

# 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

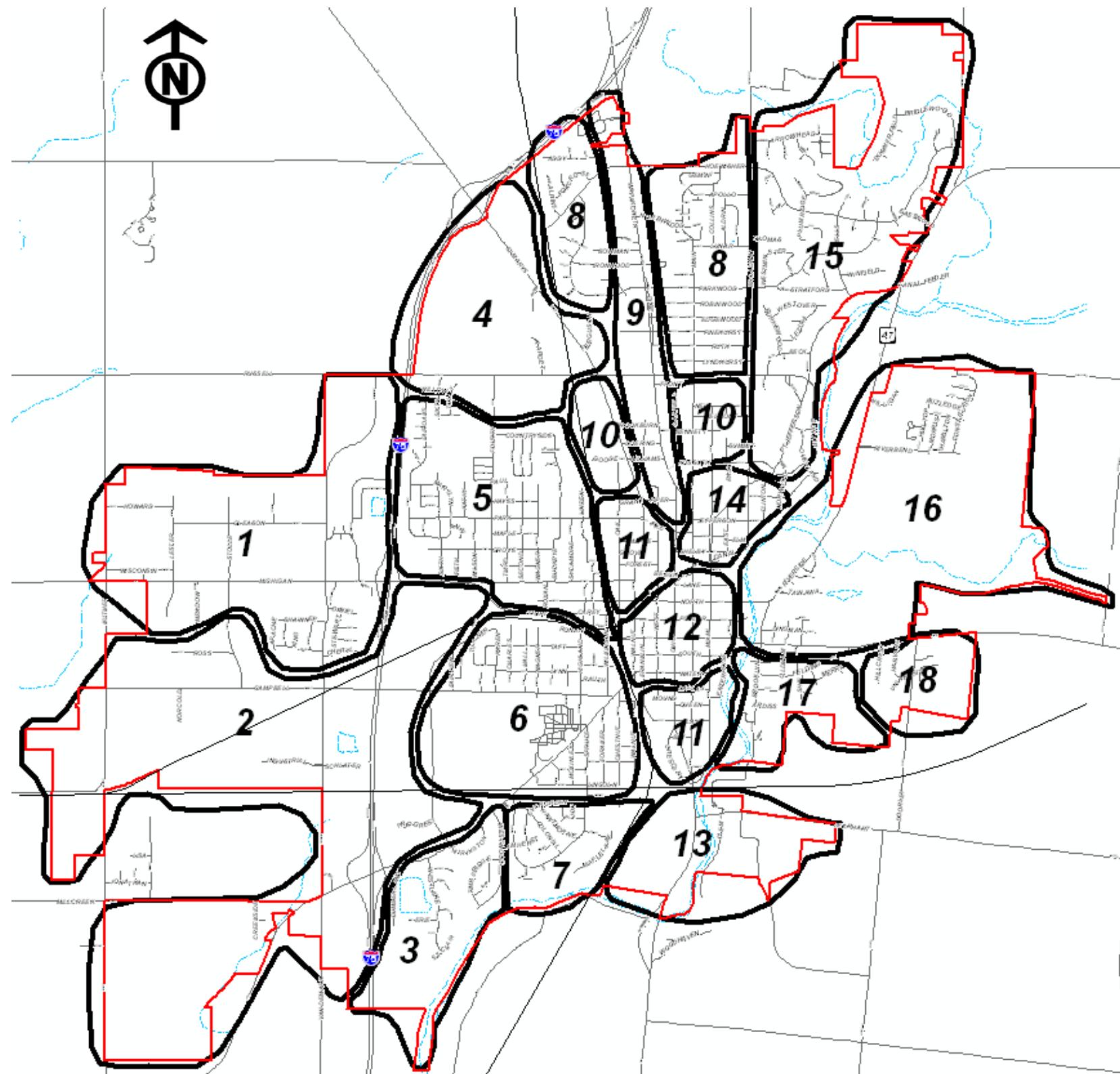
Floodplains and flood lands are located along the Great Miami River and surrounding creeks in Sidney. The identification of potential flood areas in Sidney resulted from the City's participation in the National Flood Insurance Program in the early 1970's. It appears that the 100-year floodplain extends 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

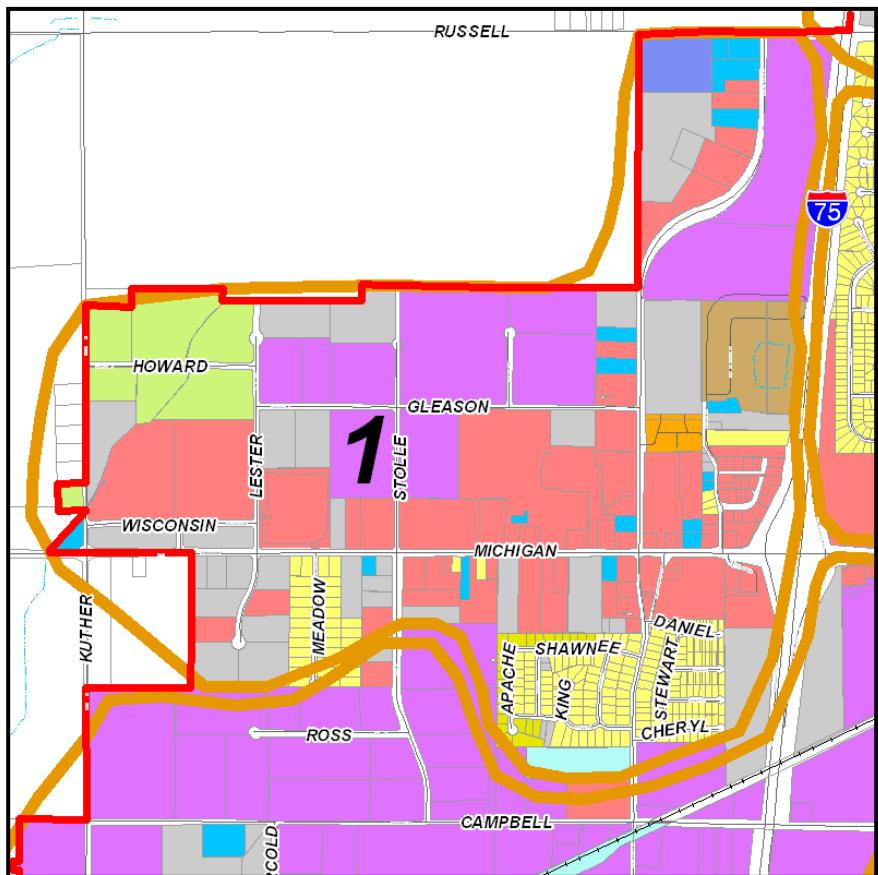
The Sidney Comprehensive Plan recommends the use of broad “Policy Areas” to promote future land uses in the City. Each of these areas exhibits its own special character, has its own specific needs and is unique in its own way to the sustainability, function and quality of the City.

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

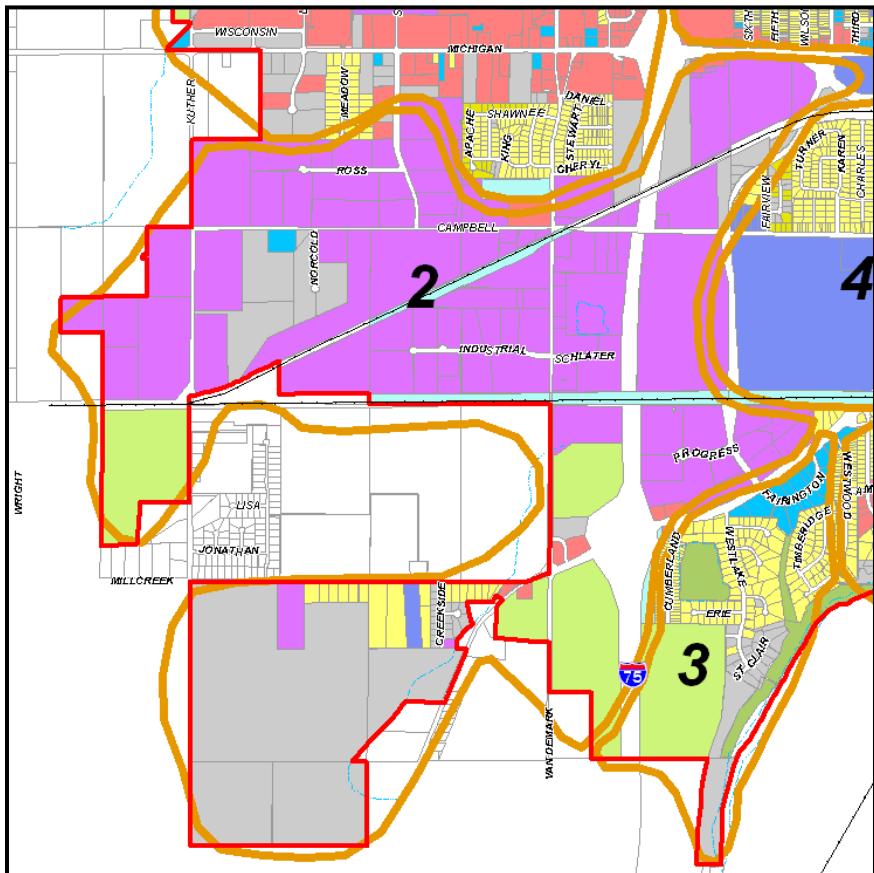
frontage or access roads as per the access management plan adopted by the City in 2003.

