Acknowledgements

The Imagine Sidney! 2025 Comprehensive Plan Update is the result of months of dedication, time and hard work. Without the involvement of the individuals listed below, this planning effort would not have been possible.

Imagine Sidney! 2025 Comprehensive Plan Steering Committee

Iddy Andrews
Dottie Baker
Gary Bensman
Mark Copeland
Mark Deam
Cole DeNise
Mike Dodds
Dan Freytag
Ellen Keyes
John Laws
Perry Long
Lee Martin
Rosalee McGlinch
Tom Middleton
Pat O'Donnell
Jeff Raible
Tony Schroeder
Cindy Stangel
Harold Wiley (deceased)

Sidney Community Services Department

Barbara Dulworth, AICP, Community Services Director
Joyce Goubeaux

Sidney City Manager

Steve Stilwell

Sidney Planning Commission

Tom Ehler (Chairman)
David Gross
Patricia Miller
Dan Shaffer
Merrill Asher
Harold Wiley (deceased)

Sidney City Council

Mike Barhorst, Mayor
Mike Burns, 4th Ward
Frank Mariano, At Large
Tom Miller, 3rd Ward
Mardie Milligan, Vice Mayor
Katie McMillan, 2nd Ward
Terry Pellman, At Large

Consultant Team
Jacobs, Urban Design and Planning

Paul Culter, AICP, Project Manager
Della Rucker, AICP
Caitlin Douglas
Mark Kirby, ASLA

1. Executive Summary 1-1
A. Introduction 1-1
B. Vision and Mission Statements 1-1
C. Major Initiatives 1-2
D. Implementation 1-3
2. Introduction 2-1
A. Overview 2-1
B. Why a Comprehensive Plan? 2-1
C. Management Structure 2-1
D. 1997 Planning Process 2-2
E. 2002 Planning Process 2-4
F. 2009 Planning Process 2-5
G. Historical Development 2-6
H. Regional Context 2-8
3. Community Facilities and Services 3-1
A. Introduction 3-1
B. Planning Issues 3-1
C. Existing Conditions 3-3
D. Community Facilities and Service Plan 3-19
E. Implementation 3-25
4. Downtown 4-1
A. Introduction 4-1
B. Planning Issues 4-1
C. Existing Conditions 4-2
D. Downtown Plan 4-2
E. Implementation 4-5
5. Economic Development 5-1
A. Introduction 5-1
B. Planning Issues 5-1
C. Existing Conditions 5-3
D. Economic Development Plan 5-13
E. Implementation 5-17
F. Endnotes 5-19
G. Fiscal Conditions 5-20

6. Housing 6-1
- A. Introduction 6-1
- B. Planning Issues 6-1
- C. Existing Conditions 6-2
- D. Housing Plan 6-8
- E. Implementation 6-10

7. Land Use 7-1
- A. Introduction 7-1
- B. Planning Issues 7-1
- C. Existing Conditions 7-2
- D. Land Use Plan 7-20
- E. Policy Areas 7-27

8. Natural Resources 8-1
- A. Introduction 8-1
- B. Planning Issues 8-1
- C. Existing Conditions 8-1

9. Transportation 9-1
- A. Introduction 9-1
- B. Planning Issues 9-1
- C. Existing Conditions 9-2
- D. Transportation Plan 9-4
- E. Implementation 9-9

10. Urban Design 10-1
- A. Introduction 10-1
- B. Planning Issues 10-1
- C. Existing Conditions 10-2
- D. Urban Design Plan 10-6
- E. Implementation 10-10

11. Utilities 11-1
- Section 1: Wastewater Collection and Treatment 11-1
- A. Introduction 11-1
- B. Planning Issues 11-2
- C. Existing Conditions 11-5
- D. Wastewater System Plan 11-9
- E. Implementation 11-10

Section 2: Water Distribution and Treatment 11-13

A. Introduction 11-13

B. Planning Issues 11-13

C. Existing Conditions 11-14

D. Water System Plan 11-20

E. Implementation 11-21

D. Storm Water Monitoring Plan 11-31

G. Implementation 11-32

12. Implementation 12-1

A. Introduction 12-1

B. How to Use the Comprehensive Plan 12-1

C. Updating the Comprehensive Plan 12-2

D. Summary of Strategies 12-2

List of Maps

Existing Community Facilities....3-5
Park Recommendations....3-9
School District Boundaries....3-15
Generalized Zoning Map....7-3
Existing Land Use....7-13
Development Opportunities and Constraints....7-17
Natural Constraints....8-3
Thoroughfare Plan....9-7
Urban Design Features....10-3
Sanitary Sewer System....11-3
Water System....11-15

EXECUTIVE SUMMARY

1. Executive Summary

A. Introduction

This Sidney Comprehensive Plan Update establishes a policy framework for guiding expansion of the City and future development over the next 10 to 15 years. This update entails a comprehensive review of the Sidney Comprehensive Plan, adopted by Sidney in 2002. The Plan recommends an urban services boundary that defines utility service areas within which future development should take place. The Plan continues to support a build-out population of 35,000. Ensuring that future development is an asset to the community and fits in with existing development is stressed. Providing for a balanced economy and more housing opportunities also is stressed. Meeting the transportation needs of the City is highlighted by several roadway recommendations. The Executive Summary addresses the following areas:

- **Vision and Mission Statements**
- **Major Objectives**
- **Implementation**

B. Vision and Mission Statements

The policy basis for the City's Comprehensive Plan is captured by the following key statements. The statements are based upon the ideas generated by the public at the first set of community forums and subsequently reviewed during the update process by the Update Steering Committee to ensure continued applicability. Those ideas were used by the Steering Committee to draft mission statements, which were summarized into an overall vision statement.

