



LAND USE





7. Land Use

A. Introduction

The Land Use Plan is the primary policy document within the Comprehensive Plan and is intended to guide both expansion of the City and future development. Land use describes human activity and depicts the various ways in which people use land and buildings. Cumulatively, land use defines the City's physical character and is a major criterion of quality of life. The Land Use Plan addresses the following topics.

- **Current Planning Policy**
- **Development Regulations**
- **Population**
- **Existing Land Use**
- **Development Constraints and Opportunities**
- **Future Land Use/Policy Areas**

B. Planning Issues

Discussions regarding land use focused on the establishment of Policy Areas for future growth and in general the pattern of historic growth. One of the more significant issues noted was identifying key sites to retain for future development needs, especially for industry. Another issue focused on serving potential development demand south of the City, where topography is a major constraint to providing utility services, and north and west of the City. A third issue was the reuse or redevelopment of areas which are no longer viable under current conditions.

1. Growth Patterns

Sidney is growing to the north (residential) and the west (industrial and commercial) much as it has for the last two decades. The City will eventually grow to the south, but utility issues will have to be resolved to accommodate such development. The development pattern is causing commuters to travel through the downtown to reach employment centers because direct routes are nonexistent between the north and south neighborhoods and the west side.

2. Development Opportunities

Areas identified for development opportunities included the SR 47 corridor west of I-75, SR 29 corridor southeast of I-75, Fair Road corridor west of I-75 and properties north and northeast of the City (residential expansion). The update also includes the northwestern area of the City along I-75 between the SR 29 and CR 25A interchange.

3. Rural Zoning and Building Codes

Zoning resolutions have been adopted by townships adjacent to the City, which should prevent land use conflicts as new areas are annexed into Sidney. Residential and commercial building in the unincorporated parts of Shelby County and the villages of Jackson Center and Anna are inspected for the County Commissioners, by National Inspection Corporation, with permits shepherded by the Shelby County Health Department.



C. Existing Conditions

1. Findings

a) Population

With an estimated population of 19,862 people in 2007, the City's population continues to account for approximately 41 percent of the County population and both continue to increase at decreasing rates. Because the City accounts for such a large percent of the County population, any impact on Sidney's population in turn may impact the County's population trend. This means that the County substantially benefits and is dependent upon growth in Sidney and its economy. The number of households in Sidney continues to increase (8,311 in 2007). Averaging different trends reveals that the City's population may be 30,155 by 2030.

b) Existing Land Use

Encompassing about 7,525 acres (approximately 12 square miles), the City has a diversity of land uses. Residential land uses are the largest percentage of existing land use in the City. Between 1980 and 1997, the amount of residential land use as a percentage of the total City land area increased 13 percent changing from 24 percent to 37 percent. In 2002, it dropped to 34 percent of the total City's land area. The most recent analysis using available 2007 GIS information indicates that residential land uses has increased to comprise 43 percent 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 (Five percent) from 1980 to 1997. In addition, the percentage of industrial land use increased from nine percent to 12.9 percent from 1997 to 2002. As a result of annexations, industrial and residential land uses are expanding the City to the west and north, respectively.

2. Zoning

This section addresses zoning codes for Sidney and the surrounding townships.

a) Sidney Planning and Zoning Code (2001)

Zoning regulations are adopted to implement the goals and objectives a community establishes to guide its growth. An important aspect of the code is its reflection of the community's goals and objectives. Part Eleven; Title One of the Codified Ordinances of Sidney promulgates zoning regulations (hereinafter Code) within the Sidney corporate limits.

Chapter 1105 establishes several zoning districts within the City. These generally fall within four broad classifications according to land use. Zoning classifications within the City include a Non-Urban District (N-1), Residential Districts (S-1, R-1, R-2 and R-3), Business Districts (B-1, B-2 and B-5) and Industrial Districts (I-1 and I-2). Each district and its purpose are summarized below. Additional provisions in the Code address planned developments for residential, commercial and industrial uses. The purpose is reiterated to provide insight into the basis of each district. Within each district, the Code further indicates the nature of the approval for a specific land use and any regulations such as height, lot size, etc.

Very low-density residential development, agricultural uses, and other activities that are basically rural in character are provided for in the N-1 (Non-Urban) district, so that these areas can be maintained and protected from haphazard encroachment by development. Residential uses are provided for in the Suburban Residence District (S-1), Single-Family Residence District (R-1), Single-Family and Two-Family Residence District (R-2) and Multi-Family Residence District (R-3).

Retail business and personal service uses are provided for in the Local Business (B-1) district. The Community Business District (B-2) serves community and highway-oriented retail and service establishments, which serve the entire community. Light industrial development, wholesaling and warehousing uses, and limited commercial uses are provided for in the Light Industrial District (I-1). The Court Square Business District (B-5) serves the area surrounding the Court Square for retail and service uses that compliment the historic nature of the area while serving the entire community. Land uses encouraged are pedestrian and service-oriented. General industrial, manufacturing, processing and related operations are provided for in the General Industrial District (I-2).



Generalized Zoning Map





The following table summarizes relevant zoning standards:

District	Typical Permitted Uses	Minimum Lot Area	Maximum Height
N-1	Single-family dwellings Agriculture	32,600 sf	35 ft
S-1	Single-family dwellings	12,700 sf	35 ft
R-1	Single-family dwellings	6,600 sf	35 ft
R-2	Single-family dwellings	6,000 sf	35 ft
R-3	Two-family dwellings	8,000 sf	35 ft
	Multi-family dwellings	10,000 sf	60 ft
		12,000 sf	60 ft
		20,000 sf	60 ft
	Single-family dwellings	6,000 sf	35 ft
	Two-family dwellings	8,000 sf	35 ft
O-1	Office/professional services	none	35 ft
B-1	Local business	none	35 ft
B-2	Community business	none	60 ft
B-5	Retail/service uses	none	35 ft
I-1	Light Industrial	none	35 ft
I-2	General industry	none	varies

Source: City of Sidney, Zoning Code, 2007

b) Sidney Zoning Map

For purposes of discussing the map aspect of Sidney’s zoning regulations, the districts identified previously can be composed into seven clusters: non-urban, low density residential, medium and high density residential, local/community business, general business/light industrial, central business district and industrial.

Generally, all but two zoning clusters are located within four city blocks of the Shelby County Court House. Medium to high density residential zoning clusters surround the Central Business District. Court Street runs through the southern portion of the Central Business District and is zoned for local/community business between the Great Miami River and Miami Avenue on the east side, and the railroad tracks and West Avenue along the west side. An industrial district is located between Canal Street and the river, a few blocks northeast of the courthouse.

1) East of the Great Miami River

A significant amount of Sidney’s land area located east of the Great Miami River is zoned for low density residential. A few parcels of property are zoned for local/community business along Riverside Drive (SR 47) as it enters the City. In the Dingman-Slagle Road and Riverside Drive area, a variety of zoning districts are clustered together ranging from low density residential, to business and industrial. Most of the frontage along Court Street east of the Great Miami River is zoned low density residential with medium to high density residential south of the low density. Near the southeastern portion of the City at Gearhart Road, there are large tracts zoned for local community business.

2) West of the Great Miami River

To the west of the river, extending to the railroad in the southern area of Sidney is a large tract of land zoned Non-Urban District which is the site of the Graceland Cemetery. Located along the other side of that railroad track and extending west to Fair Road is land zoned primarily for low density residential. Low density residential extends over to Fourth Avenue, along the north of the railroad track up to Court Street. Local/community businesses encompass a couple of smaller tracts of land zoned for medium to high density residential.

A majority of the area south of Michigan Street from Fourth Avenue west to the municipal boundary is zoned for general industrial. Low-density residential zoning is located in a couple of isolated areas on the City’s western edge, but they are located primarily north of Campbell Road and are surrounded by industrial and commercial zoning. Much of the area fronting SR 47 on the west side of I-75 is zoned for local/community



business. At the southeast corner of Stolle Avenue and Michigan Street, a medium size parcel of land is zoned for general business/light industry. A majority of the area north of Gleason Street and west of Vandemark Road is zoned general industrial. Medium to high density residential zoning west of I-75 is limited to a small area between Vandemark Road and Folkerth Avenue east of Gleason Street.

Residential zoning, both single and multi-family, covers about half of the area between the CSX railroad and I-75, between Russell Road and Michigan Street. Medium to high density residential is located north of Paul Street between the railroad tracks and Fair Oaks Drive. Local/Community Business and General Business/Light Industrial zoning districts comprise most of the area from Russell Road south to Countryside Street. Most of the area north of Russell Road to St. Mary's Avenue is zoned low to medium density residential. A majority of the land fronting on St. Mary's Avenue and Russell Road are zoned for community business and general industrial.

Generally, much of the land extending north of the Central Business District bounded by the CSX railroad to the west and the Great Miami River on the east is zoned for low density residential. Medium to high density residential districts are located in the Northwood Street area. A majority of the business districts front on Sidney-Wapakoneta Road extending south from Russell Road to the Main Street merge. The area between Linden and Oak Avenues and Goode Street south to Michigan Street is generally limited to industrial uses as is a large parcel of land at the southeast corner of Russell Road and Main Street.

c) Assessment

Residential zoning districts occupy approximately 67 percent (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 percent of the total City area). A majority is located to the west of downtown. The following table summarizes this assessment:

**Table 7.2
Existing Zoned Land**

<u>Zoning District</u>	<u>Acreage</u>	<u>Percent</u>
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 and 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%
Total	8,235*	100.0%

* This number may vary according to the source. Acreage is inclusive of rights-of-way.
Source: City of Sidney, 2007.

b) Township Zoning

Each of the townships surrounding Sidney has adopted a zoning resolution establishing zoning requirements within that jurisdiction. Generally, the zoning districts created in each township are similar to adjacent townships. In addition to the common zoning district classifications, there are special district regulations designating floodplain areas, mineral resource and extraction areas and a planned unit development district.

Rural/agricultural zoning districts continue to be the dominant districts applied in the unincorporated area. However some key designations may impact Sidney. Salem Township has zoned a substantial amount of acreage industrial along the Great Miami River in the township's southwest corner and the SR 47 corridor and the area south of Mason



Road is designated as a medium to high density residential. Perry Township has zoned an area for mobile homes located south of Pasco extending to the river. Orange Township has zoned an area for excavation between the CSX Railroad and Great Miami River. In addition, commercial districts are located along Main Avenue adjacent to the river. Washington Township has zoned commercial districts along Fair Road, southwest of I-75.

Franklin Township has zoned isolated commercial districts located along Wapakoneta Avenue north of I-75. In addition, there is a cluster of commercial districts and a relatively small tract of industrial zoned in the area of Mason Road and SR 29. While the City occupies much of original Clinton Township, a substantial amount of agricultural zoned land is located in the township's northwest corner. Unincorporated pockets within City limits are low density residential, one 70-acre tract (adjacent to the City's western boundary is zoned industrial and a second is located along the south side of the river and north of Dingman-Slagle Road. A medium to high-density residential area is zoned along the west boundary of the township.

4. Population

a) Characteristics

Since 1950, the City of Sidney has seen an increase in its population, with the largest growth occurring between 1950 and 1960 (28 percent). The growth between 1960 and 1990 transpired at a declining rate (from 28 percent to 6 percent decennial increases). Over this same time period, Shelby County followed the same descending demographic pattern as the City (from 18 percent to four percent decennial increases). In 1990, Sidney had a population of 18,710 residents, which was 42 percent of the County's 44,915 occupants.

The 2000 US Census revealed a positive increase in growth occurred between 1990 and 2000 for both the City of Sidney and Shelby County. The City had a population increase of 1,501 residents (eight percent - two percent higher than the previous decade) as shown in Table 3.1. According to current US Census 2007 Estimates, the City has declined slightly to 19,862 residents (a decline of 1.7 percent). Actual figures will not be known until 2012 when the 2010 US Census is completely tabulated. It should be noted that the US Census Estimates report a margin of error of +/- 833. Table 3.2 shows that during the 1990's the County experienced a similar population increase of 2,995 residents (seven percent - three percent higher than the previous decade) as did the City over that same decade. However, after subtracting the City's percentage of the population growth over the last 10 years, Shelby County only grew by three percent (1,494 residents). Also in both 1990 and 2000, the City's residents were 42 percent of Shelby County's entire population. This reveals that over the previous decade, no population shift from the City to the County occurred. Also notable is that over the last 10 years, one out of every two new residents of Shelby County became an occupant of Sidney.

Table 3.2

City of Sidney Historic Population Growth				
Year	Persons	Change	Decade	Annual
1950	11,491			
1960	14,663	3,172	28%	3%
1970	16,332	1,669	11%	1%
1980	17,657	1,325	8%	1%
1990	18,710	1,053	6%	1%
2000	20,211	1,501	8%	1%
2007 Est	19,862	-1,501	-1.8%	
Total Increase	7,219		59%	
Percentage	76%		10%	
Annualized	1%			

Source: US Bureau of the Census, 2000 Census of Population, ESRI forecasts for 2008



Table 3.4

Shelby County Historic Population and Growth				
Year	Persons	Change	Decade	Annual
1950	28,488			
1960	33,586	5,098	18%	2%
1970	37,748	4,162	12%	1%
1980	43,089	5,341	14%	1%
1990	44,915	1,826	4%	0%
2000	47,910	2,995	7%	1%
2007 Est	48,639	2,995	2%	
Total Increase	20,151		58%	
Percentage	71%		10%	
Annualized	1%			

Source: US Bureau of the Census, 2000 Census of Population, ESRI forecasts for 2008

1) Households

Unlike the population growth over the last 50 years, Sidney's housing growth has been more erratic and experienced several decades of high growth followed by several decades of slower growth as illustrated in Table 3.3. In 1990, the City had 7,044 housing units. This was 43 percent of the County's overall housing units, which totaled 16,509. Between the years 1980 and 1990, Sidney experienced a housing growth of five percent while Shelby County witnessed an eight percent growth rate.

Table 3.5

City of Sidney Historic Housing Growth				
Year	Units	Change	Decade	Annual
1950	3,703			
1960	4,744	1,041	28%	3%
1970	5,430	686	14%	1%
1980	6,724	1,294	24%	2%
1990	7,044	320	5%	0%
2000	7,981	937	13%	1%
2007 Est	9,193	1,212		
Total Increase	5,490		84%	
Percentage	148%		15%	
Annualized	1%			

Source: US Bureau of the Census, 2000 Census of Population and Housing, ESRI forecasts for 2008

According to the 2000 US Census, both Sidney and Shelby County experienced a 13 percent housing growth rate during the 1990's. In that decade, the City added 937 housing units while the County experienced an addition of 2,173 housing units, as shown in Table 3.4. Without Sidney's new housing factored in, Shelby County's housing stock only increased by seven and a half percent. As the most recent 2000 data demonstrates, the City of Sidney still encompasses 43 percent of the overall Shelby County housing units. While recent growth occurred outside the City, a larger percentage of new housing was within Sidney. The increase in housing units continued according to the 2007 US Census Estimate, increasing the City housing stock by 1,212 units.



Table 3.6

Shelby County Historic Housing Growth				
Year	Units	Change	Decade	Annual
1950	8,636			
1960	10,318	1,682	19%	2%
1970	11,822	1,504	15%	1%
1980	15,299	3,477	29%	3%
1990	16,509	1,210	8%	1%
2000	17,636	1,127	7%	1%
2007 Est	19,826	2,190		
Total Increase	11,190		84%	
Percentage	130%		14%	
Annualized	2%			

Source: US Bureau of the Census, 2000 Census of Population and Housing, ESRI forecasts for 2008

2) Household Income

In 1980, six percent of the households in Sidney earned an income of \$35,000 and above, while in 1990, 37 percent of the City's households earned \$35,000 and above. By the 2007 Census Estimates, 52 percent earned an income above \$35,000. According to the 1980 Census, 44 percent of the number of households in the City possessed an income less than \$15,000, while in 1990 the percentage declined to 24 percent and further declined to 15 percent in 2007. The median household income for Sidney is approximately \$9,779 less than that of the State of Ohio. While Sidney's median income has increased approximately 36 percent between 1990 and 2007, the gap between the median household income for state and Sidney increased.

3) Age

In 1990, the largest percentage of Sidney's population (42 percent) was in the 18-44 age group. While the 2000 US Census data showed this still to be true, the percentage of 18-44 year olds has declined and shifted to the 44-64 age group suggesting that the Sidney population is slowly aging. The 2007 Census Estimates have confirmed this with the largest percentage of Sidney's population in the 25-54 age group (43 percent or 8,464 persons). However, the under 17 age group has stayed consistent at approximately 28 percent over the last 20 years along with the over 65 population at 12 percent, indicating steady birth and death rates. Tables 3.7 and 3.8 compares Sidney and Shelby County's age distribution between the years 1980 and 2000. Also noted is the median age for both entities, illustrating the population of Sidney is slightly younger than that of Shelby County.