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

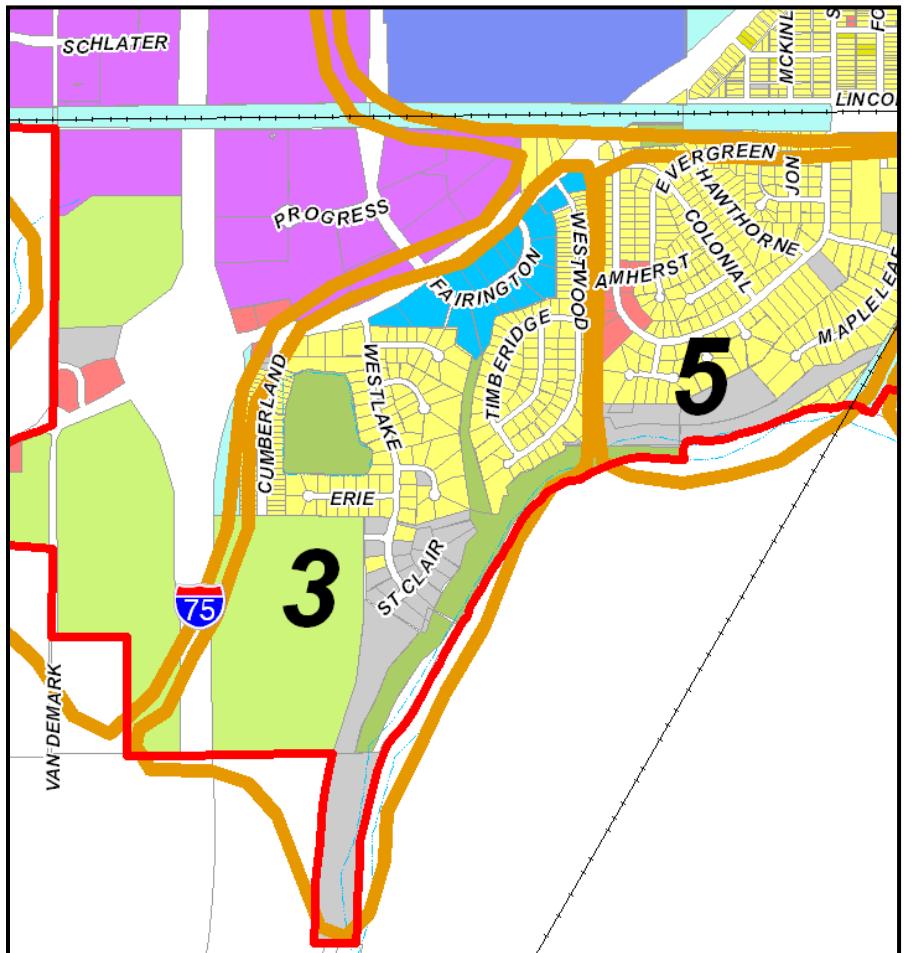
design guidelines to improve building design, site design and landscaping. However, because of the nature of this existing area as a manufacturing and industrial base, design guidelines should be relatively minimal in nature.

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.

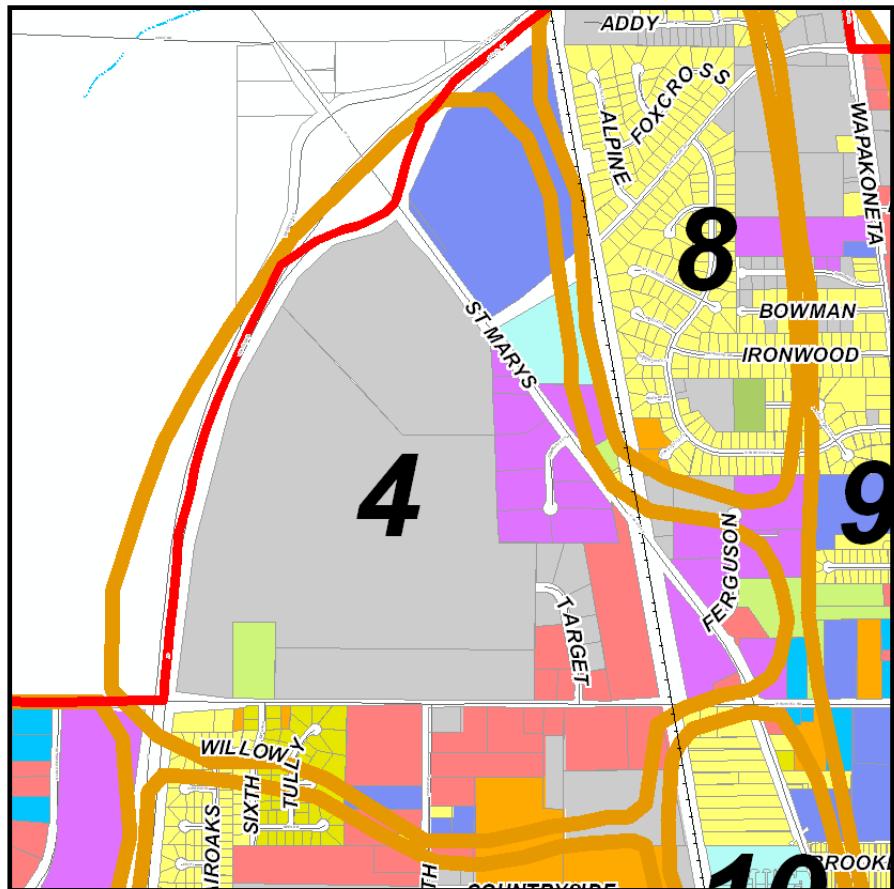
The outlet to the Canal Feeder Trail should be improved and better exposed.

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

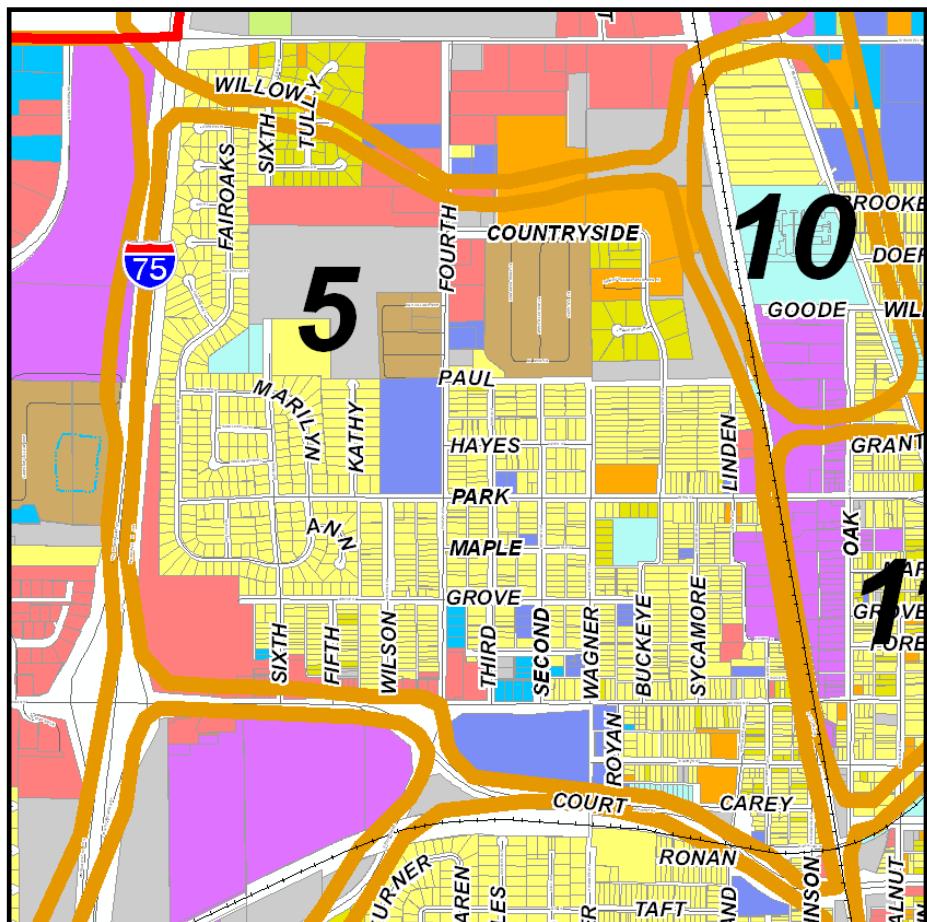
consolidation, access or frontage roads, shared parking and cross easements are a few of the policies that should be reviewed and incorporated.

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.