1. Vision Statement

The following Vision Statement was prepared as a means of capturing the collective intent and vision of the 11 mission statements:

A vibrant, attractive community encouraging the values of livability, balanced growth, revitalization and conservation, within a safe, healthy and sustainable environment.

2. Mission Statements

The Comprehensive Plan is structured by a series of chapters. A mission statement was prepared for each as the beginning point for developing individual policies and implementation strategies. The mission statements were written using almost 500 ideas generated by the public at Community Forum #1, which was held at two locations plus a special meeting with Sidney High School seniors. These mission statements were confirmed by the Comprehensive Plan Update Steering Committee during the 2009 Plan review. The following are the mission statements:

a) Community Facilities
The community facilities mission is to improve community facilities, especially parks, youth and senior centers, schools and cultural arts.

b) Community Services
The community services mission is to improve community services with regard to safety, education, recreation and public health.

c) Downtown
The downtown mission is to revitalize the downtown with an emphasis on history, activities, commerce and the physical environment.

d) Economic Development
The economic development mission is to retain and attract commercial, retail and industrial businesses, and diversify the job base to increase opportunity and attract quality jobs.

e) Housing
The housing mission is to provide quality affordable housing opportunities for all residents.

f) Natural Resources
The natural resources mission is to conserve natural resources (land, air, water, and a balance of wildlife presence) with concern for wildlife, reducing pollution and increasing use of the river corridor.

g) Land Use
The land use mission is to balance growth at a moderate rate consistent with the natural and built environment, with an emphasis on balance of infill and new development to create a livable and attractive community.

h) Transportation
The transportation mission is a transportation system that is safe, relieves congestion, enhances traffic flow and supports transportation alternatives.

i) Urban Design
The urban design mission is to beautify the City and preserve historic structures.

j) Utilities
The utilities mission is to provide water, sewer and stormwater services that meet current needs and future growth.

k) Local City Schools
The City school mission is to work closely with the local school systems to ensure that adequate school facilities are provided for the student population as the City grows in the future.

C. Major Initiatives

1. Overview
The Comprehensive Plan recommends a number of initiatives to guide corporate expansion and future physical development in Sidney. These initiatives are represented in the individual plans as well as objectives within each element. These major initiatives were confirmed by the Comprehensive Plan Update Steering Committee during the 2009 Plan review. This section provides a brief summary of the major initiatives.

2. Major Objectives
The following is a list of the major objectives recommended in the Comprehensive Plan:

a) Expand the park system, improve recreation facilities and expand park programming.

b) Expand safety services, particularly police and fire protection as the City grows.

c) Encourage revitalization of downtown, strengthen the local economy and attract tourists.

d) Increase amount and quality of retail, retain and attract quality businesses, diversify the labor force and encourage tourism.

e) Expand the housing stock and encourage quality new construction.

f) Promote balanced growth concurrent with utility expansion and plan for residential, commercial and industrial development.

g) Protect wildlife, reduce pollution and improve the Great Miami River corridor.

h) Improve traffic flow, reduce truck traffic downtown, expand public transportation and increase parking downtown.

i) Beautify the City and preserve historic resources.

j) Maintain clean water, reduce inflow/infiltration, continue long term utility planning and ensure developers pay a fair share of utility improvements.

D. Implementation

1. Overview
A series of strategies are presented in the Comprehensive Plan to provide detailed guidance for each objective. These strategies are the heart of the Plan and indicate actions, responsible parties, timeframe and estimated costs where available. These strategies were confirmed by the Comprehensive Plan Update Committee during the 2009 Plan review. The following is a summary of the major strategies.

2. Major Strategies
The following is a list of the major strategies recommended in the Comprehensive Plan:

a) Continue to use the parks, recreation and open space master plan.

b) Determine the site, design, timing and funding of a north end fire station.

c) Continue to encourage Downtown Sidney's role, and encourage additional specialty shops and housing downtown.

d) Create a business competitiveness initiative, continue tourism marketing, formalize business recruitment, and encourage entrepreneurial development.

e) Encourage housing rehabilitation, target key neighborhoods, promote affordable housing incentives and pursue additional state grants.

f) Continually review the urban services boundary and plan utilities accordingly and assist developers where beneficial to extend utilities.

g) Encourage infill development downtown, industrial development west of I-75, commercial development along SR 47 and Vandemark Road, office development along I-75 near SR 29 and CR25A, and residential development east of I-75 in the City's north end.

h) Minimize development impacts on the environment, improve traffic flow, maintain safety, focus economic incentives on light industry and research and development and preserve more public land along the Great Miami River.

i) Extend several key roads and improve key congested intersections, provide alternate truck routes, expand transit services, develop a downtown wayfinding system, improve roadway infrastructure and expand biking as an alternative transportation mode.

j) Continue to expand streetscape improvements downtown, recognize beautification projects, expand landscaping requirements, continue to beautify SR 47 between I-75 and downtown and adopt incentives to encourage historic preservation.

k) Protect water sources, plan for long term system improvements, provide key improvements when financing is assured and continue to require developer contributions.

INTRODUCTION

2. Introduction

A. Overview

The Introduction is provided to assist the reader in understanding the reasons why the City initiated this update in 2009 to its Comprehensive Plan, the structure and process under which the Plan was prepared and perspectives regarding Sidney's historical development and its regional setting.