Table 3.7

City of Sidney Age Distribution								
	1980		1990		2000		2007	
	Total	Percentage	Total	Percentage	Total	Percentage	Total	Percentage
Under 17*	5,530	31.3	5,384	28.8	5,670	28.1	5,421	27.3%
18-44*	7,038	39.8	7,878	42.2	7,835	38.8	7,439	37.5%
45-64	3,557	18.4	3,219	17.2	4,304	21.3	4,609	23.2%
Over 65	1,832	10.4	2,229	11.9	2,402	11.9	2,393	12.0%
Total	17,957	100.0	18,710	100.0	20,211	100.0	19,862	100.0%
Median Age	28.4		31.5		33.9		34.4	

Source: US Bureau of the Census, 2000 Census of Population, ESRI forecasts for 2008

*The age grouping in these two categories for 2008 is slightly different than in the previous years



Table 3.8

Shelby County Age Distribution								
	1980		1990		2000		2007	
	Total	Percentage	Total	Percentage	Total	Percentage	Total	Percentage
Under 17*	14,128	32.8	13,398	29.8	13,686	28.6	13,195	29.4
18-44*	16,758	38.9	18,153	40.4	17,971	37.5	17,157	32.5
45-64	7,897	18.3	8,146	18.1	10,404	21.7	12,278	25.9
Over 65	4,306	10.0	5,218	11.6	5,849	12.2	6,009	12.2
Total	43,089	100.0	44,915	100.0	47,910	100.0	48,639	100.0
Median Age	28		31.7		34.8		36.4	

Source: US Bureau of the Census, 2000 Census of Population, ESRI forecasts for 2008

*The age grouping in these two categories for 2008 is slightly different than in the previous years

4) Race

Between the years of 1990 and 2000, the City of Sidney’s population became slightly more diverse. According to the 1990 US Census, 95 percent of the population was white compared to 93 percent in 2000. Of the remaining seven percent of the population which were non-white, three percent were African American, two percent were Asian, two percent were two or more races and less than one percent were other races. In 1990, the remaining non-white indicated three percent as African American and two as other. The data concludes a slight increase in the Asian population within Sidney. 2007 Census Estimates indicate this trend as relatively stable with a slight increase in the African American population (4 percent) and a slight decline in the Asian population (2 percent).

5) Forecasts

Population forecasts are prepared using a variety of methodologies and are constrained by factors that are unpredictable, such as long term economic conditions that effect in and out migration. The following forecasts were generated based on historic data and recent growth trends. The 2000 US Census figures were used as a baseline for projections.

1. Annual Increase 2000 – 2030 (2 percent)

This method is based on an average annual increase of two percent, which the City of Sidney experienced over the 50 year time period from 1950-2000. Based on this methodology, which projects the highest rate of growth, Sidney is forecasted to have 36,609 residents by the year 2030.

Table 3.9

2% Annual Increase 2000-2030			
Year	2% Annual Increase (Persons)	Change	% Change
2000	20,211		
2010	24,637	4,426	21.9%
2020	30,032	5,395	21.9%
2030	36,609	6,577	21.9%

Source: US Bureau of the Census, 2000 Census of Population, ESRI forecasts for 2008



2. Decennial Increase 1990-2000 (8 percent)

This method is based on the decennial increase of eight percent over the previous 10 years. This method projects 25,460 residents in Sidney by the year 2030 and is the most modest of the three forecasts.

Table 3.10

8% Annual Increase 2000-2030			
Year	8% Annual Increase (Persons)	Change	% Change
2000	20,211		
2010	21,828	1,617	8.0%
2020	23,574	1,746	8.0%
2030	25,460	1,886	8.0%

Source: US Bureau of the Census, 2000 Census of Population, ESRI forecasts for 2008

3. Decennial Increase 1950-2000 (12 percent)

This method is based on an average decennial population increase of 12 percent between 1950 and 2000. This method projects an increase of 8,184 residents over the 30 year time period and forecasts Sidney to have a population of 28,395 by the year 2030.

Table 3.11

12% Decennial Increase 2000-2030			
Year	12% Decennial Increase (Persons)	Change	% Change
2000	20,211		
2010	22,636	2,425	12.0%
2020	25,353	2,717	12.0%
2030	28,395	3,042	12.0%

Source: US Bureau of the Census, 2000 Census of Population, ESRI forecasts for 2008

4. Average Forecast

This method provides a summary of Methods 1-3 and is based on an average of the three methodologies. It also takes into account the particular aspect of each method and helps minimize the impact skewed numbers may have on the total forecasted population. Based on the average of the three methods, Sidney is forecasted to have a population of 30,155 by the year 2030.

Table 3.12

Summary of Methodologies				
Year	Method 1	Method 2	Method 3	Average
2000	20,211	20,211	20,211	20,211
2010	24,637	21,828	22,636	23,034
2020	30,032	23,574	25,353	26,320
2030	36,609	25,460	28,395	30,155
Change	16,398	5,249	8,184	9,944
Percent Change	81.1%	26.0%	40.5%	49.2%

Source: US Bureau of the Census, 2000 Census of Population, ESRI forecasts for 2008



5. Impacts

The physical impact of population forecasts can be estimated in a variety of ways, such as future land use demand. These estimates provide decision-makers with information that can assist in selecting a preferred growth scenario.

1) Residential Land Use

The various population forecasts will result in residential development for Sidney over the period. The preceding forecasts result in an increase in the City's population by 2030 30,155. This results in a potential increase of 9,944 persons. To calculate the potential demand for future residential land use, the following steps are necessary:

- Using an average household size of 2.5 persons (2000 Census), the forecasted population increases would potentially result in the construction of 3,977 new dwellings (single- and multi-family).
- Using an average residential density of 4.0 units/acre, this range of new dwellings would result in 1,498 acres of new residential land use in Sidney (calculation: new dwellings / density * 1.15 to determine gross acreage).

2) Parkland

The City has been traditionally fairly aggressive in providing for residents' parkland needs. As another measure of the impact from population forecasts, the ranges forecasted were assessed using standard, national parkland criteria of 10 acres per 1,000 residents; applying this standard to the above forecasts results in a potential demand of 99 acres of additional parkland to support the forecasted additional residential land use. This estimate was compared with the City's current standard and supply of parkland to determine if the City is currently meeting or exceeding residents' needs in the 2008 Master Park and Recreation Plan Update.

3) Labor Force

As a simplistic estimate of the potential impact of forecasted population on City revenues, a comparison can be made between the current labor force / population ratio and the forecasts. This ratio is partially reality-based in that the personal income tax is the City's primary revenue source. To calculate the potential demand for future residential land use, the following steps are necessary:

- The 2000 labor force was 10,220. Therefore the jobs to resident ratio of 0.5 to 1.0 existed in 2000, similar to that identified during the 1990 Census.
- Applying that ratio to the population forecasts results in the need for an additional 1,864 jobs to 3,730 jobs in the labor force by 2020. This range is an increase in the labor force of 20 percent to 39 percent over the next 20 years.

5. Existing Land Use

a) Overview

The City of Sidney encompasses approximately twelve square miles. An inventory of existing land use was gathered using recent aerial photographs, analysis of the City using GIS information, and windshield surveys. The 2007 land use was based on information reviewed and supplied by the City of Sidney. The classification system is based on the following:

Residential land uses are distinguished according to their density:

- Rural Residential - Lots larger than 1 acre or a density of 1.0 dwelling unit/acre.
- Suburban Residential - Lots between one acre and one-quarter acre or a density ranging from .25 to 1.0 dwelling units/acre.
- Urban Residential - Lots on less than one-quarter acre or a density less than .25 dwelling units/acre.
- Residential land uses are further classified as two-family, multi-family and mobile home.

Businesses located in the City are identified as either community business or regional business.

- Community businesses are those offering goods and services primarily to Sidney residents.
- Regional business is identified as attracting consumers from outside of Sidney, such as an anchor offering a broad range of goods and services.



Existing Land Use





The existing land use inventory is summarized below:

Table 3.13

Existing Land Use -2007

Land Use	Acres	Percentage
Agricultural	795	10.6%
Wooded	30	0.4%
Single Family Residential	3,110	41.3%
Multi-Family Residential	67	0.9%
Manufactured Housing	71	0.9%
Office	39	0.5%
Commercial	371	4.9%
Central Business District	77	1.0%
Industrial	950	12.6%
Institutional	338	4.5%
Parks and Recreation	375	5.0%
Public	206	2.7%
Vacant/Undeveloped	1,096	14.6%
Total	7,525	100%

The following table is a comparison of the results of the 1997, 2002 and 2007 inventories.

Table 3.14

Land Use	1997	2002	2007	Percentage Change 1997-2007
Agricultural/Undeveloped	22.0%	21.0%	25.6%	3.6%
Residential	37.0%	34.0%	43.1%	6.1%
Commercial	5.0%	6.0%	6.5%	1.5%
Industrial	9.0%	13.0%	12.6%	3.6%
Public/Semi Public	4.0%	4.0%	7.2%	3.2%
Parks and Recreation	7.0%	7.0%	5.0%	-2.0%
Transportation/River	16.0%	15.0%	*	*
Total	100.0%	100.0%	100.0%	

Note: * Right of way included in Land Use totals

Source: City of Sidney GIS, Jacobs Engineering, 2007

b) 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 been recently developed between SR 29 and CR 25 A. 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.

c) Commercial

A large portion of the community business land uses are located along the CR 25, 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.

d) 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.



Development Opportunities and Constraints



**e) 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.

f) 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.

g) Unincorporated Area

The area surrounding Sidney contains dispersed rural residence land uses. Suburban residential land uses are located southwest of the City beyond the industrial land uses in the City. Two land uses located outside of the City include a multi-family and industrial use. The industrial use is located just outside of City limits along Dingman-Slagle Road and the multi-family use is located west of the City at the southeast corner of Cisco Road and Kuther Road. A large public/semi-public use (Shelby Oaks Golf Course) is located just south of Sharp Road. Adjacent to the planning area, the Honda engine plant is located southwest of Anna and the Sidney Municipal Airport is located south of the City along Sidney-Plattsville Road.

6. Development Constraints and Opportunities

Sidney's growth and expansion is affected by different variables, which include physical barriers and key development sites or areas. These become apparent upon a review of the City's regulatory and physical structure. The combination of these attributes may prove to be a development opportunity and possibly a constraint on development in and around the City.

a) Physical Barriers

Physical barriers often encompass large scale built features that either interrupt or have the potential to interrupt a city's expansion. Major arterial corridors such as highways, above grade railroad tracks and large abandoned industrial sites, floodplain and wetlands are examples of physical barriers. Within Sidney, three physical barriers have traditionally been identified - I-75, CSX rail corridor and the Great Miami River.

b) Key Development Sites

Key development sites are locations that benefit from a combination of factors such as access to central sewer and water utilities and efficient transportation corridors. Alternatively, without the combination of certain factors, an area may be constrained from development. A review of the regulatory and physical aspects of Sidney reveals that key sites and areas offering development opportunities are located to the northeast and southwest of the City. The north and northwest also offer development opportunities, especially for the long term since sewer service is not available. Development opportunities in the northeast area occur as a result of available sewer service capacity and continued residential growth. Similarly, the area just outside of Sidney's municipal limits to the southwest offers available utilities and efficient access for industrial growth.



D. Land Use Plan

1. Introduction

The Land Use Plan focuses on guiding future expansion of the City, as well as future development. The Plan provides for the physical expansion, through annexation, of areas suited for development, particularly based upon current land use trends, as well as a future build-out population of 35,000. The Plan 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 (Section E of this Chapter). 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.

2. Policies

The following summarizes the mission statement and objectives that serve as the policy foundation for the Land Use Plan:

a) Mission Statement

The land use mission *is balanced growth at a moderate rate consistent with the natural and built environment, with emphasis on infill development to create a livable and attractive community.*

b) Objectives

The following are the objectives that detail the mission statement for Land Use. Strategies that indicate how the objectives will be fulfilled are located in the Implementation Section.

Objective 1 - Balanced Growth - Promote balanced growth concurrent with the provision of necessary utilities.

The fundamental basis of the Comprehensive Plan is to encourage balanced growth throughout the City to provide for a certain quality of life and a fiscally sound base. Balanced growth encourages reinvestment within the central city and provides for expansion where appropriate and supported with utilities. A clear yet flexible policy should be adopted which establishes a service area for the planning period. Tax dollars should continue to be wisely spent and the private sector must continue to provide its fair share relative to infrastructure. New construction should be sensitive to existing neighborhoods.

Objective 2 - Residential Development - Plan for residential development and protect neighborhoods.

Land should continue to be set aside to accommodate future anticipated residential development. Such areas should be logically located relative to the existing residential development pattern and services, and should be supportable by the current utility system. The focus of residential development should continue to be east of I-75 with expansion to the north and a more limited amount to the northwest. Reinvestment should be encouraged within the central city and existing neighborhoods to stabilize and strengthen the City's oldest neighborhoods.

Objective 3 - Commercial Development - Plan for commercial development.

Commercial development should be supported in existing locations, with minimal expansion provided where appropriate and serviceable by utilities. Retail development should be focused in a few minimal existing locations. Such expansion should not be at the expense of the central business district, where the City should encourage reinvestment. Certain shortcomings in the retail base (such as non-fast food restaurants and entertainment) should be specifically addressed. Regional and highway retail needs should be supported, but not to the same extent as supporting local retail needs. Office uses should be encouraged in the I-75 corridor to expand the tax base.



Objective 4 - Industrial Development - Plan for industrial development.

Sufficient land should be set aside to encourage the expansion of current industrial users and for additional industrial development within market demand expectations. Industrial development should continue to be located west of I-75 and expanded north and south to relieve the SR 47/I-75 interchange. Light industrial uses (assembly, warehouse and distribution, research and development) should be encouraged and actively marketed by the City and County. Incentives should be based upon the Economic Development Plan.

Objective 5 - Mixed-Use Development

Although it is not possible or even desirable to replicate the Downtown area, there are a number of basic community building principles at work in the Downtown and its surrounding neighborhoods that can be applied elsewhere (e.g. permitting residences above commercial businesses).

3. Standards

The following standards serve as a technical basis for the Land Use Plan:

a) Growth Target

The City's forecasted growth rate is based upon recent trends and should be used as a baseline for measuring progress in implementing the Comprehensive Plan and programming capital improvements. The Land Use Plan provides both a build-out recommendation and identifies priority areas for development over the planning period (2000-2020).

Based on population projections identified in the Comprehensive Plan, growth is predicated on a 1.3 percent annual growth rate for population and housing.

b) Neighborhood Structure

As the City grows in population it will expand geographically, especially to accommodate new neighborhoods. This creates an opportunity to further guide Sidney's physical expansion to ensure such development continues to support the City's quality of life. This can be defined as abundant and nearby parkland, neighborhood schools and neighborhood retail areas.

The projected growth rate may result in the addition of 765 acres (2 dwelling units per acre) to 383 acres (4 du/acre). Integrated with this residential development should be about 54 acres of parkland (16.4 acres per 1,000 residents), as well as possible 10 to 20 acres of neighborhood-level retail. Future neighborhood structures should focus on the following design standards:

- 1) Integrate a mix of residential types and lot sizes.
- 2) Cluster homes to maximize protected open space.
- 3) Design active parks as focal points and create aesthetically pleasing and landscaped neighborhood entrances.
- 4) Locate neighborhood-level retail uses along arterials and provide for pedestrian linkages to adjacent neighborhoods.
- 5) Encourage front porches, short building setbacks and offset and side-loading garages located a minimum of 10 feet behind the building line.
- 6) Preserve existing tree lines and integrate into site layout.
- 7) Provide off-street bike paths in place of sidewalks along one side of collectors and arterials.

The City should encourage the use of Planned Unit Developments with integrated subdivision platting to both encourage this approach and provide incentives to offset any added development costs. Mixed uses and higher densities provide for a more efficient and productive use of land.



c) Commercial Area Structure

The Land Use Plan supports expansion of the SR47 and Vandemark Road commercial area to the north along Vandemark, and supports one additional commercial area at Fair Road and I-75. In each case the following standards should be used in designing these areas.