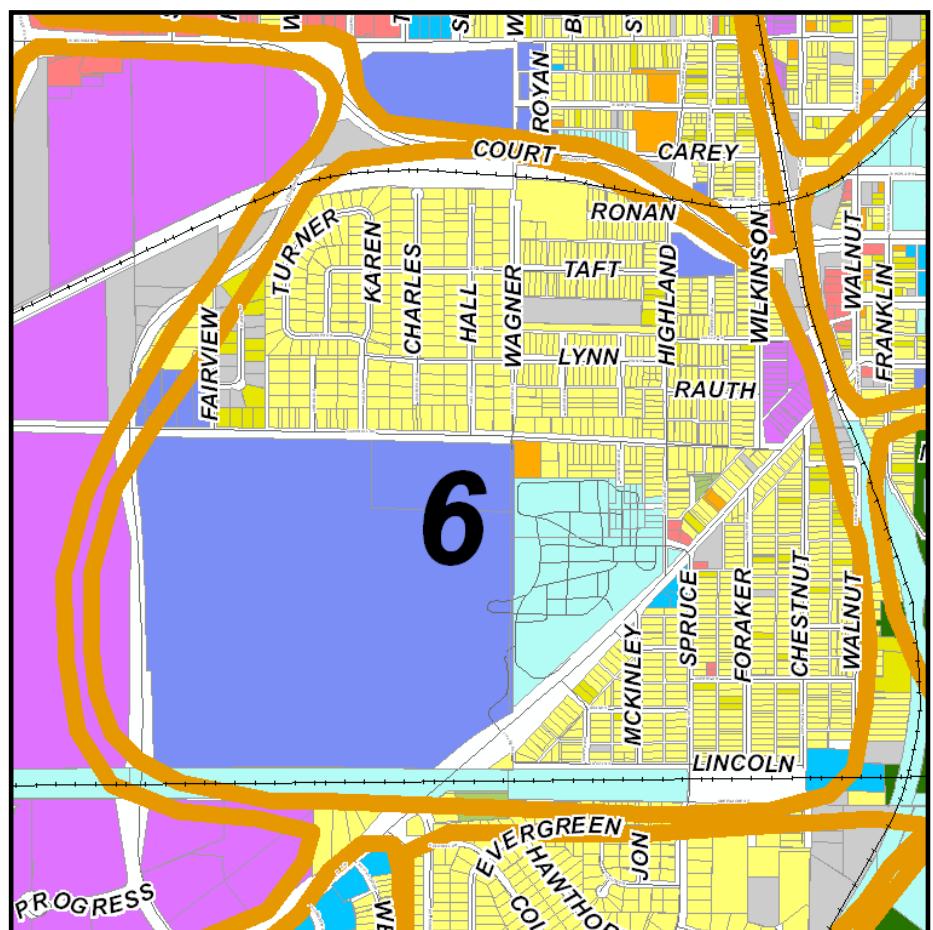
### Recommendations

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.

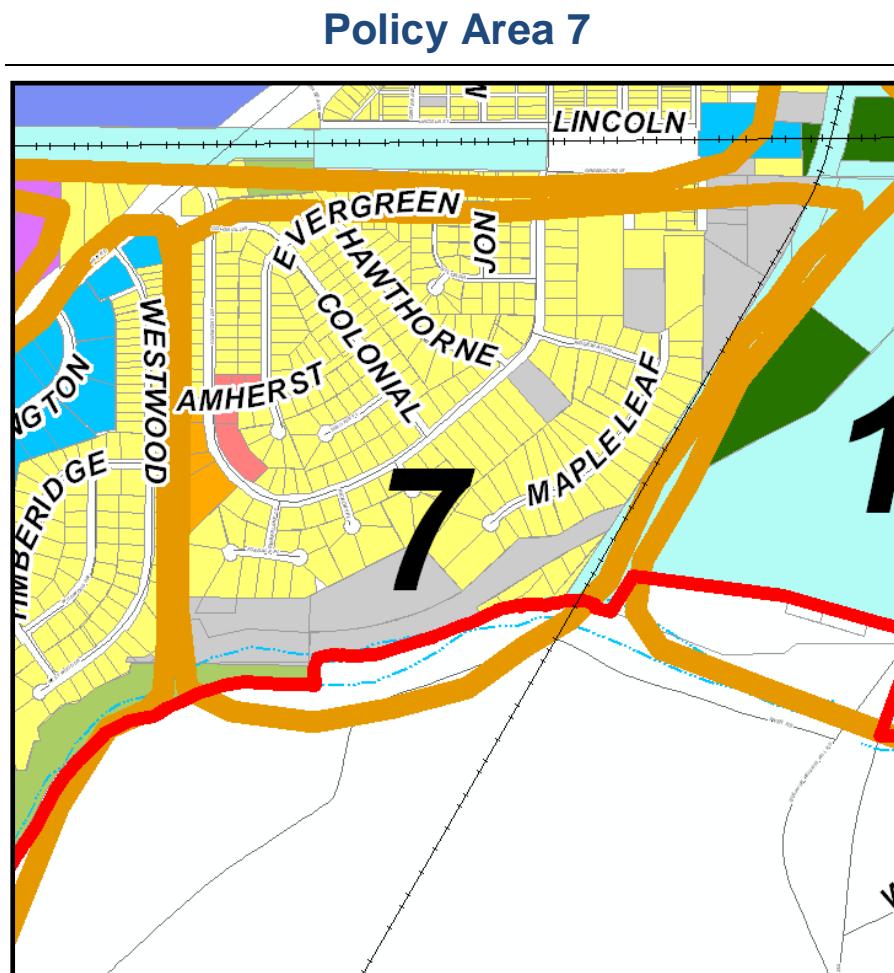
## Recommendations

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.

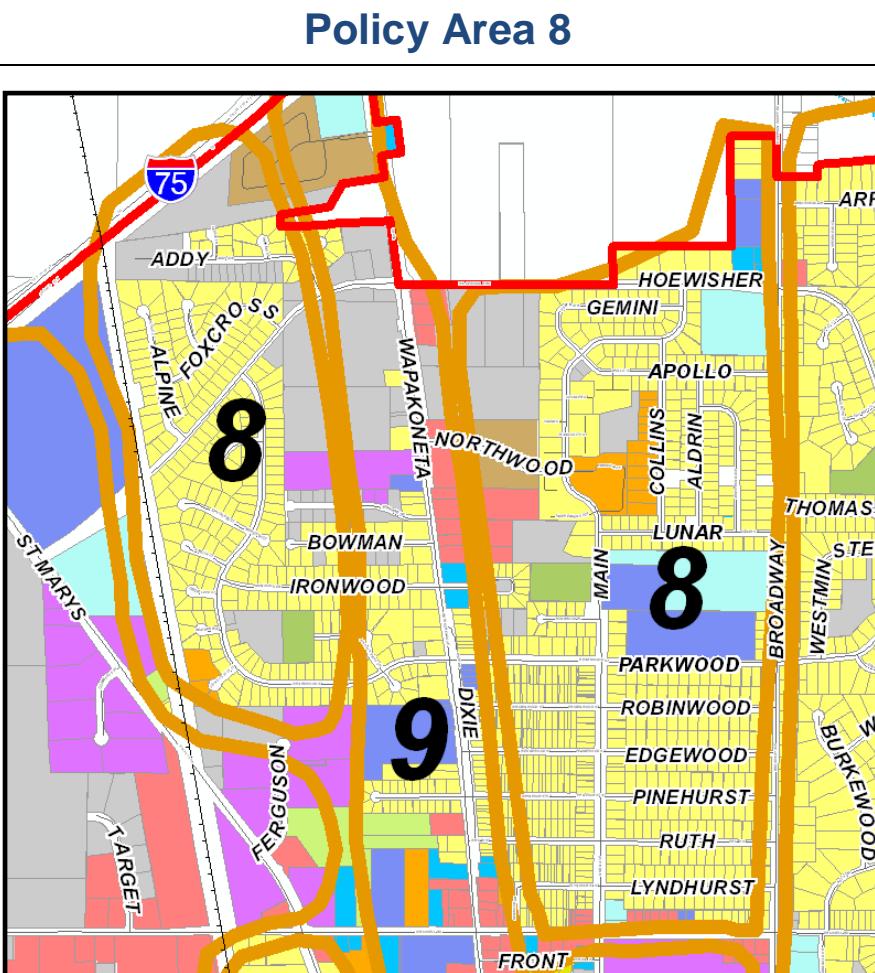
#### Recommendations

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.

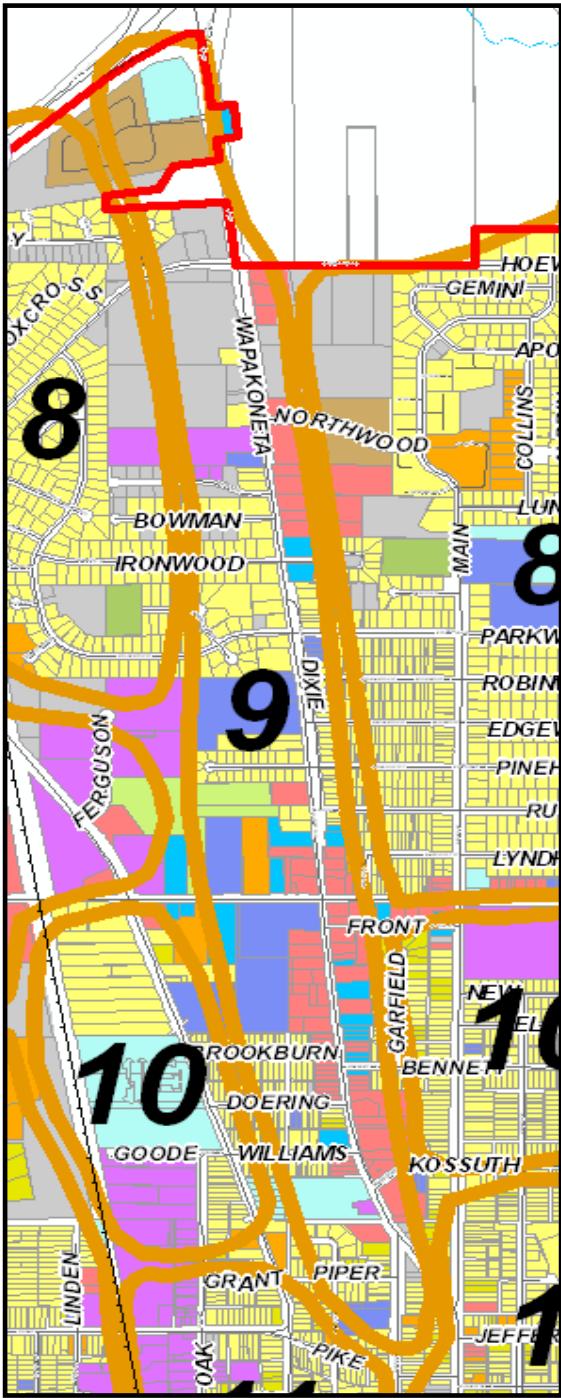
Northwood conducive to current multi-family dwelling development densities on Northwood.