B. Why a Comprehensive Plan?

It is generally recommended that comprehensive plans be updated every five years. This allows time for most immediate and short-term strategies to be implemented and many mid term strategies to be initiated. Through this update to the 2002 Comprehensive Plan, the City is among only a few communities that have updated their plan within five years of acceptance. By doing this, many of the recommendations can be validated and if necessary, these strategies can be revisited to reflect changing circumstances or trends. Those responsible for implementing the Plan can also measure their progress.

As the old saying goes, “If you don’t know where you’re going, you don’t know how to get there.” This saying simply describes the reasons behind reviewing and updating the plan for Sidney. This effort brought the community together, debated important issues and resulted in a consensus regarding the City’s future. Its implementation is the next bold step.

But more importantly the Comprehensive Plan provides sound guidance as to the City's priorities for expansion and future development. Sidney is a unique community with outstanding assets that continually attract employers and residents. The historic Courthouse Square, abundant parks and recreation facilities, Great Miami River and other factors are important to protect as the community grows.

Ensuring public utilities are adequate to support a future population of slightly over 30,000 is a major target of the Comprehensive Plan. The City provides an outstanding level of quality services, including utilities, and it is the Plan's intent that this level can be maintained and that sufficient revenues will exist to support its continuation. Likewise key transportation improvements are recommended to enhance the City's transportation network.

In the end it becomes clear that this updated Plan is important because it serves as the City's official set of development policies, which should guide City Council, Planning Commission and the Administration over the next 10 to 15 years. This Plan has also captured the public's priorities through the Community Forums and other meetings held to gather input. This is a Plan that reflects the community's broad priorities.

The Comprehensive Plan is adopted by resolution and not by ordinance -- which gives the City flexibility in its implementation. Plans by their definition are "living" documents, which will continue to evolve over time. The City will revisit the Plan on an annual basis and prepare major updates every five years. This will ensure that Sidney's Comprehensive Plan remains vital and responsive to the community.

C. Management Structure

1. Overview

The Comprehensive Plan was prepared in a team environment under a well-defined management structure. The following provides an overview.

2. City Council

As the primary policy body of the City, Council served several functions. It approved preparation of the update to the 2002 Plan and allocated general funds to support the project. Council approved the structure of the Steering Committee and appointed its members to represent the greater community. Council adopted the goals and promoted the planning process to encourage citizen participation. Council adopted the Plan in 1997 by resolution following its completion. The 2002 and 2009 Updates were also adopted by resolution.

3. Planning Commission
The Planning Commission is the next policy body involved in the City's planning process and was represented on the Steering Committee. The Commission provided Council with recommendations regarding the draft goals and the final plan itself. Under the City Charter the Commission is authorized to prepare the Comprehensive Plan and recommend its adoption to City Council.

4. Steering Committee
The Steering Committee was appointed by Council to represent the greater community. It was comprised of a broad cross-section, which allowed the Committee to discuss and debate several broad community issues. The Committee worked with the City Administration and Consultants throughout the planning process. The Committee helped structure public meetings and served as facilitators at Community Forums. The Committee presented the draft goals to the Planning Commission and Council. The Committee forwarded the draft plan to the Planning Commission for consideration.

5. City Administration
The City Administration provided the day-to-day management and support to the planning process. Members of the City Staff attended all Steering Committee meetings. The Community Services Director was responsible for the mechanics of the planning process, including scheduling meetings and distributing mailings. The Administration provided the Steering Committee and Consultants with technical expertise and knowledge.

6. Consultants
Jacobs of Cincinnati undertook the 2009 update of the Plan. This Team worked closely with City Staff and the appointed Steering Committee to review the Plan and make the necessary revisions that captured the vision, goals and objectives of the City based on the progress made since 2002.

ACP-Visioning & Planning, Ltd. of Columbus led the 2002 update of the Plan. Other members of the team included Development Economics of Washington D.C. and Floyd Brown and Associates of Marion, Ohio. The team worked with members of the community groups that the original 1997 Steering Committee was derived from and City staff to revise the Plan and determine what changes needed to be completed over a six-month period of time.

The 1997 Comprehensive Plan consulting team was led by Karlsberger Planning Inc. of Columbus (comprehensive planning) and included Wilbur Smith Associates of Columbus (transportation and utility planning) and Donald T. Iannone and Associates of Cleveland (economic development). The team worked with the Steering Committee and City Administration throughout the planning process. The team structured and implemented the work program under the City's direction.

D. 1997 Planning Process

1. Overview
A well-defined planning process was crucial to completing the Comprehensive Plan within the parameters of the project as defined by the City. The following summarizes the 1997 Comprehensive Plan process.

2. Phase 1: Project Set-Up
The first phase of the project focused on several administrative tasks necessary to properly organize the project, before the full effort began in earnest. These were intended to establish the management structure under which the planning process will occur. At the same time several tasks were included which organized and kicked off the Steering Committee’s efforts. The outcome was a well-designed planning process with a clear understanding of roles and responsibilities among the various players.

3. Phase 2: Data Gathering and Analysis
The second phase of the project focused on data gathering and analysis. Base mapping was prepared. Planning issues were identified in a detailed fashion. Existing studies and plans were collected and reviewed. Where appropriate, new data was gathered and analyzed. Several trends analyses were conducted. The inventory and results of this phase were summarized in a written report. The outcome was a fully detailed and

objective analysis of the issues, existing conditions and potential trends affecting the City. The results were summarized for the public at Community Forum #1 and presented in a detailed fashion at the Open House.

4. Phase 3: Visioning
The third phase of the process focused on creating a vision for Sidney's future through citizen participation intended to focus input towards developing a vision and mission statements for the Comprehensive Plan. Input was used with the Steering Committee to draft a vision statement and mission statements. The outcome was a well-defined and accepted policy foundation for the Comprehensive Plan. The mission statements were adopted by City Council at the conclusion of this phase.

