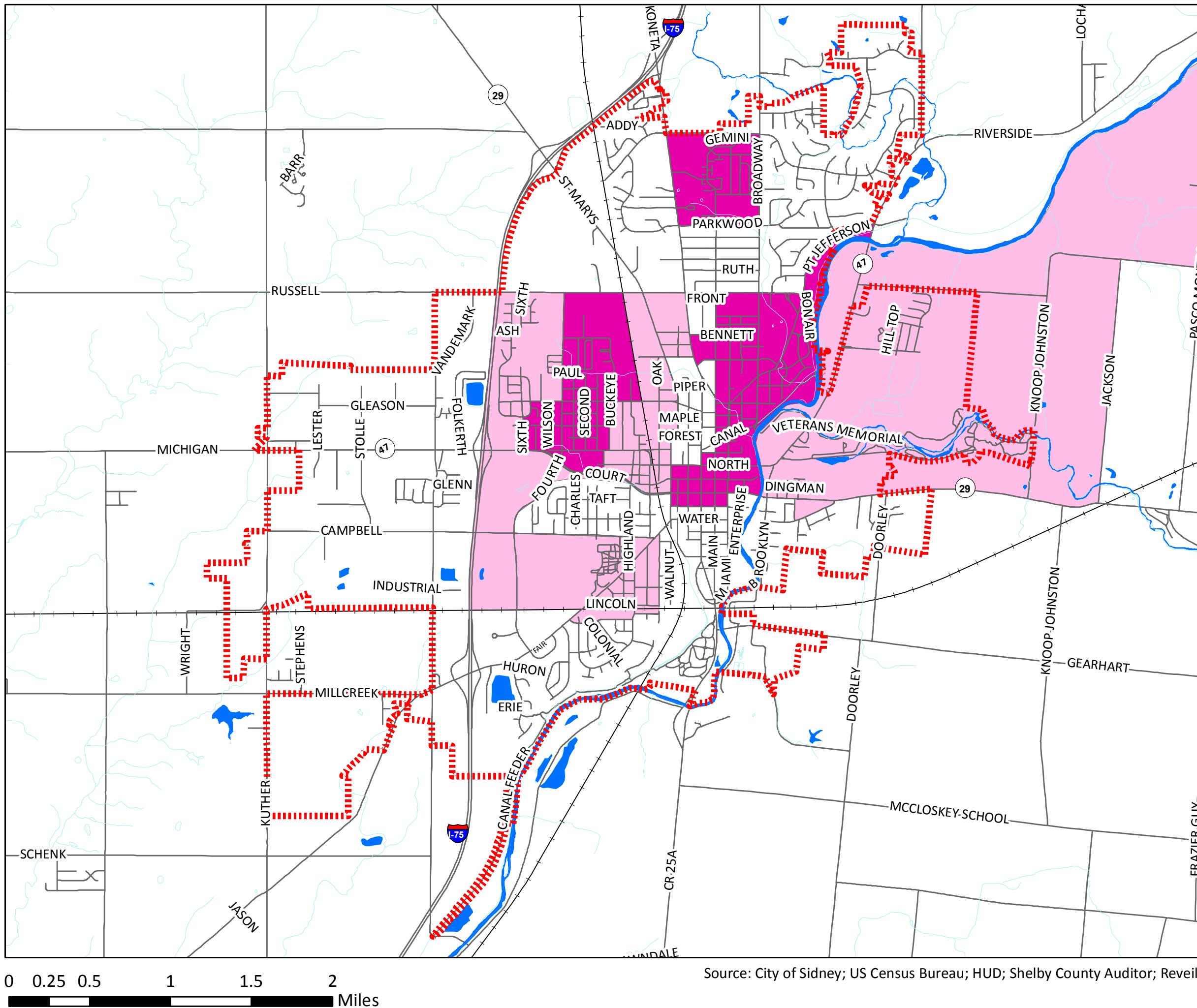
- Downtown CRA (Pre-94)
- Great Miami River / Open Water
- \* Remaining Historic Assets
- \* Demolished Historic Assets

### Historic Districts

- Downtown Historic District
- Walnut Avenue Historic District



## CDBG-Eligible Areas



### Legend

- Corp Boundary
- Great Miami River / Open Water
- Creeks / Ditches
- Streets

**% Low-to-Moderate Income Block Groups**

- 51% - 67%
- 67 - 100%

# Land Use



## IX. Land Use

### Introduction

The Land Use Element of this Plan focuses on guiding future expansion of the City, as well as future development. It is intended to serve as a guide to decision-making regarding zoning issues, review of development proposals, and infrastructure planning,

as well as, a guide for creating and revising implementation tools, such as the zoning ordinance and economic development tools.



The Plan provides for the physical expansion, through annexation, of areas suited for development, particularly based on current land use trends. The Plan, like past plans, recommends continued industrial development and redevelopment west of I-75, commercial development principally focused on SR 47

and Vandemark Road and residential expansion in the City's north end. Open space is recommended for preservation along the Great Miami River and several of its tributaries including the Miami Erie Canal feeder. Policy areas have been established to provide focused land use recommendations for the use and reuse of land in the City. Policy areas are geographical areas of the City that exhibit similar characteristics such as existing land use patterns, environmental features or other components for which require similar planning recommendations.

For Sidney, the need to moderate the quality of development including the redevelopment of existing commercial areas is as important as setting a vision for growth areas.

### Planning Conditions

Sidney has a diversity of land uses with its estimated 12 square miles. Residential land uses are the largest percentage of existing land use in the City. Between 1980 and 2016, the amount of residential land use as a percentage of the total City land area has increased from 24% to now 43% of the total land area. Development at the I-75 and SR 47 interchange has

almost doubled the amount of commercial land use in the City. As a result of annexations, industrial and residential land uses are expanding the City to the west and north, respectively.

### Zoning

Development in Sidney is guided through a zoning ordinance comprised of five residential districts, three districts that regulate commercial enterprises, two industrial districts, and one that regulates offices. City officials also utilize planned unit development zoning when requested but no specific overlay zones for it exist. For a better understanding of the location of these districts see *Map: Zoning*.

Residential zoning districts occupy approximately 67% (5,550 acres) of the City's land area. A majority is located north and east of downtown and is zoned primarily single family. Industrial zoning districts occupy the second largest percentage of land totaling almost 1,664 acres (20% of the total City area). A majority is located to the west of downtown.

The following zoning table summarizes this assessment:

	Zoning District	Acreage	Percent
N-1	Non-Urban Residence Districts	123	1.5%
S-1	Suburban Residence District	406	4.9%
R-1	Single-Family Residence District	4,037	49.0%
R-2	Single & Two-Family Residence District	466	5.7%
R-3	Multi-Family Residence District	517	6.3%
B-1	Local Business District	70	0.8%
B-2	Community Business District	923	11.2%
B-5	Court Square Business District	49	0.6%
I-1	General Business/Light Industrial District	163	2.0%
O-1	Office District	0	0%
I-2	General Industrial District	1,481	18.0%
<b>Total</b>		<b>8,235*</b>	<b>100.0%</b>

\* This number may vary according to the source. Acreage is inclusive of rights-of-way.

## Existing Land Uses

Although primarily residential, diverse land uses are scattered throughout the community as well as gas wells (See Map: *Existing Land Use*).

### Residential

A significant amount of low-density residential development is located to the northeast of the City as has been the trend for several decades. There is a transition to suburban residential in the upper northern portion of the City. Because of the existing lot size requirements for single family housing, a large portion of the area to the south of the City's Central Business District and to the north and northwest are urban residential in nature (smaller lots, grid streets, smaller setbacks). Rural residential land use surrounds the City along major state routes and county roads.

Residential uses have recently been developed between SR 29 and CR 25A. Generally most of the single family residential land uses have been developed with little transitional constraints from neighboring land uses, with the exception of a couple of subdivisions located on the west side of I-75. These subdivisions are located in proximity to the rapidly expanding industrial base.

Higher density residential areas are located in clusters adjacent to lower density residential land uses. Located generally in the mid-City area and to the north,

the City does not contain a large portion of two-family residential uses. Multi-family housing is generally located in clusters to the south and northeast of the City. Smaller areas of multi-family uses can be found throughout the City.

Mobile home parks are located on: Fourth Avenue between Russell Road and SR 47, Countryside Street, South Brooklyn outside the City, CR 25A/I-75 interchange, adjacent to I-75 on the City's west side and in the Northwood Drive area.

### Commercial

A large portion of the community business land uses are located along the CR 25A, a corridor between Russell Road and the merger with Main Avenue. Community business land uses are also generally located along Court Street proceeding west past Wilson Memorial Hospital near the interchange. The Michigan Street (SR 47)/I-75 interchange is also an area where regional business land uses are located, although there has been some recent issues with vacancies in the strip shopping centers. These larger commercial businesses attract residents from

surrounding communities and contain regional retailers.

## Central Business District

Central Business District land uses are generally located between South and North Streets. This area extends east to the Great Miami River and west to the CSX railway. Public/semi-public land uses include the municipal building, courthouse and courthouse annex. A majority of the businesses are service oriented for workers and residents in this area.

## Industrial

The majority of Sidney's industrial land uses are located to the west of Fourth Avenue extending to the municipal limits. A few smaller areas are located throughout the City, primarily in the Oak Avenue area between Michigan Street and Goode Street. The Amos Industrial Park comprises 177 acres bordered by I-75 on the west, St. Marys Avenue on the north and Russell Road on the south. Sidney Ohio Industrial Park's 237 acres sit between Kuther and Fair roads and stretch north to West Millcreek Road.

## Public and Semi-Public

Public and semi-public land uses include major concentrations at the Shelby County fairgrounds and Sidney High School, and Custenborder Field, Tawawa Park and Softball Complex. Numerous neighborhood and community parks and schools are located throughout the City in close proximity to residential areas. The Moose Golf Course is another significant public space in the City, located east of Broadway Avenue and north of Summit Street.

## Gateways

Gateways serve as "front doors" and provide travelers the very first image of a community, leaving a lasting impression that can boost a community's appeal or harm it. Major gateways are located at the four interchanges along I-75. There are four exits from I-75 into Sidney, which serve as the City's front door. Exit 92 at SR 47 is heavily developed with commercial and industrial land uses. The remaining interstate exits are primarily undeveloped.

Minor gateways are CR 25A at the southern city line, SR 47 just east of Kuther Road, SR 29 (northwest and east) at the Clinton Township boundary, SR 47 south

of Tawawa Creek and CR 25A south of Hoewisher Road.

## Activity Centers

Activity centers are locations that are defined by a great deal of human activity whether it be recreation, shopping, health care or other activities in which people exchange communication, goods and services, etc. Activity centers are important in that they serve as major points of communal exchange and they are foundations for a community's quality of life. The major activity centers include Tawawa Park, Shelby County Fairground area (encompassing Emerson Elementary School, Sidney High School, Sidney Middle School, and County Fairgrounds), Wilson Memorial Hospital, Central Business District (including County Court House, Municipal Building, etc.), Deam Park/YMCA, Custenborder Park and the SR 47 commercial corridor.

## Great Miami River Corridor

Sidney has a unique natural asset in the Great Miami River, which provides an excellent open space corridor already cherished by the community. Several public parks are located along the river and opportunity exists for additional facilities. The 2008 Master Park and

Recreation Plan Update addresses the variety of concerns raised here outlining potential opportunities along the river. The Plan identified an open space master plan for the Great Miami River and its major tributaries, providing linkages with existing parkland, conservation easements for floodplain property, reforesting public lands along the Great Miami River and its tributaries.

### Natural Constraints

Floodplains, soils and steep slopes are constraints on development. Floodplain restrictions regulate the type and degree of development in these areas. Generally,



most of the City is located over well-drained soils, however as the City continues to expand, new development will encroach in areas with poorly drained soils which may prove to be an issue for development if the storm water management is not properly planned. The majority of the steep slopes occur along the Miami River corridor and will therefore only have a modest constraint on development, except to the City's south where severe slopes are major constraints to providing utilities.

The Central Business District and area extending north and south along the Great Miami River appear to be

located over soils that are generally well drained. While it appears that the large percentage of residential growth in the northeast is occurring in proximity to well drained soils, the industrial expansion occurring to the west appears to be located in proximity to poorly drained soils.

### Floodplains

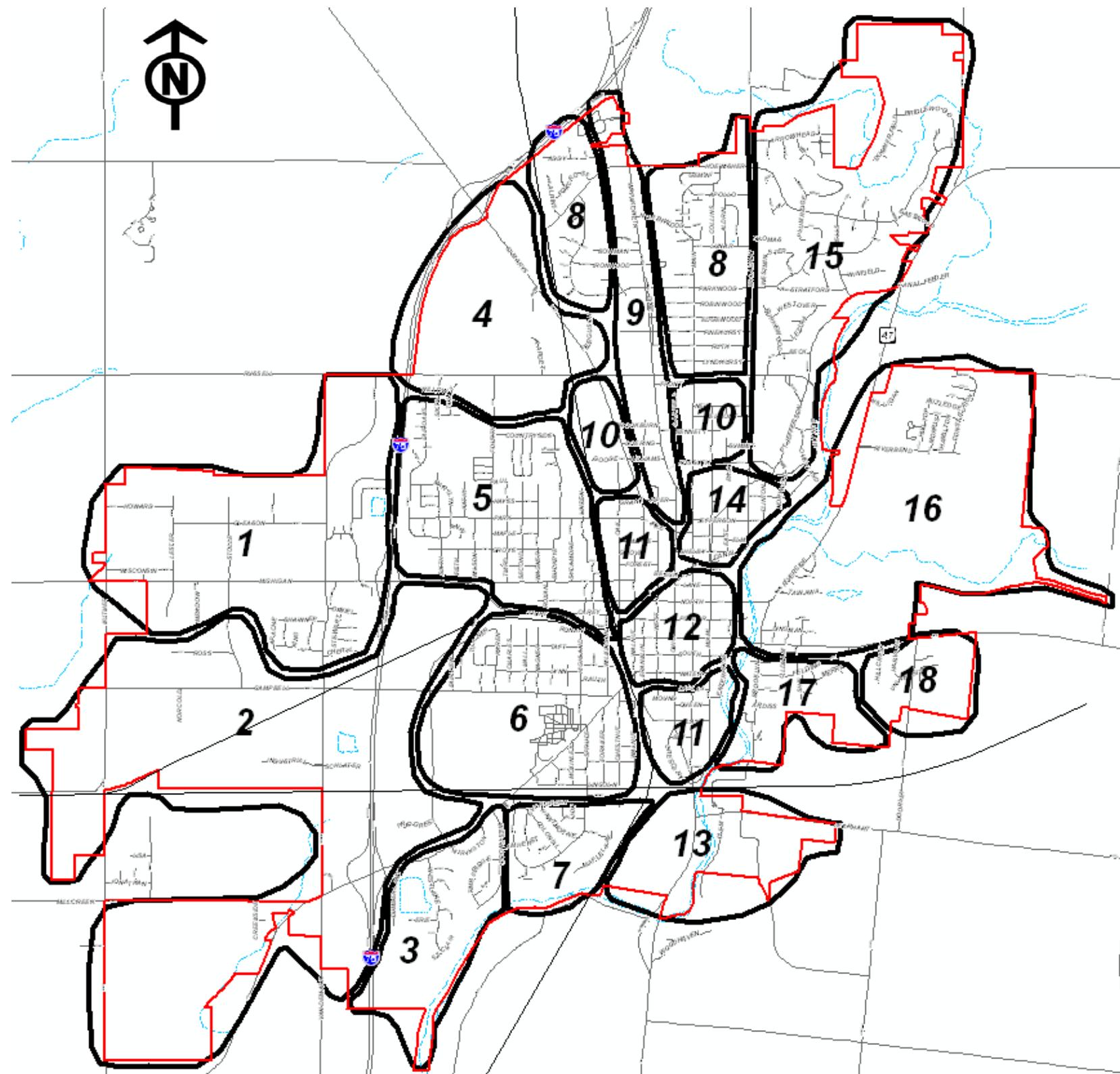
Floodplains and flood lands are located along the Great Miami River and surrounding creeks in Sidney. The identification of potential flood areas in Sidney resulted from the City's participation in the National Flood Insurance Program in the early 1970's. It appears that the 100-year floodplain extends into the southeast area of the Central Business District. In addition, the 100-year floodplain widens significantly in the Tawawa Park area and where Plum Creek joins the Great Miami River. Shelby County enforces the floodplain regulations in unincorporated areas of the County and within Sidney's three-mile platting area see *Map: Flood Zones* for a location of the flood zones.

## Policy Areas

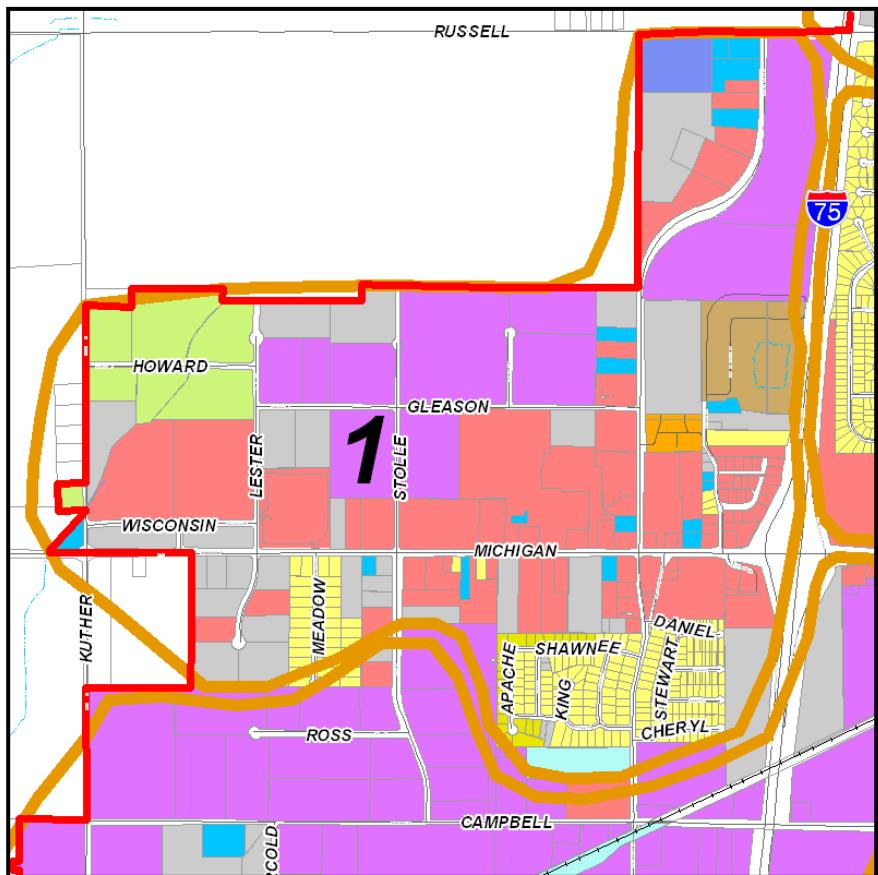
The Sidney Comprehensive Plan recommends the use of broad “Policy Areas” to promote future land uses in the City. Each of these areas exhibits its own special character, has its own specific needs and is unique in its own way to the sustainability, function and quality of the City.

Using this approach will help to answer many questions: What should these areas look like? What land uses should be promoted within them? Should certain areas within them be the recipients of capital improvements over other Policy Areas? Should they be pedestrian friendly, lively with mixed uses zoned with straight zoning classifications, or zoned with overlay districts?

This is done so that the community can address land use in a proactive, yet flexible manner. Zoning is the primary tool used in promoting future land uses and its basis is the dialogue that is generated from this Plan. For this purpose, 18 policy areas have been developed and are illustrated on the map to the right.



## Policy Area 1



### Existing Character

Located west of I-75, north and south of Michigan Street, this Policy Area has become a mix of single/multi-family residential, commercial, industrial and agricultural lands. This area, because of its proximity to the Michigan Street interstate interchange, is home to a majority of Sidney's local and regional retail and service base.

Significant amounts of undeveloped land are scattered throughout this Policy Area ranging in size from over 20 acres to less than a quarter of an acre. All are "shovel ready" for development. Additional undeveloped agricultural land exists in the Township both north and west of this Policy Area. A CRA along Vandermark exists in this area to help incentivize development.