- 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

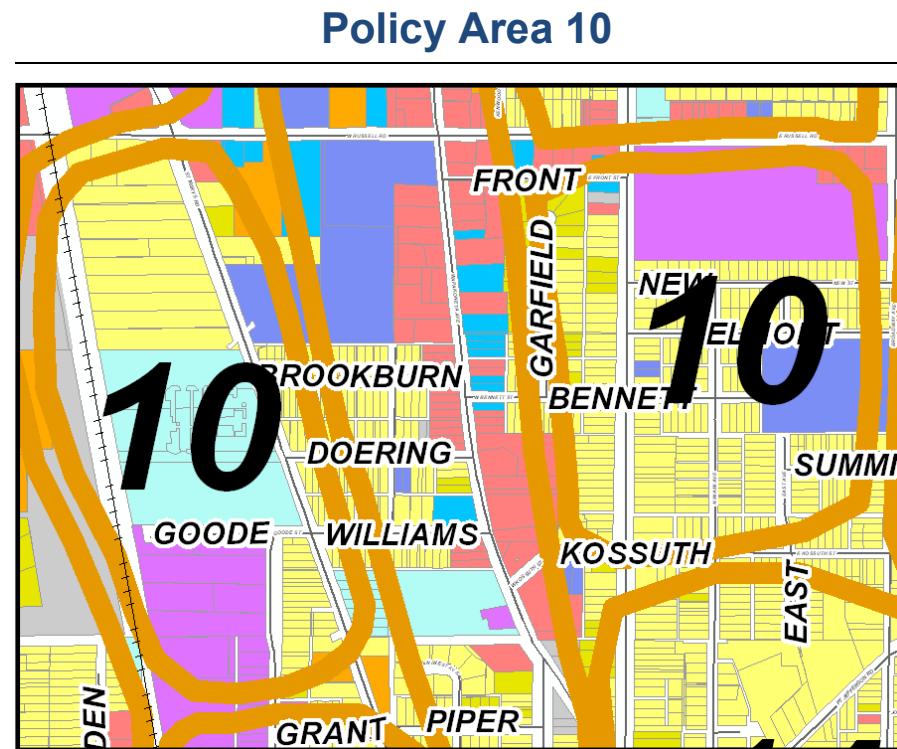
1. This area constitutes the northern entry gateway into the City. As such it should promote an excellent first impression. Visual enhancements to the bridge and within the right-of-way may be possible with ODOT coordination.

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.

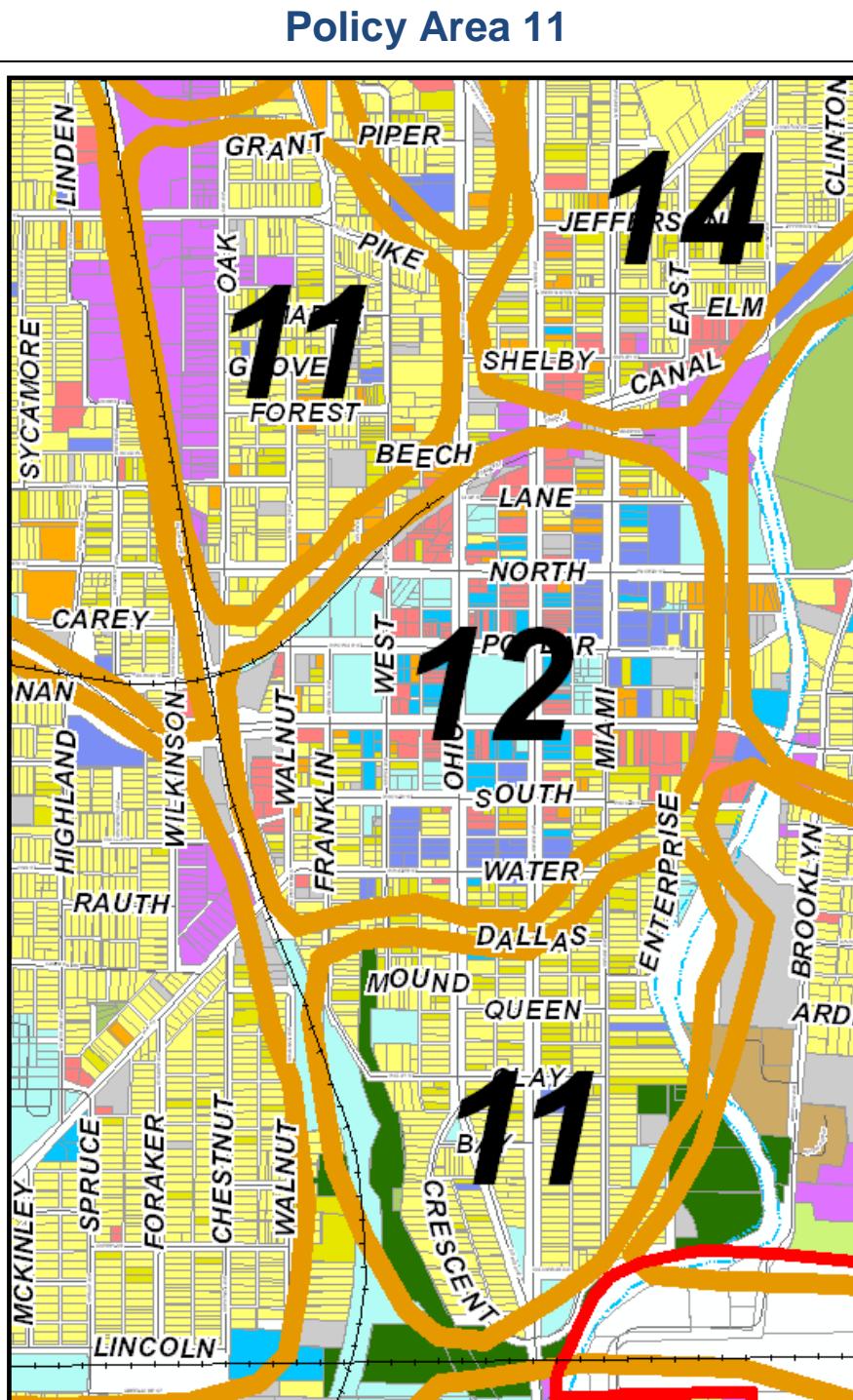
#### Recommendations

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



### 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

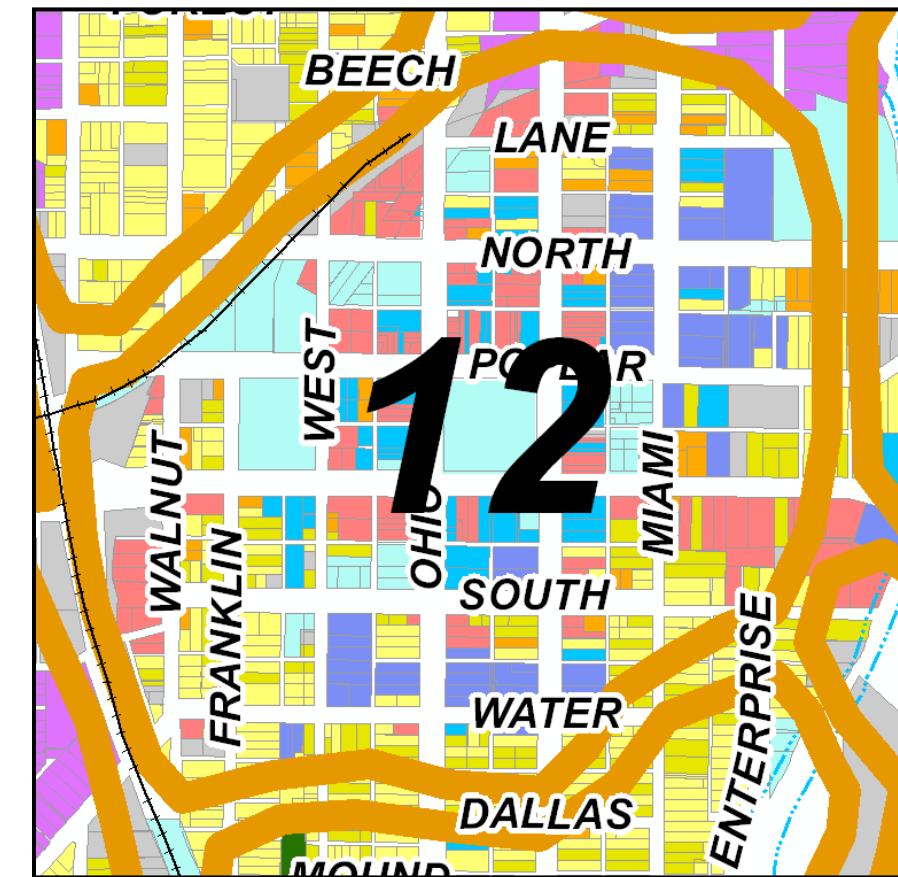
1. These neighborhoods play a vital role in the heightened use and revitalization of the downtown and should continue to be promoted and preserved by the City as historic, well maintained, residential areas of the City.
2. Aggressively enforce property maintenance requirements. Consider neighborhood 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.