A project identity was created as a means of publicizing the planning effort to the general public and creating a sense of importance and excitement. The identity, "Imagine Sidney! Planning Our Future Together" was used on all meeting flyers, posters and advertisements, and was printed on t-shirts and banners.

Key to the success of the visioning effort was an Outreach Committee that was formed by the City to help design and execute the outreach effort. The Committee was comprised of community volunteers and members of the Comprehensive Plan Steering Committee.

This phase was comprised of the following key events:

a) Community Forum #1
The first community forum was held to officially kickoff the project with the general public, to provide a snap shot of Sidney and its current trends, and to engage the public through a participatory exercise designed to collect their opinions regarding ideas for the City's future. The forum was held on two evenings at Sidney High School (February 26 and 27, 1997) and a third meeting was held with seniors at Sidney High School on March 18, 1997. About 140 residents participated in the two forum meetings and about 75 students participated at the high school. All three meetings generated about 500 ideas and these were categorized in a database for the Steering Committee, which used the ideas as building blocks to develop mission statements, objectives and strategies.

b) Community Forum #2
The second community forum was held on May 22, 1997 at Sidney High School to gauge public opinion regarding the direction of the Comprehensive Plan by presenting the mission statements, objectives and strategies, and plan concept in a participatory environment. About 50 residents attended the forum. Of particular importance was an exercise in which participants selected a draft strategy and provided the City with written recommendations concerning its implementation. The Steering Committee reviewed the public's comments and incorporated recommendations into the draft Plan.

c) Open House
The draft Plan was presented to the public at an Open House on September 10, 1997. The Plan was presented in detail through a series of displays. Comments were recorded using a survey form. Members of the Steering Committee and Staff were present to answer questions. About 100 residents attended.

5. Phase 4: Plan Concepts
The fourth phase of the planning process focused on developing and adopting a preferred growth scenario for the planning area. The preferred scenario was presented to the public for review and comment. Draft chapters were prepared for review and approval by the Steering Committee. The outcome was a clear preference for the City's future relative to land use, community facilities, transportation and utilities.

6. Phase 5: Final Plan
The fifth phase of the process focused on preparing the final Comprehensive Plan, based on work completed in Phase 4. This phase involved the extensive writing of text and finalized graphics. The City Administration and Steering Committee reviewed and approved the final plan prior to its presentation to the public at an Open House. The Steering Committee assisted in designing and hosting the forum. The outcome was a draft Comprehensive Plan sufficiently complete to be considered for adoption.

7. Phase 6: Plan Adoption and Delivery
The final phase of the Comprehensive Plan process focused on adopting the final plan and its reproduction and delivery. Adoption involved a recommendation by the Planning Commission and adoption by City Council. The outcome was an adopted Comprehensive Plan and quality final document.

E. 2002 Planning Process

1. Overview

Due to the basis of the planning process being the same, similar steps were taken to complete the 2002 Update. Outlined below is a summary of the 2002 planning process.

2. Phase 1: Project Set-Up

During the first phase of the process, several administrative tasks were completed including a project kick-off meeting, which occurred between the Consulting team and the Plan Steering Committee. The project kick-off meeting served as a review of the accomplishments from the 1997 Plan and previewed what would take place during 2002 planning process.

3. Phase 2: Existing Conditions and Trends

During the existing conditions and trends analysis, the existing conditions from the 1997 Plan were updated to reflect changes that had occurred over the previous five years. The 2000 US Census data was used to update the population and housing analysis, though 2000 employment data was not available to evaluate the previous decade's employment trends. Also evaluated during phase two were Sidney's fiscal strengths and weaknesses.

4. Phase 3: Strategic Direction

In an effort to build upon the 1997 public participation effort and the public meetings conducted as part of the retail market study recently completed, phase three included an extensive public involvement process that ran concurrently with the Plan's phase two.

Phase three consisted of the following:

a) Comprehensive Plan Steering Committee: The Steering Committee, made up of members from the previous Plan's Committee, met on a monthly basis to review the existing conditions and trends, the urban design component, and the draft Plan. Steering Committee members served as the public participation outreach committee, as well.

b) Stakeholder Focus Group: In April of 2002, a Stakeholder Focus Group luncheon was held with the City's key stakeholders in Sidney. Many of Sidney's top employers were invited to allow the Team the opportunity to gather employee source data concerning housing-related retail marketing issues as well as other key issues concerning the City.

c) Community Summit: In April of 2002, a Community Summit, which was opened to the public, was held at Sidney High School. Almost 50 participants were informed about what changes have occurred over the past five years in Sidney and were given the opportunity to break into small groups and share their opinions on where the "good places" and "bad places" are in Sidney.

d) Open House: The draft Plan was presented to the public at an Open House on September 26, 2002 at Sidney High School. The Plan was presented in detail via a PowerPoint presentation, a series of displays, and copies of the draft plan. Comments were recorded using a survey form. Members of the Steering Committee and Staff were present to answer questions. About 20 residents attended.

5. Phase 4: Drafting the Plan

Drafting the Plan consisted of updating the existing conditions, reevaluating the 1997 Plan recommendations, and recommending any additional strategies. The Steering Committee was given the opportunity to review the 1997 recommendations and make suggestions on how relevant they were to Sidney in 2002.