### Recommendations

1. Continue to promote industrial and commercial uses for this area to ensure an adequate tax base for the City. Efforts also require the continuance of adequate utility services and a street system that can handle potentially large volumes of truck and automobile traffic.
2. As the trailer park becomes available consider non-residential uses including office, industrial or commercial.
3. Review and revise, as necessary, the City's adopted access management policies for Michigan Street to control access to businesses as infill development and redevelopment occurring along Michigan Street. Investigate the potential of

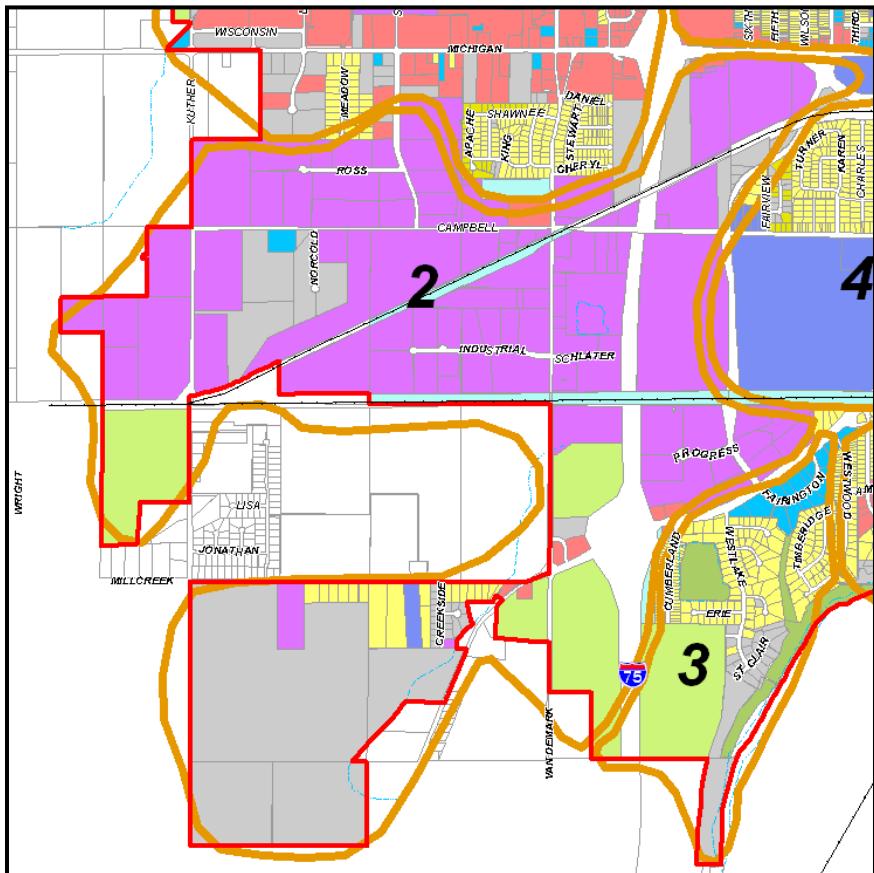
frontage or access roads as per the access management plan adopted by the City in 2003.

4. Consider developing a streetscape plan for Michigan Street which will enhance this major gateway into the City. 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.
5. Modify the CRA guidelines to improve its usage.
6. Extend the planned multi-use path system from the east which will permit pedestrian or bicycle travel and aid in reducing traffic.

### Appropriate Land Uses

- Commercial; limited along Michigan Street with light industrial uses located behind commercial.
- Light industrial; limited to parcels of land not directly fronting on Michigan Street.
- Office in a campus type environment
- Public and semi-public uses

## Policy Area 2



### Existing Character

Comprised of the largest concentration of industrial uses in the City, Policy Area 2 is highly visible from I-75 and contains varying sized medium to light industrial and manufacturing uses as well as warehouse facilities. The area is bisected by two active rail lines which are utilized by select industrial facilities in the area.

A full complement of newly upgraded utilities is available for existing uses and future development including sewer, water and high speed internet access. While many developed parcels are fully built out providing no room for significant expansion, properties are available for development in this area, in particular at Norcold Drive and Campbell Road and a 280 acre site, ready for industrial or commercial use, south of Millcreek Road.

### Recommendations

1. Pedestrian connectivity and lighting in this area could be improved. Although the area is primarily utilized for industrial uses, it shouldn't be isolated from the rest of the community. Improved connectivity and aesthetic elements would support both healthy lifestyles of employees located here but also possibly encourage pedestrian traffic from easterly neighborhoods without driving. These amenities could be paid for through the use and deployment of a special improvement district.
2. A strong industrial base is vital to a healthy economy. Continue to promote and permit a mix of industrial, commercial and office uses. The City should investigate the potential application of

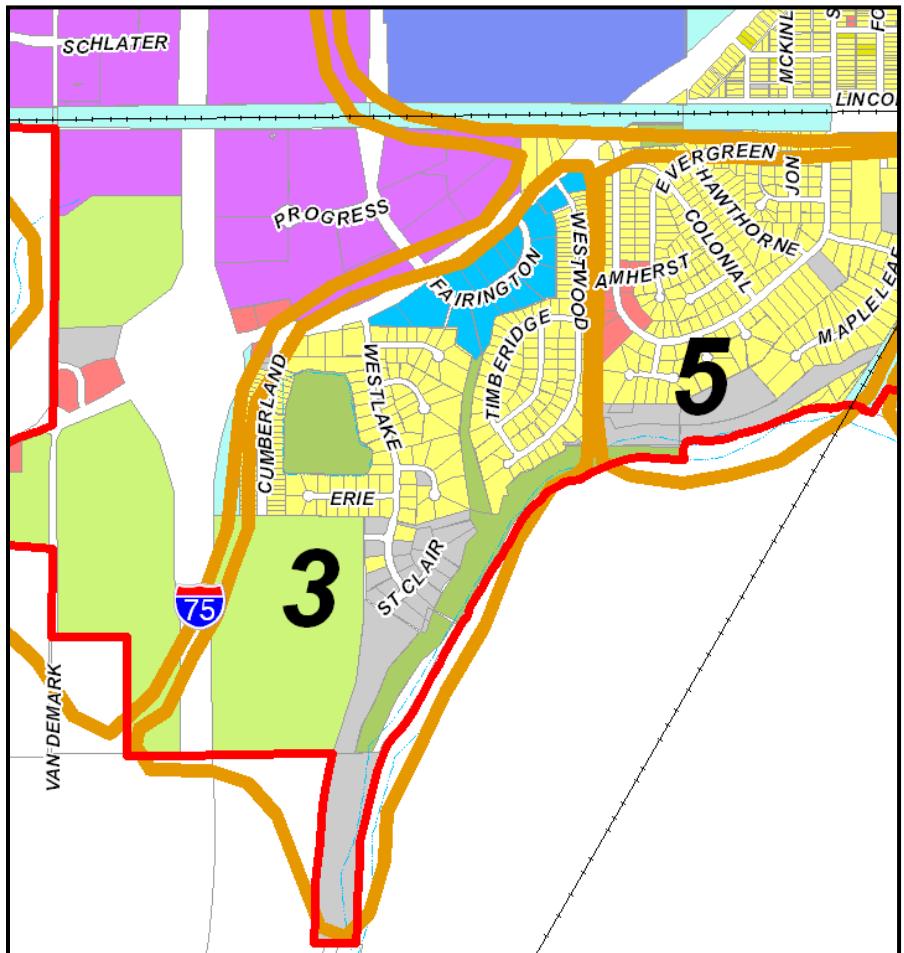
design guidelines to improve building design, site design and landscaping. However, because of the nature of this existing area as a manufacturing and industrial base, design guidelines should be relatively minimal in nature.

3. Landscape and buffering requirements should be reviewed and modified in the Zoning Code in order to provide a better set of standards and regulations to soften the built environment, promote green spaces on private property in order to reduce stormwater run-off.
4. This zoning should be amended to minimize potentially incompatible land uses, or additional buffering techniques should be adopted to promote more aesthetic land use transitions.
5. A portion of this Policy Area east of I-75 and north of the railroad tracks is LMI-eligible for use of CDBG resources.

### Appropriate Land Uses

- Industrial
- Commercial
- Office
- Public and semi-public uses

## Policy Area 3



### Existing Character

Bordered by the Great Miami River to the east and I-75 to the west, Policy Area 3 is located in the southernmost extent of the City and is comprised of a mix of single and two family dwellings, duplex dwellings and small medical office buildings. Industrial uses are located north of this area. The Canal Feeder Linear

Park exists in the southern part of this area paralleling the Great Miami River and plans to extend the bike/walkway along the canal towpath further south are in the design/development stages.

This area is somewhat isolated from the rest of the City given its location south of Fair Road. Sidewalks exist in the individual subdivisions, but do not connect between Westwood and Timberidge requiring pedestrians to walk along Fair Road. Undeveloped land remains in the southern portions of this Policy Area.

### Recommendations

1. Continued residential development in this area is preferred. Residential uses should be a mix of single family detached and duplex units as the market permits.
2. Continued maintenance and upkeep in the residential neighborhoods to prevent deterioration is of paramount importance.
3. All new development and redevelopment efforts should 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.

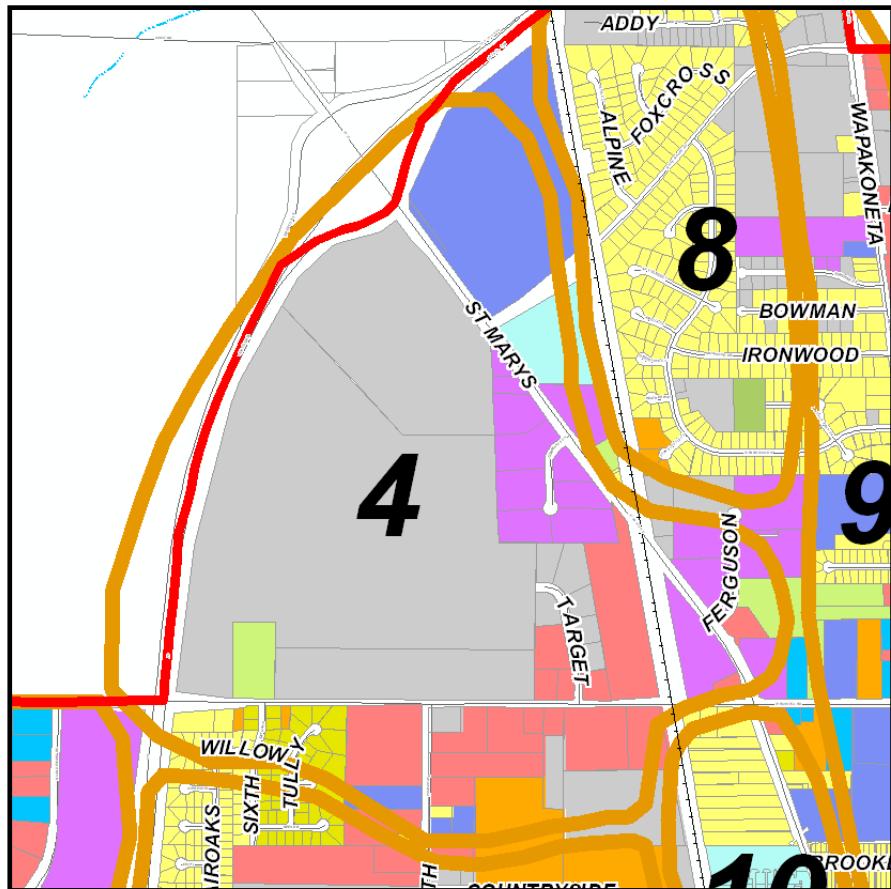
The outlet to the Canal Feeder Trail should be improved and better exposed.

4. The protection and maintenance of the riparian areas of the Great Miami River in this Policy Area is essential to the vitality of the river corridor and to continue the quality of life that residents enjoy in this area.

### Appropriate Land Uses

- Single and two family detached dwellings
- Public, semi-public uses and open spaces

## Policy Area 4



### Existing Character

Located primarily between St. Marys Avenue to the north and Russell Road to the south, Policy Area 4 contains approximately 200 acres of industrially-zoned land that was recently certified by DP&L as "development ready". Visibility and access to this parcel is excellent from I-75 and the St. Marys interchange. The Lehman Catholic High School is

situated directly north of this undeveloped parcel on St. Marys Avenue. Industrial uses including warehousing and distribution, trucking companies and small manufacturing facilities are present in this area primarily off of St. Marys Avenue.

### Recommendations

1. Extend 4th Avenue north at W. Russell to link up with St. Marys to promote economic development and improve connectivity linkages.
2. The commercial and light industrial oriented land use pattern should continue in this area to support the tax base of the City.
3. Development of the shovel ready site could be aided by Ohio DSA 629 Roadway funds if a prospect creating jobs is identified.
4. Improve the streetscape along St. Marys, W. Russell and 4th Street to include as include (where needed) street lighting, sidewalk or pedestrian improvements, public signage, and street trees to create a visually appealing atmosphere.
5. Review and revise, as necessary, the City's adopted access management plan for the Russell Road and St. Marys Road corridors to control the number of driveways and curb cuts. Driveway

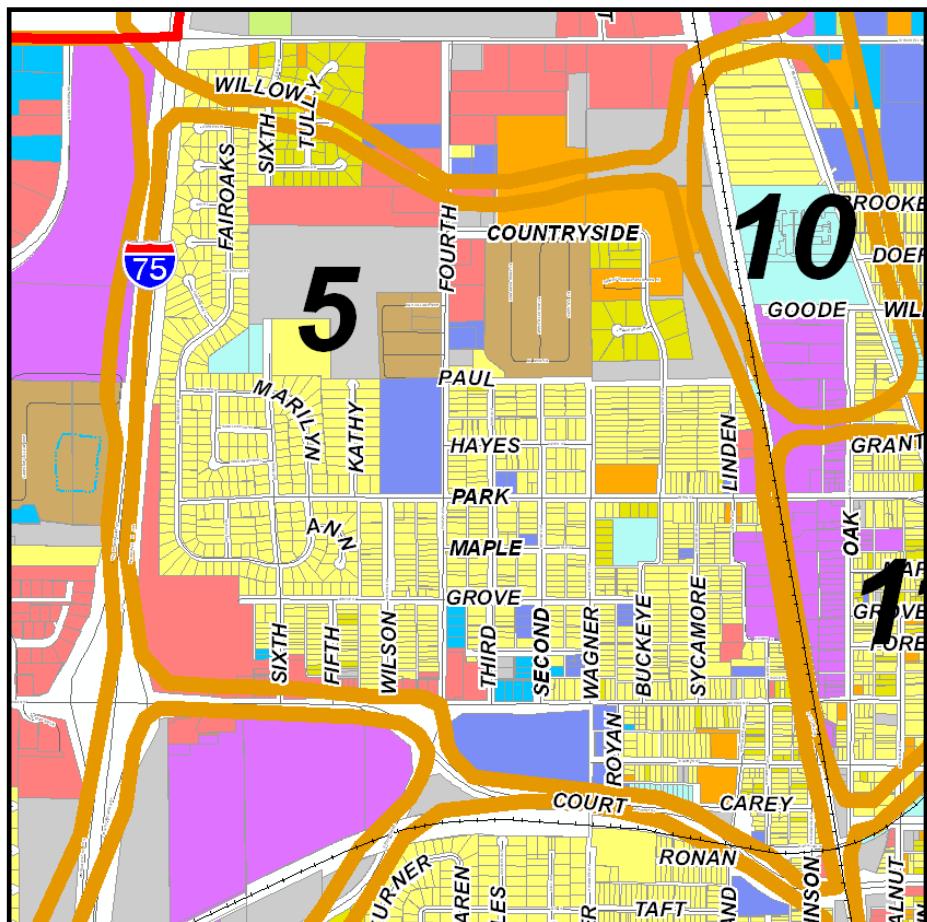
consolidation, access or frontage roads, shared parking and cross easements are a few of the policies that should be reviewed and incorporated.

6. The City should aggressively use the CRA abatement program and other incentives to help promote reinvestment in this Policy Area.
7. It is recommended that City officials could reinvest in this Policy Area using Ohio DSA CDBG resources for neighborhood and critical infrastructure as it is LMI-Eligible.
8. As the one of the key entrances to Sidney, this area would make a great location for a gateway and additional beautification efforts. Visual enhancements to the bridge and within the right-of-way may be possible with ODOT coordination.

### Appropriate Land Uses

- Residential
- Commercial
- Light industrial
- Office in a campus type environment
- Mixed uses
- Public and semi-public uses

## Policy Area 5



### Existing Character

Located east of I-75 and west of the CSX rail line, Policy Area 5 is a mix of single family detached residential dwellings, multi-family dwelling units, manufactured housing/trailers, commercial, small light industrial and office uses. Small areas of undeveloped land exist along 4th Avenue and along the rail line. Neighborhoods are a mix of older streets and alleys

and newer subdivisions with curvilinear streets. Residential uses in the southern part of this area abut commercial uses along Michigan Street (SR 47). The Wilson Memorial Hospital and Longfellow Elementary are located in this area.

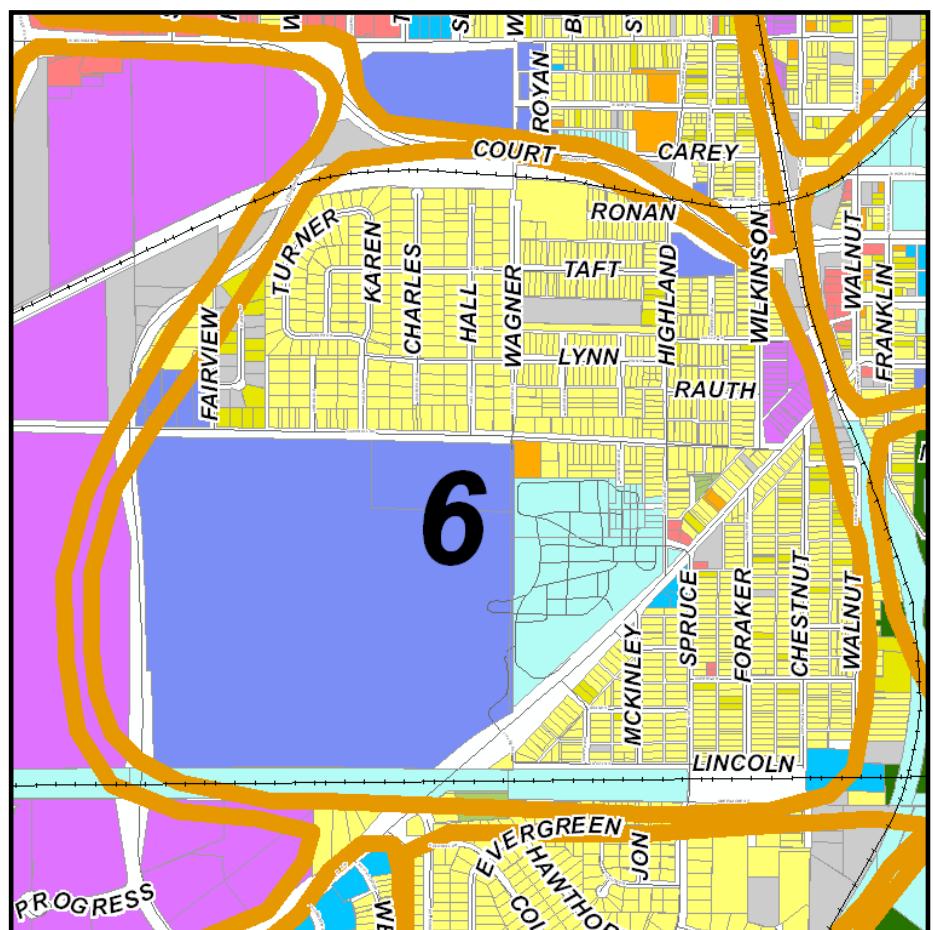
### Recommendations

1. Development and redevelopment efforts in this area should focus on property maintenance, especially closest to commercial areas and public facilities.
2. Encourage existing commercial developments to invest in their properties to visually enhance and modernize their look.
3. The City should aggressively use the CRA abatement program and other incentives to incentivize reinvestment in this Policy Area, especially along the segment of the SR 47 being improved.
4. Infill development should occur that transitions the higher intensity uses to the north (commercial and multi-family dwellings) to the lower intensity single family dwellings to the south. Consider rezoning the vacant lands north of Green Tree Park to R-1 to better coexist with the adjacent neighborhood.
5. Connect and improve the existing pedestrian connectivity infrastructure to the new bike lanes and multi-modal systems being planned on SR 47. Construction on these improvements will begin in 2017 to include a roundabout at SR 47 and S. Wilkinson Avenue.
6. Work with the Wilson Memorial Hospital to discuss future expansion needs. In December 2016, the board of trustees of Wilson Hospital announced expansion plans to develop a cancer treatment center with a partnership with OSU's comprehensive cancer center in Columbus "The James" that would provide immediate access to world-class cancer care services, including patient access to a network of clinical trials and total cancer care.
7. Pockets of this Policy Area are LMI and eligible to target using Ohio DSA CDBG resources for neighborhood and critical infrastructure improvements.
8. Although not specifically listed in the Thoroughfare Plan, city officials are desirous of connecting Sixth Street in order to provide the appropriate access to the undeveloped areas in this Policy Area.

## Appropriate Land Uses

- Single family residential
- Multi-family residential
- Commercial along Michigan Street
- Public and semi-public uses

## Policy Area 6



## Existing Character

Located between three active rail lines to the north, east and south, Policy Area 6 is home to the Shelby County Fairgrounds, Emerson Elementary School, the Sidney Middle School (grades 6-8) and the Sidney High School (grades 9-12) as well as many older residential dwellings both north and south of Fair Road.

Because of the age of the dwellings, dilapidation, deterioration and maintenance issues exist throughout the area. Several smaller businesses exist in the area including banks, carry outs, doctors and personal services. A small abandoned industrial area exists on the northeastern edge of this area at Fair Road and Wilkinson. The Elementary, Middle School and High School bring approximately 2500 students into and out of this area during the school week via pedestrian, bus and car access. This area is also home to the former Wagner Manufacturing Company which now sits vacant and its remediation a major priority for city leaders. Pedestrian access is well established with a sidewalk system. Public water and sanitary sewer are readily available.

There has been some recent discussion about the Fairgrounds moving to another location in the City, west of its current location in this Policy Area. If this move eventually occurs, significant land, adjacent to the Middle and High School, will be available for redevelopment.

Current zoning consists primarily of R-1 Single Family Residence and S-1 Suburban Residence (County Fairground and schools), and Small pockets of R-2 and R-3 near the fair ground and between Highland and Wilkinson in the northern portion of the area. B-1 Local Business zoning exists at the intersection of Spruce and Fair Road and I-2 General Industrial exists along the eastern side of the Policy Area between Wilkinson and the railroad.