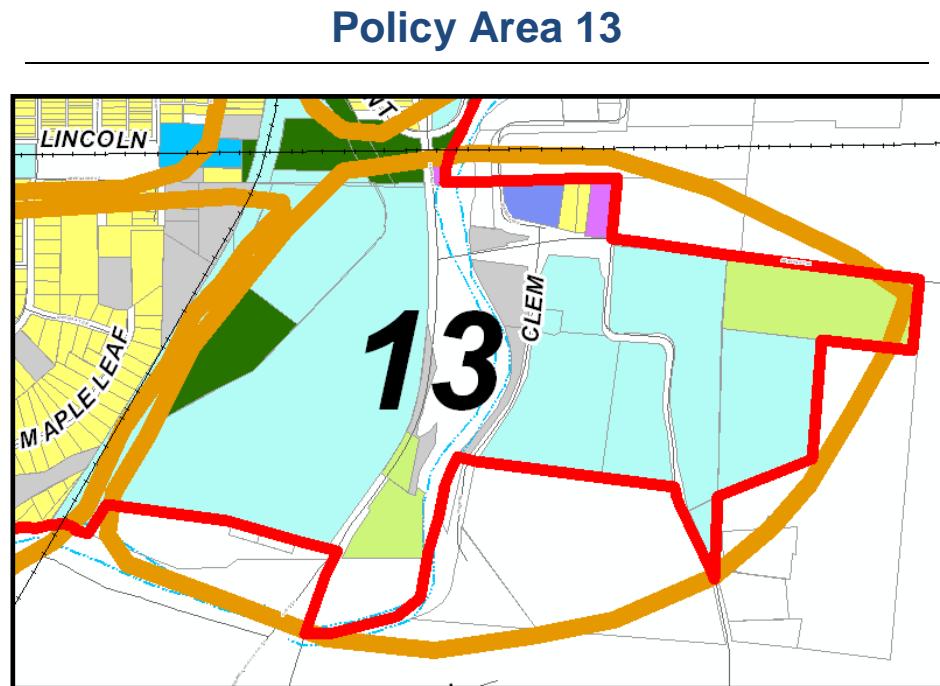
#### Appropriate Land Uses

- 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.



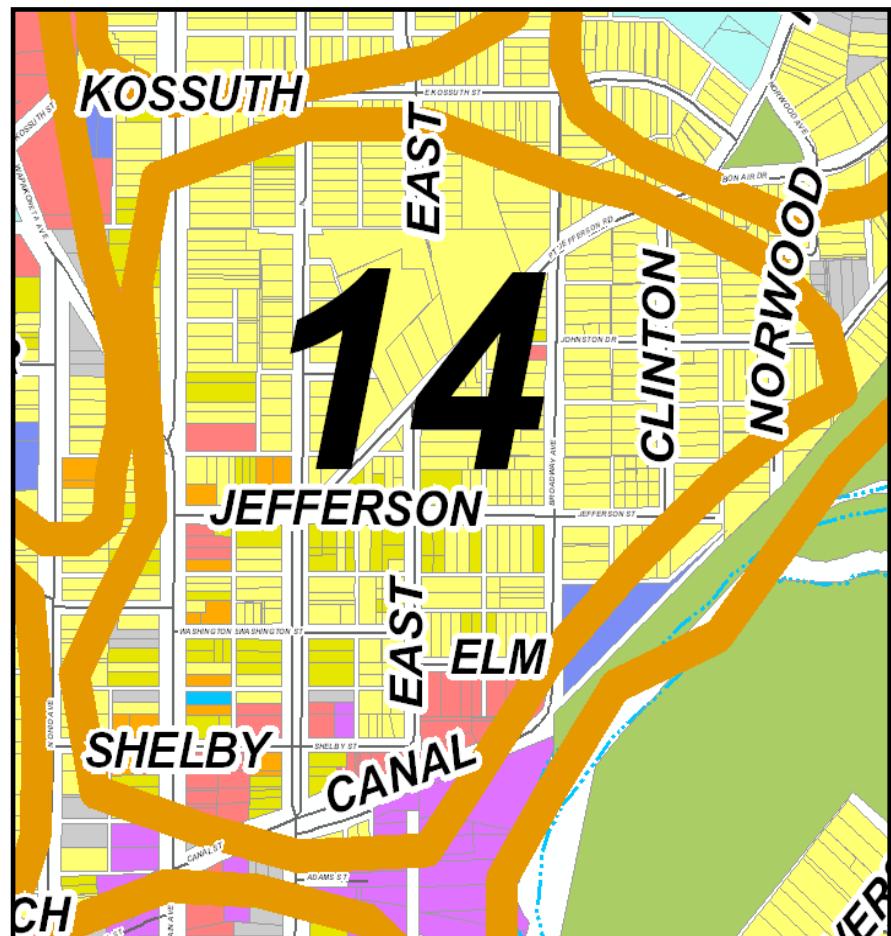
#### Existing Character

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

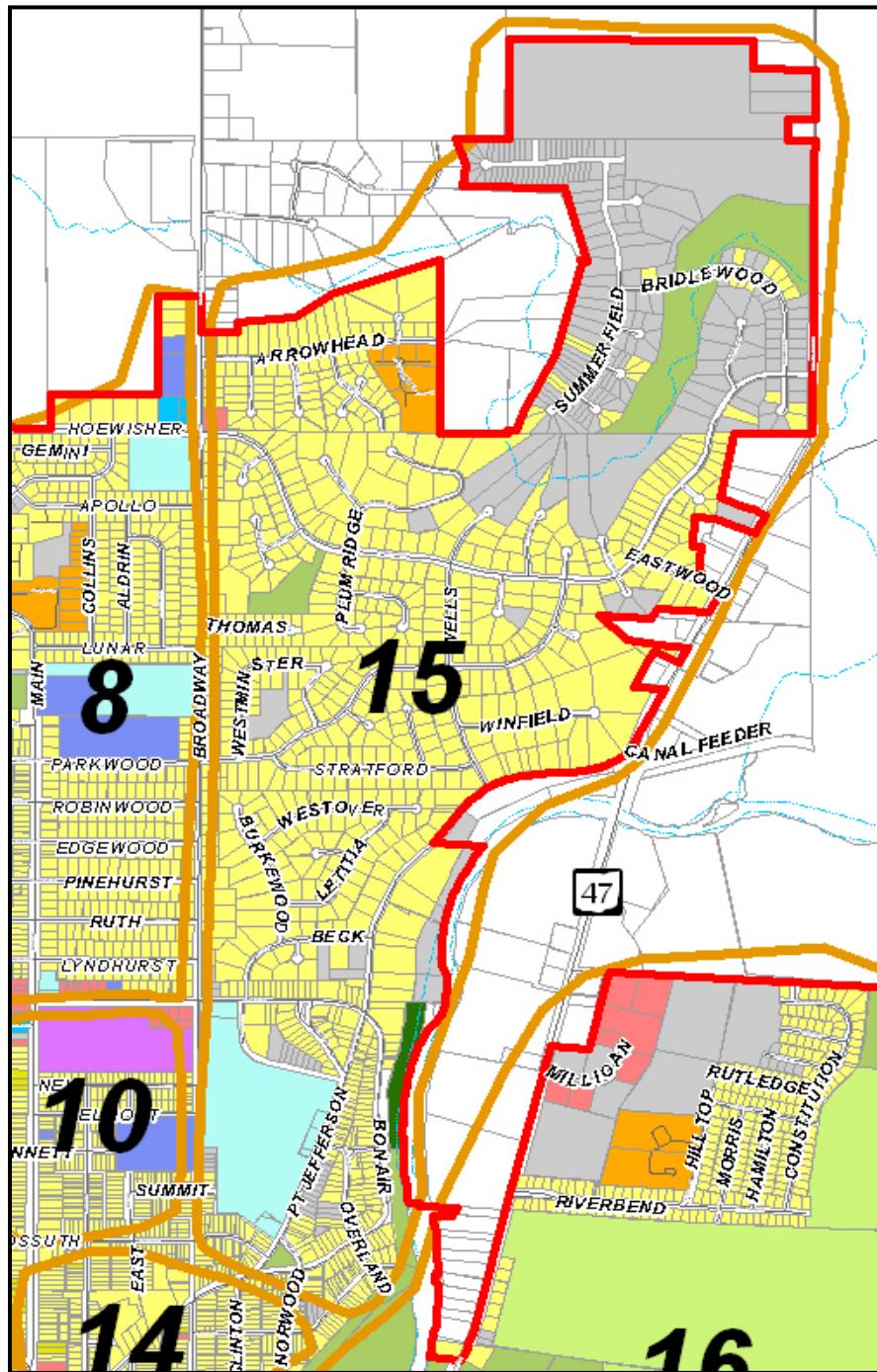
would serve as an activity node on the western side of the River.