6. Phase 5: Adoption:

The Sidney Planning Commission conducted public hearings to review Plan from November 2002 to January 2002. The Planning Commission recommended that City Council approve the Imagine Sidney 2020! Comprehensive Plan update at their January 20, 2002 meeting. City Council then conducted public hearing on the Plan during March 2002. On March 24, 2002, City Council adopted Resolution 21-03 adopting the Imagine Sidney 2020! Comprehensive Plan update.

F. 2009 Planning Process

1. Overview

The 2009 Update was established as a similar update to the 2002 Comprehensive Plan Update. Outlined below is a summary of the 2009 planning process.

2. Phase 1: Coordination, Collection and Kick-Off

During the first phase of the process, several administrative tasks were completed including a project kick-off meeting, which occurred between the Consulting team, City Staff and the Steering Committee. The project kick-off meeting served as a review of the accomplishments from the 2002 Plan and previewed what would take place during 2009 planning process. GIS base mapping was also obtained from the City and an analysis of existing land uses, including developed and undeveloped land, was conducted. The existing conditions from the 2002 Plan were updated to reflect changes that had occurred over the previous five years. The 2000 US Census data was used (and supplemented as much as possible with the US Census interim projections, to update the population and housing analysis and employment data.

3. Phase 2: Refining the Plan Vision and Preferred Future Development/Redevelopment Characteristics

As a part of this process, the Steering Committee went through several exercises to identify the Strengths, Weaknesses, Opportunities and Threats facing Sidney in today's climate. A thorough review of the 2002 Plan's Vision, Mission Statements and Objectives were also conducted with the Steering Committee in a collaborative process to provide a list of desirable characteristics for Sidney for the five year update.

4. Phase 3: Development of Draft Comprehensive Plan Update and Implementation Elements

In an effort to build upon the 2002 public participation effort, this Phase included a multi-tiered public involvement process that ran concurrently with the Phase two of this planning process.

Phase three consisted of the following:

a) Comprehensive Plan Steering Committee: The Steering Committee, made up of members that met on a regular basis to review the existing conditions and trends and the draft Plan. Steering Committee members served as the public participation outreach committee, as well. Policy areas were established through the Steering Committee that established 18 unique areas in Sidney based on properties exhibiting similar characteristics for which existing conditions could be analyzed, future characteristics and needs could be identified, and implementation recommendations established.

b) Open House: The draft Plan was presented to the public at an Open House on February 3rd from 4:00-7:00pm at the Sidney Middle School. The 18 policy areas of the Plan were presented via a series of displays to gather input from residents. Comments were recorded using a survey form. Members of the Steering Committee and Staff were present to answer questions. The Open House was advertised well in advance of the meeting date.

5. Phase 4: Final Comprehensive Plan

Drafting the Plan consisted of updating the existing conditions, reevaluating the 2002 Plan recommendations, and recommending additional strategies. The Steering Committee was given the opportunity to review the 2002 recommendations and make suggestions on how relevant they were to Sidney in 2009.

The Sidney Planning Commission conducted public hearings to review Plan on January 19, 2010. The Planning Commission recommended that City Council approve the update to the Imagine Sidney 2025! Comprehensive Plan at their March 15, 2010 meeting. City Council then conducted public hearing on the Plan during April 12, 2010. On April 26, 2010, City Council adopted Resolution 21-10 adopting the Imagine Sidney 2025! Comprehensive Plan update.

G. Historical Development

1. Overview

Understanding the historical setting within which we find Sidney today is important to appreciating the events and individuals that shaped the City. The following is an overview.

2. Early Settlers

The Sidney area was inhabited by Shawnee and Miami Native American tribes prior to the establishment of a trading post by French Canadian Peter Loramie in 1769 near present day Fort Loramie. The landscape was primarily forest. Loramie lost possession of the trading post to General George Rogers Clark in 1782. Revolutionary War General Anthony Wayne established the first official fort in the area in 1794. By the turn of the century, settlers began arriving in Sidney, many migrating from New England, Pennsylvania, Virginia and Kentucky. Among the earliest permanent settlers were John Blake, S.A. Leckey, Thomas E. English, Charles Starrett, Dr. Pratt, Dr. William Fielding, Joel Frankeburger and William Johnson.

Prior to settlement, the area inhabited by the City of Sidney was part of the Congress Lands between 1798 and 1801. The area was part of Montgomery County upon the admittance of Ohio to the Union in 1803, where it remained until 1807 when it fell into the jurisdiction of Miami County. In 1819, Shelby County was established and included the land of present day Auglaize and Allen counties. The Village of Hardin, which had been platted in 1816, served as the county seat of justice.

3. Sidney's Founding

Benjamin Cox laid out a grid pattern plat of Sidney in 1819, comprised of a 15-block area and 113 lots. Seventy acres of land located directly west of the Great Miami River was donated on behalf of Charles Starrett. Starrett received one-half of the proceeds from the sale of lots and required that one-acre be set aside for a public square, two-and-one-half acres for two religious societies, two acres for related cemeteries and one acre for educational purposes.

Later that year Sidney was designated as the permanent county seat of Shelby County and named for English poet and member of Parliament Sir Philip Sydney, meaning “the great light of chivalry”. The original courthouse and jail facility was constructed in 1822. The first frame building was built in 1820 and was the residence of John Blake. The first brick building was constructed approximately 10 years later and served as a physician’s office. As per Starrett’s request, a log cabin schoolhouse was built in 1823 and Presbyterian and Methodist churches were completed in 1825.

By 1860 the population of Sidney had reached 1,997, an increase of nearly 350 percent from the mid-1830's. The Union School Building was opened in 1857, providing the first graded school system. The Monumental Building was constructed in 1875 and the Shelby County Courthouse was completed in 1881.