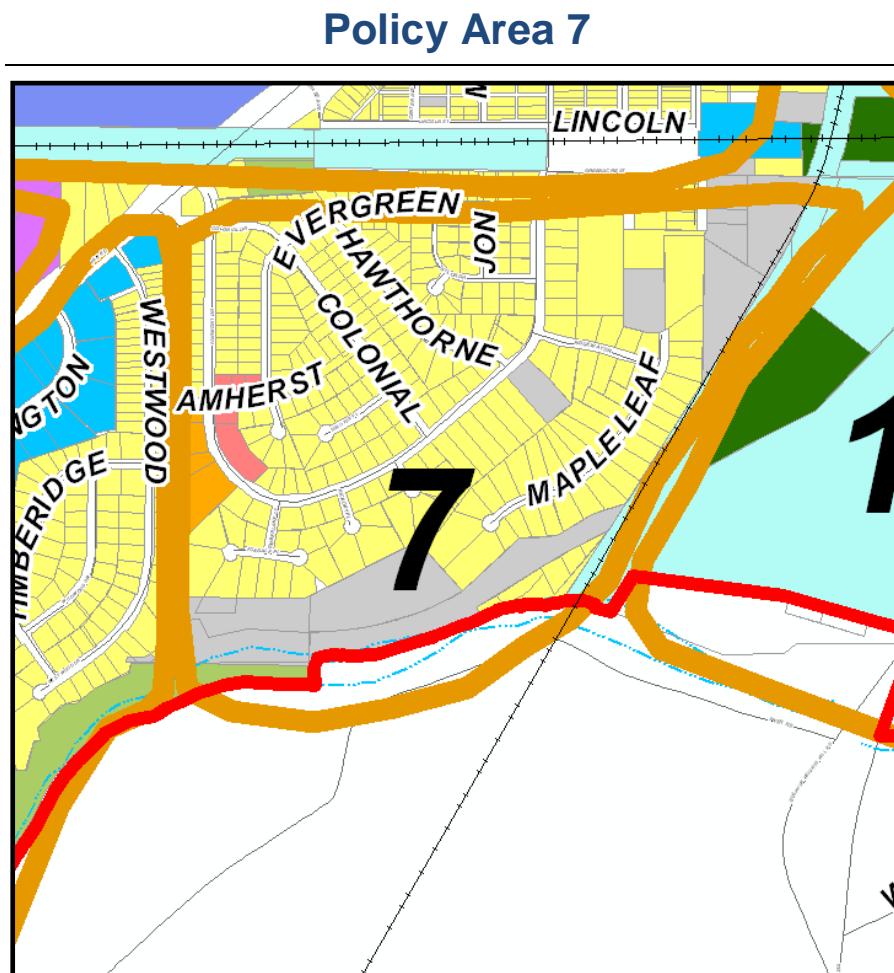
## Recommendations

1. The removal of the former Wagner building and clean-up of the existing complex should be a priority for this area. Potential reuse includes higher density land uses.
2. Continued maintenance in the residential neighborhoods to prevent deterioration is of paramount importance in this area.

3. Residential infill development, as it occurs, should be of the same massing and size as the surrounding dwellings.
4. Promote additional pedestrian connectivity with the installation of sidewalks or walking/bike paths.
5. If the County Fairgrounds relocates, recommended potential reuse includes use by the school system or for a logical expansion of the residential uses north of this area. Other appropriate options include public or institutional uses compatible with the school campus and residential uses.
6. The City should aggressively use the CRA abatement program and other incentives to help promote reinvestment in this Policy Area.
7. Sections of this Policy Area are LMI and eligible to target using Ohio DSA CDBG resources for neighborhood and critical infrastructure improvements.

#### Appropriate Land Uses

- Single family detached dwellings
- Multi-family dwellings
- Public and semi-public uses
- Neighborhood service uses, where appropriate



#### Existing Character

Comprised of the neighborhood streets of Amherst, Colonial, Hawthorne, Fairmont, Spruce, Evergreen, Jon and Mapleleaf, Policy Area 7 is relatively isolated in the southern portion of the City by an active rail line on the northern and eastern sides of this Policy Area. The Great Miami River and its riparian area are located directly south of this Policy Area. Significant stands of

woodland exist to the south along the river and to the east that provides a buffer from the north/south rail line running parallel to the eastern edge of this area.

Pedestrian access is through an extensive sidewalk system throughout the neighborhood. A bike/hike trail exists in the southern part of this area that connects Policy Area 3 to the west to Policy Area 6 in the east (Graceland Cemetery area). Sherman Park is located in the Policy Area. Public water and sanitary sewer are also readily available.

One previous access to this area was the Chestnut Street Bridge over the CSX Railroad that connected this Policy Area to points north in Sidney. Because of structural deterioration, the bridge was closed. There are no plans to reopen this bridge because of costs.

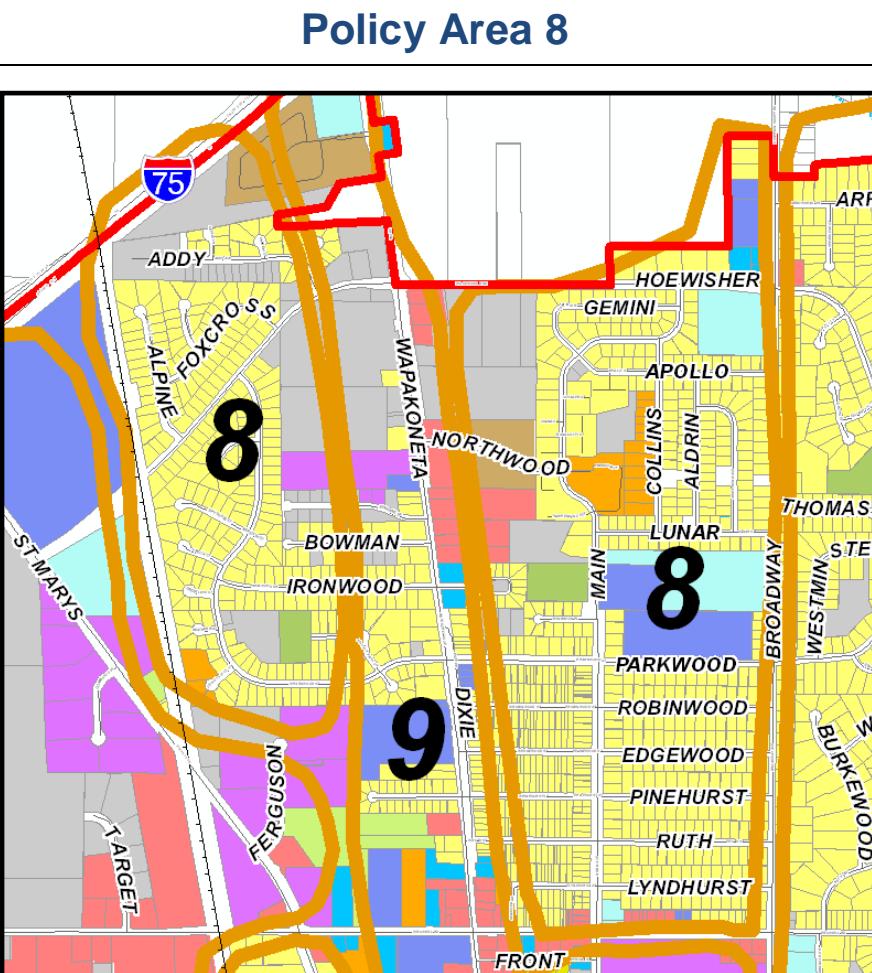
#### Recommendations

1. Continued maintenance in the residential neighborhoods to prevent deterioration is of paramount importance in this area.

2. Residential infill development, as it occurs, should be of the same massing and size as the surrounding dwellings.
3. Promote additional pedestrian connectivity with the installation of sidewalks or walking/bike paths. The outlet to the Canal Feeder Trail in the Westlake subdivision should be improved to provide better access.

#### Appropriate Land Uses

- Single family detached dwellings
- Multi-family dwellings
- Public and semi-public uses



#### Existing Character

Divided east/west by Wapakoneta Avenue (Policy Area 9), Policy Area 8 is comprised of single family detached residential developments. The subdivisions west of Wapakoneta Avenue were generally constructed in the 1990's and are generally at a density of 4 dwelling units per acre. Subdivisions east of Wapakoneta Avenue are predominately older homes and were generally

constructed in two phases; the older areas in the 1950's and the newer areas in the mid 1970's. These dwellings are generally at a density of 5 dwelling units per acre. This area also contains a trailer park and multi-family buildings on Northwood Drive and several multi-family buildings on North Main and Collins Drive.

A significant amount of undeveloped land exists at the northern end of this Policy Area between Hoewisher Road and Northwood and Sunshine Drives. This acreage fronts on Wapakoneta Avenue and Hoewisher Road. A small commercial area exists at the intersection of Main Avenue and Russell Road.

The Sidney-Shelby County YMCA is located in this Policy Area on Parkwood and serves as a community center for the region. A Residential Planned Unit Development (RPUD) is established along Main Avenue between Lunar and Apollo.

#### Recommendations

1. Development and redevelopment activities in the northern portion of the corridor in the Policy Area should focus on non-residential or transitional residential uses, like public and semi-public land

uses. Commercial, service, office and multi-family uses on the undeveloped property and at the location of the trailer park, should it become available, would be the most appropriate uses. Consider rezoning the existing trailer park area, with property owner consent, on Northwood for multi-family residential use.

2. Encourage the continued maintenance and upkeep of the existing residential areas to maintain these as viable and attractive neighborhoods.
3. Promote additional pedestrian connectivity including the installation of sidewalks, walking trails, multi-use paths and bicycle trails.
4. Future annexed areas to the north should focus on commercial and service oriented uses along Wapakoneta Avenue and residential uses to the east of those parcels fronting on Wapakoneta Avenue.
5. Continue to permit single family residential dwellings at a density and character currently existing in this area where subdivisions can be logically expanded.
6. The City should aggressively use the CRA abatement program and other incentives to help promote reinvestment in this Policy Area.

7. Pockets of this Policy Area are LMI and eligible to target using Ohio DSA CDBG resources for neighborhood and critical infrastructure improvements.
8. Although extensive engineering and construction costs will be necessary, this Plan, like past plans, continues to encourage city officials to look for resources to complete the extension of West Hoewisher Road, west, over the railroad tracks, and through to St. Marys Avenue. Currently, West Hoewisher terminates at the eastern side of the railroad tracks.

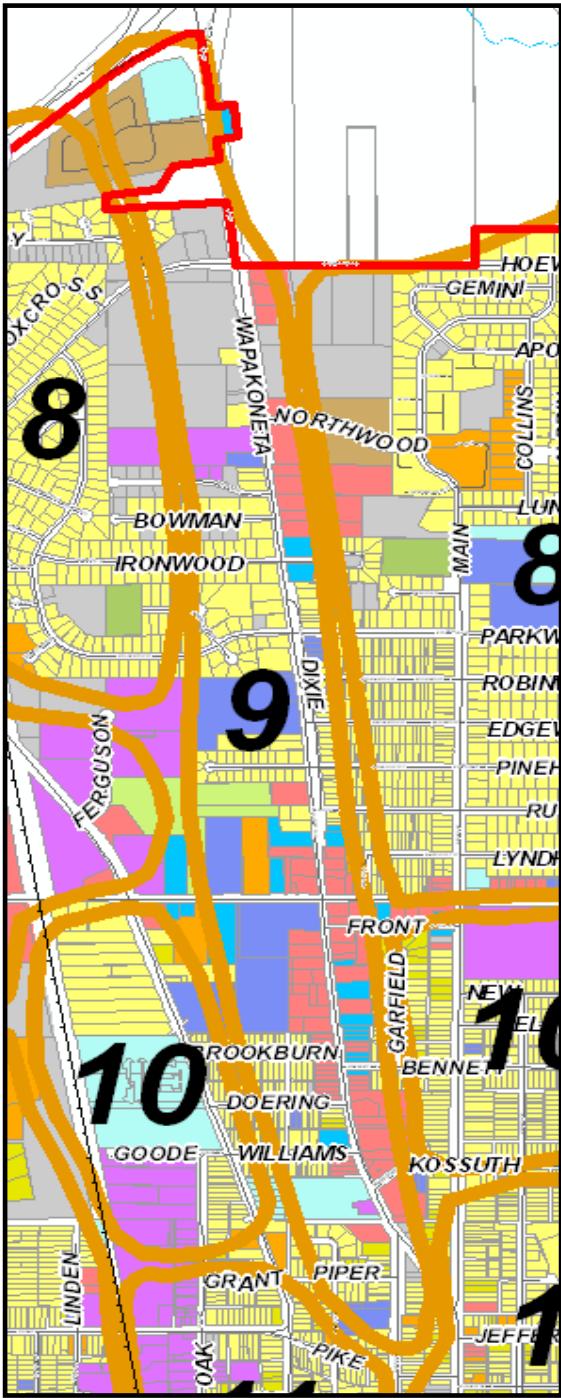
Northwood conducive to current multi-family dwelling development densities on Northwood.

- Local commercial transition from Wapakoneta Avenue and along Russell Road
- Small office transition from Wapakoneta Avenue and along Russell Road
- Public parks and open spaces
- Public and semi-public uses

## Appropriate Land Uses

- Single family detached residential
- Multi-family residential at northern end of the Policy Area as possible transition between commercial and single family detached residential uses. Multi-family residential dwellings are preferred at a moderately high density of 20 units per acre as a transition between commercial uses on Wapakoneta Avenue and the single family detached residential uses. Lower densities are recommended for the trailer park area on

## 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  $\frac{1}{4}$  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

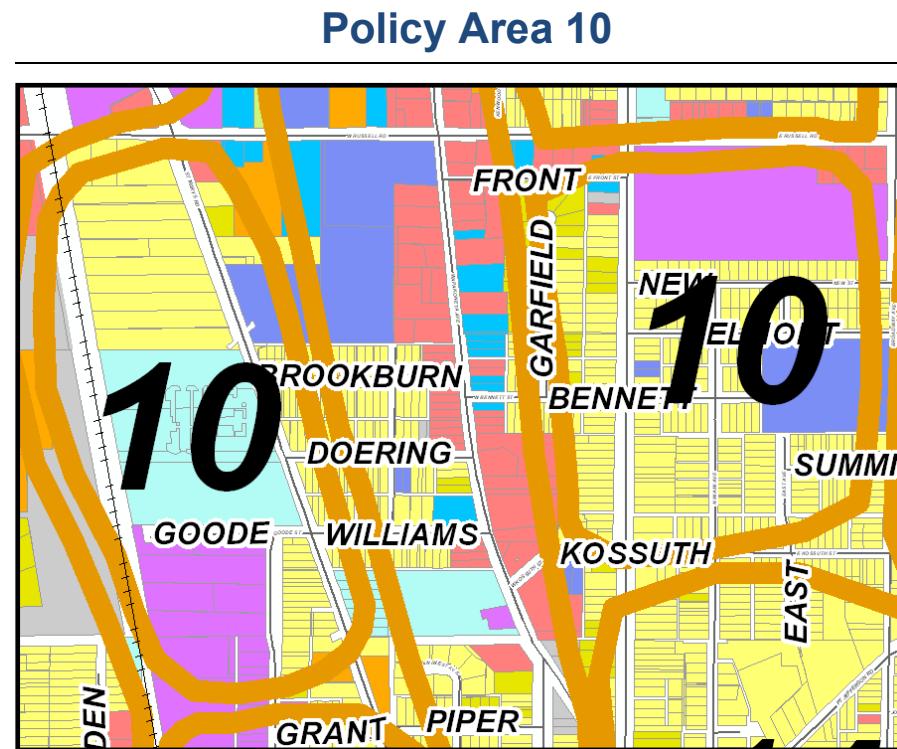
1. This area constitutes the northern entry gateway into the City. As such it should promote an excellent first impression. Visual enhancements to the bridge and within the right-of-way may be possible with ODOT coordination.

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



#### 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

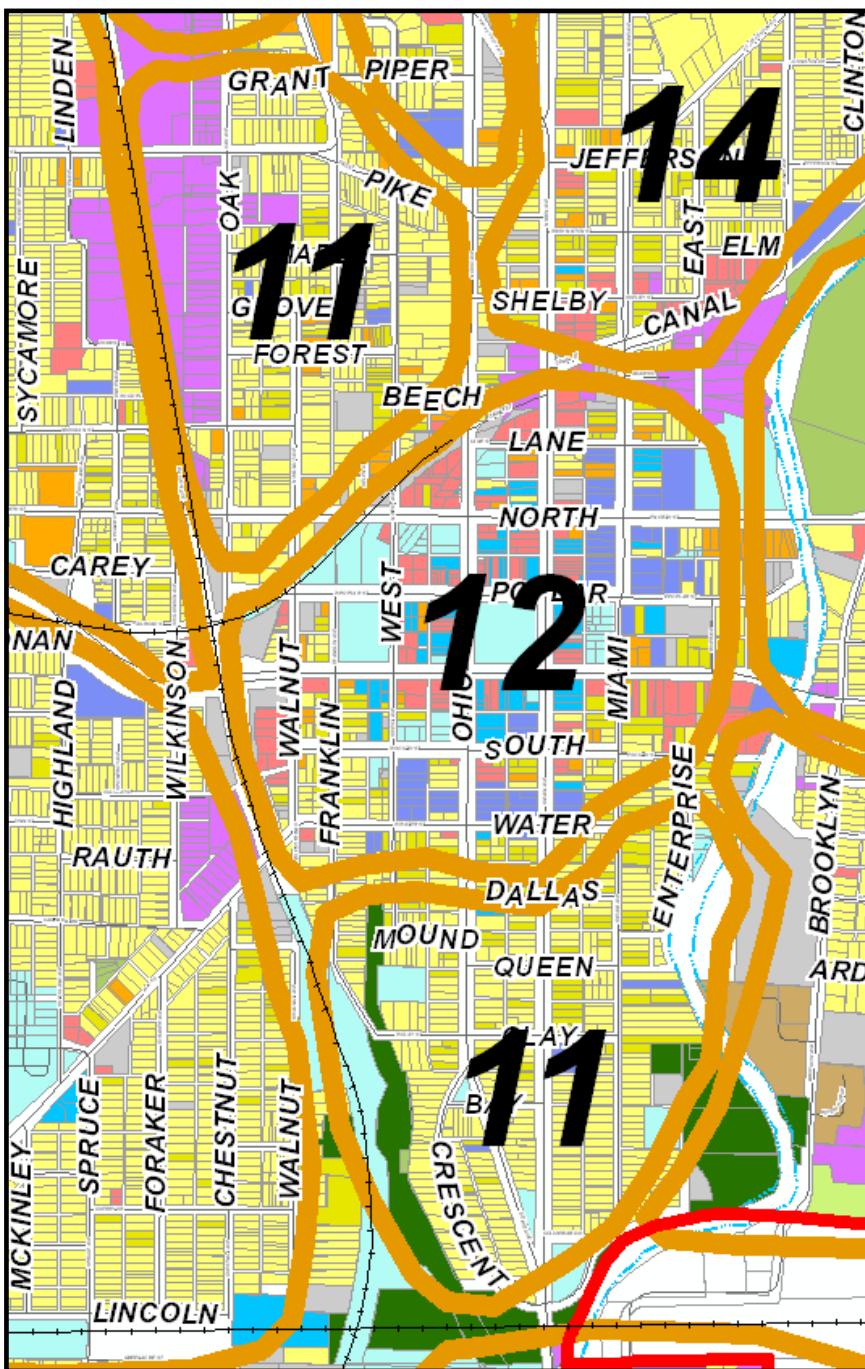
1. Infill development should reflect the designs and character of the surrounding properties and strive to meet market demand.
2. Investigate minimum foot candle standards for street lighting to provide for a better lit neighborhood.
3. Continue to enforce property maintenance and zoning codes to prevent 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.

6. The City should expand the existing CRA in this area to help promote reinvestment in this Policy Area.

## Appropriate Land Uses

- Single-family detached residential dwellings
- Multi-family attached residential dwellings where industrial properties are redeveloped and along the western side of St. Marys Avenue, south of Russell Road
- Commercial along the Russell Road Corridor
- Public and semi-public uses

## Policy Area 11



## Existing Character

Located to the north and south of Policy Area 12 (downtown), these two sections of Policy Area 11 largely encompass the older, turn of the century historic homes (e.g. Walnut Street Historic Area) in Sidney directly adjacent to downtown. Many of these single family dwellings are moderate in value and range from the larger 2 story Victorian style home to the smaller single story infill homes. Neighborhoods are established on a grid street and alley system with small front yard setbacks and sidewalks at the street. Densities for detached single family residential uses range from 6 to 7 dwelling units per acre. There is a perception that the number of vacancies seem to be an issue in this Policy Area more so than in any of the other Policy Areas in the City. There is no sizeable undeveloped land in this area.

Some light industrial uses exist in the northwestern portion of this area along Oak Street between Michigan and Grant Streets. The Lowell Elementary School is located in the southern portion of this area on South Main Street. Scattered small scale retail and office uses are located in these neighborhoods, primarily as

the area transitions from the downtown core to the residential neighborhoods.

While these areas are generally well maintained, there are pockets of properties where maintenance has become an issue with trash and other debris being left in yards and dwellings that are poorly maintained. Some of these units are occupied, while others remain vacant as the housing crises hit this area hard with foreclosures.