- 1) Regional commercial developments should be designed to be integrated on larger parcels. A minimum lot size of five acres should be required. Integration provides for more efficient usage of land, reduce access points and more efficient utility systems. Pedestrian and multi-use path connections should be encouraged. Smaller individual commercial infill development should be required to connect to existing access points as a means of access management to preserve the mainline street system efficiency and safety.
- 2) Where feasible, pedestrian and bike connections between commercial areas and nearby neighborhoods should be supported. Secure bike racks should be provided at major shopping centers and groupings of retail stores and services.
- 3) Parking should be shared where possible to reduce excessively large pavement areas. Landscaping along parking lot perimeters (e.g. three-foot high evergreens) should be required. Lighting should be shielded to reduce glare. Consider revising the existing zoning code to reduce the minimum number of parking spaces required for commercial and retail uses. The City should also consider including a maximum parking space requirement with a variance requirement to provide additional interior and perimeter landscaping requirements if an applicant requests to exceed the maximum parking requirement.
- 4) Parking should be located, whenever possible, to the rear and side yard of a commercial structure with the building located as close as possible to the public right-of-way.
- 5) Architectural design should be compatible with the immediate physical environment and not in competition with adjacent structures. Signage should be compatible with architecture. *Please see the Urban Design Plan for more details.*

The City should encourage the use of Planned Unit Developments with integrated access to both encourage this approach and provide incentives to offset any added development costs. Mixed uses and higher densities provide for a more efficient and productive use of land.

d) Land Use Transitions

The transition between adjacent and nearby land uses should be smooth and impacts minimized. This will protect private investment and enhance the City's visual quality. The zoning and subdivision process should be used to implement the following standards:

- 1) Future single-family uses should be discouraged adjacent to commercial and/or industrial uses unless adequate screening and buffering is provided. Offices, parkland and institutional uses provide a suitable buffer to protect residences based on their hours of operation. Multi-family uses can be located immediately adjacent to, or directly above, commercial development and within the same structure in a mixed-use development.
- 2) High density uses (residential and non-residential) should be located along arterials and collectors. Curb cuts should be minimized along arterials and collectors.
- 3) Parkland should be integrated into neighborhoods and connected to the river/stream system.
- 4) Industrial uses should be located west of I-75. High-traffic commercial uses should be located in the I-75 corridor and residential uses should be located east of I-75. Residential uses should also be located east of I-75 or proximate to retail and office uses north and west of I-75.
- 5) Noise sensitive uses should not be located in close proximity to the municipal airport, especially residences.
- 6) Buffering between conflicting uses should include additional setbacks and screening to protect residential uses. Additional setbacks should range from 10 to 50 feet depending on use and screening should range from 50 percent to 100 percent opacity (year-round) and in height from four to ten feet. Screening materials should not solely rely on fencing or walls and should include mounding and/or evergreens.
- 7) Light and glare from non-residential uses should be effectively minimized through the use of full cut off fixtures to prevent light intrusion onto residential properties during evening hours.



4. Land Use Plan

The following summarizes the Land Use Plan. Specific details for land use policies are established in Section E, Policy Areas, of this Chapter.

a) Industrial Expansion

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. However, infill development is encouraged over expansion, especially where capital improvements are in place. The 1997 Plan supports a total industrial build out of about 1,000 acres to 1,300 acres; about 931 acres were occupied with such uses in 2002. Densities should be about 25,000 square feet per acre provided off-street parking, landscaping, and stormwater requirements are met.

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 S.R. 29 (St. Mary's 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.

b) 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. Such uses 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.

1) I-75 Corridor/SR 29 and CR 25A Interchanges

The 1997 and 2002 plan shows regional retail centers at the SR 29 and CR 25A interchanges. The pattern includes a mixed use area on the northwest side of I-75 extending from the CR 25A interchange south to Russell Road. A Mixed-use pattern is also recommended for the south side of I-75 at the CR 25A interchange. This is proposed to primarily stimulate office development in Sidney, which to date has been minimal; to establish an alternate transportation link using the two interchanges, and; to introduce an alternate development pattern for the City (See Policy Areas 1 and 4).

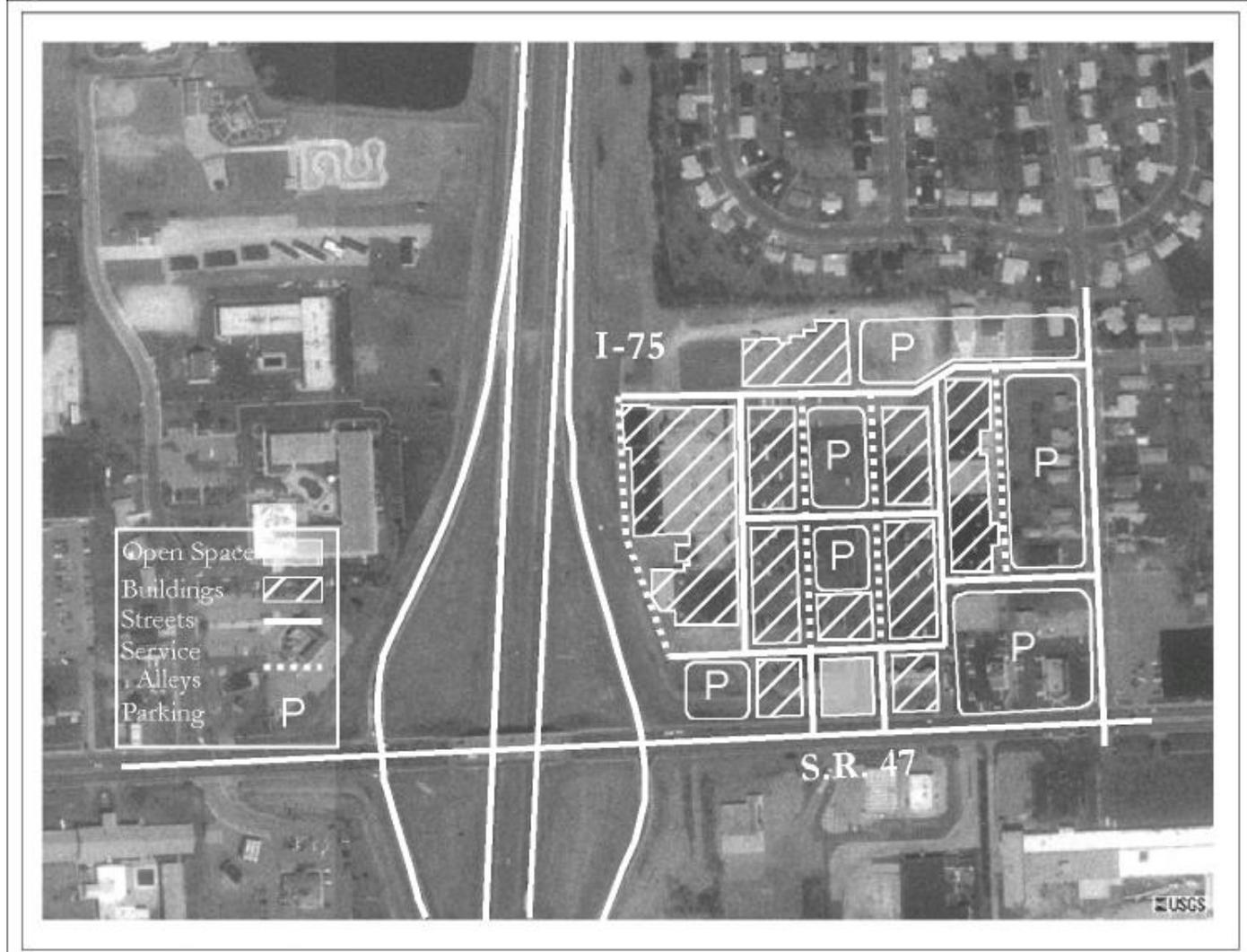
2) Commercial Infill Development and Redevelopment

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.

The SR 47 and Vandemark Road area is an example of a newly developing area that could benefit from a mixed-use development pattern. The following 2002 illustration identifies how an existing retail center within the City could be converted into a mixed-use development.



Figure 7.1



d) Downtown

The downtown should continue to be Sidney's governmental center, a major business center, the community's cultural arts center and a residential neighborhood. The downtown is recognized nationally as a unique architectural civic space based on Courthouse Square. These various roles that the downtown plays should be strengthened throughout all public policies, programs and actions. And an atmosphere that further encourages private investment must be strengthened.

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.

To the degree possible, downtown should continue as a major business center. Incentives to encourage investment should continue, as should the services of Downtown Sidney. Future new construction should incorporate retail space on the ground floor to further enhance such opportunities downtown. Office or residential uses in second floor space should be encouraged.

Downtown's historic importance should not be overlooked as an opportunity for growth.



Cultural arts facilities currently located in the downtown should continue to do so and be promoted to the fullest extent possible. The Amos Memorial Library is considering an expansion to better serve the community. This expansion is being considered as a part of the Sidney North Street Cultural Corridor plan completed in 2008 to revitalize this dilapidated corridor. Outdoor festivals should continue in the downtown. Perhaps a new event tied to the "Great Riverwalk" could expand such opportunities. 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.

Residential uses should be emphasized, encouraged and continue to play their role downtown. Elderly housing will continue to be feasible if the necessary supporting services are within walking distance. Market rate housing could be feasible if the physical environment downtown were enhanced and personal services and retail were attracted downtown to support residents.

Institutional uses such as churches and schools 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.

e) 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. Attention was focused in 2002 on maintenance of rental properties and the same issue is relevant in 2008. Ensuring properties are well maintained is important to creating an environment that encourages reinvestment. Likewise the City should play a role in providing financial incentives through grants and tax incentives.

f) Residential Expansion

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. The following hierarchy of residential uses (with related zoning districts) is recommended:

**Table 3.15
Residential Land Use Hierarchy**

Category	Predominant Land Use	Gross Density (du/acre)	Appropriate Zoning District
Rural Residential	Single-Family	Less than 1	N-1
Low Density	Single-Family	1-2	N-1 or S-2
Medium Density	Single-Family, Two-Family	2-4	S-2 or R-1
High Density	Multi-family, Apartments, Condominiums	4-8	R-3

Source: Karlsberger Planning Inc., 1997; ACP, 2002; Jacobs Engineering 2008.



The Land Use Plan continues to be designed to accommodate a population of up to 35,000 persons through ultimate build-out. However for the planning period (2008-2030) it is assumed the population will increase to about, 25,460 which is an increase of about 28 percent. The following generally summarizes residential land use recommendations. Specific recommendations are identified in the Policy Areas section of this Chapter.

Residential development should occur within the existing gravity sanitary sewer system. Capacity within the Honda force main should be minimized to accommodate future, unforeseen needs. Timing of development will be based upon market demand and utility availability.

1) High Density Residential

High-density residential uses were recommended north of Hoewisher Road, east and west of CR 25 A, and north to I-75 in the 2002 plan. The 2008 update shows high density residential. 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. However these developments should generally be located on the eastern edge of the high-density area as an appropriate transition between high-density housing and single-family developments further east and west of the interstate.

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. The appropriate maintenance agreements must be in place in order to prevent future deterioration or require the need for the City to take these facilities over.

Pedestrian and multi-use path links should be provided between high-density development and adjacent commercial business at the I-75 and CR25A interchange. Likewise pedestrian networks should interconnect all high-density developments with adjacent lower density residential neighborhoods to promote walkability and prevent isolation of neighborhoods. 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.

2) Medium Density Residential

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.

Public parkland should be located along Plum Creek where possible. Plum Creek should be otherwise protected as an open space corridor in the medium density area through a conservation easement donated to or purchased by the City.

3) Low Density Residential

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.



g) Open-Space Network

An open-space network is envisioned along the Great Miami River and several tributaries. This network should build upon 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 bikepaths 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.

Public land should be developed as active parkland and recreational facilities, as well as passive parkland, such as nature preserves -- especially where wetlands, floodplains or significant woodlands are located. Private land should be used in compatible uses, such as undeveloped floodplains, agriculture, recreation (including golf courses) and low-density single-family home sites. Private property with a federally designated 100-year floodplain boundary should consider donating or selling to the City a conservation easement for the impacted area. This provides the owner capital return on the unusable property and provides the City with a larger conservation area.

h) Noise Sensitive Area

The Noise Sensitive Area is designated in close proximity to Sidney Municipal Airport and captures in a very general way the area impacted by noise from airport operations. A more detailed study can be undertaken to better define the boundaries of this area. But in general the intent is to discourage additional residential development around the airport. Such development can impair airport operations because of noise complaints and could prevent future expansion of the facility. For those properties suitably located but impacted by noise, the Township, County and City should encourage appropriate commercial development that is strictly linked to the airport. For properties unsuitable for development and impacted by noise, the City should consider acquisition.

E. Policy Areas

The City of Sidney is comprised of many distinct areas that include both older and newly developed residential neighborhoods, business corridors, historic areas and open spaces that, when assembled as a whole, create the City of Sidney. 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. It is difficult to make plans for the future without considering these areas separately and as a whole. To accomplish this task, a system of "Policy Areas" has been established based on similar land uses and characteristics. There are unique recommendations for future growth, preservation and enrichment in each of these areas as part of this Comprehensive Plan Update.

Based on the results of the public involvement process which included the Comprehensive Plan Steering Committee and key person interviews, 18 Policy Areas have been established. These Policy Areas, with existing land use patterns, are identified in **Figure 7.2** Each Policy Area contains specific information on: Existing Character; Future Characteristics, Action and Needs; Preferred Land Uses; Recommended Densities and Open Space and Implementation Recommendations.

Recommendations are provided for each Policy Area in the Comprehensive Plan Update. The policy recommendations contain detailed suggestions for implementing policies, programs and other action plans relating to the analysis of the particular Policy Area. It should be noted that these policy recommendations may require other formal adoption procedures whether through zoning code amendments or other adopted legislation.

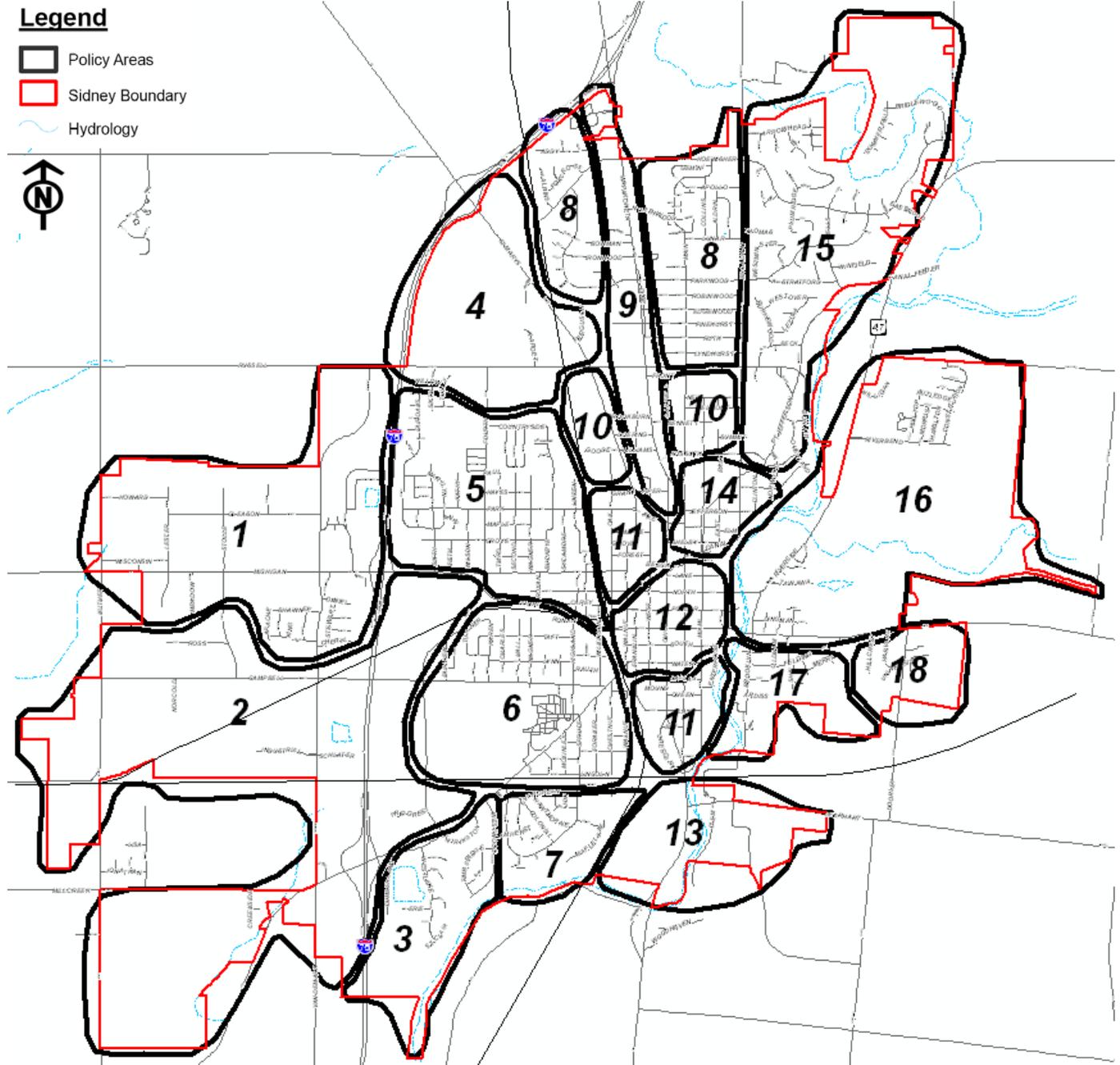


There are thirteen (13) general types of existing land uses established in the City of Sidney:

-  Agricultural – Land which is exhibiting some type of current or active farming activity.
-  Commercial – Any business selling goods, wares or merchandise directly to the ultimate consumer for direct consumption and not for resale. Such uses include, but are not limited to: supermarkets, gas stations, shopping centers, financial institutions, restaurants, retail stores, personal service establishments and convenience stores.
-  Industrial – Any business involved in the assembling, altering, converting, fabricating, finishing, processing or treatment of a product which may or may not include or generate objectionable or hazardous elements such as smoke, odor, vibration, water pollution or dust.
-  Institutional – Any building or land used for a not for profit or religious use such as a church, synagogue, mosque, private school, private hospital, club or fraternal organization.
-  Manufactured Housing – A transportable structure suitable for year-round occupancy by one family capable of having water, electrical and sewage connections similar to those of conventional or manufactured residential dwellings.
-  Multi-Family Residential – A permanent structure designed for occupancy for three or more families in individual units in one or more buildings (e.g. condominiums, apartments, townhouses, etc.) where each unit is separated by a common wall.
-  Office – A building or portion of a building wherein services are performed involving predominately administrative, professional, medical or clerical operations.
-  Park and Recreation – Any noncommercial or not for profit facility designed to serve the active and passive recreational needs of the residents of the City. Parks and recreation may include community swimming pools, neighborhood parks, public golf courses and athletic fields.
-  Public Use – Any building, structure, facility or complex used or controlled exclusively for public purposes by any department or branch of government, state, county or municipal, without reference to the ownership of the building or of the realty upon which it is situated or by a religious or not for profit entity. Public uses may include hospitals, schools, libraries, museums, post offices, police and fire stations and public utilities.
-  Single Family Residential – A permanent structure, on an individual lot, designed for occupancy by one family.
-  Two Family Residential – A permanent structure, on an individual lot, designed for occupancy by two families where each unit is separated by a common wall.
-  Vacant or Undeveloped – Land in its natural state before development.
-  Wooded – Any area or stand of trees, the majority of which are mature or are greater than 12 inches in caliper, covering an area greater than ¼ of an acre.



Figure 7.2 – Policy Areas





Policy Area 1

Existing Character

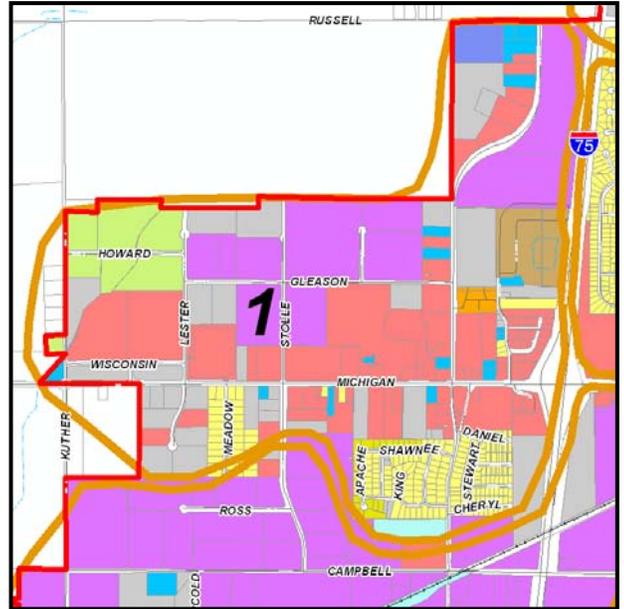
Located west of I-75, north and south of Michigan Street, this Policy Area has become a mix of detached single family and duplex residential, commercial, industrial and agricultural lands. This area, because of its proximity to the Michigan Street interstate interchange, is home to a majority of Sidney's local and regional retail and service base. Restaurants, shopping centers, hotels, gas stations and banks are present with large expanses of surface parking and large buildings set back significantly from the roadway. High traffic volumes are common in this area during peak hours. Industrial uses include warehouse facilities and light manufacturing uses.

Mid priced homes, as compared to other areas in Sidney, are present here in three small isolated subdivisions in the southern area of this Policy Area. Single family detached residential and duplex dwellings were constructed from the early 1960's (Meadowlane Drive) through 2002 (King Court). An 80 pad trailer park exists along the western edge of I-75 on Folkerth Drive and a multi-family residential complex exists on Vandemark Road. Because it is commercially zoned, the existing trailer park is a non-conforming use. The Christian Academy School is located in the northern part of this Policy Area on Russell Road.

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.

Zoning in this area is primarily B-2 Community Business and I-2 General Industrial. These districts support a wide variety of retail, service, office and manufacturing type of uses. Two areas of I-1 Light Industrial exist on Vandemark and Stolle. Two clusters of R-1 Single Family Residence districts exist in this area and are completely surrounded by industrial and commercial zoning. A small R-3 Multi-Family Residence district is situated on Vandemark Road.

Utilities, including public sewer and water are readily available in this area. Both Kuther and Russell Roads have been identified for widening to support truck traffic and higher traffic volumes.



Preferred Future Characteristics, Actions and Needs

- Continue to promote industrial and commercial uses for this area to ensure an adequate tax base for the City. To maximize a return on investment, the City should consider revising the zoning code to eliminate warehousing as a permitted use. Efforts also require the continuance of adequate utility services and a street system that can handle potentially large volumes of truck and automobile traffic.
- As the trailer park becomes available consider non-residential uses including office, industrial or commercial.



- 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 occurs along Michigan Street. Investigate the potential of frontage or access roads as per the access management plan adopted by the City in 2003.
- Consider developing a streetscape plan for Michigan Street which will enhance this major gateway into the City. When designing streetscapes careful consideration should be given to cost to implement and maintain. Streetscapes can be as complex as including special street lighting, sidewalk or pedestrian improvements, public signage, street trees and street furniture or as simple as involving one or two of the aforementioned elements to create a visually appealing atmosphere.
- Consider developing a multi-use path system which will permit pedestrian or bicycle travel throughout this Policy Area.

Preferred Land Uses

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

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

Recommended Density and Open Space Requirement

To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

Continued dialogue between utility providers and the City is essential to ensure continued adequate services for new and expanded industrial and commercial uses in this area.



Preferred Land Uses

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

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

Recommended Density and Open Space Requirement

To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

Development and redevelopment activities in this Policy Area should emphasize non-residential uses that conform to the existing built character of the area. As undeveloped property comes available for development, design guidelines should be considered in order to provide for a more visually appealing environment which still permits the adequate and viable function of the industrial use.



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 family detached dwellings, duplex dwellings and small medical office buildings. Access to this area is exclusively from Fair Road to the north and is directly adjacent to the interstate interchange. Industrial uses are located north of this area. A man-made lake anchors the westernmost subdivision bounded by Westlake Drive, Erie and Cumberland Avenues. These residential uses are newer, moderately priced units located near the public middle and high school. Attached single family residential dwellings (Townhouses) are present on Westwood. Agricultural land is located in the Township directly to the south of this Policy Area. An informal walking path connects this area to the Graceland Cemetery to the East (Policy Areas 5 and 6). 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.

Existing zoning is a mix of R-1 Single Family Residential in the core of the Policy Area with B-1 Local Business and B-2 Community Business located on Fair Road. A Residence Planned Unit Development overlay exists on the R-1 Single Family Residence District along Cumberland Avenue to permit duplex and triplex patio homes. Existing residential densities range from 3-5 dwelling units per acre (14,500 – 8,712 square foot lots).

This area is somewhat isolated from the rest of the City given its location south of Fair Road (a 4 lane road with turn lanes at key intersections) and an active rail line to the east. 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. Public water and sanitary sewer are readily available.

Preferred Future Characteristics, Actions and Needs

- 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.
- Continued maintenance and upkeep in the residential neighborhoods to prevent deterioration is of paramount importance.
- 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 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.





Preferred Land Uses

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

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

Recommended Density and Open Space Requirement

- Detached residential dwellings are preferred at a moderate density of 4 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.



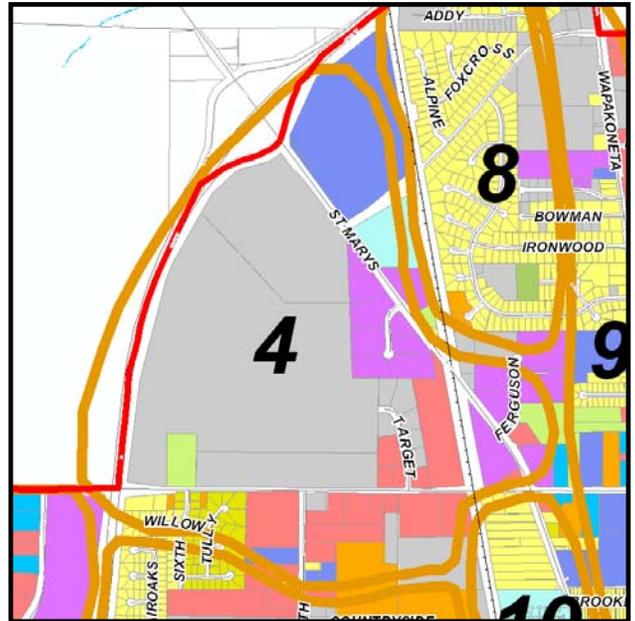
Policy Area 4

Existing Character

Located primarily between St. Mary’s Avenue to the north and Russell Road to the south, this Policy Area contains one of the largest available “shovel ready” parcels of land in the City at approximately 200 acres. Visibility and access to this parcel is excellent from I-75 and the St. Mary’s interchange. The Lehman High School is situated directly north of this undeveloped parcel on St. Mary’s Avenue. The Auto-Vue Drive In Theater along with concentrated small retail, office and service uses are located directly south on Russell Road. Industrial uses including warehousing and distribution, trucking companies and small manufacturing facilities are present in this area primarily off of St. Mary’s Avenue. Much of this land continues to operate with active farming uses.

Portions of Russell Road have been widened to 4 lanes in this area and extending Fourth Avenue north into this Policy Area. A full complement of utilities is available for users including public sewer and water.

Existing zoning for this Policy Area is primarily R-1 Single Family Residence. This zoning currently exists on the Lehman High School property and a large portion of the undeveloped land north of Russell Road. B-2 Community Business zoning is present on the undeveloped property south of St. Mary’s Avenue at I-75 and along the frontage of Russell Road. I-2 General Industrial zoning is present along the CSX rail line and along St. Mary’s between Russell and Lehman High School. I-1 Light Industrial zoning is primarily located south of Russell Road between Fourth Street and the CSX rail line. A small concentration of B-1 Local Business exists south of Russell Road at Sixth Avenue.



Preferred Future Characteristics, Actions and Needs

- The commercial and light industrial oriented land use pattern should continue in this area to support the tax base of the City.
- Conduct a market analysis and assessment in order to define what needs can be captured at this location. The City can focus on promotion and redevelopment efforts in this area.
- Landscape and buffering should be reviewed 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 and to reduce the temperature levels of the microclimate artificially raised by asphalt and concrete.
- An internal streetscape plan should be developed that emphasizes lighting and plantings that provide for a safe atmosphere without affecting the visibility of land uses in the area. When designing streetscapes careful consideration should be given to cost to implement and maintain. Streetscapes can be as complex as including special street lighting, sidewalk or pedestrian improvements, public signage, street trees and street furniture or as simple as involving one or two of the aforementioned elements to create a visually appealing atmosphere.



- Review and revise, as necessary, the City's adopted access management plan for the Russell Road and St. Mary's 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.

Preferred Land Uses

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

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

Recommended Density and Open Space Requirement

To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 75% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

Emphasis by the City should be placed on developing or revising three documents that will work to make this Policy Area, an economically viable, visually appealing mixed use area. This includes reviewing and revising, as necessary, the City's adopted access management plan that works to consolidate curb cuts, development of internal circulation, frontage or access roads and pedestrian access.



Policy Area 5

Existing Character

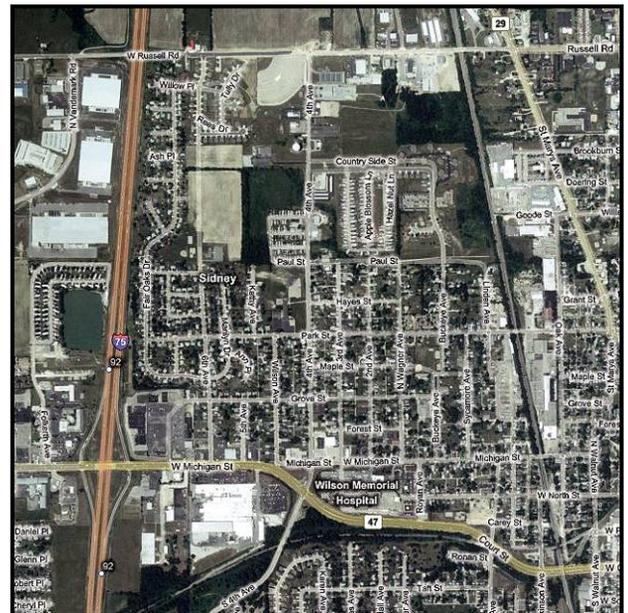
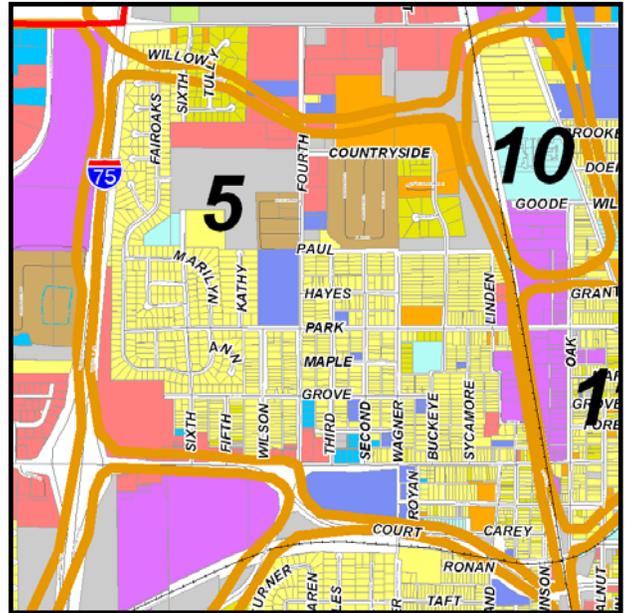
Located east of I-75 and west of the CSX rail line, this Policy Area is a mix of single family detached residential dwellings, multi-family dwelling units, manufactured housing/trailers, commercial, small light industrial and office uses. Small areas of undeveloped land exist along 4th Avenue and along the rail line. Neighborhoods are a mix of older street and alley's and newer subdivisions with curvilinear streets. Residential uses in the southern part of this area abut commercial uses along Michigan Street. Dwellings in this area are generally lower priced than in other areas of the City. Densities generally range between 5-9 dwelling units per acre. Maintenance and upkeep issues exist in some areas, in particular around the Park Street area.

This area is easily accessible from I-75 and provides a full complement of utility uses including public sewer and water. The Wilson Memorial Hospital is located in the southern portion of this area and serves the regions emergency, birthing, surgical, rehabilitation and cardiac needs. Longfellow Elementary is located in the center of this Policy Area on Park Street. Three parks serve the neighborhoods in this area: Green Tree, Humphrey and McMillen Parks.

Existing zoning for this area is primarily residential in nature comprised of R-1 Single Family Residence and R-3 Multi-Family Residence. Residential zoning is primarily in the core of this Policy Area. B-2 Community Business zoning exists along Michigan/Court Streets in the south and along Fourth Street in the north. I-2 General Industrial exists along Linden and the CSX rail line on the eastern side of this area.