4. Industrial Revolution

The arrival of the Industrial Revolution in Sidney during the late 19th century was significant in that a local manufacturing base was established. Among the successful industries in the area between 1865 and 1900 were the R. Given and Sons Tanning Company, Slusser Steel Scraper Company, The Wagner Hollow Ware Company, The John Wagner and Sons Brewing Company and Sidney Steel Scraper Company. Approximately 40 manufacturing plants were supporting 1,500 workers by the end of the 1910's.
With the growing community came a need for community services such as a municipal water service established in 1873, police patrol beginning in 1893, a sewer system established in 1901 and a paid city fire department in 1903. The Western Ohio Inter Urban Railroad also was operational in the early 1900's. Sidney adopted the Council-Manager form of government in 1954. The previous year was marked by adoption of the City's first zoning ordinance. Amendments to the ordinance were made in 1955 to include subdivision regulations.

5. Transportation's Impact on Sidney's Development

Ohio's evolving transportation network, beginning with water and continuing through the development of canals, railroads and interstate highways, has had a profound impact on the development and evolution of Sidney. The following is a brief overview.

a) Growth Fueled by the Miami-Erie Feeder Canal

Growth in Sidney and its surrounding area was slow in the early 1800's. A limited number of roads minimized access to outlying regions, resulting in a self-sufficient agricultural economy. By 1825, however, construction of the Miami-Erie Feeder Canal began, eventually providing a north-south transportation link between Cincinnati and Toledo. The 14-mile canal feeder, running through Sidney and linking Port Jefferson and Lockington, was constructed during the mid-1830's. The need for labor attracted many settlers, particularly German immigrants. With the opening of the canal in 1837 came an increase in regional trade and the first significant period of economic growth in Sidney. Goods were transported with relative ease and at lower costs.

b) Arrival of the Railroad

The Bellefontaine and Indianapolis Railroad provided the first east-west rail service to Sidney upon its completion in the early 1850's. The rail system offered a more rapid and economical means of transport for goods and passengers, further enhancing growth in Sidney. Approximately 1,200 workers, many of Irish decent, relocated to the area and comprised the labor force that constructed the railroad. The Dayton and Michigan Railroad was the second to serve Sidney. Constructed in the late 1850's, it provided a north-south transportation corridor.

c) Interstate Highway

The construction of I-75 through Sidney in 1962 was another major event that transformed the City's physical makeup. The interstate, creating a transportation link between Michigan and Florida, brought with it an influx of automobile industry related factories, as well as warehouse and distribution facilities. The interchange at SR 47 also became the City's main commercial area, attracting retail from the downtown and creating a sub regional retail center.

H. Regional Context

1. Overview

Sidney is located in west-central Ohio, approximately 40 miles north of Dayton, 100 miles south of Toledo, 85 miles west of Columbus and 120 miles east of Indianapolis. I-75 passes through Sidney in a north-south direction, and I-70, located approximately 30 miles south, provides a nearby east-west corridor. S.R. 47 and S.R. 29 bisect Sidney as well.

2. Population

The City's immediate surroundings include the counties of Auglaize, Champaign, Darke, Logan and Miami.
The 1990 population of this six-county region, as reported by the US Census, was 314,630. Shelby County's share was about 14 percent or 44,915. In 2000, the population of the six-county region was 331,593 according to the US Census, an increase of almost 17,000 from 1990.

The Ohio Department of Development (ODOD) has projected a 2020 population of 356,200, an increase of 24,607 persons (or 7.4 percent) from the 2000 Census. While the growth rate is expected to slow over the next 10 years when compared to previous decades, Shelby County is projected to maintain a stable share of the regional population, increasing 8.0 percent as a part of this major metropolitan area, both of which are forecast to grow in population (and assumed land area) through 2020.

a) Dayton-Springfield

The Dayton-Springfield MSA (Montgomery, Clark, Miami and Greene counties) is located directly south of Sidney. With a 2000 population of just under one million (950,558), it is projected to decrease by 16,738 persons or approximately 2.0 percent by 2020. A majority of this decline occurs in Montgomery County and, in particular, the City of Dayton. 2010 US Census estimates report a population of 937,940 which potentially results in a decennial decrease of 12,648 residents.

b) Lima

The Lima MSA (Allen and Auglaize counties) is north of Sidney. With a 2000 population of 155,084, it is projected to increase by 536 persons or 0.3 percent by 2020. This increase is a relatively significant slowdown from previous decades.

3. Employment

The six-county region had in 1994 about 113,078 employees, according to the US County Business Patterns, with Shelby County accounting for just fewer than 20 percent (or 22,020 employees). In 2006, the six-county region had 129,170 employees, an increase of 14 percent. Shelby County represented 21 percent (26,781) of the region's employees in 2006. Leading industries for the region in 2006 were:

a) Manufacturing with 47,066 employees (36.4 percent).

b) Retail Trade with 15,380 employees (11.9 percent).

c) Health Care & Social Assistance with 14,203 employees (11.0 percent).

Shelby County employees comprised 29.5 percent of the manufacturing industry, 13.9 percent of the retail trade industry and 13.5 percent of the health care and social assistance industry. These figures are comparable to state figures of 16.3 percent, 12.6 percent and 15.1 percent respectively.

4. Agriculture

Nearly 9 percent of Ohio farms were located in the six-county region, as reported by the 2006 US Census of Agriculture, compared to 10 percent in 1992. A total of 6,869 farms covered 1,380,975 acres or over 79 percent of the six-county region in 2006. This is a 5 percent increase for farms and a 1 percent increase in acres of farm land since 1992. In comparison, 56 percent of Ohio was classified as farmland in 2006.By 2007, the number of farms declined to 6,680 covering 1,348,000 acres, resulting in a 2.4 percent decline in a one year period.