### Recommendations

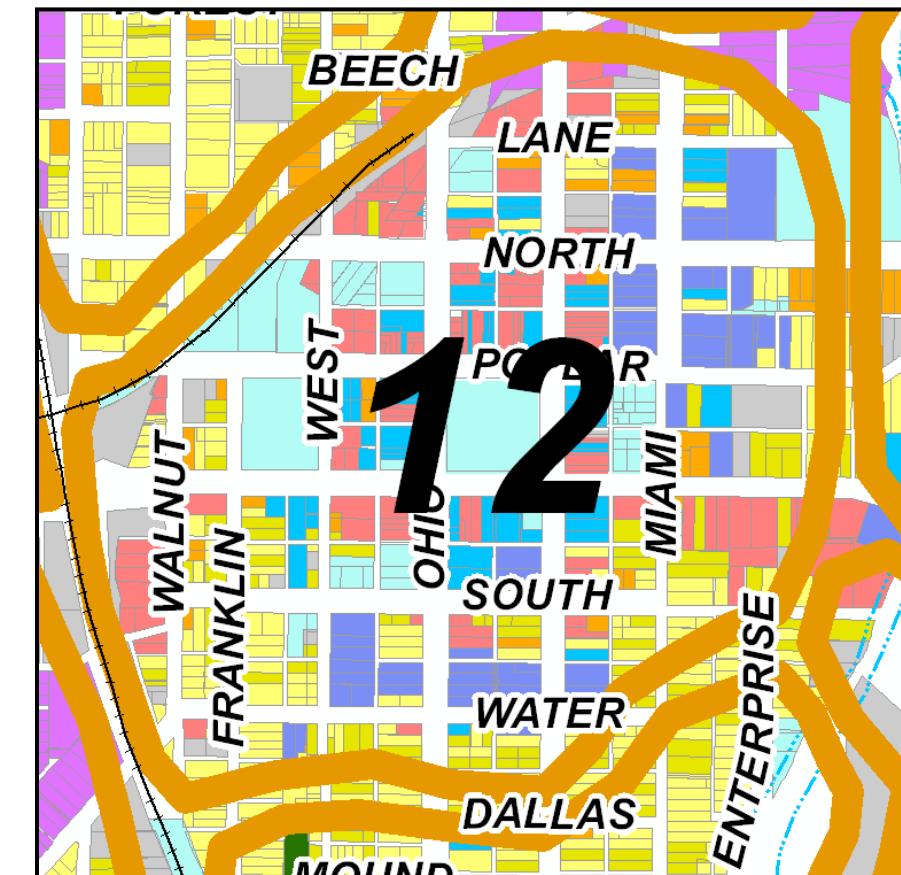
1. These neighborhoods play a vital role in the heightened use and revitalization of the downtown and should continue to be promoted and preserved by the City as historic, well maintained, residential areas of the City.
2. Aggressively enforce property maintenance requirements. Consider neighborhood sweeps where city departments (health, fire, police, zoning) visit individual neighborhoods collectively to cite code offenders.
3. Develop a CRA to help with housing reinvestment.
4. Improve street lighting and street trees to improve the visual quality of the neighborhoods.

5. Where teardowns are absolutely necessary, infill development should reflect the character of the surrounding properties and strive to meet market demand.
6. In order to promote continuity and character, expand the brick sidewalk/decorative streetlight concept established in select parts of this Policy Area to all areas of this Policy Area.
7. Pursue CDBG grants to revitalize neighborhood infrastructure. Although not defined by HUD to be LMI, income surveys could be developed locally to certify the area as such. Also, CDBG resources could be used to repair infrastructure designated as "blighted" by city council.

### Appropriate Land Uses

- Single-family detached residential dwellings
- Office in former residential dwelling in areas of transition between the downtown core and residential neighborhoods to north and south
- Retail in former residential dwelling in areas of transition between the downtown core and residential neighborhoods to north and south
- Public and semi-public uses

### **Policy Area 12**



### Existing Character

Characterized by beautiful turn of the century and older multi-story buildings, Policy Area 12 provides a distinct economic resource and a center for community activities and identity, and is also the County seat of Shelby County. The area is generally established by Lane Street in the north, the Great Miami River to the east, Dallas Street to the south and Walnut Street to

the west. Courthouse Square, a National Register Historic District, is located at the center of the downtown area. The area is well connected from a pedestrian and vehicular standpoint with an extensive sidewalk and grid street system.

The historical significance of this area is a characteristic that needs to be maintained and enhanced. Two significant historical properties on North Street have announced major expansions: the Amos Memorial Public Library and the Ross Historical Center (Shelby County Historical Society Museum). Although plans for the historic society expansion are on hold, the expansion of the library is well underway and will be completed in 2017. Other recent development and redevelopment efforts include a new facility for the Police Department where period style architecture was used to mirror the design of the existing City Hall building.

In recognizing the influences of heavy truck traffic moving through this Policy Area, ODOT and City officials jointly worked to relocate the truck route around North Street. The bridge over the Great Miami

River, on North Street, was recently designed and replaced by ODOT.

Zoning for this Policy Area is primarily B-5 Court Square business. This zoning district is surrounded to the north, east and west by R-3 Multi-Family Residence and to the south, east and west by B-1 Local Business and B-2 Local Business. R-2 Single and Two Family Residence zoning is located in the southern most portion of this Policy Area.

### Recommendations

1. Encourage private investment by retooling the City's existing CRA that governs the downtown area. It is recommended that City officials could provide 100%, 15 year property abatements to qualifying projects.
2. Work with Sidney Alive and the Land Bank to target and tear down of dilapidated and deteriorated buildings. In cases where buildings and structures must be torn down, infill development should be similar in materials, size and design to the surrounding buildings and structures.
3. Key community assets within this Policy Area should be connected over time with visual cues, signage, and way-finding tools. Connections between these elements will help bind the community together and will increase Sidney's attractiveness as a social gathering place.
4. This area contains the highest percentage of single family residential properties currently being used as rentals, and should be targeted for additional inspection to ensure code compliance.
5. Tap into CDBG funds to replace blighted infrastructure. This area is LMI-eligible.
6. Improve lighting in public areas and use the alleys to create a well-lit and safe means to connect the downtown assets, to include the River Corridor.
7. Recruit businesses to the downtown that were noted as "gap" business in the Market Analysis (See Chapter: *Economic Growth*).
8. Promote a mixed use environment including promoting multiple uses in one building (e.g. commercial or service use on lower floors of buildings and residential units above).
9. Continue to utilize the downtown footprint as the preferred location for social events.

10. Existing parking spaces should be clearly marked as public or private. A remote or non-adjacent parking area for downtown employees should be pursued so that prime parking spaces are readily available for customers. Having mutual agreements with owners of parking adjacent to the downtown may also provide a release valve during peak periods.

11. Permit off-street parking behind buildings or, if landscaped or shielded properly, on vacant lots visible from the public right-of-way.

12. The maximum lot coverage for non-residential properties should be 100% for buildings, to maintain the dense downtown character. Off-street parking areas should be discouraged with the exception of municipal parking lots, open for public use.

13. Detached single family residential dwellings are preferred at a moderately high density of 7-8 dwelling units per acre.

14. Multi-family residential dwellings are preferred at a high density of 20 dwelling units per acre.

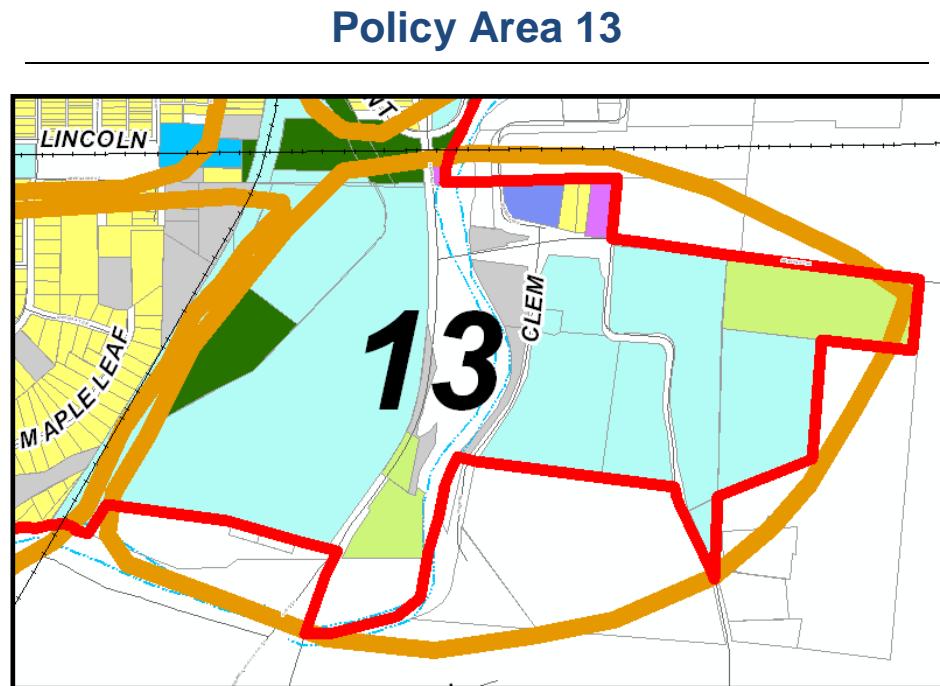
#### Appropriate Land Uses

- Commercial business

- Offices
- Residential units (both attached and detached)
- Public and semi-public uses

#### Recommendations

1. Connect the Miami Erie Feeder Canal Corridor and trail to the Great Miami River corridor and to the downtown.
2. Create a Public and Institutional Zoning District and rezone the cemetery and county properties in this area. Certain parts of this area are zoned current B-2 and may not be compatible in this location.
3. Document deterioration and safety issues on the Big Four Bridge and approach the CSX Railroad for repairs.
4. Future annexations should be reserved for very low density residential uses either at 1 dwelling unit per acre or 2-3 dwelling units per acre in conservation or cluster type development that preserves 25% or more the site in common natural and open spaces.



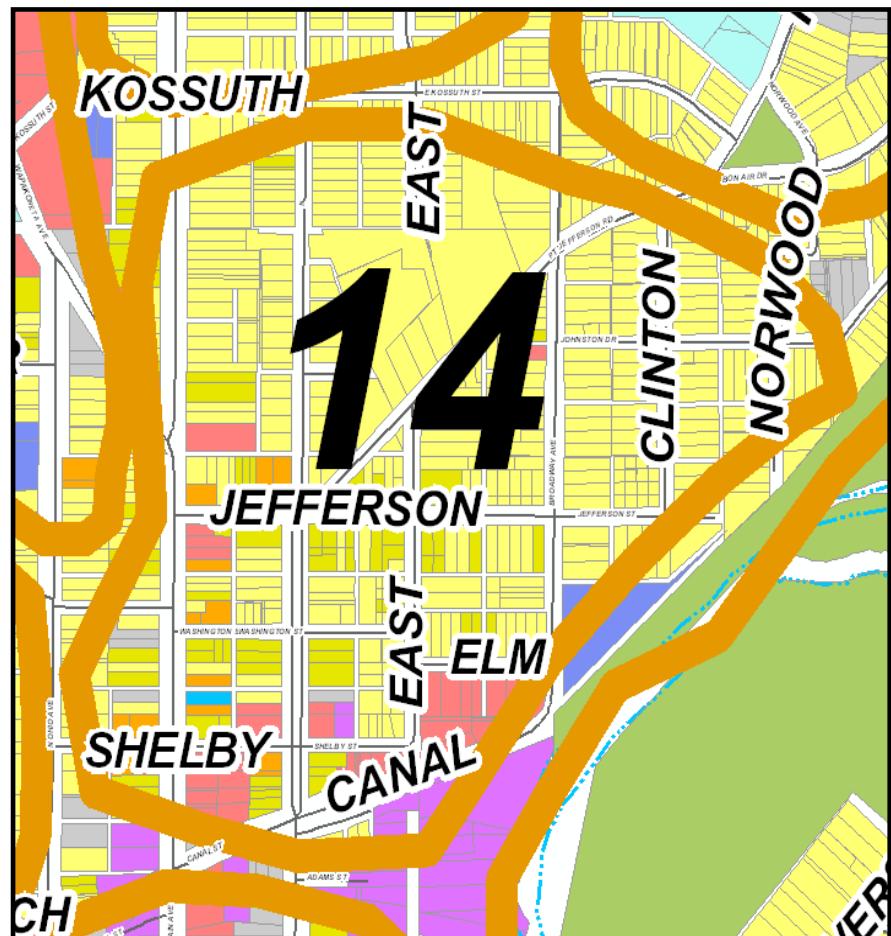
#### Existing Character

Located in the southeastern most part of the City and bisected north/south by the Great Miami River, Policy Area 13 is occupied by the Graceland Cemetery and with City and County Services including the County Jail, Garage, Sewage Treatment, Animal Shelter, and the Big Four Bridge, a regional landmark owned and used by the CSX Railroad, is massive concrete structure in a state of disrepair.

#### Appropriate Land Uses

- Public parks and open spaces
- Public and semi-public uses
- Single family detached residential dwellings in areas of annexation

## Policy Area 14



### Existing Character

Bounded by Canal Street to the south, Main Avenue to the west, Kossuth Street to the north and Norwood Drive to the east, Policy Area 14 is a residential area in transition between a stable neighborhood and one in decline. Common themes include property neglect,

code violations, low property values, deterioration, blight and the perception of an unsafe environment.

A review of the Shelby County Auditor records identifies a substantial amount of rental housing (absentee landlords) in this area which may be contributing to the issue of decline of the neighborhood (lack of owner occupied dwellings).

### Recommendations

1. Aggressively enforce property maintenance requirements. Consider neighborhood sweeps where city departments (health, fire, police, zoning) visit individual neighborhoods collectively to cite code offenders.
2. Use the Land Bank and strategically remove eligible properties for removal. Infill development should reflect the designs and character of the surrounding properties and strive to meet market demand.
3. Master plan the area along Canal Street near the crossing at the Great Miami River to create an inviting entrance to the parks on the east side of the River including Custenborder Fields and Tawawa Park. Promoting shops or restaurants

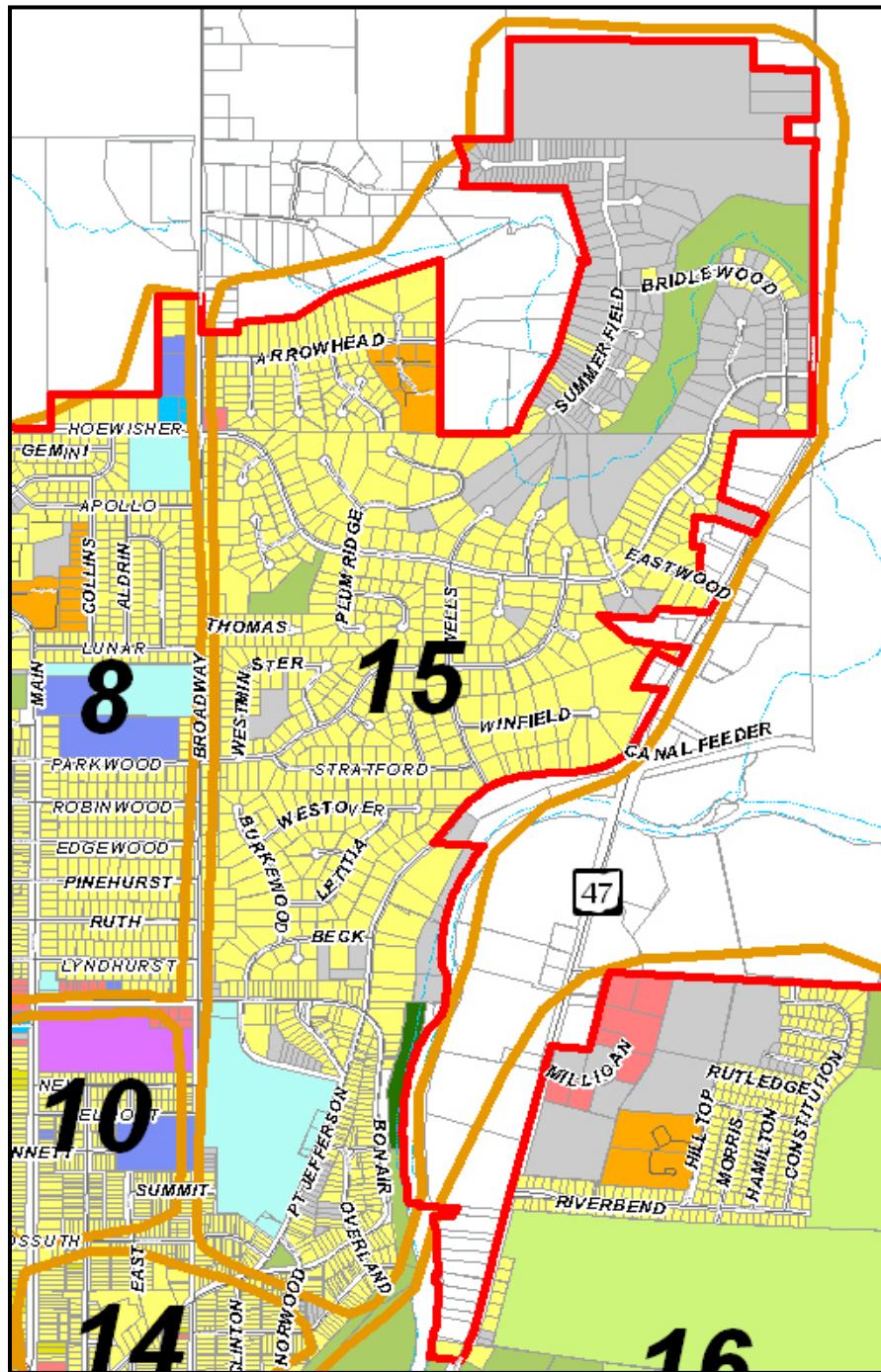
would serve as an activity node on the western side of the River.

4. Develop a trail or pedestrian connection along the Great Miami River to the downtown area via a riverwalk path. This would permit individuals from northern neighborhoods and park users to utilize a multi-use path that exists in a quiet and visually appealing environment.

### Appropriate Land Uses

- Single family detached residential dwellings
- Multi-family attached residential dwellings where industrial properties are redeveloped
- Public and semi-public uses
- Limited retail uses at the Clean All property

## Policy Area 15



### Existing Character

Located in the northeast portion of the City, Policy Area 15 is a designated residential growth area and is characterized by significant newer single family and duplex dwelling units. This area is primarily accessed by Riverside Drive (SR 47) and Broadway.

Portions of the subdivisions include some of the City's newest residential units and contain significant amounts of preserved green and open space at the northern and eastern fringes of the Policy Area. Sidewalks provide pedestrian links throughout the neighborhood, but do not easily connect to surrounding Policy Areas. New park facilities, including athletic fields, have been established in this area.

### Recommendations

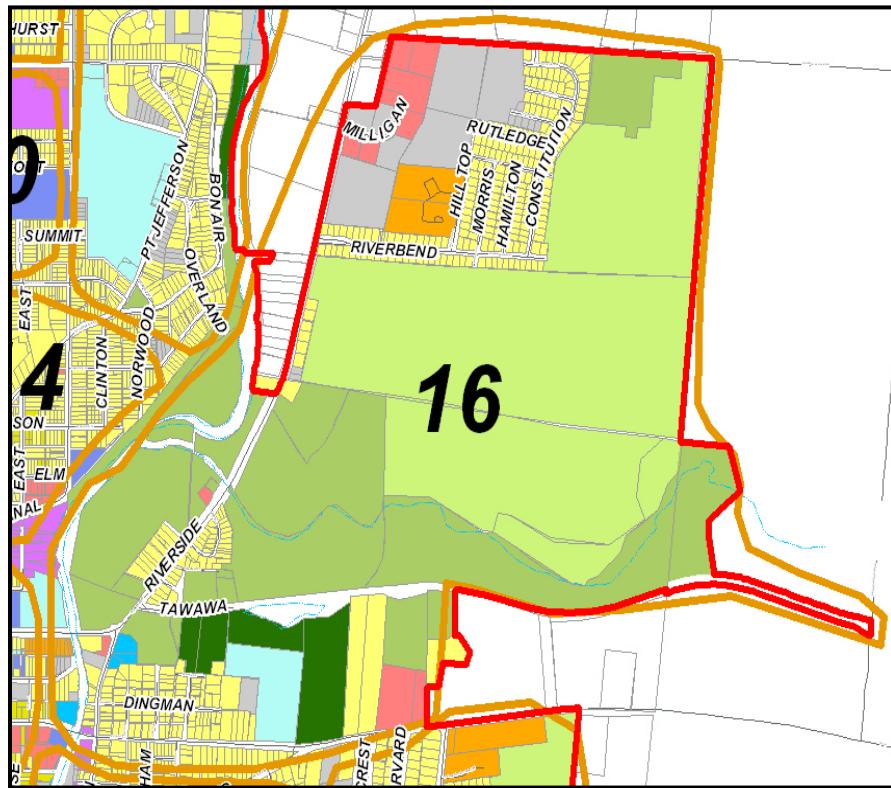
1. Continued maintenance and upkeep in the residential neighborhoods to prevent deterioration is of paramount importance.
2. All new development and redevelopment efforts should have pedestrian connectivity elements.
3. Pedestrian linkages between existing and new neighborhoods must be promoted through sidewalk or multi-use path systems along Plum

Creek that are designated in the Parks and Recreation Master Plan. A long term goal is to extend the Canal Feeder Trail north along the river through this policy area.

### Preferred Land Uses

- Single family detached residential dwellings
- Duplexes
- Public parks and open spaces
- Public and semi-public uses

## Policy Area 16



### Existing Character

Policy Area 16 is a largely undeveloped area comprised of six city parks, agricultural fields and woodland in the easternmost area of the City located east of the Great Miami River and along Riverside Drive (SR 47). Three pockets of single family detached residential dwellings also exist in this area. Sporadic residential development exists along Riverside Drive (SR 47) with dwellings constructed as early as 1900.

Small scale commercial, public, and industrial land uses are scattered throughout this area along Riverside Drive and Milligan Court. The Sidney Metropolitan Housing Authority (SMHA) operates an apartment complex adjacent to the Riverbend development.