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

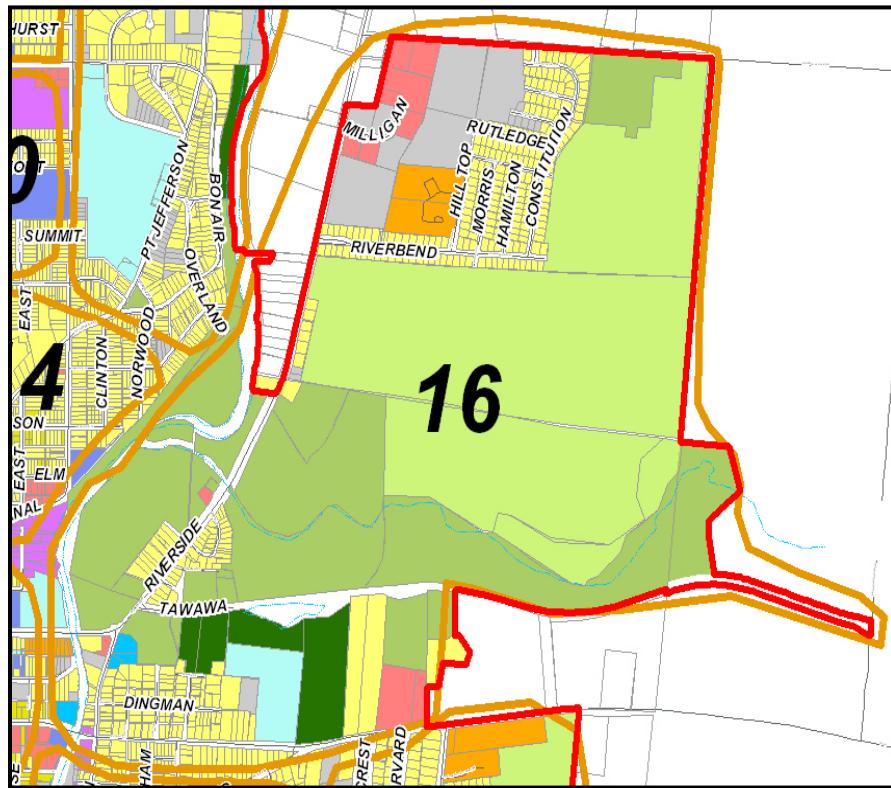
1. Continued maintenance and upkeep in the residential neighborhoods to prevent deterioration is of paramount importance.
2. All new development and redevelopment efforts should have pedestrian connectivity elements.
3. Pedestrian linkages between existing and new neighborhoods must be promoted through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

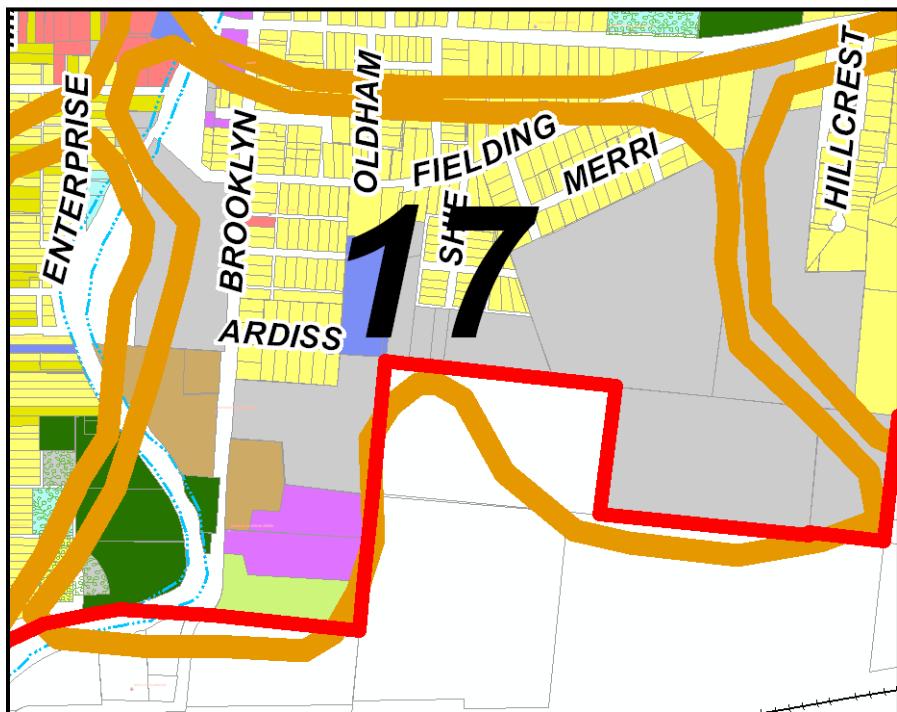
### Preferred Land Uses

- 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.

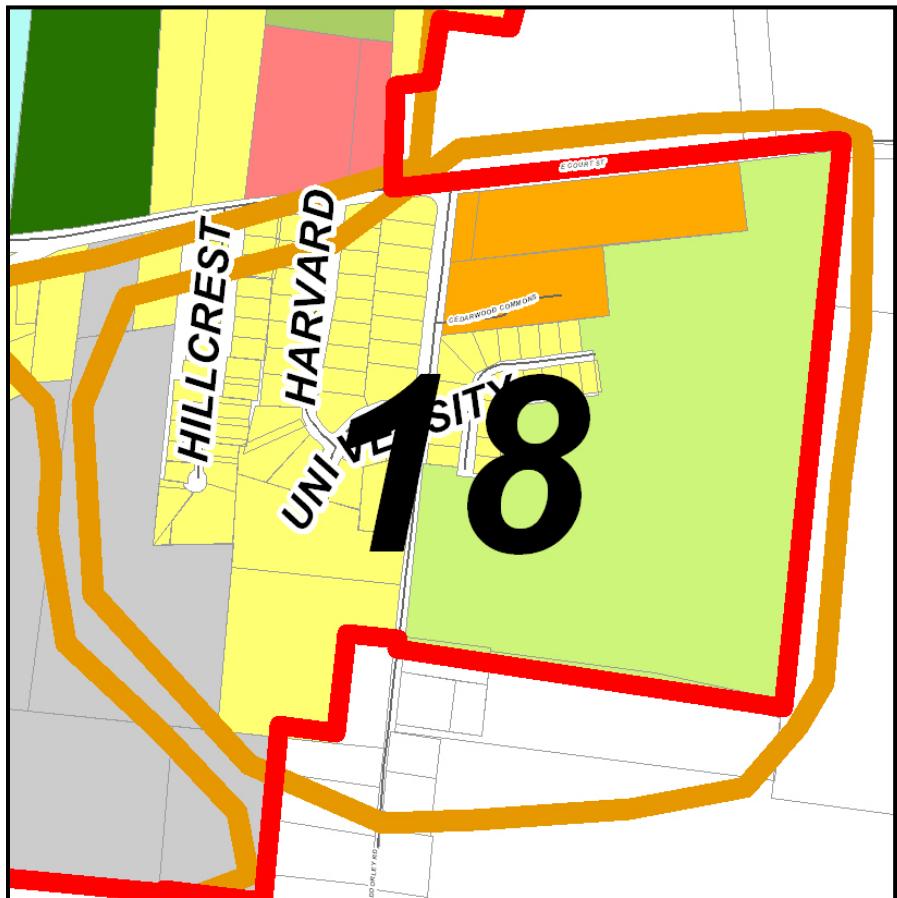
### Recommendations

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

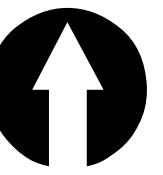
Although this plan update effort largely focused on the promotion of revitalization efforts, rather than the promotion of future growth areas outside the corporation limits, four areas are poised to accommodate future growth (See *Maps: Growth Areas and Township Zoning*). Some of these areas include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

These areas are located:

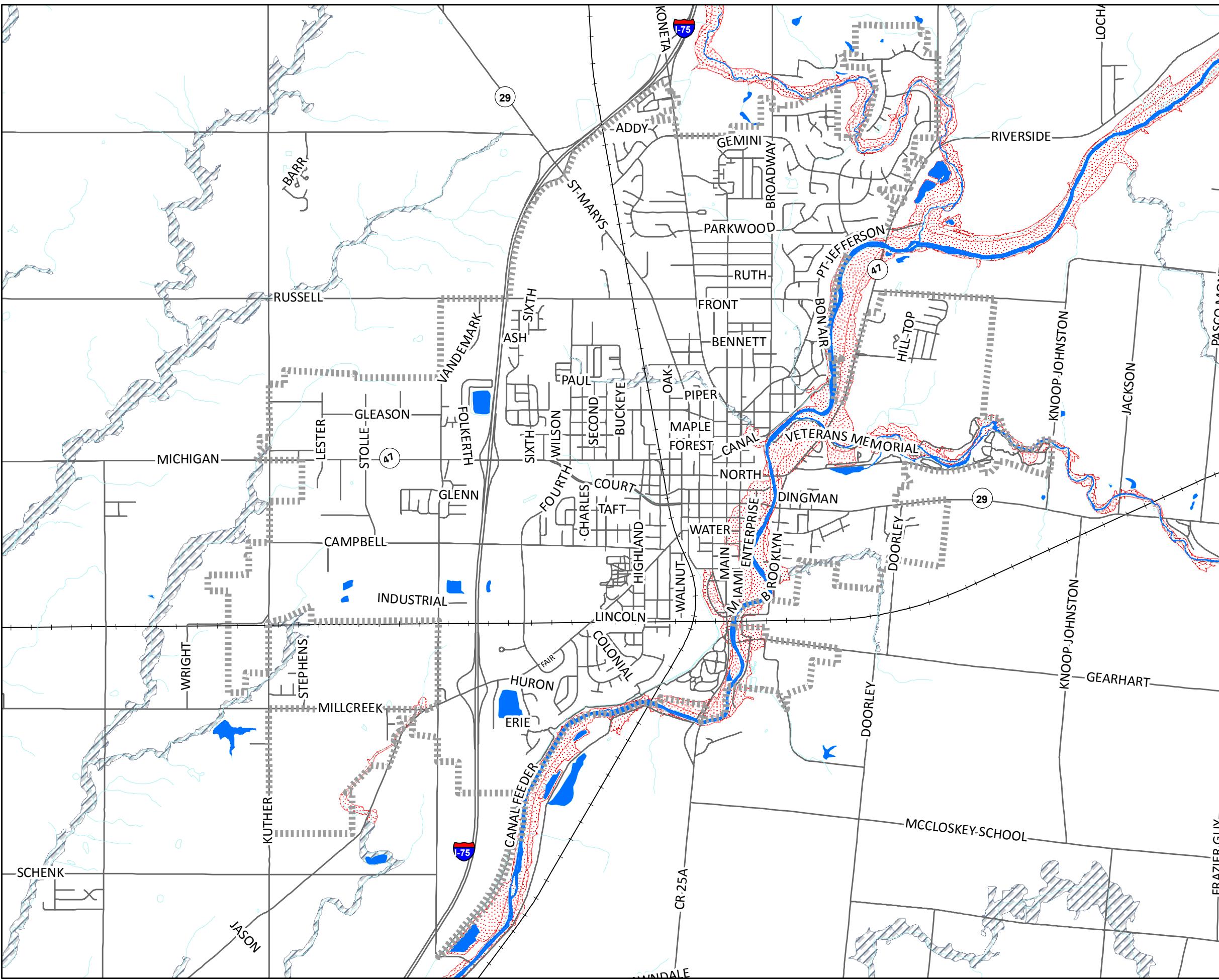
- (1) South of Campbell to its southern corporation limits (industrial).
- (2) North of Gleason to Russell Road. This area could provide new industrial opportunities for development with the extension of Stolle Road.
- (3) Around the I-75, St. Marys Avenue interchange (mixed uses).
- (4) Around the City’s 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