COMMUNITY FACILITIES AND SERVICES

3. Community Facilities and Services

A. Introduction

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

- **Parks and Recreation**
- **Safety Services**
- **Municipal Facilities**
- **Cultural Arts**
- **Historic Preservation**
- **Health Care**
- **Schools**
- **Library**

B. Planning Issues

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

1. Municipal Building/Police Department

As mentioned in the 2002 Comprehensive Plan update, a Facility Needs Study of the Municipal Building/Police Department was conducted in 2002 by the team of Freytag & Associates Inc. Architects, Engineers and Moyer Associates Inc. to develop an analysis of space needs and prepare a Facility Master Plan. The study found the total space needed to be significantly greater than the space currently available in the Municipal Building. They recommended the relocation of the Police Department outside of the existing building and to use the vacated space to meet the needs of the remaining City departments. In 2004, the City began construction for the new 42,000 square-feet building, located at 234 W Court Street. In 2006 the Police Department completed their first full year in their new state-of-the-art facility.

2. Parks and Recreation

The City has an outstanding parks system, which provides good geographic coverage for most residents. In 2001, the consulting team of Freytag & Associates-Kinzelman/Kline assisted the Parks and Recreation Department in developing a Parks and Recreation Master Plan. In 2008, the consulting team of Freytag & Associates assisted the Parks and Recreation Department in updating the 2000-2001 Parks and Recreation Master Plan. This process included new data collection and physical inventory, a programming inventory, interviews, and a revision to the master plan.

Sidney's parkland standard has traditionally been one neighborhood park within one-quarter to one-half mile of each residence which was established in the 2000 Parks and Recreation Master Plan and confirmed in the 2008 Update. Mandatory land dedication requirements were revised in response to the 1997 Comprehensive Plan to

include qualitative standards. The City has an outstanding parks and recreation program which includes an excellent working relationship with the YMCA.

3. Fire Protection

The need for a City fire station in Sidney's north end has been a continuing planning issue that was identified as a planning issue in the previous Comprehensive Plan update. With additional residential growth in the north end of the City, the City is still considering various options for this issue.

4. Teen Center

Several people in the community felt that a teen center was necessary to meet the educational and recreational needs of this special population. The provision of a center would provide teens with alternatives to otherwise nonproductive activities. Since the last Comprehensive Plan update in 2002, City staff members been working with Gateway Youth, the Salvation Army and the YMCA to move this project forward and develop a program for the youth. This continues to be a priority for the City.

5. Senior Center

Mixed support was expressed during the 1997 Comprehensive Plan process for the current senior center project in the Monarch Community Center. Concerns included duplicating services between the public sector and YMCA, the expense involved in the project, as well as future operating costs. The Senior Center has since flourished with 905 members; a 78 percent increase since the last Comprehensive Plan Update in 2002.

6. Service Delivery

The City has an excellent customer service orientation, which was recognized by most interviewees. The city manager form of government is important in this regard. The current administration maintains a stable agenda and is able to retain experienced staff.

7. Gateway Arts Council

The Gateway Arts Council is a growing organization and provides an array of services to the public. The Council serves all residents of Shelby County. The Council receives minimal funding from the City and County, and is mostly privately funded through an annual campaign. The Council completed a master planning effort in 1999 to determine facility and other future needs.

8. Historic Preservation

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

9. Health Care

A local health care issue has arisen because of a local physicians group that has constructed a competing medical facility in Piqua. Some expressed concern as to the impact this development will have on local levels of health care (as well as potential increased costs at Wilson Memorial Hospital related to its physical modifications to compete with the Piqua facility).

10. Sidney City Schools

In general many felt the Sidney City Schools were doing a good job educating children, but had several shortcomings such as inadequate facilities. The quality of facilities affects the quality of the teaching environment it was noted. Some facilities in particular were thought not to be handicap accessible. Some felt the Sidney school system is competitive with other public systems in the I-75 corridor. In 2005, the Sidney School District

completed a Strategic Plan which established strategies to attract and maintain exceptionally qualified staff, develop a PR program to improve the community perception of the district, to upgrade the district's K-5 facilities, implement changes to strengthen and upgrade program offerings, identify major barriers to graduation, and to identify ways to improve future funding for schools.

C. Existing Conditions

The Existing Conditions Section of the Community Facilities and Services Plan provides a summary of the key facilities and services currently serving the City of Sidney.

1. Findings

The following major points are noted:

a) Parks and Recreation
Parks and recreation areas are a strong resource for the City's residents. Over 25 neighborhood parks totaling over 420 acres serve most residents -- which are accessible by the City's bike route. An additional 300 acres are maintained by the Parks and Recreation Department. Continued residential expansion will necessitate further additions to the park system which have been accounted for in the 2008 update to the Parks and Recreation Master Plan.

b) Police and Fire Protection

Sidney is served by the Police Department, located on West Court Street, and the Fire Department from two fire protection facilities located on both sides of I-75. The downtown fire station is located across the street from the Municipal Building on West Poplar Street and Fire Station 2 is located at 411 South Vandemark Road.

c) Cultural Arts

The Gateway Arts Council advocates the importance of and an increase in cultural arts in the City of Sidney. The arts council promotes its programs to attract participation by the general public, as does each of the other cultural organizations in the community. The Council presents and supports musical and theatrical performances, visual arts exhibits and educational programs.

d) Historic Preservation

Historic preservation efforts are important in the City as well, with Sidney Courthouse Square and the Miami and Erie Canal serving as historic focal points in the community. In 2001, City Council adopted advisory Historic Design Guidelines for the nine block downtown area. In 2008, the City completed the Sidney North Street Cultural Corridor plan which serves to focus on the redevelopment and preservation of a five block area along North Street between West Street and the Miami River. This plan will complement the announcement of major expansions of the Amos Memorial Public Library and the Ross Historical Center.