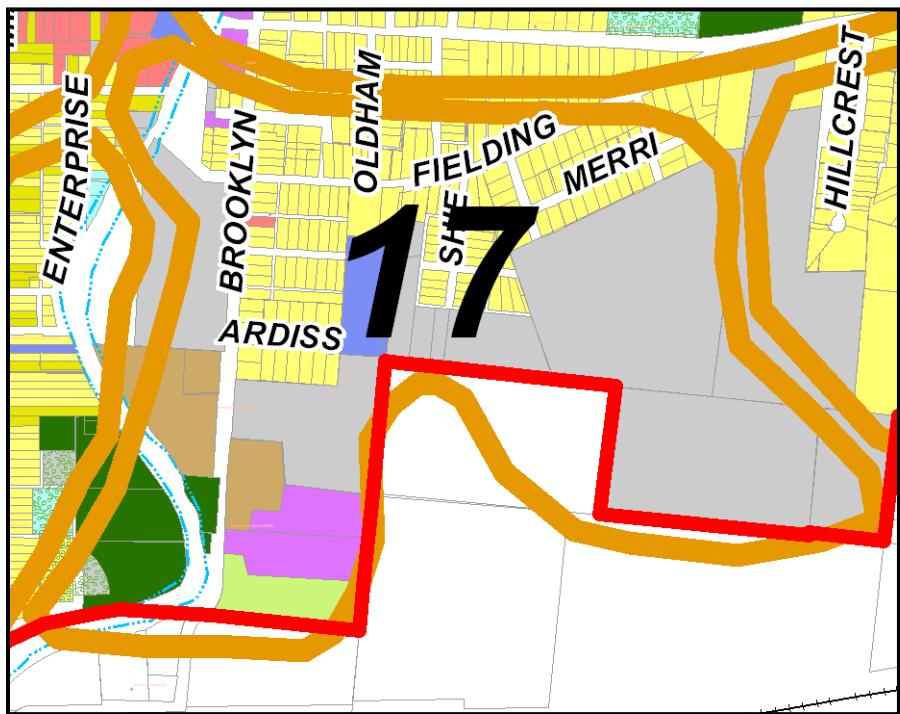
### Preferred Land Uses

- Parks and recreation uses
- Single family detached residential dwellings
- Commercial uses restricted to the Milligan Court/SR 47 corridor area
- Public and semi-public uses

### Recommendations

1. The promotion, maintenance and support of public parks and recreational uses are recommended for this area. Programming needs and additional parkland in this area should follow the recommendations of the Sidney Parks and Recreation Master Plan.
2. Establish a multi-use (bike, walking) path along Brooklyn Avenue from Tawawa Park, south to Graceland Cemetery.
3. Any common open space should be situated in a manner to connect with other open spaces in the parks system or other subdivision developments.
4. Non-residential uses should be limited to the Milligan Court/SR 47 corridor area.

## Policy Area 17



### Existing Character

Located in the southeastern portion of the City south of SR 29 and adjacent to the Great Miami River, Policy Area 17 is comprised of older single family detached dwelling units at an overall density of 5-6 dwelling units per acre. Dwellings are a mix of one and two story homes. A trailer park exists at the southern end of this Policy Area on either side of Brooklyn Avenue. An industrial building, the Emerson Solutions Center, is located at the end of Brooklyn Avenue.

Significant stands of woodland exist in the southeastern portion of this area totaling approximately 70 acres. Development in this area is somewhat limited due to the steep ravines along the streams. There are minor floodplain issues with the trailer park experiencing occasional flooding.

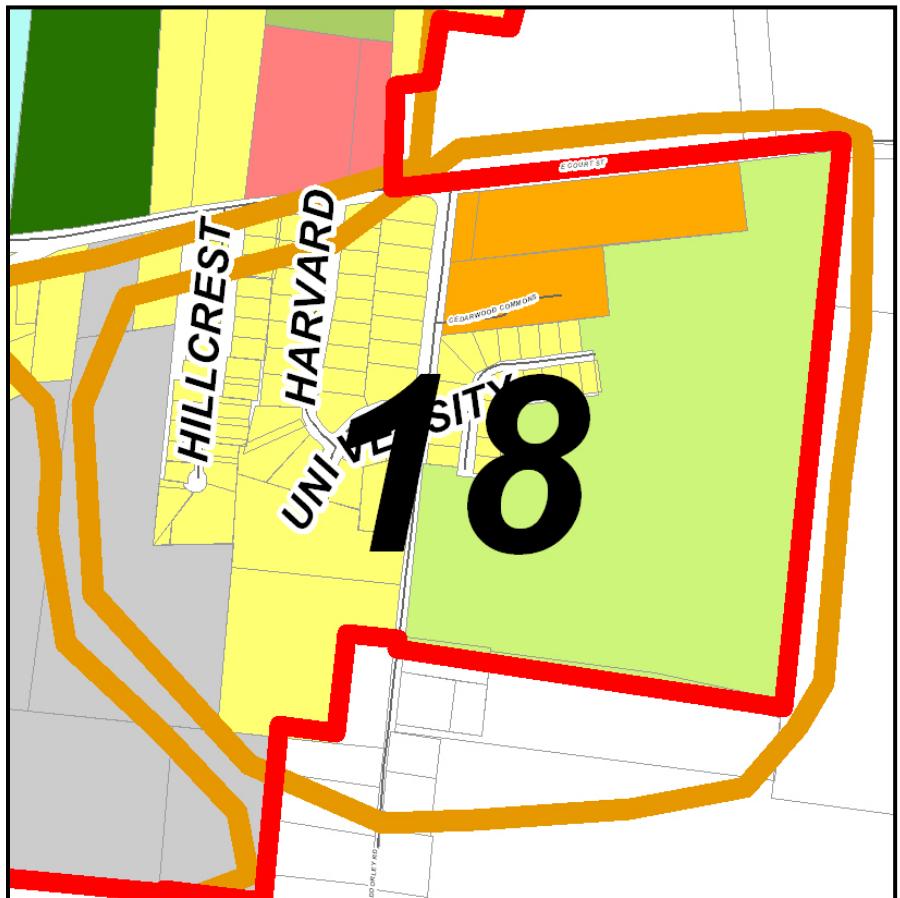
### Recommendations

1. Aggressively enforce property maintenance requirements.
2. Limit industrial uses in this Policy Area to ensure the continuance of a viable residential area.
3. Institute riparian setbacks or additional buffering on future development to protect the wooded hillsides and ravines is preferred.
4. Improve street lighting
5. Establish a multi-use (bike, walking) path along Brooklyn Avenue from Tawawa Park, south to Graceland Cemetery.
6. Any common open space should be situated in a manner to connect with other open spaces in the parks system or in other subdivision developments.

### Preferred Land Uses

- Single family detached residential dwellings.
- Multi-family attached residential dwellings on Brooklyn Avenue, south of Ardiess Street
- Public and semi-public uses

## Policy Area 18



### Existing Character

Located in the southeastern portion of the City south of State Route 29, Policy Area 18 is comprised of older single family detached dwelling units at an overall density of 4 dwelling units per acre. Comprised of the streets of Hillcrest Court, Harvard Avenue, University Drive, Dartmouth Street and Doorley Road, the residential dwellings are primarily two story homes.

### Recommendations

1. Continue to enforce property maintenance and zoning codes to prevent blighting and deteriorating conditions, in particular in the older Hillcrest area, and areas of multi-family residential development.
2. New residential subdivisions should be developed in such a manner that protect the woodland in the west and preserve open spaces to the east.
3. Investigate the need to improve street lighting.
4. Keep this area residential in nature; discourage commercial and industrial development.
5. Any common open space should be situated in a manner to connect with other open spaces in the parks system or other subdivision developments.
6. Residential subdivisions not in a cluster or conservation subdivision form should not exceed 4 dwelling units per acre to keep in character with existing residential subdivision development.

### Appropriate Land Uses

- Single family detached residential dwellings
- Multi-family attached residential dwellings adjacent to existing complexes. This use may provide a transition from State Route 29 to lower

density single family detached residential uses to the south.

- Public and semi-public uses

### **Future Land Use**

This Plan supports the following general future land use recommendations in support of its established Policy Areas.

### Residential Reinvestment

The City contains a wealth of housing stock in existing residential neighborhoods surrounding the central business district. These neighborhoods reflect the historic fabric of Sidney and are fully supported by community services and facilities. Supporting these neighborhoods is a sound land use policy because it will result in less capital investments by the City, such as sewer and water extensions. Already developed and serviced land should be the first choice before expansion into areas that are not currently developed.

The City should continue to encourage a host of activities to ensure these assets are fully utilized by creating an atmosphere that encourages reinvestment and rehabilitation. The last three planning efforts going

back to 1997 all addressed the importance of maintaining rental properties. Ensuring properties are well maintained is important to creating an environment that encourages reinvestment. Likewise the City should play a role in providing financial motivations through grants and tax incentives.

### Future Residential Land Uses

For the most part, residential development is expected to continue in the City's north end, particularly north of Plum Creek with limited residential development to the north and west. The Plan recommends higher density residential use in the I-75 corridor with lower densities transitioning to the east and northwest.

High-density residential uses were recommended north of Hoewisher Road, east and west of CR 25A, and north to I-75 in the 2002 and 2008 plan. This area is appropriate as a transition between I-75 and single-family neighborhoods recommended to the east and west of the interstate.

High-density residential uses are comprised of multi-family units either owner-occupied (condominiums) or renter-occupied (apartments). Such developments

may also include "empty nester" housing in multi-unit, single-story structures.

Private recreational facilities serving the residential population should be integrated into these developments including pools, tennis and basketball courts and passive open space. High-density developments should contribute to the mandatory land dedication program but one-half of their private recreation facilities should be credited based on land value against the dedication requirement.

Pedestrian and multi-use path links should be provided between high-density development and adjacent residential and commercial business at the I-75 and CR 25A interchange. Similar road connections should be made to provide a comprehensive street network. Plum Creek and East Turtle Creek should be protected as an open space corridor in the high-density area through a conservation easement donated to or purchased by the City.

Medium density residential is generally recommended east of the high-density residential areas, to further transition residential land use by density. This area

should be integrated with the high-density area to provide a more complete neighborhood setting. Broadway Avenue and Mason Road, the intersection of which is recommended as a community business area, bisect this area. Development of this neighborhood business district should also be integrated into the adjacent neighborhoods, with pedestrian orientation and linkages through sidewalks and multi-use paths.

Low-density residential uses are generally recommended for the balance of the northeast and northwest expansion area. These areas should be integrated with adjacent neighborhoods to provide a more complete neighborhood setting. Public parkland should serve as focal points in neighborhood site layouts, providing a sense of place and arrival for individual neighborhoods.

### Mixed Use Areas

A mixed-use development is defined as one building with multiple uses or a single development of more than one building and use where the different types of land uses are in close proximity, planned as a unified and complimentary whole, and functionally integrated

to the use of shared vehicular and pedestrian access and parking areas. An area located at the St. Marys / I-75 interchange is designated as a mixed use area that could include residential, office, retail, public or entertainment activities. Such development would help to further diversify the City's tax base and create a more self-sufficient environment, thus reducing shopping, work, and other leisure motorized vehicle trips. However, it is recommended that City officials could try to direct future growth inward and to existing developed areas before extending resources to this area.

### Future Infill Development and Redevelopment Areas

In addition to developing a mix of uses on "greenfield" sites it is also advantageous to develop vacant parcels within the City and redevelop older commercial properties as mixed-use environments. These areas have the advantage of being located within established neighborhoods where infrastructure is available and ties to adjacent neighborhoods are already established or can easily be established. It also has the added benefit of removing deteriorating and blighting influences in the area by the rehab or removal of the

older, non-functional use and associated buildings and structures.

### Future Industrial Land Uses

The Land Use Plan recommends additional industrial development, principally west of I-75, to complete undeveloped and zoned parcels, as well as provide for expansion to accommodate future market demand.

The Plan recommends industrial expansion within the Kuther Road corridor from SR 47 (including the intersection) south to the railroad and continuing south through the Vandemark corridor along I-75, as depicted in Policy Area 2. Industrial expansion in that area may be appropriate with the necessary supporting utilities. The Plan also recommends consideration of industrial uses north of Russell Road between I-75 and SR 29 (St. Marys Avenue) (See Policy Area 4). Much of this land is ready and available for industrial uses, however a rezoning must occur from the current residential zoning.

### Future Public and Institutional Land Uses

Institutional uses such as churches and government offices should continue downtown to support the

broader community. In particular, historic churches should be encouraged to remain downtown and expand their facilities when necessary in a sensitive fashion. However, certain social services should be connected in close proximity of each other and better planned. At the present time, public and social service organizations are located in various locations in the downtown and elsewhere.

### Open-Space Network

An open-space network is envisioned along the Great Miami River and several tributaries. This network should build on the efforts already undertaken by the City at Tawawa Park and other nearby public properties, including the Veterans Memorial Walkway. The network should be considered the "Great Riverwalk" that provides Sidney residents with a linked network of bike paths and parks spread along the Great Miami, canal right-of-way, Plum Creek and Doorley Run. Linkages should be provided to the downtown and adjacent residential neighborhoods. This open space network should be created as identified in the 2008 Master Park and Recreation Plan update.

## Land Use Strategies

The planning stakeholders selected the following strategies for implementation:

### 1) Beautification of the City

Retaining residents and capturing the region's best and brightest requires a community to put its best foot forward. Aesthetics play an important role.

The following initiatives can help to beautify the community:

- Encourage and develop visually-attractive and pedestrian-friendly corridors by utilizing overlay districts along targeted corridors (SR 47, Wapakoneta, St. Marys, and Fair Avenues, etc.).
- Develop community gateways along I-75
- Link the downtown to I-75 through beautification and wayfinding techniques
- The City should establish coordinated design standards for all public spaces, rights-of-way and gateways. These standards should include appropriate plant material, planting standards, poles, traffic fixtures, benches, trash receptacles, etc. All City departments in undertaking their regular duties and in bidding capital improvements

would follow these standards. A design professional should be retained to assist in developing the standards and preparing a handbook with typical drawings.

- Encourage partnerships with service organizations and other groups such as garden clubs.
- Modify the zoning to disallow the use of billboards. Many billboards are placed along corridors in residential areas and are visually disconcerting.



### 2) Promote infill and mixed use development, targeting downtown and the surrounding neighborhoods

The downtown should continue to be Sidney's governmental center, a major business center, the community's cultural arts center and residential neighborhood. Its historic significance and prime

location along the Great Miami River should not be overlooked as an opportunity for growth. These various roles that the downtown plays should be strengthened throughout all public policies, programs and actions. An atmosphere that further encourages private investment must be strengthened and piggybacked off the recent expansion of the Amos Memorial Public Library.

The unique mixed-use character, pedestrian orientation and historic structures and street grid provide downtown with a physical atmosphere and charm that can serve as an example of mixed-use principles. Courthouse Square in particular should continue to be a focus for public activities and offices. Commercial services and offices should continue to intermingle with public offices, to ensure constant sidewalk activity and customer traffic.

Future new construction should incorporate retail space on the ground floor to further enhance such opportunities downtown. Office or residential uses in second or higher stories should be encouraged.

Outdoor festivals should continue in the downtown, possibly at the underutilized Julia Lamb Park. Perhaps this park could be reimagined as a new social venue. The Great Miami River should be further connected to downtown through pedestrian and multi-modal linkages, pocket parks at key vistas and public improvements along the west bank to improve its visual appeal as outlined in the 2008 Master Parks and Recreation Plan Update. All of these improvements should be environmentally sensitive and enhance the ecological functions of the River.

The City has the opportunity to set itself apart from other communities in the region by encouraging an alternative development pattern that relies on a more traditional arrangement of land uses at higher densities. Residential, retail, and office uses are combined in one district and can be arranged horizontally on separate but proximate sites or vertically within the same structure similar to the historic downtown pattern.

### **3) Identify, maintain & protect natural resources that help to promote the resiliency of the community**

The Great Miami River dissects the community and aids in the visual appeal of the community and promotes environmental diversity. Other sensitive areas, like woodlands on hydric soils, also are present. The planning stakeholders discussed a variety of tools to protect and accentuate this resource in the community by:

- Developing a riparian corridor overlay for the Great Miami River to protect its environmental and passive recreation qualities. Certain elements of this new overlay could help to aid in the extension of the Canal Feeder Trail.
- Revisiting setback and buffer zone standards in the zoning code.
- Adopting storm water management practices found in the Rainwater and Land Development Manual developed by ODNR's Division of Soil and Water Conservation.
- Reducing impervious surfaces by relaxing parking requirements, using of alternative and pervious paving materials for sidewalks, parking lots, and

roads, and using other low impact development techniques.

### **4) Update the zoning code to reflect best practices**

The City's zoning ordinance should be updated to reflect ideas discussed in the Plan. Some of the areas in need of updating include, but are not limited to:

1. The creation of a public/institutional district to better address conflicts with adjacent land uses like residential.
2. Improve the buffer zones in the zoning code to provide improved buffers for residential areas from dissimilar land uses.
3. Streamline the number of zoning classifications. Sidney currently has too many zoning classifications with many overlapping similarities.
4. Strengthen the site planning requirement to provide planning staff with enhanced review over site layout, access, signage, landscaping, buffering and architectural treatment, and to provide guidelines that will aid applicants through the review process.
5. Establish design guidelines for all land use types.
6. Pursue the feasibility of developing a corridor overlay district to promote visual aesthetics and

pedestrian-friendly amenities along Wapakoneta Avenue and Michigan Street and possibly at the St. Marys and Wapakoneta Avenue interchanges, in coordination with the Clinton and Franklin Township Trustees.

7. Creating a visually attractive environment in this area should be a priority. The character, visual perspective, and quality of future development should be created through the following initiatives:
  - a. Attractive architecture consisting of finished materials and appropriate shape and design.
  - b. In multi-building complexes, a distinct visual link should be established among the various buildings by using architectural or site design elements such as landscaping, pedestrian areas, and walkways to unify the overall site.
  - c. Excessive parking requirements should be discouraged to provide for the maximum use of the site. Excess spaces should be held in landscape reserves, to be constructed when needed.
  - d. Site lighting and signage that is uniform, compatible with building architecture and ensures public safety. Site signage should be minimal.

- e. Deploy environmental best management practices to reduce storm water and minimize the development footprint.
- f. Non-residential land uses that abut residential areas should have greater buffering and setback requirements, with common access drives also enforced to promote traffic safety.
- g. The use of SID and special assessments could be useful tools to help encourage additional residential improvements most desired by residents in these areas, to include neighborhood streets.

## **5) Ensure balanced growth concurrent with the provision of necessary utilities and services**

Throughout the development of this Plan there was a strong public desire to ensure that future development does not affect traffic safety and the existing quality of life. Striking a balance between allocating resources to promote growth, as opposed to servicing existing development and residents is often a delicate situation. In situations where annexation is found by the City to be acceptable and appropriate, the following land use policies should apply with respect to future development of annexed properties:

1. The City shall consider each individual proposed annexation to determine what the best and most appropriate land uses are for the area under consideration.
2. The City shall evaluate the fiscal impacts of future developments to ensure growth does not significantly impact the community's fiscal health.
3. Township properties that are surrounded by or adjacent to the City that desire annexation into the City should consider the recommendations of the Policy Area that surrounds or is adjacent to the proposed annexation area.
4. If more than one Policy Area is adjacent to the annexed area, City Council should determine which Policy Area is more conducive to the area proposed for annexation.
5. Any Township zoned land annexed into the City should be reviewed and rezoned to the most appropriate zoning district available in the City and zoning codes as quickly as possible after annexation occurs.

## 6) Plan growth areas

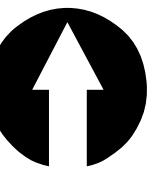
Although this plan update effort largely focused on the promotion of revitalization efforts, rather than the promotion of future growth areas outside the corporation limits, four areas are poised to accommodate future growth (See *Maps: Growth Areas and Township Zoning*). Some of these areas include vacant land already located in the City and are “development-ready.”