Preferred Future Characteristics, Actions and Needs

- Development and redevelopment efforts in this area should focus on the maintenance and upkeep of the existing uses. Encourage existing commercial developments to invest in their properties to visually enhance and modernize their look. Consider approaching non-profit organizations (i.e. Habitat for Humanity, United Way) to assist in resolving maintenance issues in the residential neighborhoods.
- Should the trailer park become available, 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.
- All new development and redevelopment efforts should continue to promote external and internal pedestrian connectivity through the most appropriate system including the installation of sidewalks, walking trails, multi-use paths and bicycle trails. This includes the continued maintenance of the existing sidewalk system.
- Work with the Wilson Memorial Hospital to discuss future expansion needs and attempt to accommodate such needs in this area as necessary to ensure the viability of this institution.
- As development and redevelopment efforts continue in this area, the City should connect Sixth Street in order to provide the appropriate access to the undeveloped areas in this Policy Area.





Preferred Land Uses

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

- Single family detached residential
- Duplex residential
- Multi-family residential
- Commercial along Michigan Street
- Public parks and open spaces
- Public and semi-public uses

Recommended Density and Open Space Requirement

- Detached single family residential dwellings are preferred at a moderate density of 5 dwelling units per acre.
- Attached multi-family residential dwellings are preferred at a moderately high density of 7-8 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

As a priority, residential development comprised of site built dwellings should be considered for the trailer park site as it becomes available (trailer type dwellings should be discouraged). This development should provide a transition from the higher intensity commercial uses north and the lower intensity single family neighborhoods to the south. Duplex or multi-family uses should be considered. Infill development (residential), where it occurs, should focus on dwellings that are similar in size and character to the neighborhood. The continued maintenance and upkeep of residential and commercial areas is essential to the quality of life for residents and businesses in this Policy Area.



Policy Area 6

Existing Character

Located between three active rail lines to the north, east and south, this Policy Area 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. Established in a grid street and alley system, a majority of the residential dwellings in this area are 40-70 years old and are located on smaller lots, typically 6,000 – 7,000 square feet in size (6-7 dwelling units per acre). Because of the age of the dwellings, dilapidation, deterioration and maintenance issues exist throughout the area. Housing styles differ from ranch to two story dwellings. 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. Wagner was incorporated in 1891 and produced cast iron and aluminum products. 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). Small pockets of R-2 Single and Two Family Residence exists in the north western portion of the area. Two pockets of R-3 Multi-Family Residence exists 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.



Preferred Future Characteristics, Actions and Needs

- Continued maintenance and upkeep in the residential neighborhoods to prevent deterioration is of paramount importance in this area. Programs offering home incentives for maintenance and improvement should be investigated and offered to assist residents.
- Residential infill development, as it occurs, should be of the same massing and size as the surrounding dwellings.
- All new development and redevelopment efforts should continue to promote external and internal connectivity through the most appropriate system of pedestrian connectivity with the installation of sidewalks or walking/bike paths.



- Open spaces should be connected to the fullest extent possible, in and between developments, to create links between open space and naturally preserved areas.
- 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 housing such as condominiums or apartments.
- 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 uses may include public or institutional uses that are compatible with the school campus and residential uses that surround the property. It is not recommended that the industrial uses west of this location extend into this area due to potential land use conflicts.

Preferred Land Uses

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

- Single family detached dwellings
- Duplex dwellings
- Multi-family dwellings
- Public parks and open spaces
- Public and semi-public uses
- Limited neighborhood service uses

Recommended Density and Open Space Requirement

- Detached single family residential dwellings and duplexes are preferred at a moderately high density of 6-7 dwelling units per acre.
- Attached multi-family residential dwellings are preferred in select areas at a moderately high density of 10 dwelling units per acre.
- Maximum lot coverage for non-residential uses should not exceed 85%. Lot coverage is inclusive of building footprints and paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

Development and redevelopment activities in this Policy Area should emphasize the continual maintenance and upkeep of residential properties to prevent deterioration and blighting conditions in this area. Infill development should conform to the size and shape of the existing built character of the area. If the Fairgrounds were to relocate out of this area, dialogue must include the School District to identify potential interest in the property. Alternatively, a traditional type subdivision, as is established north of this area, may be an option with a small, common open space area being preserved for the use and enjoyment of residents in this Policy Area. Pedestrian linkages between existing and new neighborhoods should be promoted.



Policy Area 7

Existing Character

Comprised of the neighborhood streets of Amherst, Colonial, Hawthorne, Fairmont, Spruce, Evergreen, Jon and Mapleleaf, this Policy Area is relatively isolated in the southern portion of the City by an active rail line exists 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.

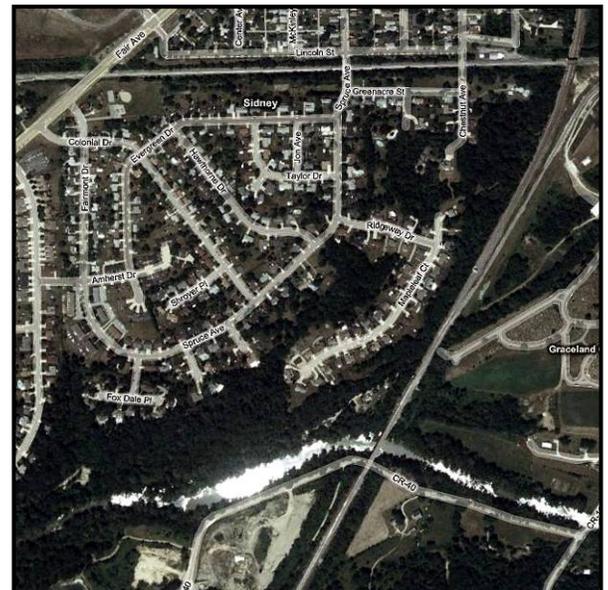
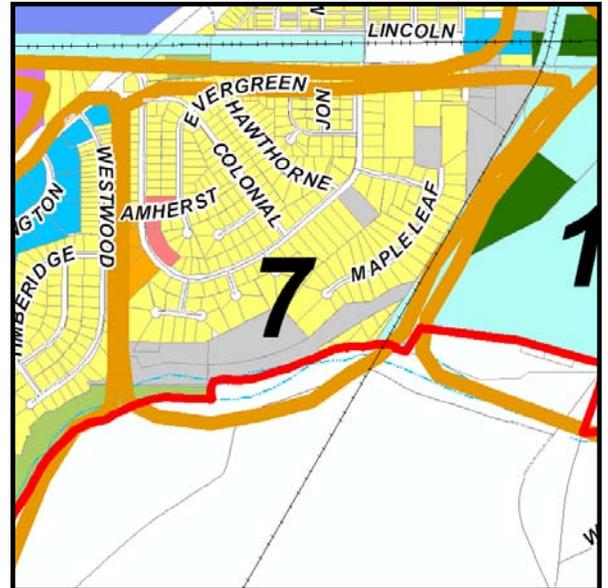
Most of the single family detached dwellings in this area are 30-50 years old and are moderately priced when compared to the rest of the City neighborhoods and are well maintained. Dwellings range from ranch style to 2 story homes with newer homes on Mapleleaf clustered in the woods in the southern part of the area on lots ranging from 8,700 square feet to 30,000 square feet (1.4 – 5 dwelling units per acre). Multi-family dwelling units are established on the western side of this area on Amherst. 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 area. Public water and sanitary sewer are 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.

Existing zoning is primarily R-1 Single Family Residence which permits lot sizes of 6,600 square feet (6-7 dwelling units per acre). This existing zoning permits a higher density than what currently exists in this area. A small cluster of R-3 Multi-Family Residence zoning exists at Amherst and Fairmont.

Preferred Future Characteristics, Actions and Needs

- Continued maintenance and upkeep in the residential neighborhoods to prevent deterioration is of paramount importance in this area.
- Residential infill development, as it occurs, should be of the same massing and size as the surrounding dwellings.
- Efforts should continue to maintain external and internal connectivity through the most appropriate system of pedestrian connectivity with the upkeep of sidewalks or walking/bike paths.





Preferred Land Uses

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

- Single family detached dwellings
- Duplex dwellings
- Multi-family dwellings
- Public parks and open spaces
- Public and semi-public uses

Recommended Density and Open Space Requirement

- Detached single family residential dwellings and duplexes are preferred at a moderate density of 5 dwelling units per acre.
- Attached multi-family residential dwellings are preferred in select areas at a moderately high density of 10 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

This area is completely developed, therefore activities in this Policy Area should emphasize the continual maintenance and upkeep of residential properties to prevent deterioration of the area. Infill development should conform to the size and shape of the existing built character of the area.



Policy Area 8

Existing Character

Divided east/west by Wapakoneta Avenue (Policy Area 9), this Policy Area 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. These properties, in general, are well kept and maintained. 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. Northwood Drive is the northernmost access point to this Policy Area. Northwood drive is in the public right of way, but since its construction, has functioned as a private road.

A significant amount of undeveloped land, approximately 20 total contiguous acres, exists at the northern end of this Policy Area between Hoewisher Road and Northwood 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. Three parks are located in this Policy Area: Deam Park, Detention Basin Park and Chief O'Leary Park.

Existing zoning is primarily R-1 Single Family Residence permitting detached single family dwellings on 6,600 square foot or larger lots, public and institutional uses. R-2 Single Family Residence zoning exists throughout the area along Alpine, Addy, Parkwood (west of Wapakoneta), between Collins and Aldrin and north of Northwood. Small clusters of R-3 Multi-Family Residence zoning are located on Northwood, Parkwood and Collins. B-1 Local Business is located along Russell Road at the Main Avenue intersection. An RPUD Residential Planned Unit Development is established along Main Avenue between Lunar and Apollo.

Both public sewer and water are accessible in this area.

Preferred Future Characteristics, Actions and Needs

- Encourage the continued maintenance and upkeep of the existing residential areas to maintain these as viable and attractive neighborhoods.
- All new development and redevelopment efforts should continue to promote external and internal connectivity through the most appropriate system of pedestrian connectivity including the installation of sidewalks, walking trails, multi-use paths and bicycle trails.





- Development and redevelopment activities in the northern portion of the corridor in the Policy Area should focus on non-residential or transitional residential 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.
- 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.
- Continue to permit single family residential dwellings at a density and character currently existing in this area where subdivisions can be logically expanded.
- Encourage the extension of West Hoewisher Road, west, over the railroad tracks, and through to St. Mary's Avenue. Currently, West Hoewisher terminates at the eastern side of the railroad tracks.

Preferred Land Uses

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

- 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
- 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

Recommended Density and Open Space Requirement

- Single family detached residential dwellings are preferred at a moderate density of 5 dwelling units per acre, consistent with current development.
- 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 Northwood conducive to current multi-family dwelling development densities on Northwood.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

Development and redevelopment activities in this Policy Area should emphasize commercial, office, service, and multi-family uses in the northern parts of the Policy Area. In residential areas, infill residential uses should conform to the existing character of the area with larger lots and large setbacks.

Consider rezoning the existing trailer park area, with property owner consent, on Northwood for multi-family residential use.



Policy Area 9

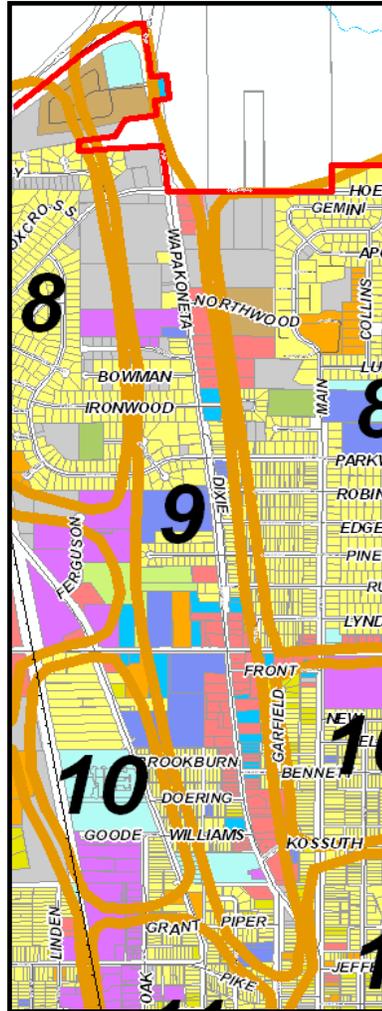
Existing Character

Located along Wapakoneta Avenue, one of the primary north/south corridors in Sidney, Policy Area 9 is comprised of a mix of residential, commercial and office uses on lots varying in size from smaller than ¼ of an acre to over 10 acres in size. The only significant amounts of undeveloped property in this area are located in the northern ends of this corridor at Hoewisher Road, just south of the Wapakoneta Avenue/I-75 interchange. Residential dwellings at the southern end of this Policy Area between Russell Road and Ohio Avenue are continuing to experience a trend of changing to commercial, service and office uses. Single family residential lots along the corridor typically range from 6,600 square feet to 14,000 square feet in size. A trailer park exists in the northern portion of this Policy Area consisting of approximately 90 pads near the interchange with I-75. There are known sewage issues in this area with the package treatment system located in the trailer park. Redevelopment issues in this corridor revolve around the smaller lots which are typically not deep enough for redevelopment from an older residential use to a non-residential use. Harmon Park is located in the southern portion of this area on the west side of Wapakoneta Avenue. A portion of Northwood Elementary School property is also located in this Policy Area on the west side of Wapakoneta Avenue, south of Russell Road.

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

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

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





Preferred Future Characteristics, Actions and Needs

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

Preferred Land Uses

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

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

Recommended Density and Open Space Requirement

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

Implementation Recommendations

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

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



Policy Area 10

Existing Character

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

Residential areas in the western area 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. Residential neighborhoods in the eastern part of this Policy Area are connected to the residential areas in Policy Area 1 to the east and Policy Area 14 to the south. The eastern border of this area adjoins the 9 hole Moose Golf Course. Both parts of this divided Policy Area are within walking distance to convenience type retail uses. Maintenance of property and structures has not been identified as a major issue in this area.

An anomaly in this area are the ten single family residential parcels along St. Mary's Avenue, south of Russell, which are an acre or larger in size. These parcels are completely surrounded by industrial, commercial and public uses. Redevelopment of these parcels is a distinct possibility in the future for a non-residential use.

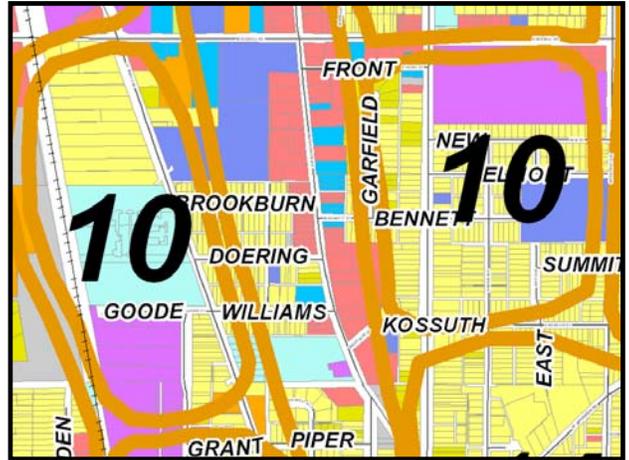
Primary access into the residential areas of this Policy Area is from St. Mary's Avenue in the west and Main Avenue in the east. The Ohio Department of Transportation (ODOT) District 7 Headquarters is located in this Policy Area on St. Mary's Avenue between Brookburn and Doering Streets. A portion of the Northwood Elementary School is located in the western part of this Policy Area on St. Mary's Avenue and Whittier Elementary School is located in the eastern part of this Policy Area on Belmont Street.

Public sewer and water is readily available in this area, providing the necessary utilities for development and redevelopment efforts.

Six zoning districts comprise this Policy Area. The primary zoning districts are the R-1 Single Family Residence and I-2 General Industrial. Other districts in this Policy Area include the R-2 Single and Two-Family Residence, R-3 Multi-Family Residence, B-1 Local Business and B-2 Community Business districts. This mix of zoning districts permits a very wide range of permitted land uses over a relatively small area of the City. Often, a single row of trees or moderate landscaping is all that separate an industrial use from a residential neighborhood.

Preferred Future Characteristics, Actions and Needs

- Infill development should reflect the designs and character of the surrounding properties and strive to meet market demand. Discussion with residential developers and real estate agents will help to validate the types of housing that Sidney lacks and what can be successfully marketed in the City.
- Implement a Citywide community pride program. Under such a program, the City acknowledges property owners for exceptional landscaping, exceptional property maintenance, maintenance of historic character, etc. This acknowledgement can occur via a yard sign, highlighting in the community newsletter, announcement on the City website, or other type of recognition.





- Investigate minimum footcandle standards for street lighting to provide for a better lit neighborhood.
- Continue to enforce property maintenance and zoning codes to prevent blighting and deteriorating conditions.
- Limit industrial uses in the eastern part of this Policy Area, where they currently exist, to ensure the continuance of a viable residential area.
- Work with local Realtors to market the eastern part of this Policy Area as pedestrian-oriented, family friendly neighborhoods with convenient access to neighborhood schools, shopping and City parks.