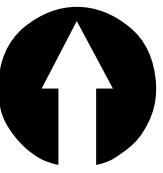


## Legend

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

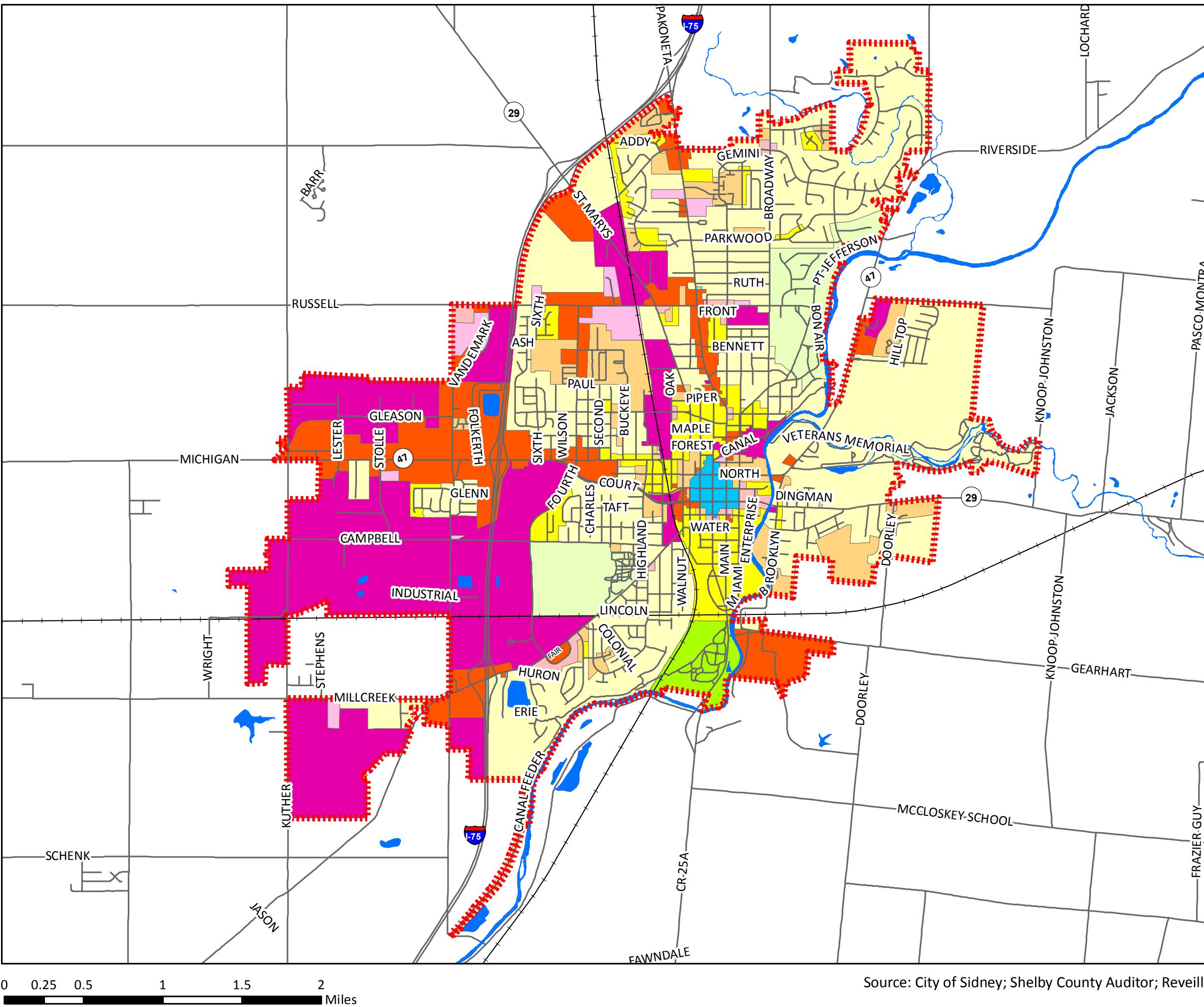
0 0.25 0.5 1 1.5 2 Miles

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



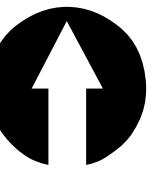
# Zoning Districts

## Legend

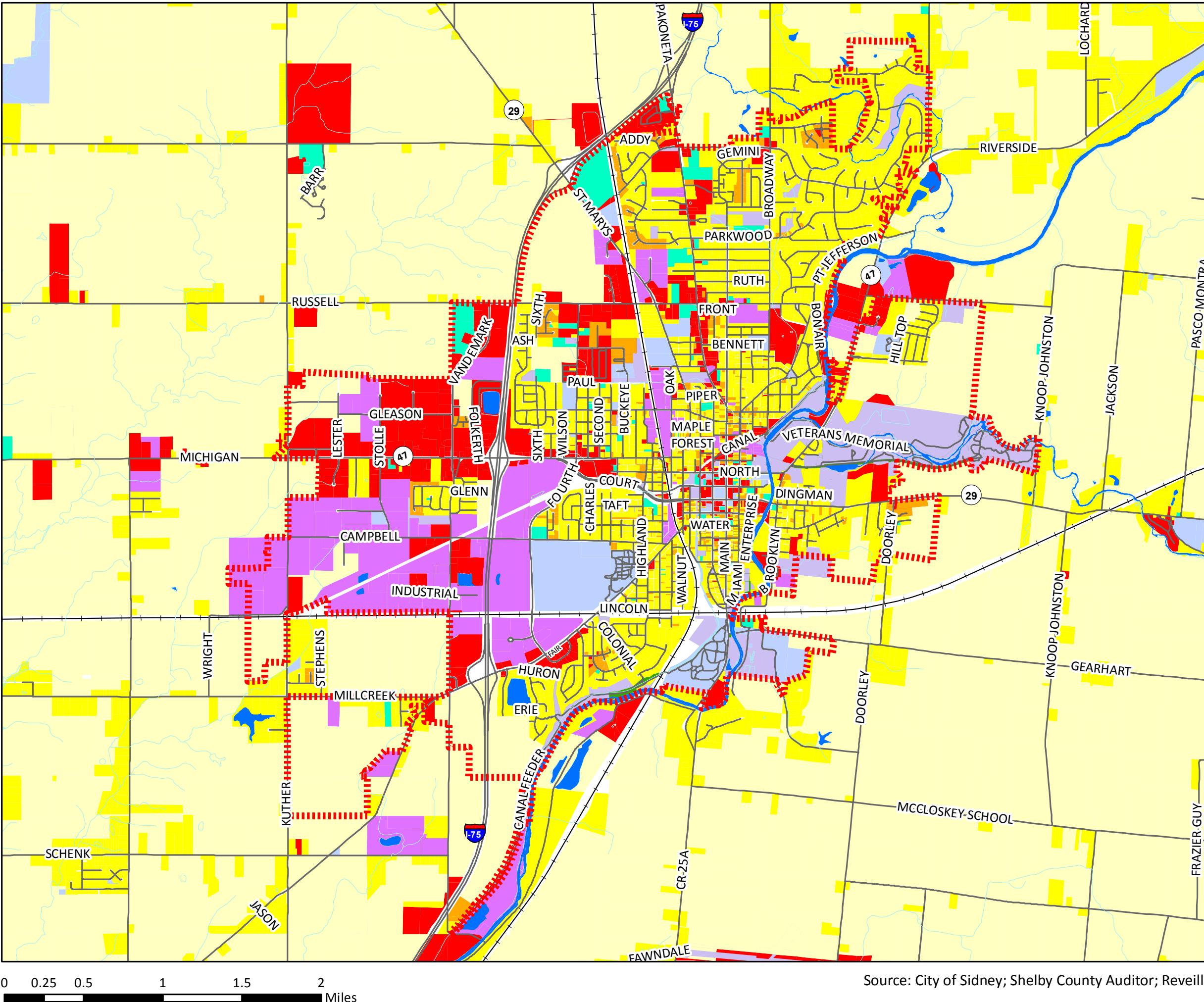


Source: City of Sidney; Shelby County Auditor; Reveille





## 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



# 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

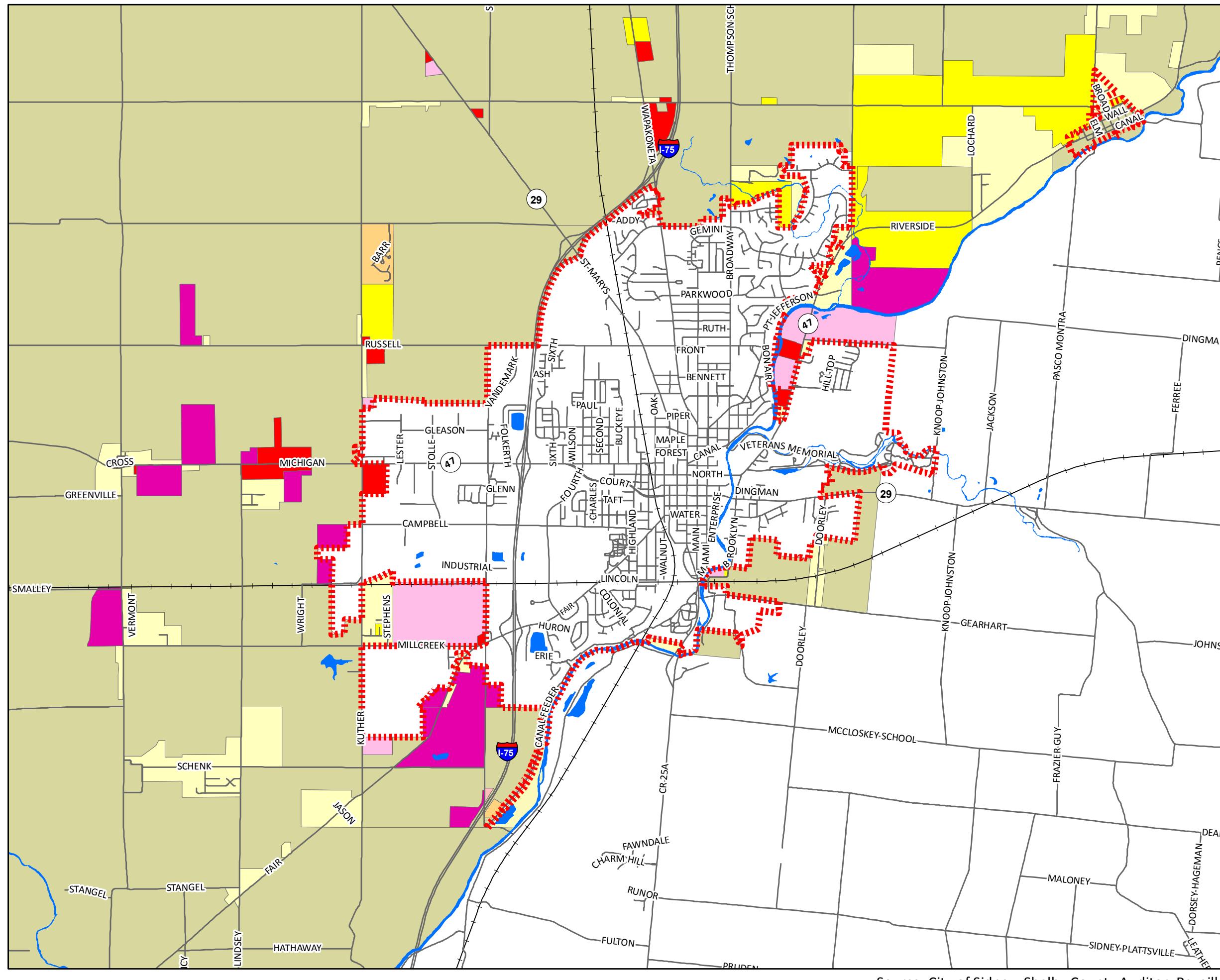
A-1

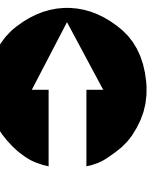
R-1

R-3

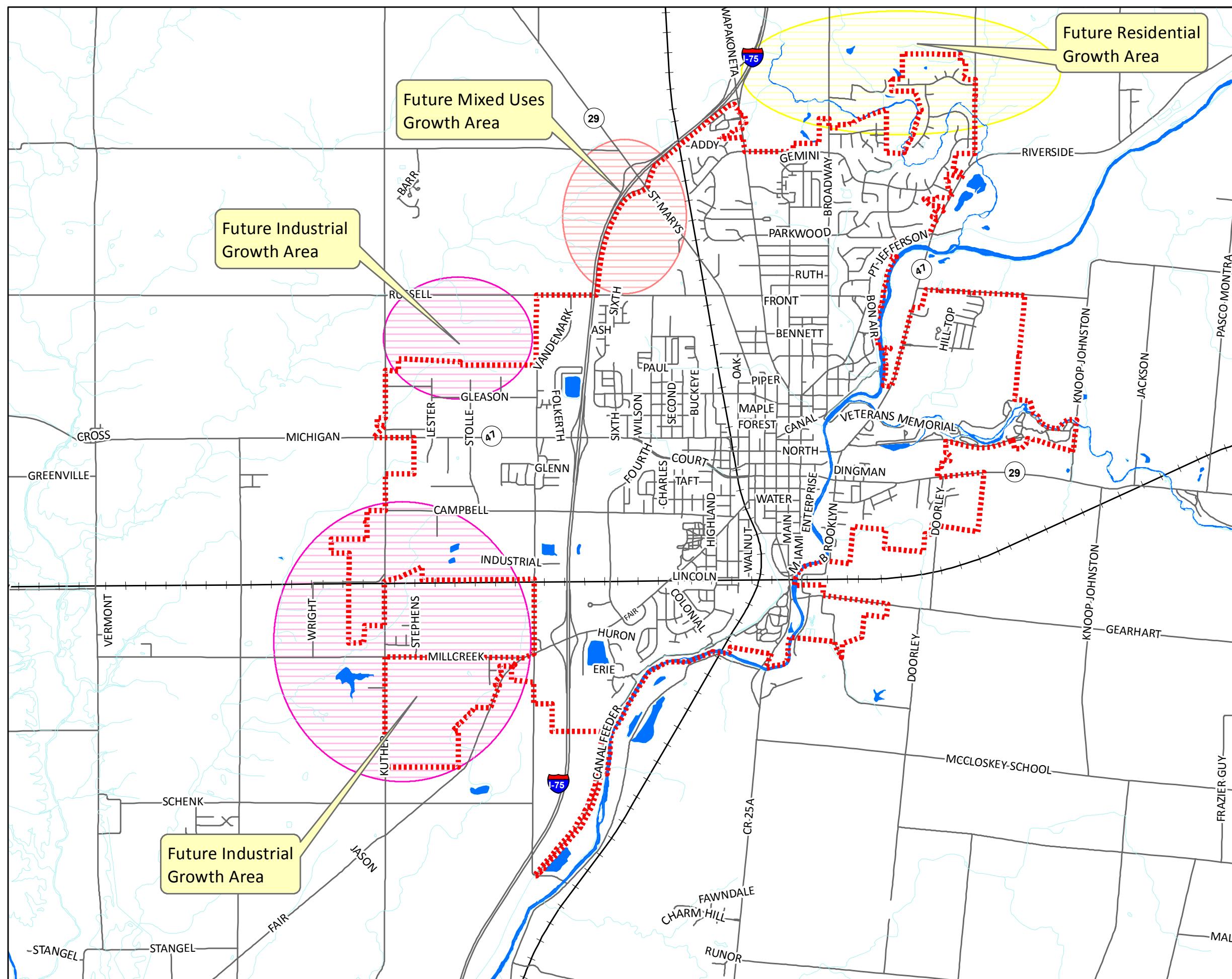
C-2

I-2





## Growth Areas



0 0.25 0.5 1 1.5 2 Miles

Source: City of Sidney; Shelby County Auditor; Reveille