These areas are located:

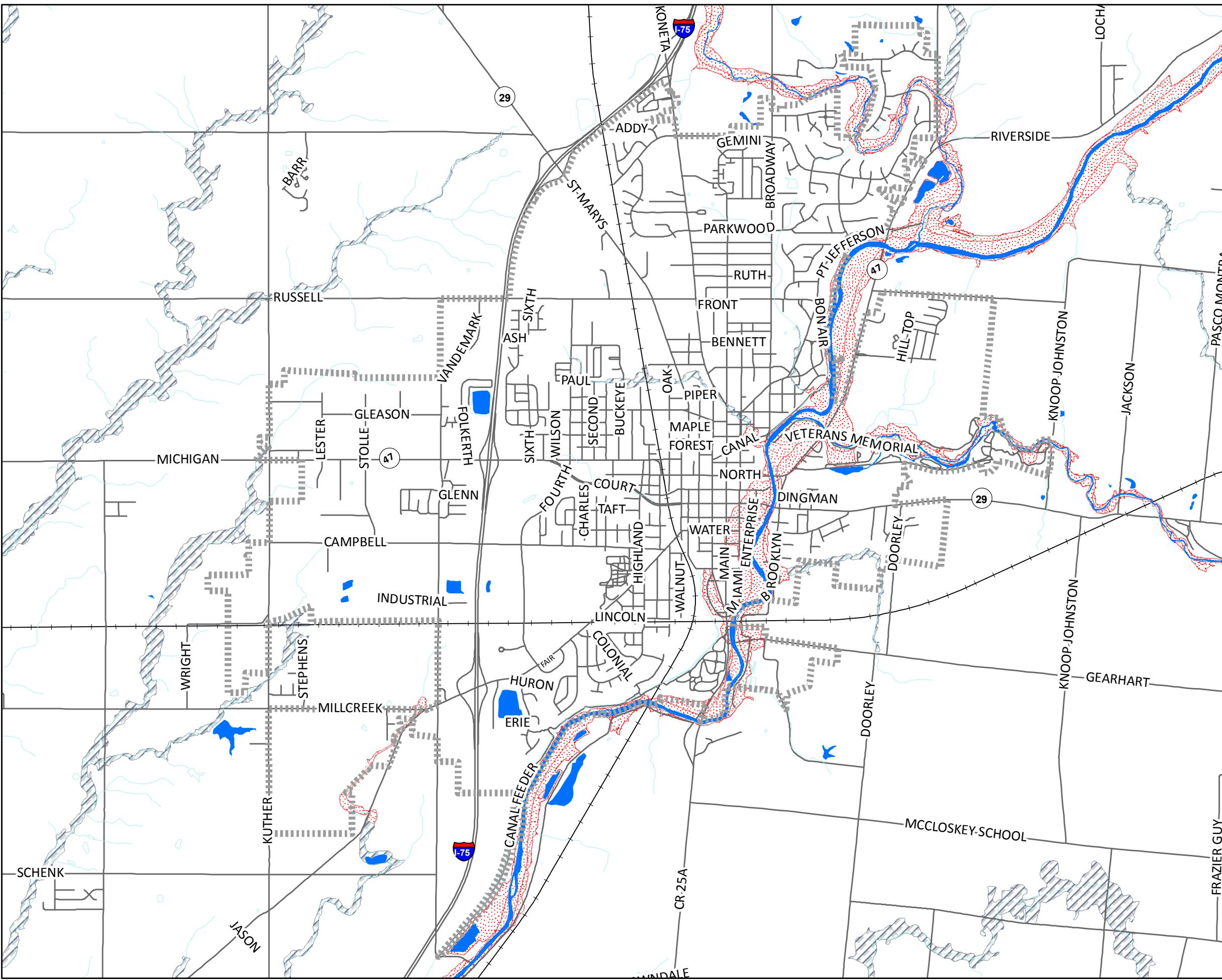
- (1) South of Campbell to its southern corporation limits (industrial).
- (2) North of Gleason to Russell Road. This area could provide new industrial opportunities for development with the extension of Stolle Road.
- (3) Around the I-75, St. Marys Avenue interchange (mixed uses).
- (4) Around the City’s northeast corporation limits, east of Wapakoneta Avenue and south of E. Mason Road (residential, with neighborhood commercial at main road intersections).

In addition, various areas within Sidney were selected as growth areas because of their marketability (See

*Map: Economic Development Tools*). All of these parcels are already served by sewer and water lines, and have been recently certified by Jobs Ohio as “development-ready.”



## Flood Zones

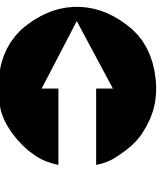


## Legend

- Corp Boundary
- Great Miami River / Open Water
- Creeks / Ditches
- Streets
- 100 Year Flood Zone
- 500 Year Flood Zone

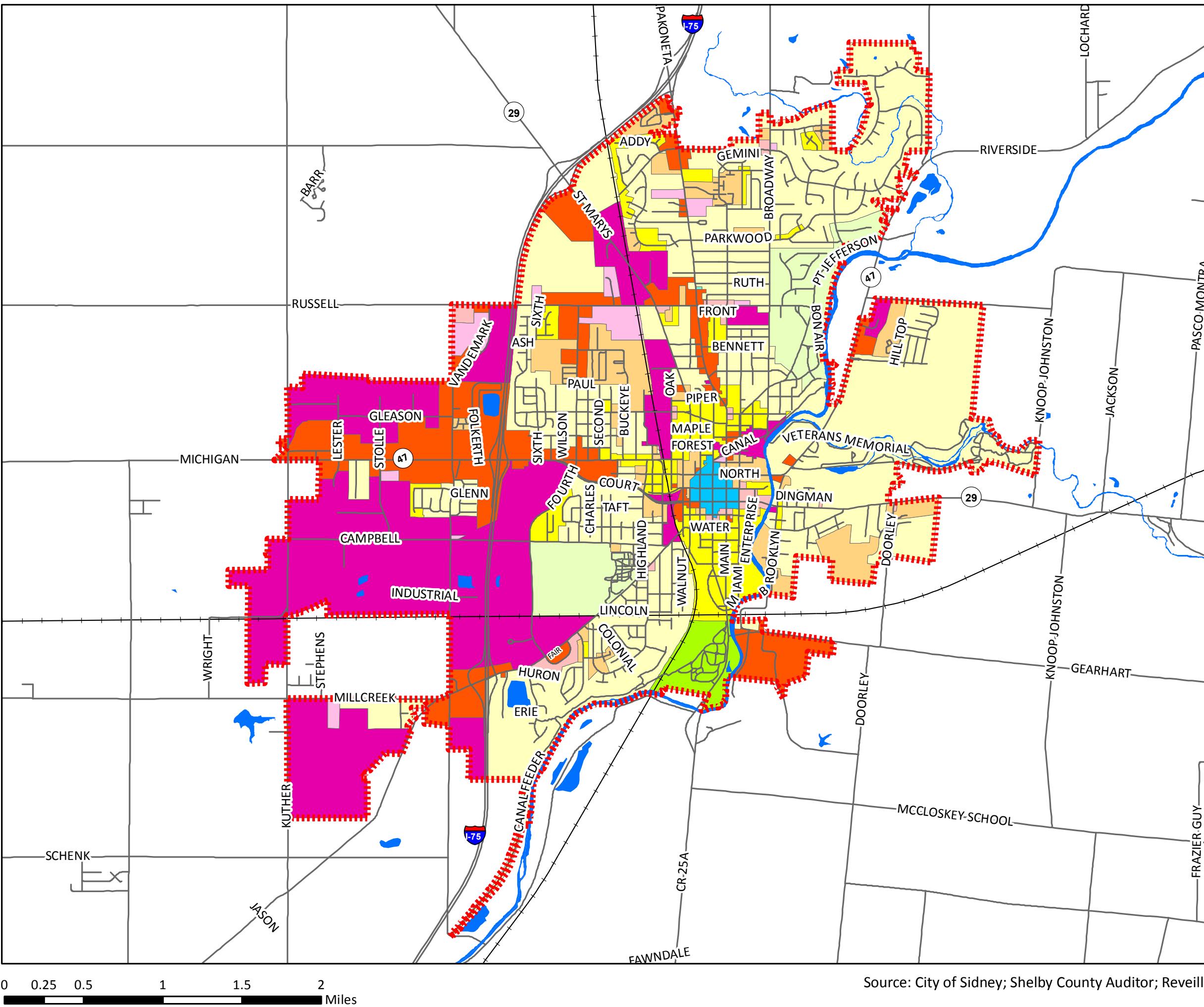
0 0.25 0.5 1 1.5 2 Miles

Source: City of Sidney; FEMA; Shelby County Auditor; Reveille



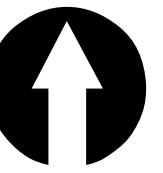
# Zoning Districts

## Legend

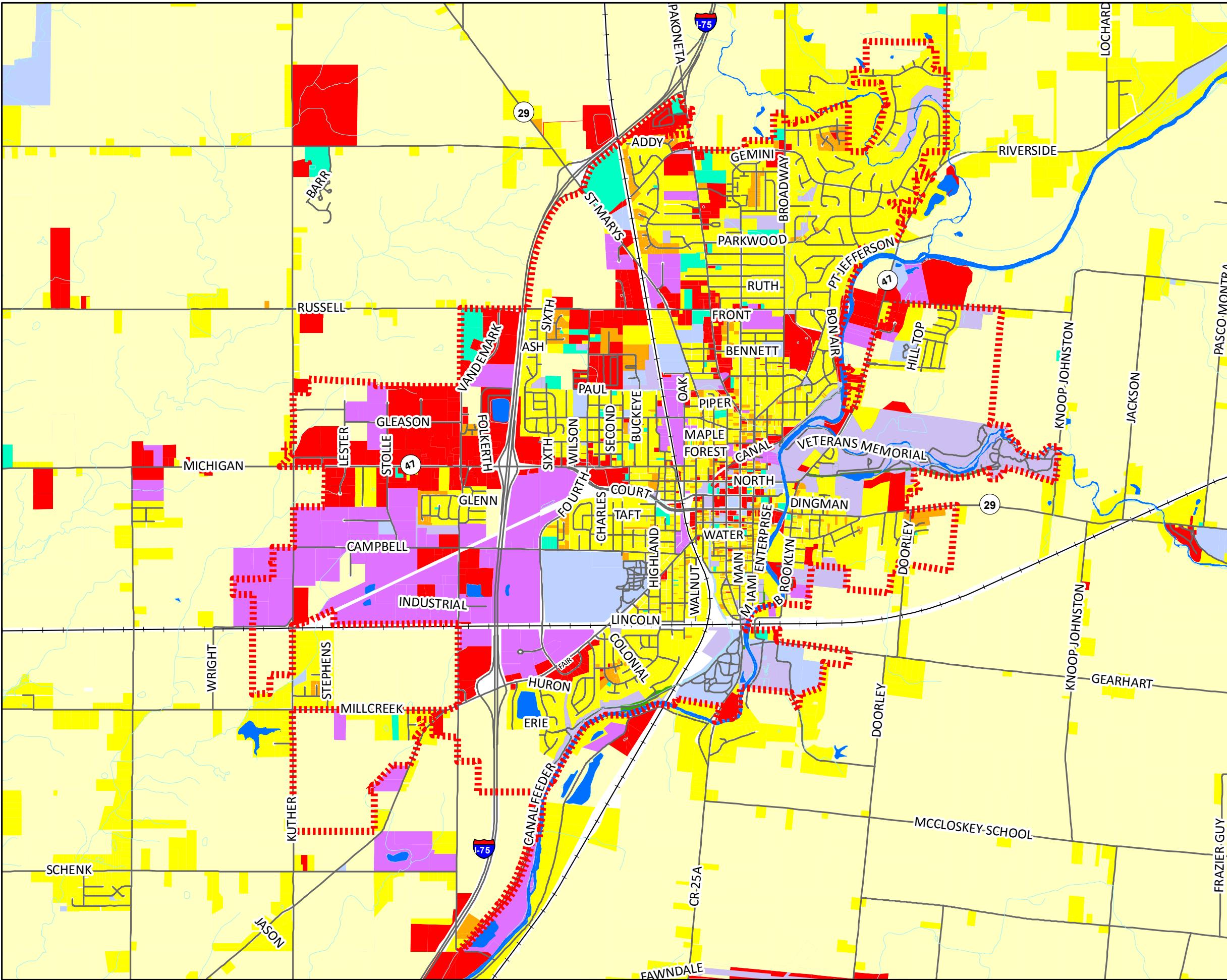


Source: City of Sidney; Shelby County Auditor; Reveille





## Existing Land Use



## Legend

- Corp Boundary
- Great Miami River / Open Water
- Creeks / Ditches
- Streets
- Agriculture
- Residential
- Multi-Family Residential
- Commercial
- Industrial
- Institutional
- City Property
- Parks
- Public

0 0.25 0.5 1 1.5 2 Miles

Source: City of Sidney; Shelby County Auditor; Reveille



# Township Zoning

## Legend

Corp Boundary

Great Miami River / Open Water

Streets

### Clinton Twp. Zoning

A-1

R-1

R-2

R-3

B-1

B-2

I-1

I-2

ME

### Franklin Twp. Zoning

A-1

R-1

R-2

B-2

I-1

I-2

### Turtle Creek Twp. Zoning

A-1

R-1

R-2

B-2

I-2

### Salem Twp. Zoning

A-1

R-1

R-3

B-1

I-2

### Washington Twp. Zoning

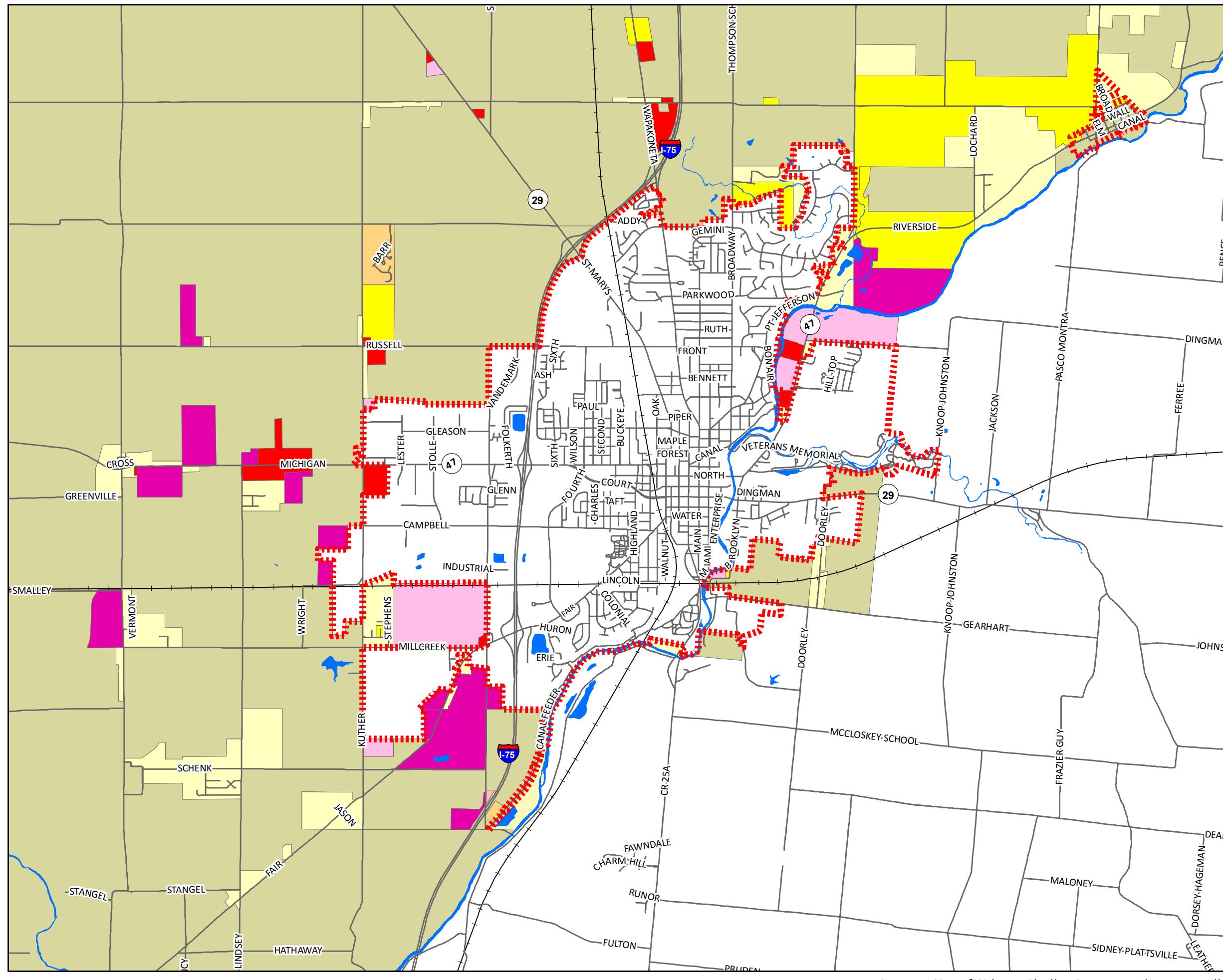
A-1

R-1

R-3

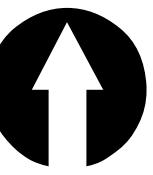
C-2

I-2

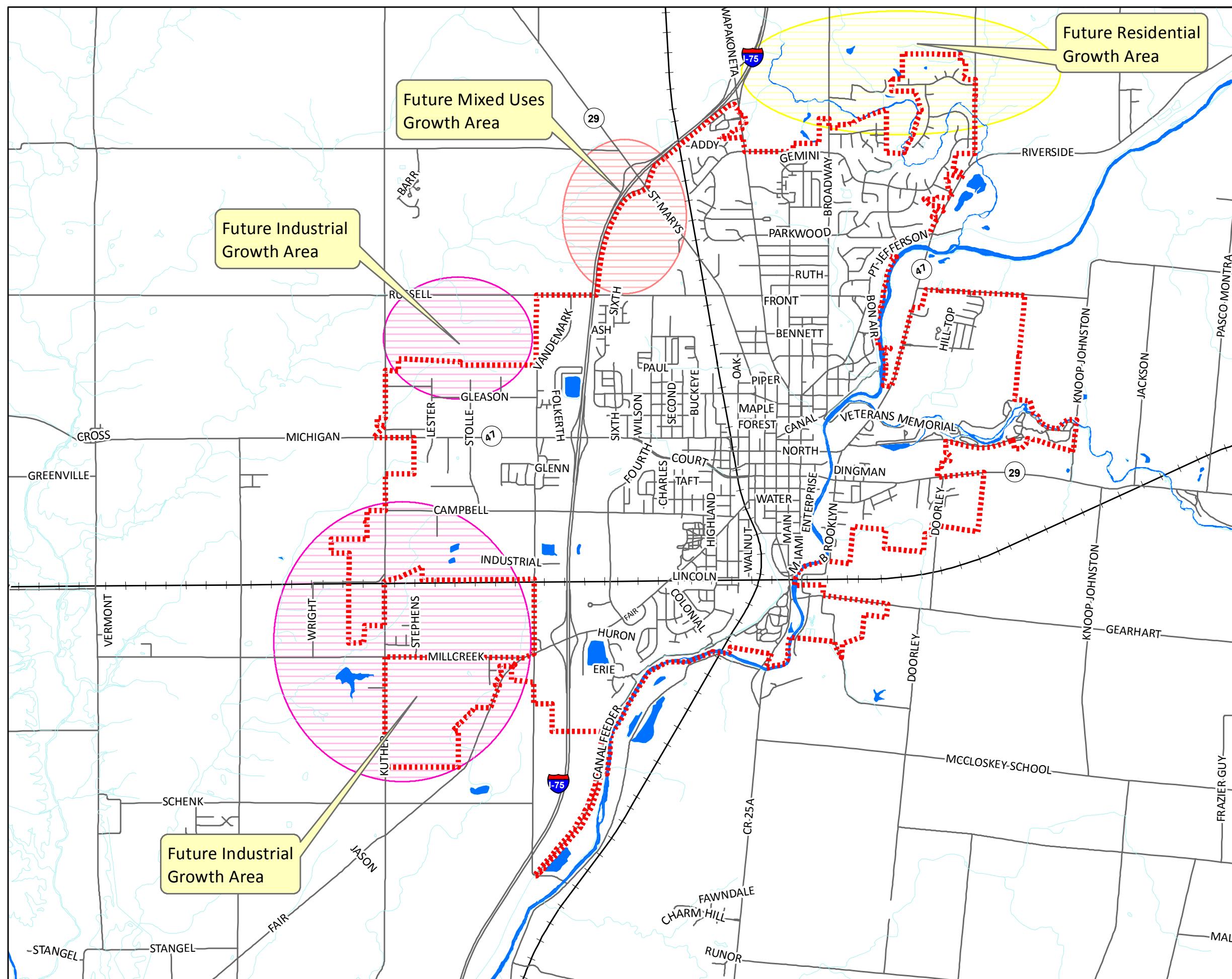


Source: City of Sidney; Shelby County Auditor; Reveille

0 0.375 0.75 1.5 2.25 3 Miles



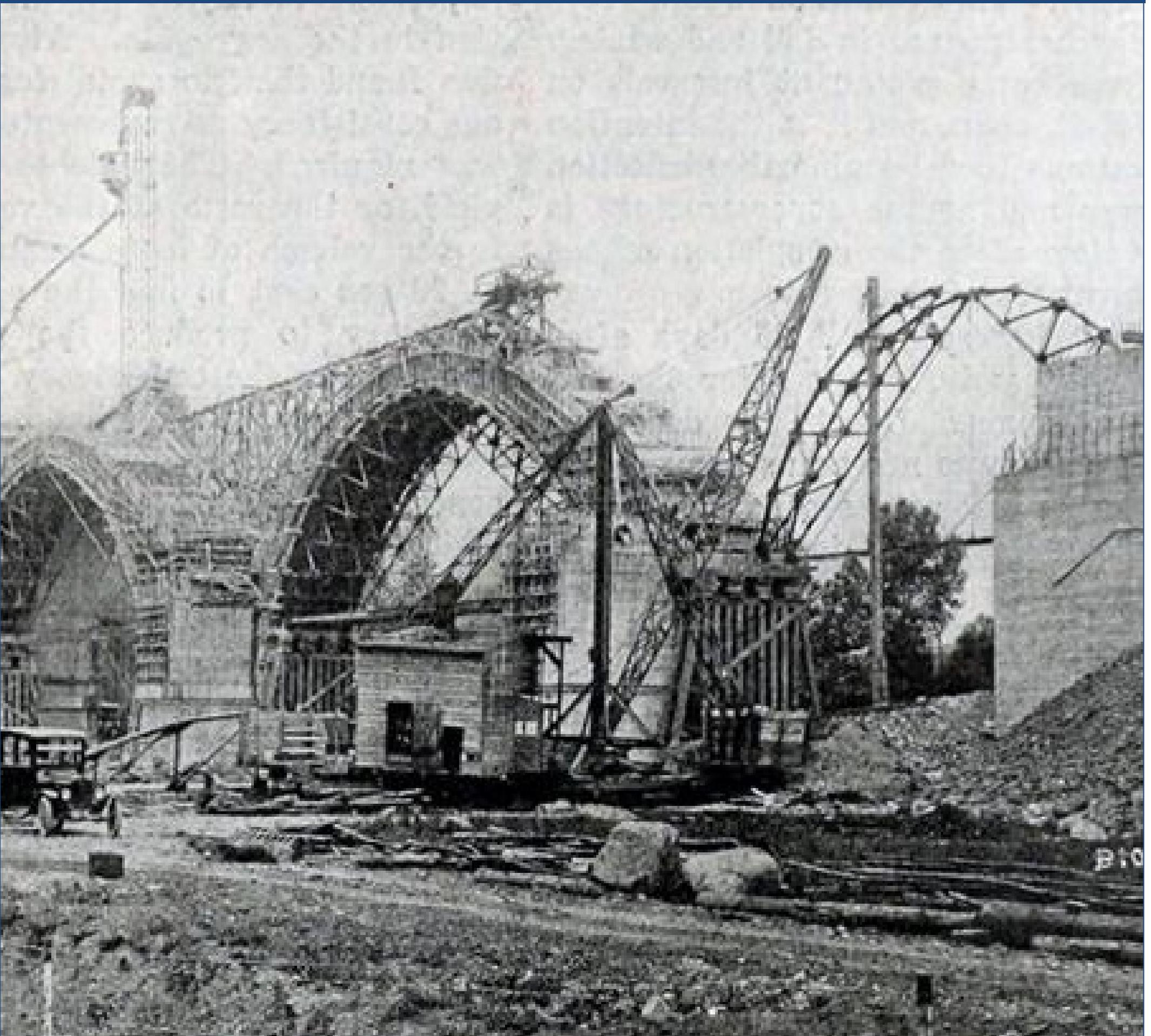
## Growth Areas



## Legend

- Corp Boundary
- Great Miami River / Open Water
- Creeks / Ditches
- Streets

# Utilities



## X. Utilities

### Introduction

Community health and safety is critically dependent on continued careful planning, construction, maintenance, and management of all the City's utility systems. These utility elements are also vital to sustaining the existing commercial and industrial base within the community, as well as maintaining a strong position for economic development within the region.