Preferred Land Uses

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

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

Recommended Density and Open Space Requirement

- Infill density for single family detached residential dwellings should be conducive to the character of the existing neighborhood at 7-8 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

Infill development (residential) should focus on dwellings that are similar in size and character to the neighborhood. The continued maintenance and upkeep of residential and commercial areas is essential to the quality of life for residents and businesses in this Policy Area.



Policy Area 11

Existing Character

Located to the north and south of the Policy Area 12 (downtown), these two Policy Areas 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 6-7 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 (e.g. a funeral home on Ohio Avenue and Dallas Street in a former dwelling) 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 (e.g. the rehabilitation of the “Old Monarch” building on Oak Avenue), 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.

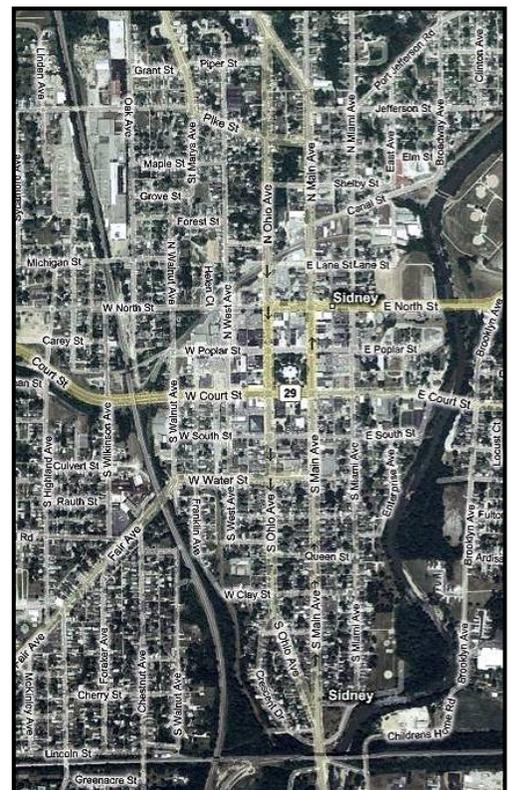
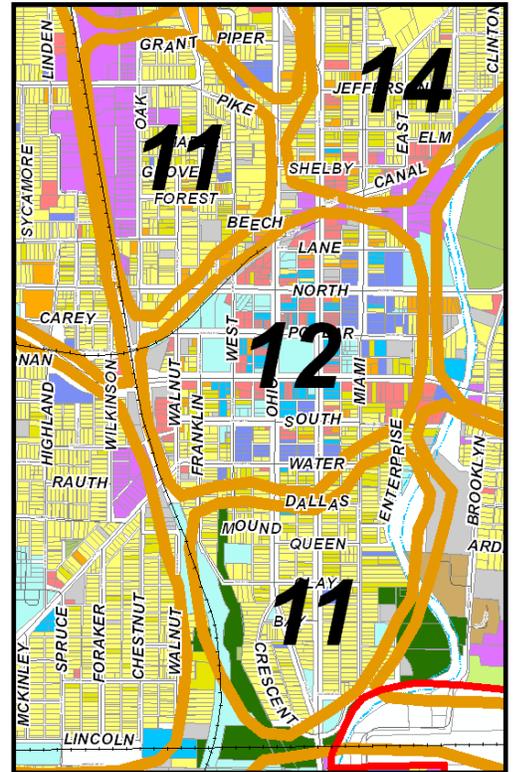
There are no public parks in the northern part of Policy Area 11. There are two parks in the southern part of Policy Area 13; Stephen Brown Park and Berger Park. The Great Miami River and its riparian areas also traverse through the eastern part of Policy Area 11.

Public sewer and water is readily available in this area. Street lighting in these neighborhoods are of the highway cobra arm type and, as a result, do not adequately light the neighborhoods at night. This lack of adequate lighting leads to the perception that these areas are unsafe at night. Truck traffic has become an increasing issue on major streets in these areas, in particular as the Jake Brake is used to slow these vehicles down. This action primarily affects the northern part of Policy Area 11. Maintenance of the existing sidewalk system is needed in many areas with the repair and/or replacement of sidewalks.

Zoning in each of these two areas is primarily R-2 Single and Two Family Residence. This permits for densities of 7 dwelling units per acre (6,000 square foot lots) which is conducive to the existing development pattern. R-3 Multi-Family Residence is located along Walnut, Franklin and West Avenues between North Street and Beech Street.

Preferred Future Characteristics, Actions and Needs

- This area should continue to be promoted and preserved by the City as a historic, well maintained, residential area of the City.





- Promote and enforce property maintenance requirements, including removal of weeds, trash, and debris, clean-up of outdoor storage, painting, replacement of broken items, etc. Consider neighborhood sweeps where code officials from various departments (health, fire, police, zoning) visit individual neighborhoods collectively to cite code offenders. This type of action typically catches the attention of property owners who resolve outstanding maintenance, health, safety or zoning issues.
- Where teardowns are absolutely necessary, encourage infill development as a means to provide new housing options to attract new residents. Infill development should reflect the designs and character of the surrounding properties and strive to meet market demand. Discussion with residential developers and real estate agents will help to validate the types of housing that Sidney lacks and what can be successfully marketed in the City.
- Implement a Citywide community pride program. Under such a program, the City acknowledges property owners for exceptional landscaping, exceptional property maintenance, maintenance of historic character, etc. This acknowledgement can occur via a yard sign, highlighting in the community newsletter, announcement on the City website, or other type of recognition.
- Work with local Realtors to market these neighborhoods as pedestrian-oriented, family friendly neighborhoods with convenient access to neighborhood schools, shopping and City parks.
- Inventory dead or dying street trees in the public right-of-way and replace them to maintain the visual quality along public streets.
- 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.

Preferred Land Uses

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

- 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

Recommended Density and Open Space Requirement

- Infill density for single family detached residential dwellings should be conducive to the character of the existing neighborhood at 6-7 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

Infill development (residential) should focus on dwellings that are similar in size and character to the neighborhood. The continued maintenance and upkeep of residential and commercial areas is essential to the quality of life for residents and businesses in this Policy Area to prevent blighting influences and further deterioration.



Policy Area 12

Existing Character

Characterized by beautiful turn of the century and older multi-story buildings, this Policy Area represents the downtown core of the City of Sidney and 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. Buildings are generally constructed of brick or stone and are located at the sidewalk. Newer construction in the area tends to go against this design, often single story in height, setback from the sidewalk and constructed of glass or metal.

Courthouse Square, a National Register Historic District, is located at the center of the downtown area. The existing downtown character consists of a variety of building materials such as brick, wood and stone and includes such architectural styles as Greek Revival, Neo-Classical Revival and Art Modern¹.

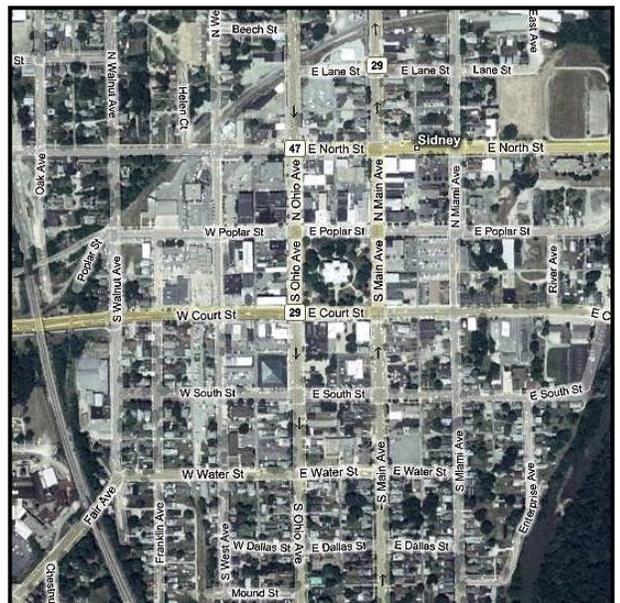
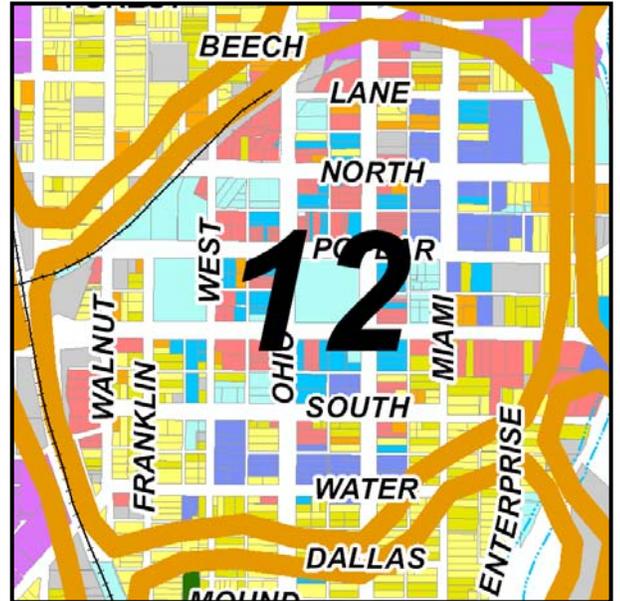
City and County services are distributed throughout this area along with attached and detached residential dwellings, commercial businesses, restaurants, offices, personal and professional services and institutional uses such as Central Elementary School and Holy Angels. The area is well connected from a pedestrian and vehicular standpoint with an extensive sidewalk and grid street system. Two park facilities exist in this area: Central School Park and the Julia Lamb Field facility. The downtown area is also home to many events in the City including the Farmer’s Market, Applefest and holiday events.

Most buildings are well maintained as are properties throughout the area with the exception of some buildings and properties around the fringes of this Policy Area along North Street. 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.

The historical significance of this area is a characteristic that needs to be maintained and enhanced. According to a recent study, *The Sidney North Street Cultural Corridor*, the northern areas of this Policy Area along North Street, are suffering from blighting conditions “due to the presence of neglected buildings and three abandoned gas stations.” 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).

The Ohio Department of Transportation (ODOT) has recognized the influences of heavy truck traffic moving through this Policy Area and has agreed to set aside capital funds in 2010 to relocate the truck route around North Street. The bridge over the Great Miami River, on North Street, was recently designed and replaced by the Ohio Department of Transportation.

Public utilities including sewer and water are readily available in this Policy Area.



¹ Sidney 2020 Plan



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.

The area provides a distinct economic resource and a center for community activities and identity. It is in the interest of the City to protect and enhance these features of public interest by:

- Preventing the deterioration of property and the extension of blighting conditions;
- Promoting redevelopment activities to occur in such a fashion as to complement the existing, historic mixed-use character and architecture of the district; and
- Encouraging and protecting private investment which improves and stimulates the economic vitality and social character of the area; and preventing the creation of influences adverse to the physical character of the area.

Preferred Future Characteristics, Actions and Needs

- Continued support and maintenance of the historic character and feel of the Policy Area including development and redevelopment projects. This includes the rehabilitation of buildings instead of tear down (where financially feasible). 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.
- Continued safety for downtown residents, property owners and businesses.
- Increase in the number of small businesses into the downtown area including art and antique shops, bakeries, consignment shops, craft stores, etc.
- Promotion of 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).
- Expand existing downtown activities and events beyond the few that currently occur in order to attract more people downtown.
- Require rehabilitation or tear down of dilapidated and deteriorated buildings to remove blighting conditions.
- Create safe and efficient walkways and paths between the Downtown area and the River Corridor.
- Implement the recommendations of the Sidney North Street Cultural Corridor Study recommendations.
- Permit off-street parking behind buildings or, if landscaped or shielded properly, on vacant lots visible from the public right of way.



Landscaped off-street parking lot

Preferred Land Uses

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

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

Recommended Density and Open Space Requirement

- The maximum lot coverage for non-residential properties in this Policy Area should be 100% for buildings to maintain the dense downtown character. Off-street parking areas should be discouraged in the downtown core area with the exception of municipal parking lots, open for public use. All other non-paved areas should be landscaped, seeded with grass or left in its natural state.
- Detached single family residential dwellings are preferred at a moderately high density of 7-8 dwelling units per acre.
- Multi-family residential dwellings are preferred at a high density of 20 dwelling units per acre.



Implementation Strategies

Development and redevelopment activities in this Policy Area should continue to focus on accomplishing the detailed strategies of the 2020 Sidney Plan. Overarching themes include the maintenance and preservation of the historical character of the downtown area and continuing to achieve a mixed use environment that is the cultural, historic and social center of Shelby County. These strategies center on the downtown mission statement which is still valid today:

“The downtown mission is to revitalize the downtown with an emphasis on history, activities, commerce and the physical environment.”

The plan also identified the following objectives to promote success of the downtown area summarized below:

- **Objective 1 - Strategic Plan - Continue to focus on the Downtown strategic plan.**
The ongoing revitalization effort should continue in the downtown. Downtown Sidney (then Mainstreet Sidney) completed a strategic plan and the City initiated a streetscape program in 1997 and completed construction in 1999. The City needs to continually focus on Mainstreet Sidney's strategic plan in order to successfully promote and keep vital the downtown area.
- **Objective 2 - Public Improvements - Encourage revitalization through public improvements and improve traffic circulation and parking.**
Revitalizing the downtown can be sparked by public improvements including the provision of adequate and convenient parking. Efforts should focus on locating new government buildings and services downtown, renovating older vacant buildings and creating linkages between the existing park system, the Miami River corridor and the downtown.

Sufficient traffic flow and parking accessibility pose challenges for visitors to the downtown. Well lit, convenient parking is important to attracting consumers. However, convenience should not be sacrificed for cost and aesthetics. Therefore, well-designed and integrated parking areas should be encouraged in centralized locations. Off-street parking for individual buildings or uses should be discouraged in keeping with the historic downtown character.
- **Objective 3 - Local Economy - Encourage reinvestment by strengthening the local economy.**
An important part of revitalizing the downtown is a function of local economic strength. Reinvestment can be encouraged by increasing available housing in the area through the renovation of existing historic buildings, location of government and public offices and services and increasing security. Strengthening the local economy further occurs by protecting private investment and can be achieved through the establishment of design guidelines.



Policy Area 13

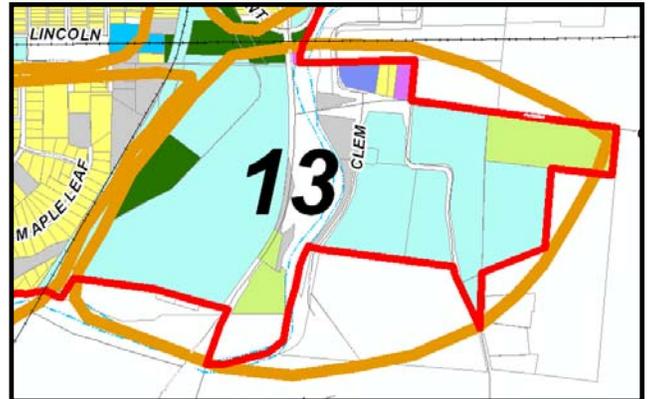
Existing Character

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 and Animal Shelter. The Graceland Cemetery, well maintained with above and in ground monuments, occupies all of the City property in this area west of the Great Miami River. County services occupy a majority of the land east of the river. Significant stands of woodland exist in and around this area.

This Policy Area is also visually impacted by the 85 year old "Big Four Bridge" which spans the valley over the cemetery. The Big Four Bridge, a regional landmark owned and used by the CSX Railroad, is massive concrete structure in a state of disrepair. Deterioration over the decades has caused parts of the concrete structure to fall to the ground below; an obvious safety issue. Graffiti is also present in the upper arch sections of the bridge.

The Policy Area is primarily zoned N-1 Non-Urban which promotes very low density residential uses on 3/4 acre lots (32,600 square feet) and agricultural uses, and B-2 Community Business which promotes community and highway oriented retail and service uses. A small R-1 Single Family Residential district exists north of Gearhart Road.

A new walking trail to the west of the cemetery links this Policy Area with points west in the City. Public sewer and water is readily available in this area.



Preferred Future Characteristics, Actions and Needs

- Continue the use and maintenance of this area as a local cemetery due to the limited access.
- Document deterioration and safety issues on the Big Four Bridge and approach the CSX Railroad for repairs.
- Future annexations to this area should be reserved for residential uses in conservation or cluster type development that preserves common natural and open spaces.
- Consider creating a Public and Institutional Zoning District and rezoning the cemetery and County Properties in this area. The current B-2 Community Business zoning in the eastern part of this Policy Area opens up the area, as of right, for a variety of retail, office and service uses which may not be welcome in this location.

Preferred Land Uses

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

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



Recommended Density and Open Space Requirement

- Detached single family residential dwellings are preferred at a low density of 1 dwelling unit per acre.
- Detached single family residential dwellings in a cluster or conservation subdivision are preferred at a density of 2-3 dwelling units per acre with a minimum common open space requirement of 25%.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 75% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

Development and redevelopment activities in this Policy Area should emphasize the maintenance and upkeep of existing uses including the established cemetery and the public uses. For areas that may be annexed adjacent to this area in the future, cluster or conservation type subdivisions are a preferred development type which permits dwellings on smaller lots while preserving large amounts of open and natural spaces effectively which will serve to protect the woodlands, riparian areas and other natural features found in this area. Pedestrian linkages between existing and new neighborhoods should be promoted as new developments are created through the use of sidewalks or multi-use path systems.



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 of decline. Residential uses include single family detached, duplex and multi-family units in a grid street and alley system with sidewalks which is an extension of the downtown core to the south. Common themes include property neglect, code violations, low property values, deterioration, blight and the perception of an unsafe environment. Many of these dwellings were constructed at the turn of the century with infill occurring in subsequent decades. Habitat for Humanity has completed a project within the last 10 years. A cursory 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). Densities in this area are generally between 6-8 dwelling units per acre.

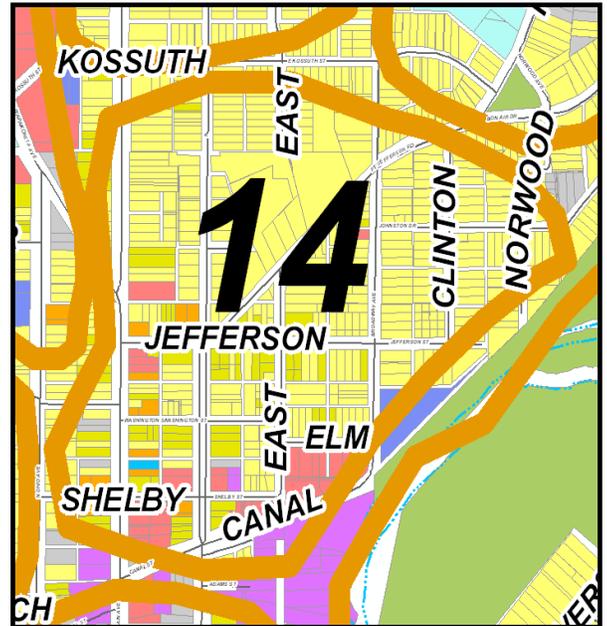
One anomaly in this Policy Area is a collection of 8 parcels along Port Jefferson Road which comprises approximately 8 acres of relatively undeveloped land (large parcels with one or no dwellings). The largest two parcels are about 2 acres in size each. A majority of the land is forested. Redevelopment potential exists for housing or other non-commercial use.

Public sewer and water is readily available in this area, providing the necessary utilities for development and redevelopment efforts. Street lighting is described as inadequate for safety purposes in this area. One public park is partially located in this area, Johnston Park, which parallels the Great Miami River.

Five zoning districts comprise this Policy Area. The primary zoning districts are the R-1 Single Family Residence and R-2 Single and Two-Family Residence district. Other districts in this Policy Area include the B-1 Local Business and B-2 Community Business districts. An I-2 General Industrial district is established in the southeastern portion of this area south of Elm and Shelby Streets.

Preferred Future Characteristics, Actions and Needs

- First and foremost, this area must be “cleaned up” in order to provide for a better neighborhood atmosphere from both a factual and perception point of view. Property maintenance enforcement must be increased, crime must be reduced and code violations remediated. Promote and enforce property maintenance requirements, including removal of weeds, trash, and debris, clean-up of outdoor storage, painting, replacement of broken items, etc. Consider neighborhood sweeps where code officials from various departments (health, fire, police, zoning) visit individual neighborhoods collectively to cite code offenders. This type of action typically catches the attention of property owners who resolve outstanding maintenance, health, safety or zoning issues.





- Where teardowns are absolutely necessary, encourage infill development as a means to provide new housing options to attract new residents. Infill development should reflect the designs and character of the surrounding properties and strive to meet market demand. Discussion with residential developers and real estate agents will help to validate the types of housing that Sidney lacks and what can be successfully marketed in the City.
- Consider a master plan for properties along Canal Street near the crossing at the Great Miami River (Clean All Property) which would 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.
- Provide a connection from this Policy Area, 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 pedestrian or multi-use path (pedestrians or bicycles) that exists in a quiet and visually appealing environment.
- Implement a Citywide community pride program. Under such a program, the City acknowledges property owners for exceptional landscaping, exceptional property maintenance, maintenance of historic character, etc. This acknowledgement can occur via a yard sign, highlighting in the community newsletter, announcement on the City website, or other type of recognition.
- In order to promote continuity and character, expand the brick sidewalk/decorative streetlight concept established in the downtown area to this Policy Area.
- Once change has commenced in cleaning up the neighborhood, work with local Realtors to market these neighborhoods as pedestrian-oriented, family friendly neighborhoods with convenient access to neighborhood schools, shopping and City parks.

Preferred Land Uses

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

- 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

Recommended Density and Open Space Requirement

- Infill density for single family detached residential dwellings should be conducive to the character of the existing neighborhood at 6-8 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

In communities where neighborhoods have been in decline, experienced a lack of maintenance, seen an increase in crime activity, and are nearing or have become deteriorated or blighted, a "Weed and Seed" program has been implemented where the neighborhood has been targeted for a sweep by all City departments during a period of one to several days. Police, Fire, Health and Zoning Departments converge on the neighborhood and cite for violations and reduce crime activity in the area. This sweep tends to put the neighborhood on notice that the City knows of issues in the neighborhood and that changes are needed and must be made. *Operation Weed and Seed*, a U.S. Department of Justice community-based initiative, is an innovative and comprehensive multi-agency approach to law enforcement, crime prevention, and community revitalization. Many Weed and Seed sites have received support from federal, state, and local agencies, and the private sector (both non-profit and for-profit). Nationwide, 300 communities have used this program with 8 Cities participating in Ohio (a total of 12 neighborhoods).



Policy Area 15

Existing Character

Located in the northeast portion of the City, this Policy Area is characterized by significant newer single family and duplex dwelling units. Portions of the subdivisions are still being developed and contain significant amounts of preserved green and open space at the northern and eastern fringes of the Policy Area. These 1-2 story dwellings are considered middle to high in the overall price range for the City. 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. The Moose Golf Course, a nine hole course operated by Moose International, a family fraternity and community service organization, is located at the intersection of Broadway Avenue and Russell Road at the southern end of this area. Parks in this area include Plum Ridge and the new Bob New Park between Summer Field and Bridlewood. The Great Miami River borders the eastern side of this Policy Area.

Existing zoning is primarily a mix of R-1 Single Family and S-1 Suburban Residence districts ranging in density from 3 to 6 dwelling units per acres (12,700 to 6,600 square foot lots) respectively. Actual lot sizes in these areas are mostly larger than the minimum that zoning requires, between 1-2 dwelling units per acre (43,560 to 21,780 square foot lots). Smaller areas are zoned for R-3 Multi-Family and I-1 Light Industrial in the northern portion of the Policy Area. The residential lots in this Policy Area are some of the largest subdivision lots in the City. Public water and sanitary sewer are readily available.

This area is primarily accessed by Riverside Drive (S.R. 47) and Broadway.

Preferred Future Characteristics, Actions and Needs

- Continued maintenance and upkeep in the residential neighborhoods to prevent deterioration is of paramount importance.
- All new development and redevelopment efforts should promote external and internal pedestrian connectivity
- Identification of an area for a new fire substation should be investigated in this Policy Area.

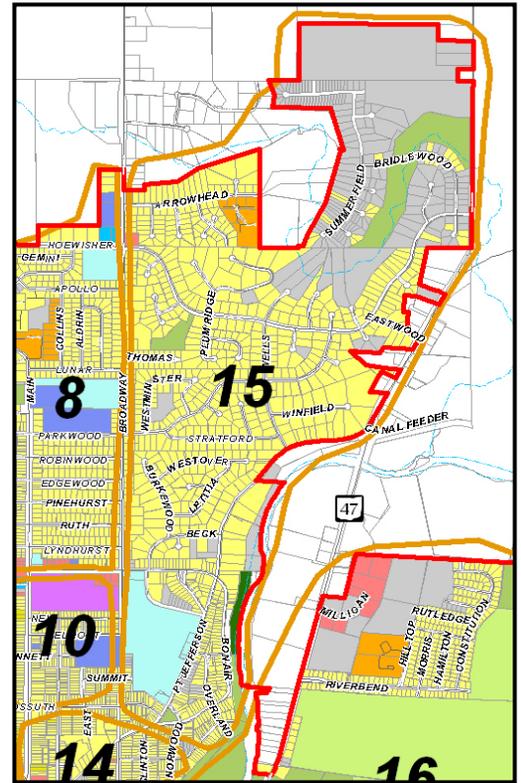
Preferred Land Uses

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

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

Recommended Density and Open Space Requirement

- Detached residential dwellings are preferred at a moderate density of 2-5 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot





coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

Pedestrian linkages between existing and new neighborhoods must be promoted through sidewalk or multi-use path systems. Continued enforcement of maintenance is necessary to encourage the existing standards of maintenance.



Policy Area 16

Existing Character

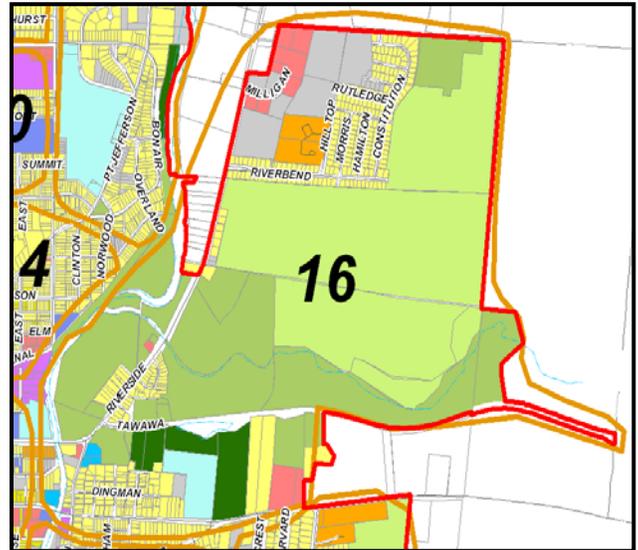
Policy Area 16 is a largely undeveloped area comprised of agricultural fields and woodland in the easternmost area of the City located east of the Great Miami River and along Riverside Drive (State Route 47). Three pockets of single family detached residential dwellings also exist in this area. The Dingman Street area is primarily a 1950's subdivision located in the lower portion of this Policy Area off of State Route 29 (2-8 dwelling units per acre) and is located adjacent to the City water treatment plant. The Mires Lane/Maxwell Place area was constructed in two phases, 1900's and in the 1950's (5 dwelling units per acre). This area is directly adjacent to the community pool located south on Tawawa Drive. The third residential area is the Riverbend Boulevard area developed in the 1970's and 1980's located in the northern part of this Policy Area (6 dwelling units per acre). The Metropolitan Housing Authority operates an apartment complex adjacent to the Riverbend development. Sporadic residential development exists along Riverside Drive (State Route 47) with dwellings constructed as early as 1900.

This area includes 6 parks including: Orbison Park, Flanagan Field, Tawawa Park, Custenborder Fields, Johnston Park and Riverbend Park. Activities in these parks include active and passive recreation pursuits including walking, running and bicycle trails, athletic fields, community swimming pools, picnic areas and fishing ponds. The parks are well maintained and generally considered safe. The parks are well utilized by residents of the City and surrounding areas in the region.

Small scale commercial and industrial development is scattered throughout this area along Riverside Drive and Milligan Court. Uses include the Shelby County Clerk of Courts, Title Offices and Bureau of Motor Vehicles, automotive, and truck repair facilities. The Shelby County Recycling and Waste Center is located just north of this Policy Area, just outside of the City's jurisdictional boundary.

Public sewer and water is readily available in this area, providing the necessary utilities for development and redevelopment efforts.

Zoning in this area is primarily R-1 Single Family Residence permitting dwellings at a density of 6-7 dwelling units per acre (6,600 square foot lots). Other zoning includes the R-2 Single and Two Family Residence District, the R-3 Multi-Family Residence district, the B-1 Local Business and B-2 Community Business districts and the I-2 General Industrial district. All park, recreation and agricultural areas are currently zoned as R-1 Single Family Residence permitting for the potential development of these properties for residential uses.





Preferred Future Characteristics, Actions and Needs

- 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.
- Establish a multi-use (bike, walking) path along Brooklyn Avenue from Tawawa Park, south to Graceland Cemetery.
- 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.
- Non-residential uses should be limited to the Milligan Court/State Route 47 corridor area.

Preferred Land Uses

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

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

Recommended Density and Open Space Requirement

- Any common open space should be situated in a manner to connect with other open spaces in the parks system or in other conservation/cluster subdivision developments.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

Residential developments that contain common open space are encouraged to connect those open spaces to the existing park system in the southern part of this Policy Area.



Policy Area 17

Existing Character

Located in the southeastern portion of the City south of State Route 29 and adjacent to the Great Miami River, this Policy Area 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. The Pavilion, a senior care facility that opened in 1965, is located on Fulton Street providing rehabilitation and assisted living services for senior adults. There was previous interest in this area for the development of an apartment complex utilizing tax credits. This interest no longer seems active as of the drafting of this Plan.

Significant stands of woodland exist in the southeastern portion of this area totaling approximately 70 acres. This wooded area is bordered to the north by single family detached residential dwellings in the City and to the south by agricultural land in the adjoining Township. 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.

Public sewer and water is readily available in this area, providing the necessary utilities for development and redevelopment efforts. The old City incinerator site is located in this Policy Area.

Zoning in this area is primarily R-1 Single Family Residence permitting dwellings at a density of 6-7 dwelling units per acre (6,600 square foot lots) and R-3 Multi-Family Residence district. A small strip of R-2 Single and Two Family Residence exists on the eastern side of Brooklyn Avenue between State Route 29 and Ardiss Place. A majority of the undeveloped woodland is currently zoned as R-3 Multi-Family Residence permitting for the potential development of these properties for residential uses at an approximate density of 20 dwelling units per acre.



Preferred Future Characteristics, Actions and Needs

- Continue to enforce property maintenance and zoning codes to prevent blighting and deteriorating conditions.
- Limit industrial uses in this Policy Area to ensure the continuance of a viable residential area.
- Residential development that protects the wooded hillsides and ravines is preferred.
- Investigate minimum footcandle standards for street lighting to provide for a better lit neighborhood.
- Establish a multi-use (bike, walking) path along Brooklyn Avenue from Tawawa Park, south to Graceland Cemetery.
- Consider small neighborhood park on Brooklyn Avenue across from Fulton Street.



Preferred Land Uses

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

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

Recommended Density and Open Space Requirement

- 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.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

This area of the City may be amenable to cluster or conservation type development to promote common open space.



Policy Area 18

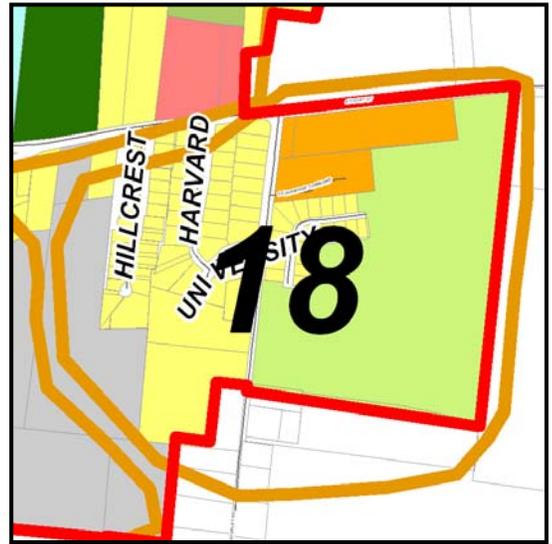
Existing Character

Located in the southeastern portion of the City south of State Route 29, this Policy Area 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. Low income apartment buildings built in the early 1980's exists at the easternmost portion of this Policy Area in the City on the southern side of State Route 29 and on the eastern side of Doorley Road. The residential development in this area is surrounded by undeveloped land; woodland to the west and south and agricultural farmland to the east and south. Undeveloped Township land (agricultural and woodland) is north of this Policy Area. A majority of the dwellings were constructed between the late 1950's through the early 2000's and are part of the East Cliff and College Hills subdivisions. Housing prices are low to moderate. The residential developments are relatively well maintained. However, some individual properties are experiencing maintenance issues, primarily based on their age.