A major goal of the community, to find a new water source was recently completed, and city officials are completing construction of a 30-inch transmission line that will transport raw water from the well field in Washington Township to the Water Treatment Plant. The construction of the transmission line and work at the well field site is expected to be completed in early 2017. This project represents one of the largest infrastructure projects initiated by the community in the last century and will help ensure Sidney's resiliency for the next century. The new wells will give the City 20 MGD of available water production. Current water production is approximately 3.9 MGD.

### Planning Conditions

A recent Water & Sewer Rate Survey of 63 communities that participated in west central Ohio indicated that Sidney has the 12th highest water and sewer rates.

In 2015, the City transitioned to a new automated solid waste collection system that has increased recycling participation by 30 percent.

Residents in Sidney as well as some neighboring communities will also experience a financial benefit due to the creation of electric and natural gas aggregation programs. Through this initiative, individual consumers gain "buying power" by soliciting the lowest price for the group's natural gas and electric needs.

### Water Systems

There has been an increase in activity with the water system since the development of the Sidney 2025 Comprehensive Plan. The City has been working with consultants on two main issue: short term water improvements (Raw Water Pump Station Improvements, Lime Sludge Lagoon Improvements,

Water Distribution Improvements), and the development of a water source, an issue stemming back to 1957 that was recently identified and secured in Washington Township.

The City provides water service to an extensive portion of the planning area. Sidney's water system is well-looped, and the City's water loss is typically below 15% which is good based on the National average.

The average daily usage of potable water in the City is approximately 3.86 to 4.0 million gallons per day (MGD). The City of Sidney has traditionally obtained its raw water from three sources: 1) 600,000 – 800,000 gallons per day from four bedrock wells; 2) Tawawa Creek a surface water source; and 3) the Great Miami River also provides a surface water source. The capacity of the fractured bedrock wells have declined over the past decade. The original capacity of the wellfield produced in excess of 1,000,000 gallons per day. In 2000, the City expended funds to rehabilitate the wells. Funds were/are also expended in 2015, 2016, and 2017 to bring these four wells back to their original capacity.

The remaining 75% of the raw water supply originates from surface water either from the Great Miami River or Tawawa Creek. However, during the summer, Tawawa Creek fails to provide sufficient water, necessitating the need to draw from the Great Miami River. Severe droughts also limit the availability of water from the Great Miami River.

Surface water as a primary potable water source is highly susceptible to contamination, seasonal river changes and drought conditions. To minimize these issues, the City finalized this action by selecting a suitable aquifer source in Washington Township. The results indicate that the new wellfield would support a new 10 MGD well field and a 9 mile transmission main back to Sidney's Water Treatment Plant. A consultant's estimate to develop the well field and install the necessary infrastructure is approximately \$22,000,000. The City sought and obtained federal or state loans to complete the Water Source Project. User rates were increased to help pay the debt of the loans.

The City's Water Treatment Plant capacity of 10 MGD still meets present and future needs. The Water

Treatment Plant is staffed 24 hours a day, 365 days year, by a total of 8 personnel. The City's capacity will be increased to approximately 16 MGD with the completion of the new water source.

### **Sanitary Sewer Systems**

City officials have made significant investments in its sanitary sewer systems and WWTP over the last decade. This includes the continuation of the I&I Reduction Program; multiple sewer rehabilitation projects; and funding for development oversizing. As a result, the system varies greatly in age, capacity and condition.

In 2016, The City of Sidney began the \$12 MM wastewater treatment plant (WWTP) improvement project. The project will be completed in spring of 2017. These improvements include a minor increase in treatment capacity and modifications to the disinfection process. Sidney received a loan from the Ohio Water Pollution Control Loan Fund (WPCLF) for this project. The project will increase treatment capacity from 13.5 to 14.0 MGD, provide UV treatment, make required safety and reliability improvements and provide back-up generation for the full treatment process.

The main functions of the sanitary sewer system and the WWTP is to protect and improve the water quality conditions of the Great Miami River and to ensure public health by properly conveying the wastes to the WWTP for treatment.



A master plan update was developed in 2009 for the WWTP and serves as a guide for future planning to meet regulatory compliance and provide guidance to allow for continued growth in the residential, commercial, and industrial sectors.

The system does experience severe I&I (clean water intrusion into the sanitary) problems. These I&I flows currently add in excess of 30 MGD, which exceeds the peak treatment flow at the WWTP during wet weather.

Currently the City's sanitary sewer service area extends beyond Sidney's corporate boundary. Customers outside the corporate boundary include Honda of America Anna Engine Facility and the Village of Port Jefferson. These two entities are served via special agreements with the City. The City of Sidney requires annexation for services for other properties desiring City services.

The City continues to require the developer to extend water and sewer mains to proposed development with the City paying to oversize the utilities to accommodate future growth. Development agreements are generated for new areas that are annexed that specify the utility extensions. In preparation for future growth, the City has developed planning studies on how areas can be served. Those planning studies include the North Sidney Sanitary Sewer Analysis, North Sanitary Sewer Master Plan, Northwest Sanitary Sewer Master Plan, and an Industrial Property Development Report.

## Stormwater Management

City officials have been aggressively reducing I&I into the sewer collection system, going back to 1993, with the creation of the City's stormwater management committee and with the development of their stormwater monitoring program in 2007 to comply with the USEPA and Ohio EPA. I&I is defined as clean water intrusion into the sanitary sewers. I&I reduces the capacity of the sewer system, exposes property owners to flooded basements, and increases the operating costs of the wastewater treatment plant. The Utilities Department has prioritized the reduction of I&I as the department's primary goal and has developed plans accordingly.

A utility fee was created to offset the administrative cost of the Monitoring Program and maintenance of the stormwater collection system. City officials adopted a Stormwater Utility Fee for certain properties as a required activity under the Ohio EPA National Pollutant Discharge Elimination System (NPDES) Stormwater Permit. All non-residential properties are assigned an Equivalent Residential Unit (ERU) multiple based upon the individually measured impervious area (in square feet) of the property divided by 2,752 square feet

(1 ERU) but in no event less than 1 ERU. The storm water service fee was originally established by City Council at \$0.83 per ERU per month but City Council reviews the rates periodically and adjusts the dollar per ERU accordingly. 2017 rates are \$1.02 per ERU.

The revenue received by the City is used by the City for the payment of the cost of the management, minor maintenance, repair, monitoring, sampling and survey costs of the storm water system. This fee is not related to water and/or sewer service and applies whether or not the premises are occupied. The utility fee does not currently pay for capital project improvements or replacements.

In late 2015, City Council adopted utility rates for 2016 that will decrease the low volume user's bill by \$5.72 per month with the average family of four seeing a reduction of \$4.17 per month. This overall decrease was achieved when Council reduced the EPA Compliance Fee by 30 percent.

A 30% reduction in the monthly EPA fee was implemented for 2016, followed by 2% annual increases for years 2017 through 2020. The EPA fee is

designed to cover the cost of three items: (1) annual operating costs of the I&I department staff, (2) debt service associated with the portion of the plant expansion attributable to I&I reduction, and (3) cash-funded capital projects specific to I&I reduction. This fee reduction is possible because the Ohio EPA approved the reduced scope of WWTP improvements, which reduced the debt payment and construction bids were within the engineer's estimate.

## Strategies

The planning stakeholders selected the following strategies for implementation:

### **1) Continue to educate the community on the nature of the storm water system and runoff.**

Part of the City's negotiation with Ohio EPA involved reducing the amount of I&I into the sewer collection system, thus reducing the amount of I&I requiring treatment at the WWTP. This ongoing 21-year effort will require property owners to complete sewer lateral inspections and repair any identified I&I issues. The City must inspect and make repairs to its sewer infrastructure as well.

The public works department staff are continually working to eliminate illicit connections to the sanitary sewer system to ensure the community meets EPA standards as outlined by the NPDES Phase II Storm Water Management Program.

An additional group of tools that city officials could consider discussing with the public to aid in mitigating the adverse impacts of storm water events is the deployment of "green infrastructure." Sidney could adopt green infrastructure methods to reduce costs for maintaining and replacing this aging infrastructure. Green infrastructure planning and design approaches help reduce demands on existing infrastructure, extend its functional life where possible and provide cost-effective and sustainable solutions that conserve and protect water resources.

This planning endeavor could include a discussion of green infrastructure, an approach to wet weather management that is cost-effective, sustainable, and environmentally friendly. Green infrastructure management approaches and technologies can aid in the capture and reuse storm water to maintain or restore natural hydrology of a watershed

## Green Infrastructure Design Approaches

### SITE

- Green Roofs
- Rain Harvesting
- Downspout Disconnection
- Planter Boxes
- Rain Gardens
- Permeable Pavements
- Vegetated Swales
- Natural Retention Basins



### NEIGHBORHOOD

- Green Parking
- Green Streets & Highways
- Pocket Wetlands
- Trees & Urban Forestry
- Brownfield Redevelopment
- Infill and Redevelopment

### WATERSHED

- Riparian Buffers
- Habitat Preservation & Restoration

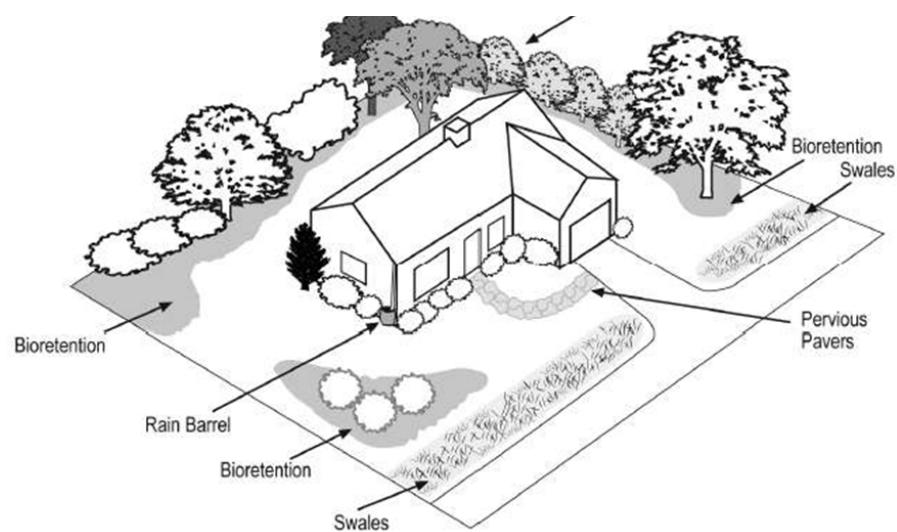


Other methods to minimize storm water problems include:

- Updating Chapter 919 of the Codified Ordinances that regulates stormwater;
- Promote shared parking and land banking;
- Incorporation of compact parking spaces as a means of reducing impervious cover;
- Setting maximum parking space dimensions rather than specifying minimum dimensions (a minimum stall size of 10' x 20' or 9' x 18' are the most commonly cited dimensions) could also reduce impervious area;
- Incorporation of bioretention or rain gardens into existing requirements for landscaped islands and

- revising landscaping requirements to require a set percentage of landscaping of the total paved area can help to offset some of the impervious surfaces;
- Incorporation of storm water best management practices such as sand filters and filter strips into perimeter and interior landscaping can also help in offsetting impervious surfaces; and
- Incorporation of porous pavement in overflow parking areas can reduce the runoff generated by parking lots as well as decreasing impervious surfaces.

The Ohio EPA's Surface Water Improvement Fund grant program and the OPWC are both candidates for funding assistance for green infrastructure projects.



## 2) Create master plans for utility infrastructure including a financially feasible capital improvements schedule.

The following planning issues should continue to be addressed in future city master planning efforts:

### Continued Sewer Modeling

The City should continue to model the sanitary sewer system to identify system capacity deficiencies. This information is useful in determining future capital sewer replacements, and determining key connection points for future development.

### Inflow/Infiltration Reduction

Reduce I&I of clean water into the sanitary sewer system up to 10% per year, which is determined on a cost-benefit basis. This figure is defined as the difference between the incoming wastewater flow at the WWTP during the driest (precipitation) 30-day period, compared to the wettest 30-day period in a calendar year. With continued growth within the community, the City needs to remain active in the reduction of I&I.

To fund the Stormwater Fund's operating needs, annual rate increases of 1% to 2% have been proposed. Given those increases, the charge would be \$1.08 per equivalent unit in 2020 and would continue to be one of the lowest such fees in the state, as typical rates in other cities are often \$3 and up. Consider increasing the stormwater utility fee to have a dedicated funding source for stormwater capital projects.

However, capital outlays for stormwater and flood control projects compete for funding with other income tax funded capital projects. Reducing clean water from entering the sanitary sewer system (as required by Ohio EPA) is likely to strain the existing storm water infrastructure.

### Sanitary Sewer Replacements

Future replacement projects should be prioritized based on the system age, pipe materials, conditions, capacity, the amount of I/I, and costs.

## Expanding Sewer System for Future Residential Development

There currently remains a need to provide sewer services to areas predicted for residential growth. The City should identify those areas, and schedule sewer installations, provided existing sewers have sufficient capacity to handle the extensions. In all cases, the City should enforce developer requirements for the utility extensions with the City paying for oversizing and overdepth.

## WWTP Equipment Improvements

Efforts should be made to continue to maintain equipment at the WWTP in between expansion activities. It is recommended that funds continue to be established in the operating budgets for motors/pump/feeder replacements.

### **3) Proactively pursue alternate funding sources for utilities.**

A major goal of the past planning efforts was for the City to invest in a new water source. This was recently finalized and the construction of the transmission line and work at the well field site is expected to be completed in 2017. However, city officials still have

identified over \$6 MM of additional underground utility projects that remain unfinished, with additional projects known which need to be scheduled.

Sidney should continue to actively pursue additional funding sources to assist in their infrastructure programs. It is recommended that City officials could continue to annually evaluate the current water and sewer rates to ensure that the respective enterprise funds remain “in the black” and generate sufficient reserves for emergencies, as well as fund balances to aid in debt for future improvements.

The City should continue to include replacement of existing facilities due to age and operating condition as part of their Operation, Maintenance & Replacement (OM&R) program. Such a perspective of OM&R would allow the enterprise funds to adjust to the water and sewer rates to provide funding that may be leveraged for necessary improvements, versus increased capacity and economic development that may be associated with capital improvement.

Such adjustments could be applied to the usage rates, tap charges and assessments. Funds generated would

be utilized for debt service and as leveraged contributions in an effort to obtain grant and loan funds administered by the Ohio EPA Division of Environmental and Financial Assistance (DEFA), the Ohio Water Development Authority (OWDA), the OPWC, the U.S. Department of Housing and Urban Development (HUD), the Ohio Water and Sewer Rotary Commission, and the Economic Development Administration. It is critical to note that the Ohio EPA utilizes an “affordability threshold” of water and sewer utility rates at or above 2% of median household income to qualify for grants and principal forgiveness, as well as some low interest loans.

At the time of final project development and planning, each of the potential funding programs will need to be evaluated in detail for consideration and applicability.

The following is a general summary of some of the various programs that may be available.

#### Ohio Public Works Commission (OPWC) Assistance

The OPWC provides financial assistance to governmental entities to maintain operations and adequate capacity for water, sewer and solid waste

facilities. Assistance can be in the form of grants, low interest loans, local debt support and credit enhancement. Local debt support provides funds to cover the costs of interest through construction and up to one year after. Credit enhancement is a grant to pay the cost of bond insurance and provide assistance to the entity to secure affordable debt.

#### Ohio Water Development Authority (OWDA) – Community Assistance Fund

The OWDA Community Assistance Fund provides below-market financing when other means will create an economic hardship and is available only for drinking water projects. In order to qualify for this funding, the proposed project must meet an existing need and cannot include provisions for oversizing and the anticipated annual costs from the system must meet or exceed economic hardship criteria of 1.5% of the median household income (MHI) for Shelby County.

#### OWDA Loan Fund

The Community Assistance Fund noted above is for those situations that create economic hardship. The OWDA also has a loan fund that can be used in most any situation for the construction of wastewater or

drinking water facilities, as well as engineering design, legal fees and inspection. OWDA charges a one-time administrative fee of 0.35% of the total loan amount. The interest rates associated with these loans are generally higher than other forms of financing and, once the final loan is determined, the debt may not be retired ahead of schedule. The advantage to the OWDA loan is that most every applicant is funded and the cost and time associated with the approval process is limited.

#### Water Supply Revolving Loan Account (WSRLA)

WSRLA is administered through the Ohio EPA DEFA, with assistance from the OWDA. This program is intended to provide low interest loan funds for potable water systems. The money may be obtained and applied for constructing improvements to existing facilities or creating new. Similarly to the WPCLF program on the wastewater side, the loans are available for planning and design, as well as 20-year construction loans. Technical assistance from the Ohio EPA is also available and WPCLF may be used in conjunction with other forms of funding assistance.

#### U.S. Department of Housing and Urban Development (HUD)

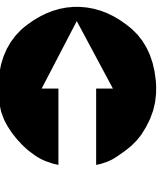
HUD funding includes the use of CDBG to assist LMI households and aims to correct issues of immediate threat to public health and safety. Certain areas of the Sidney may be eligible for this funding source. Any areas or targeted areas that may appear not to qualify can be validated or rechecked by households in the targeted area by preparing an income survey.

#### Ohio Water and Sewer Rotary Commission

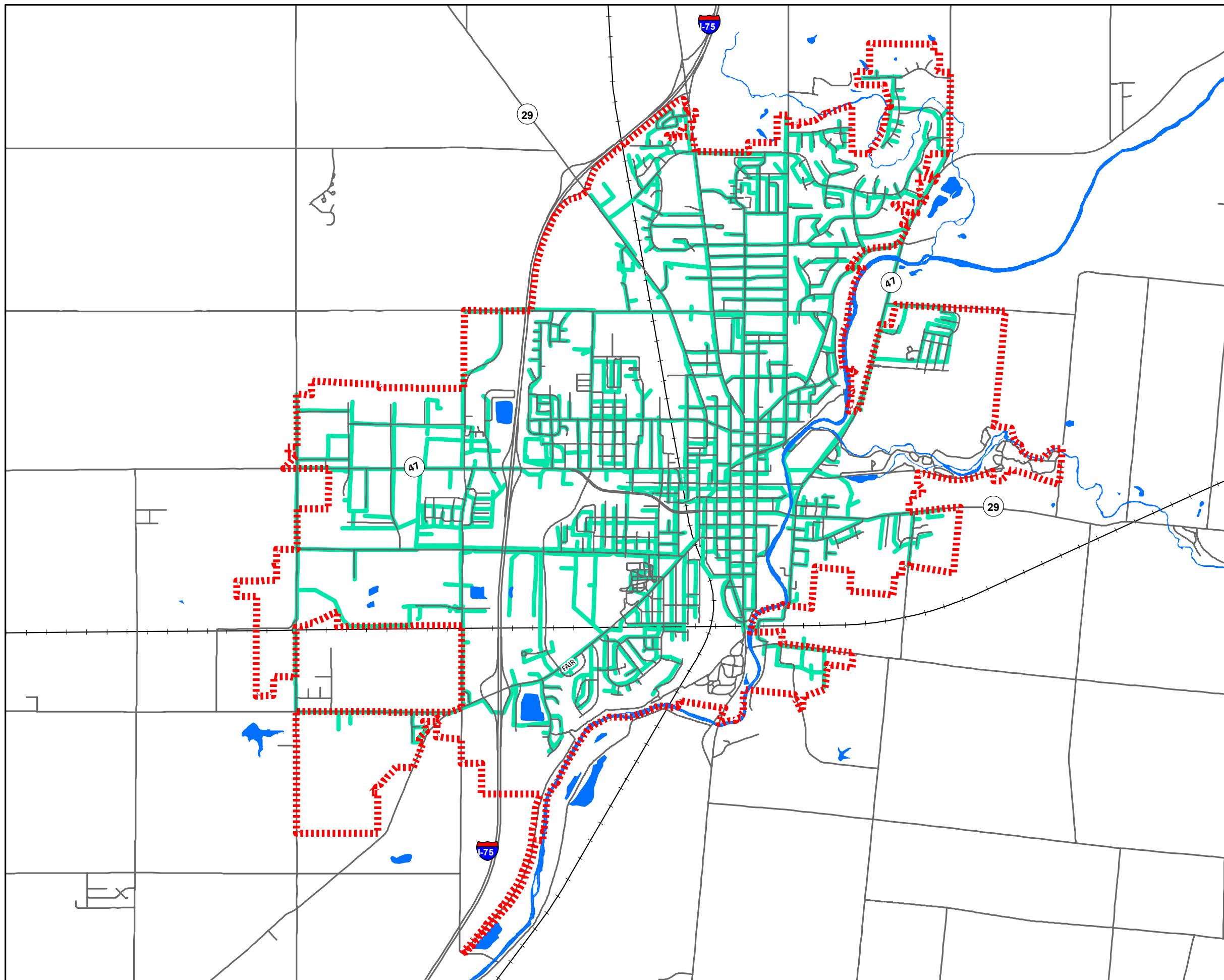
The Ohio Water and Sewer Rotary Commission offers interest-free loans to pay the portion of costs from a sanitary sewer or water main extension that is to be assessed against agricultural lands, with a minimal up-front administrative cost. The primary emphasis of this program is to balance the preservation of valuable farmland, while allowing the governing authority to extend needed infrastructure. Another major goal of the program is job creation or retention. It should be noted that the Rotary Loan money does not reduce the total cost of the project to the District, nor does it reduce the assessments to other properties. This money is strictly applied to cover the assessments on properties that qualify.