Significant stands of open space exist in this area totaling approximately 48 acres of agricultural land and 12 acres of woodland. There are no significant environmental issues to hinder development in this area.

Public sewer and water is readily available in this area, providing the necessary utilities for development and redevelopment efforts. Doorley Road serves as a north/south connector between State Route 29 and Gearhart Road. State Route 29 provides excellent east/west access to and from this area.

Zoning in this area is primarily R-1 Single Family Residence permitting dwellings at a density of 6-7 dwelling units per acre (6,600 square foot lots) and R-3 Multi-Family Residence district permitting for the potential development of these properties for residential uses at an approximate density of 20 dwelling units per acre.



Preferred Future Characteristics, Actions and Needs

- Continue to enforce property maintenance and zoning codes to prevent blighting and deteriorating conditions, in particular in the older areas of this Policy Area (Hillcrest) and in the areas of multi-family residential development.
- There are significant areas both in and out of the City adjacent to this Policy Area for residential development. New subdivisions should be developed in such a manner that protect the woodland in the west and preserve open spaces to the east.
- Investigate minimum footcandle standards for street lighting to provide for better lit neighborhoods.
- Keep this area residential in nature; discourage commercial and industrial development.



Preferred Land Uses

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

- 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

Recommended Density and Open Space Requirement

- 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.
- 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.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

Implementation Recommendations

This area of the City may be amenable to cluster or conservation type development to promote common open space.



Policy Area Implementation Strategies

Over the next several decades, there is a continued need to look at opportunities within the City, for investment, reinvestment and preservation. Focusing in on strategies that promote continued preservation, property maintenance and reinvestment in key areas will help in the overall continued quality of life in the City that the residents and businesses currently expect and enjoy. Properly guiding growth opportunities in key areas (e.g. downtown or along Michigan and Wapakoneta Avenues) will further the ability of the City of Sidney to remain a viable community with a well rounded balance of natural areas, residential and non-residential uses. The purpose of this Chapter of the Comprehensive Plan Update is to provide a description and framework of potentially suitable techniques for implementing the recommendations in each of the Policy Areas.

Implementation Strategies are elements of a Comprehensive Plan that establish a “to-do” list that a community must undertake to implement the Policy Area Plans and to provide a high quality of life for its residents and businesses. Strategies and plan elements must be prioritized by the City during the planning process to best focus financial and personnel resources.

The Sidney Comprehensive Plan strategies are a two pronged planning approach: 1) Preserving and enhancing existing viable developments and 2) Focusing preservation, redevelopment and new development through proactive planning efforts. First and foremost, the City must focus on the following elements in each Policy Area for guidance on preservation, development and redevelopment efforts:

- Preferred Future Characteristics, Actions and Needs
- Preferred Land Uses
- Recommended Densities and Open Space Requirements
- Implementation Recommendations

The following strategies are recommended to assist in the implementation of this Comprehensive Plan:

Zoning, Plan Documents and Design Guidelines

- Review the Sidney Zoning Code and make appropriate changes to the lists of permitted uses in each affected Zoning District in order to permit the appropriate land uses identified in each Policy Area.
- Review the Sidney Zoning Code and make the appropriate changes to affected zoning districts including recommended residential densities, minimum open space requirements and maximum lot coverage's as identified in each of the Policy Areas.
- Review the Sidney Zoning Code to investigate the potential of revising the Planned Unit Development Overlay text to permit and promote conservation and cluster type subdivisions where dwellings are grouped on smaller lots and common open space is provided for the enjoyment of residents. Key to this is the linkages of open spaces between neighborhoods.
- Review the Sidney Zoning Code to determine the extent to which regulations need to be modified to implement design guidelines. For commercial areas, design guidelines establish a cohesive design element that creates a visually appealing area which becomes a desirable place to locate and operate a business. In areas where economics permit and the marketability exists, design guidelines often promote greater property investment because property owners know that their neighbors will be held to the same standards that they are required to follow. Property values typically increase depending on the design guidelines that are implemented.



Development and Infill Development

- Encourage infill development in existing developed areas (including residential subdivisions and applicable areas in the commercial corridors). Infill development should reflect the designs and character of the surrounding properties (building orientation and size) and strive to meet market demand unless design guidelines have been specifically developed for a particular area. With respect to infill, discussion with residential and commercial developers and real estate agents may help to validate the types of housing or uses that are desirable in Sidney and what can be successfully marketed in the City. Particular attention should be focused on downtown, Wapakoneta Avenue, and Michigan Avenue where vacancies have led to some deterioration issues in recent past.
- Promote and proactively enforce property maintenance requirements, including removal of weeds, trash, and debris, clean-up of outdoor storage, painting, replacement of broken items, etc. This is particularly important for the Policy Areas in which commercial uses are present. This enforcement is also more important in neighborhoods where rental units often lead to a lack of maintenance issues because of non-owner occupied dwellings.
- Continue to encourage the use of the Planned Unit Development Overlay district as a zoning tool to facilitate quality redevelopment of larger parcels and to promote conservation or cluster developments, with zoning incentives, with large amounts of preserved natural open space. Most development efforts will necessitate flexibility in evaluating specific sites relative to design issues, layout, parking requirements, open space preservation, landscaping and other negotiated issues, which can be successfully addressed through the Planned Unit Development Overlay.
- Separate incompatible uses through the use of transitional zoning or the preservation of large areas of natural open space where possible through conservation easements or deed restrictions. An example of transitional zoning would be zoning land located between the downtown commercial uses and the residential subdivisions to the north and south for office space or higher density residential uses. This may require modifying the zoning code to permit the reuse of residential dwellings as offices.

Connectivity

- Focus on pedestrian and bicycle connectivity in and between residential neighborhoods and connect those neighborhoods to parks, schools, public services and retail areas to provide alternative methods of transportation other than the automobile. Where direct sidewalk connections are not possible, investigate the potential for a multi-use path or trail system, outside of the public right-of-way, to promote safe and efficient connectivity.
- The City should review the existing zoning code and subdivision standards, where applicable, to ensure pedestrian-friendly development techniques that will promote connectivity and a high quality of life.

Parks, Recreation and Open Space

- The City should continue to revisit and implement the Sidney Parks and Recreation Master Plan. This Plan will allow the City to continue to inventory and easily identify existing deficiencies and future parks, recreation and open space needs in greater detail than is possible in a Comprehensive Plan for short and long-term preservation and improvements.

Sustainability

- Focus on becoming a leader in incorporating sustainable development in the Region by integrating environmental goals with economic and social goals. Sustainability includes protecting the climate, reducing fuel consumption, maintaining a viable local food source, water sources, and protecting the health and biodiversity of the environment.



As a minimum, the City should consider:

- Removing obstacles in the zoning code that prohibit or discourage sustainable elements due to height or setback requirements (e.g. solar panels, etc.) where applicable.
- Creating incentives in the zoning code that encourage sustainability (e.g. permitting the use of required open space as public garden plots).
- Modifying landscaping and buffering requirements to require native and water conserving plants or elements.
- Modifying the zoning code regulations to permit farmers markets to allow local farmers to sell locally grown produce as of right.
- Work with Shelby County and the surrounding communities to develop a true multi-modal path system.
- Explain opportunities for “green roofs” which reduce the microclimate temperature by permitting green roof elements to count towards the maximum lot coverage requirements.
- Require businesses that are not open during evening hours to turn off signs.
- Revisit off-street parking standards and stormwater management regulations to determine the possibility of including regulations and materials that will reduce or eliminate surface water run off. This includes the use of permeable concrete, asphalt or pavers; using recessed islands to serve as stormwater discharge areas among other best practices.

Anticipate Redevelopment Impacts

- Plan for the impacts of redevelopment on existing infrastructure and uses by continuing to monitor and inventory the existing capacities of sanitary sewer, water, and road traffic volumes to properly identify the future impacts of new development on the existing systems.
- Continue to monitor and identify potential deficiencies and properly plan for the impacts of redevelopment on existing City Services (Fire, Police, Road Maintenance, trash pick up, etc.).

Focus Efforts on Locating New Businesses and the Relocation of Existing Businesses as Needed to Conform to the Comprehensive Plan

- Continue the practice of inventorying existing vacant buildings in the City, updated bi-annually, and establish a proactive strategy for the marketing and reuse of vacant buildings and property. This will serve to promote existing areas that have adequate infrastructure for business activity and to preserve undeveloped property.

Annexation

The City of Sidney, as a matter of policy, does not aggressively pursue annexation of surrounding Township property. However, there are occasions where property owners request annexation to the City of Sidney, and we must entertain these requests. 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:

- First and foremost, the City shall consider each individual proposed annexation to determine what the best and most appropriate land uses are for the area under consideration.
- 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.
- 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.
- Any Township zoned land annexed into the City should be reviewed and rezoned to the most appropriate zoning district available in the City zoning code as quickly as possible after annexation occurs.



F. Implementation

1. Introduction

The Implementation Section identifies key strategies to guide the Land Use Plan over the next 10 to 15 years.

2. Strategies

The following details implementation of the Land Use Plan by strategy:

Objective 1 - Balanced Growth

1a) Establishing an urban services area.

The urban services area is the officially designated geographic area that can be serviced by the City's sanitary sewer and water systems during the 1997 Comprehensive Plan planning period (1998-2015). This boundary was the same for the 2002-2020 and remains the same for this 2008 Plan Update. This boundary is established with input from the Public Works Director and the necessary consultants. It is the ultimate growth boundary for the City during the Comprehensive Planning period. Services should not be extended outside this boundary during the planning period unless extraordinary circumstances or opportunities support such extensions. Annexations could occur outside the urban service boundary provided utilities are not necessary until after 2020.

Responsible Party: Utilities Director (Lead), Planning Commission and City Council
Timeframe: Short Term
Estimated Cost: In-House Staff Time

1b) Encouraging the positive and sensitive integration of new non-residential development with existing neighborhoods and business areas.

As new non-residential development occurs in the City, its layout and design should be compatible with adjacent and nearby properties and provide an overall aesthetic enhancement to the City and improved functionality while minimizing the potential impacts on adjacent properties. The zoning code should be amended to strengthen the site planning requirement to provide the 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.

Responsible Party: Community Services Director (Lead), Planning Commission and City Council
Timeframe: Short Term
Estimated Cost: In-House Staff Time

1c) Encouraging infill development and mixed-use development in the downtown with strong pedestrian and multi-modal linkages.

To strengthen the downtown while ensuring new construction does not adversely affect its unique character, the City should establish design guidelines. These guidelines should provide for incentives (financial and regulatory) that ensure new construction is compatible and sensitive to the downtown, while encouraging mixed-uses and pedestrian orientation. Restoration and renovation should be encouraged as well. Regulatory incentives could include such tools as reducing (or eliminating) off-street parking requirements. Design guidelines could require such standards as siting structures at the building line, similar orientation, massing and building materials.

Responsible Party: Community Services Director (Lead), Planning Commission and City Council
Timeframe: Ongoing
Estimated Cost: In-House Staff Time



1d) Adopting a capital improvements plan that complies with the urban services area.

The City has an ongoing capital improvement-planning program, which is adopted on a five-year basis with interim updates as needed. The urban services area, once established by Council, should be a defining basis for future capital planning. Utility extensions programmed on the CIP should not extend beyond the urban services boundary.

Responsible Party: Utilities Director (Lead), Community Services Director and City Council
Timeframe: Ongoing
Estimated Cost: In-House Staff Time

1e) Assisting developers where needed to extend utilities to difficult areas in order to promote growth in those areas.

The City will carefully evaluate any and all proposals for public assistance in extending utilities to difficult areas, especially when at the request of developers. The City will weigh the cost and benefits of such a proposal to determine whether the public investment is to the benefit of the City. Developers requesting such assistance from the City must prepare a cost-benefit analysis at their expense. The City, prior to initiating the analysis, must approve the proposed consultant and scope of services for the analysis. The City following completion of the study must also approve the findings.

Responsible Party: Utilities Director (Lead) and City Council
Timeframe: Ongoing
Estimated Cost: In-House Staff Time

1f) Timing infrastructure to support a moderate growth rate.

In line with the urban services area and capital improvement planning, utility and road improvements should not be constructed in advance of new development, but concurrently. A moderate growth rate should be promoted to minimize impacts resulting from new development. Road improvements such as the Vandemark extension to Hoewisher Road fall outside this restriction because they serve a broader public purpose and address current needs.

Responsible Party: Utilities Director (Lead), Public Works Director and City Council
Timeframe: Ongoing
Estimated Cost: In-House Staff Time

1g) Preserving agriculture.

The City should support efforts at the County level that preserve/conservate prime agricultural land. A variety of tools will be available in the near future, such as Purchase of Development Rights (requires state enabling legislation), creation of a non-profit land trust and/or the purchase or donation of conservation easements (which are already permitted under State law). The City's urban services area provides guidance to property owners regarding the City's intentions for geographic growth. But farmland preservation efforts should be directed to areas that will not be impacted by urban growth for at least 25 to 50 years.

Responsible Party: City Manager (Lead) and City Council
Timeframe: Ongoing
Estimated Cost: In-House Staff Time



Objective 2 - Residential Development

2a) Protecting residential development from industrial encroachment.

Industrial expansion should be discouraged from locating adjacent to existing single-family residential neighborhoods and land zoned R-1, as well as areas designated for residential development in this Comprehensive Plan. Expanding industrial uses adjacent to residential areas should incorporate screening and more extensive setbacks to reduce impacts. Guidance can be provided at the zoning and site planning stages of the City's development review process. More stringent setback and screening standards should be added to the zoning code to further safeguard residential areas.

Responsible Party: Community Services Director (Lead), Planning Commission and City Council

Timeframe: Ongoing

Estimated Cost: In-House Staff Time

2b) Designating sufficient undeveloped property for new residential development.

The City should encourage residential development consistent with this Plan's land use recommendations. Annexed property should be rezoned consistent with the Plan. Infrastructure improvements and capital improvement planning should support the Plan's land use recommendations, urban services area and market demands for residential development.

Responsible Party: Community Services Director (Lead), Planning Commission and City Council

Timeframe: Ongoing

Estimated Cost: In-House Staff Time

Objective 3 - Commercial Development

3a) Designating sufficient undeveloped property for new commercial development.

The City should encourage commercial development consistent with this Plan's land use recommendations. Annexed property should be rezoned consistent with the Plan. Infrastructure improvements and capital improvement planning should support the Plan's land use recommendations, urban services area and market demands for commercial development.

Responsible Party: Community Services Director (Lead), Planning Commission and City Council

Timeframe: Ongoing

Estimated Cost: In-House Staff Time

3b) Continuing downtown revitalization.

Downtown revitalization efforts should be undertaken as recommended in the Downtown Plan, Objective 1a.

3c) Encouraging redevelopment and reinvestment for business.

Redevelopment and reinvestment in businesses should be undertaken as recommended in the Economic Development Plan.

3d) Being a pro-business community.

Continuing as a pro-business community should be undertaken as recommended in the Economic Development Plan.



Objective 4 - Industrial Development

4a) Designating sufficient undeveloped property for new industrial development.

The City should encourage industrial development consistent with this Plan's land use recommendations. Annexed property should be rezoned consistent with the Plan. Infrastructure improvements and capital improvement planning should support the Plan's land use recommendations, urban services area and market demands for industrial development.

Responsible Party: Community Services Director (Lead), Planning Commission and City Council
Timeframe: Ongoing
Estimated Cost: In-House Staff Time

4b) Strengthening role of airport.

The City should maximize the economic role of the Sidney Municipal Airport. The facility should be identified in marketing materials. The facility should be upgraded to the extent feasible to maximize its productivity as an airport facility. Non-compatible land uses should be discouraged in the airport environs to protect its operations.

Responsible Party: City Manager (Lead) and City Council
Timeframe: Ongoing
Estimated Cost: To Be Determined on a Project Specific Basis

4c) Being a pro-business community.

Continuing as a pro-business community should be undertaken as recommended in the Economic Development Plan.

Objective 5 – Mixed-Use Development

5a) Revise Zoning Code to create new Planned Mixed-Use District.

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.

Responsible Party: Community Services Director (Lead), Planning Commission and City Council
Timeframe: Short Term
Estimated Cost: In-House Staff Time

5b) Prepare set of Design Guidelines for Planned Mixed-Use District.

Downtown Sidney serves as an excellent model for the type of mixed use pattern recommended for the developing and redeveloping areas of the community. These same principles can be used to establish design guidelines for site and building design, landscaping, signage, vehicular, and pedestrian circulation.

Responsible Party: Community Services Director (Lead), Planning Commission and City Council
Timeframe: Short Term
Estimated Cost: In-House Staff Time