Any loan funds acquired for a project must be secured in the form of revenue bonds or assessment bonds issued on behalf of the City. Revenue bonds are generally paid back through the income generated from monthly user fees charged to customers. Revenue can also be contributed from tap charges collected from new customers. That is, the income generated from the operation of the system pays back the loan (bond) used to finance the system.

Assessment bonds are paid back from the collection of assessments applied to the properties that benefit directly from the improvements. These assessments are an expense to the property owner regardless of whether he/she uses the available service and may be calculated by several different methods, but must be applied only to those properties receiving a special benefit from the improvements.



## Water Utilities

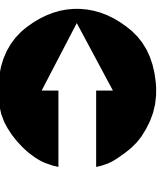


## Legend

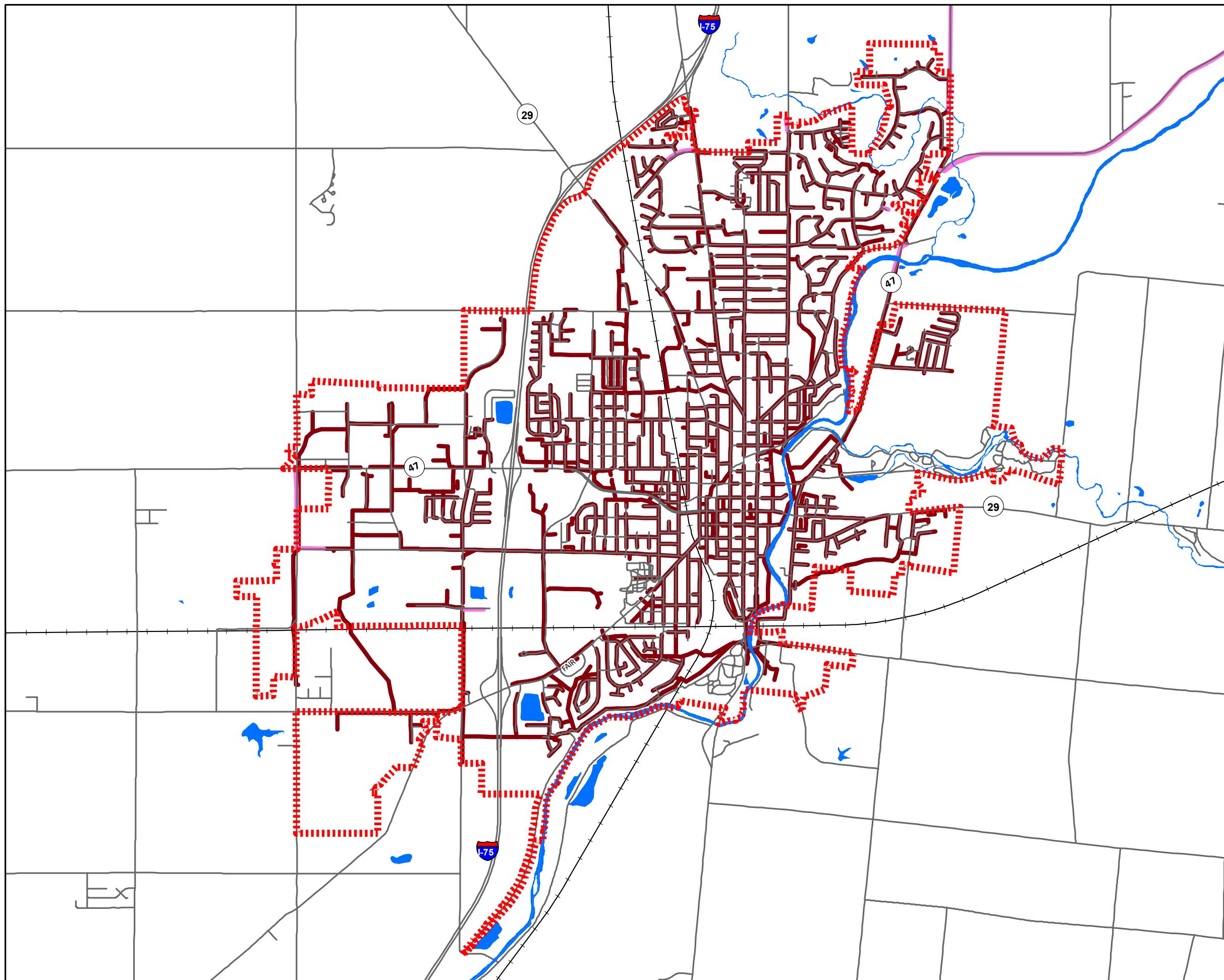
- Corp Boundary
- Great Miami River / Open Water
- Streets
- Water Lines

0 0.25 0.5 1 1.5 2 Miles

Source: City of Sidney; Shelby County Auditor; Reveille



## Sewer Utilities



### Legend

- Corp Boundary
- Great Miami River / Open Water
- Streets
- Sanitary Sewer Pressurized Mains
- Sanitary Sewer

0 0.25 0.5 1 1.5 2 Miles

Source: City of Sidney; Shelby County Auditor; Reveille

# Plan Implementation

City of Sidney Comprehensive Plan



## XI. Plan Implementation

### Introduction

The Sidney Comprehensive Plan represents the culmination of over eight months of dialogue during which an interactive conversation occurred as to how the community should continue to grow, revitalize and prosper.

The greatest challenge to any plan is to sustain the energy to implement it. Because it is a byproduct of human engineering, it is also easily affected by human error, poor decision making or ineffective leadership.

#### ***This Plan will not implement itself.***

Another challenge to implementing a plan can occur when conditions change that existed when the plan was prepared. One of the few certainties when using this Plan is that new situations will arise that were not anticipated when this Plan was developed and adopted. These may be due to shifts in economic markets, changes in desired community services, or new opportunities that arise. Whatever the reason, this Plan must remain a useful tool in helping Sidney, its

residents, and business community work toward the Plan's goals and objectives.

One of the most important considerations that the reader, user, proponent, or opponent of this unique planning document should understand is that any plan is only as effective as the level of communication that exists between local government officials and the community. For this reason, interaction and communication between City officials and their constituency must remain high.

### How to Use the Plan

This Plan provides City officials, residents, and other stakeholders with visions and strategies to help build a more perfect union. To this end, the Plan should be used in the following situations:

#### Planning and Zoning

It is recommended that City officials could look to arrive at land use and zoning decisions in conjunction with the guidance of this planning document. If a proposal is contrary to, or conflicts, with a literal interpretation of the Plan, the planning commission should clearly document the reasons as to why the City should take

an action, or look to amend the zoning, plan or both over time.

In all cases, individuals and organizations should use the Comprehensive Plan early in this process to provide guidance to the City for prioritizing development. All parties involved in the planning process are strongly encouraged to meet with the City Administration early to review the Plan's recommendations, and discuss development proposals, prior to formal submittal of an application for development approval.

Land Use and Housing strategies are primarily delegated to the Planning and Zoning Department, Planning Commission, Service Department (for property maintenance) and ultimately, City Council. After public approval and adoption, all planning and zoning decisions should be made in accordance with this Plan.

#### Neighborhood and Capital Improvements

This Plan assists in highlighting areas that were identified throughout the planning process as those most preferred to promote the quality of life. Whether it

is the extension of water or sewer facilities, the resurfacing of roads, or any other neighborhood improvements, it should be done in accordance with the Plan's vision.

### Intergovernmental Relations

This Plan should be used to develop a stance on joint issues and programs, and also be used to move forward on programs and initiatives in which Sidney and other contiguous political subdivisions could mutually benefit from.

### Economic Development

Expanding economic development opportunities in accordance with the public's desires will require the assistance of a variety of public and private organizations. These organizations should be knowledgeable of the Plan and its preferred outcomes.

### **Plan Review**

Because of the ongoing nature of community and economic development, this Plan is not a static document, but one that will evolve over time. It is recommended that the Plan, and sections therein, be updated or reviewed in the following manner:

#### Annual Review

It is recommended that this Plan be reviewed annually by the planning and development director, Planning Commission, and City Council to ensure progress is being made. This discussion should identify the Plan's beneficial impacts to the Sidney, and recognize areas where the Plan may not have assisted in facilitating the visions and strategies. To further assist discussion, planning stakeholders can assign a "progress grade" to each plan strategy (See: *Plan Implementation Table*).

#### Critical Review

As the planning conditions change over time, it is recommended above all else that City officials and the Planning Commission take the necessary steps to review the Plan every three years, with a plan update scheduled within five years.

#### New Data Development

This Plan should be amended or updated upon the arrival of new information like the 2020 Census, GIS and other socioeconomic and demographic data. Existing land use and zoning maps should be developed every six months to ensure zoning and land use policy decisions reflect the current landscape.

#### Plan Implementation

Each Chapter of the Plan represents a functional planning area of the community, and it is guided by a broad vision that is implemented by several strategies.

The Plan's strategies are by no means completely exhaustive. They were developed in conjunction with public input, and take into account past, current and projected problems. Over time, each strategy may need to be revised or amended to reflect the current environment.

Some strategies are focused around a one-time action or completed immediately while others will need additional consideration and research, and possibly be subjected to further scrutiny by public officials and residents.

Plan Implementation Table

Plan Element & Vision Statement	Strategy	Collaborating Entity or Organization								
		City Council	Community Services / Planning Commission	City Departments	Sidney Alive	Area Schools	County Organizations	Local/Other Organizations	Time Frame	Progress Grade (A-F)
Community Facilities & Services	Update the City's Parks & Recreation Master Plan	X		Parks & Recreation		X		YMCA ; Senior Center; Recreation Board	Short-Term	
	Improve visibility and access to certain neighborhood parks			Parks & Recreation				Recreation Board	Long-Term	
	Revisit the City's parkland dedication requirements in the zoning ordinance	X	X	Parks & Recreation				Recreation Board	Short-Term	
	Expand recreation activities and programs			Parks & Recreation		X		YMCA ; Senior Center; Recreation Board	Short-Term	
	Encourage community-based policing and neighborhood watch programs	X	X	Police; Parks & Recreation	X	X			Short-Term	
	Address public / safety service needs of newer growth areas	X	X	Fire & Emergency Services, Parks & Recreation, Police; Public Works					Short-Term	
	Continue to pursue the feasibility of the third fire station to accommodate growth and improve response times to areas north of Russell Road	X	X	Fire & Emergency Services, Public Works					Short-Term	
	Continue to foster partnerships between the City, surrounding jurisdictions and public and private organizations	X	X	Fire & Emergency Services, Parks & Recreation, Police	X	X	SSEP, SMHA	Chamber of Commerce, YMCA; Surrounding Townships; Shelby County Park District	Long-Term	

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		City Council	Community Services / Planning Commission	City Departments	Sidney Alive	Area Schools	County Organizations	Local/Other Organizations	Time Frame	Progress Grade (A-F)
Downtown	Work with Sidney Alive and interested stakeholders in promoting downtown development and in developing a branding strategy	X	X	City Manager	X	X	SSEP	Chamber of Commerce	Short-Term	
	Identify areas to encourage quality housing opportunities	X	X				SMHA	Citizens Peer Review Committee	Short-Term	
	Address vacant and deteriorating residential and commercial properties	X	X	Fire & Emergency Services, Police	X				Short-Term	
	Develop effective building standards for commercial properties	X	X	City Manager; Fire & Emergency Services				Downtown Design Review Board	Mid-Term	
	Target adjacent neighborhoods for proactive nuisance and property maintenance enforcement	X	X	Fire & Emergency Services					Short-Term	
	Adjust the zoning code to coordinate with Plan strategies, best practices and public preferences	X	X						Short-Term	
	Incentivize efforts that encourage a thriving downtown	X		City Manager; Finance	X		Regional Planning Commission; SSEP	Chamber of Commerce	Mid-Term	
	Optimize traffic circulation and parking opportunities		X	Public Works; Police	X				Short-Term	
	Improve landscaping and signage standards, and wayfinding		X	Parks & Recreation, Public Works	X			City Tree Board; Recreation Board	Long-Term	

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		City Council	Community Services / Planning Commission	City Departments	Sidney Alive	Area Schools	County Organizations	Local/Other Organizations	Time Frame	Progress Grade (A-F)
Economic Development	Continue business expansion and retention efforts	X	X	City Manager	X		SSEP	Chamber of Commerce	Short-Term	
	Target businesses and services identified as “opportunity gaps” in the market analysis		X		X		SSEP	Chamber of Commerce	Long-Term	
	Create an economic development strategy that addresses tourism, entrepreneurial development, and business attraction marketing	X	X	City Manager	X	X	SSEP	Chamber of Commerce	Mid-Term	
	Inject community and neighborhood development strategies into the City's overall economic development framework	X	X		X		Land Bank; Regional Planning Commission; SSEP	Chamber of Commerce	Mid-Term	
	Collaborate with local and regional educational institutions to support workforce development for specific industry needs		X		X	X	SSEP; Workforce Development	Chamber of Commerce; Edison State Community College; Upper Valley Career Center	Short-Term	
	Improve the civic infrastructure essential for community and economic development by providing a platform for the open exchange of ideas	X	X		X		Shelby County Commissioners; SSEP	Chamber of Commerce	Long-Term	
	Continue to survey residents and business to identify key issues and potential opportunities	X	X		X	X	SSEP	Chamber of Commerce	Mid-Term	

**Plan Implementation Table**

Plan Element & Vision Statement	Strategy	Collaborating Entity or Organization								
		City Council	Community Services / Planning Commission	City Departments	Sidney Alive	Area Schools	County Organizations	Local/Other Organizations	Time Frame	Progress Grade (A-F)
Housing	Rigorously enforce existing city codes and develop new tools to revitalize and protect neighborhoods	X	X	Fire & Emergency Services; Police	X		SMHA	Citizens Peer Review Committee	Short-Term	
	Pursue the feasibility of vacant property and rental property ordinances	X	X		X		Land Bank		Short-Term	
	Identify sources of financial and other assistance that can be used by property owners facing code enforcement actions and underground utility enforcement actions for major renovations		X				Land Bank		Short-Term	
	Allocate the appropriate resources to property maintenance and enforcement	X	X	City Manager; Finance					Short-Term	
	Utilize the new Land Bank to expedite the acquisition process of blighted properties	X	X				Land Bank		Mid-Term	
	Encourage diversified housing opportunities that allow residents to "age in place"	X	X				SMHA, Regional Planning Commission		Mid-Term	
	Encourage grassroots efforts and public/private partnerships that promote neighborhood quality of life	X	X	Police			SMHA	Citizens Peer Review Committee	Mid-Term	
	Encourage the development of neighborhood associations	X	X					Citizens Peer Review Committee	Long-Term	
	Organize community forums to address housing strategies and opportunities	X	X				SMHA		Mid-Term	

Plan Implementation Table

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		City Council	Community Services / Planning Commission	City Departments	Sidney Alive	Area Schools	County Organizations	Local/Other Organizations	Time Frame	Progress Grade (A-F)
Land Use	Beautification of the City	X	X	Parks & Recreation, Public Works	X	X	Shelby County Focus	Citizens Peer Review Committee; City Tree Board	Short-Term	
	Encourage and develop visually-attractive and pedestrian-friendly corridors by utilizing overlay districts along targeted corridors (SR 47, Wapakoneta Avenue, St. Marys, Fair Ave, etc.)	X	X	Parks & Recreation, Public Works					Short-Term	
	Develop community gateways along I-75	X	X	Parks & Recreation					Short-Term	
	Link the downtown to I-75 through beautification and wayfinding techniques	X	X	Parks & Recreation, Public Works	X			City Tree Board	Mid-Term	
	Develop design / landscaping standards for public spaces and facilities	X	X	Parks & Recreation; Public Works				City Tree Board	Short-Term	
	Enhance rights-of-way	X	X	Public Works			County Engineer		Long-Term	
	Encourage partnerships with service organizations and other groups such as garden clubs	X	X	Parks & Recreation				City Tree Board	Mid-Term	
	Encourage infill and mixed use development, targeting downtown and the surrounding neighborhoods	X	X	Public Works	X				Long-Term	
	Buffer residential areas from the encroachment of dissimilar land uses	X	X						Long-Term	

Plan Implementation Table										
Plan Element & Vision Statement	Strategy	Collaborating Entity or Organization								
		City Council	Community Services / Planning Commission	City Departments	Sidney Alive	Area Schools	County Organizations	Local/Other Organizations	Time Frame	Progress Grade (A-F)
Land Use (Continued)	Identify, maintain & protect natural resources that help to promote the resiliency of the community	X	X	Parks & Recreation				City Tree Board	Mid-Term	
	Update the zoning code to reflect best practices	X	X		X				Short-Term	
Connectivity	Require new developments to provide adequate automobile and multi-modal transportation facilities	X	X	Public Works			Regional Planning Commission		Short-Term	
	Improve bicycle and pedestrian infrastructure	X	X	Parks and Recreation; Public Works		X	Regional Planning Commission		Mid-Term	
	Work with interested stakeholders in connecting Sidney to the Greater Miami River Trail and Miami Valley Bike Trail System.	X	X	Parks & Recreation, Public Works		X	Regional Planning Commission; Shelby County Commissioners; Shelby County Chamber of Commerce		Mid-Term	
	Prepare a sidewalk inventory identifying sidewalk condition and areas where gaps exist in the network beginning around key public facilities and abutting neighborhoods		X	Public Works; Parks and Recreation		X		Neighborhood Associations	Short-Term	
	Enforce existing city codes relative to sidewalk repair	X	X	Public Works					Short-Term	

**Plan Implementation Table**

Plan Element & Vision Statement	Strategy	Collaborating Entity or Organization								
		City Council	Community Services / Planning Commission	City Departments	Sidney Alive	Area Schools	County Organizations	Local/Other Organizations	Time Frame	Progress Grade (A-F)
Connectivity (Continued)	Team with local schools (Christian Academy, Lehman Catholic and Sidney City Schools) in developing a School Travel Plan and participating in ODOT's Safe Routes to School Program		X	Public Works; Police		X			Mid-Term	
	Continue to utilize the pavement conditions rating system to prioritize street improvements			Public Works					Mid-Term	
	Proactively pursue alternate funding sources for transportation and connectivity improvements	X	X	Public Works; Parks and Recreation		X	Regional Planning Commission		Short-Term	
	Time transportation network improvements to correlate with capacity improvement and economic development initiatives	X		Public Works; Parks and Recreation			SSEP; Regional Planning Commission		Mid-Term	
	Various Hoewisher Road extensions	X		Public Works				ODOT	Long-Term	
	Extend Stolle Avenue	X		Public Works			SSEP	ODOT	Long-Term	
	Extend Fourth Avenue	X		Public Works			SSEP	ODOT	Long-Term	
	Review private development projects for improvements to maintain acceptable levels of service for roadways and intersections.	X		Public Works				ODOT	Long-Term	
	Develop level of service standards and trigger for roadway and intersection improvements in Engineering Standards.	X		Public Works				ODOT	Long-Term	

Plan Implementation Table										
Plan Element & Vision Statement	Strategy	Collaborating Entity or Organization								
		City Council	Community Services / Planning Commission	City Departments	Sidney Alive	Area Schools	County Organizations	Local/Other Organizations	Time Frame	Progress Grade (A-F)
Utilities	Continue to educate the community on the nature of the storm water system and runoff	X		Public Works					Short-Term	
	Create master plans for utility infrastructure including a financially feasible capital improvements schedule	X		Public Works					Short-Term	
	Continue the development of the City's new water source in advance of capacity needs	X		Public Works					Long-Term	
	Proactively pursue alternate funding sources for utilities development, replacement, and extension			Public Works			Regional Planning Commission	State Representatives; Other State Organizations- See Chapter: Utilities	Long-Term	
	Identify funding for future underground utility replacement and extension projects	X		Public Works				State Representatives; Other State Organizations-See Chapter: Utilities	Short-Term	