2. Parks and Recreation

This section addresses City parks and recreation facilities and the private, nonprofit YMCA.

a) City Parks and Recreation

1) Existing System

The City park system contains 25 park and recreation areas totaling 422 acres. Opened in 1925, Harmon Park is the City's oldest park area and the most recent addition is the 30 acre Robert O New Park. Tawawa Civic Park is the largest with 202 acres. Most parks contain tot-lot equipment, picnic facilities and basketball courts. Table 3.1 provides a summary.

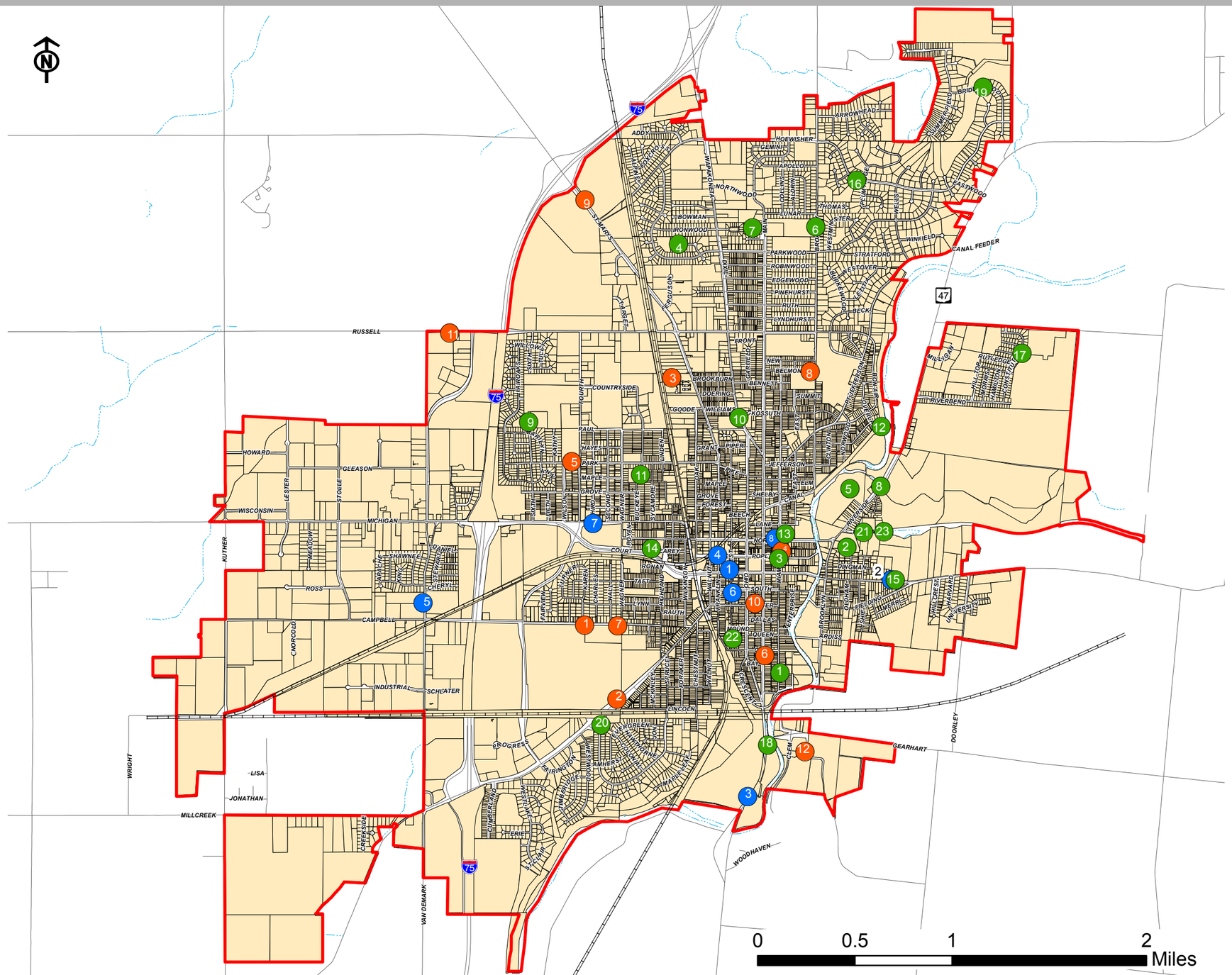
A Parks and Recreation Master Plan was adopted in 2001 and updated in 2008. The recommendations of the Plan address the following objectives:

1. Utilization of the Miami River corridor and the Miami-Erie Feeder Canal
2. Acquire additional land for park and trail expansion
3. Establishment of guidelines for future park planning
4. Determination of recreational facility needs on an annual basis
5. Promotion of passive open space development
6. Expanding recreational programming and facilities
7. Inventorying and analyzing existing parks
8. Updating guidelines for park development standards
9. Identifying potential funding sources annually

The City has historically located neighborhood parks within one-quarter to one-half of a mile of residential neighborhoods. A mandatory land dedication requirement is in place for parkland in proposed subdivisions. It requires the dedication of parkland or the payment of a fee in lieu of the dedication.

Several community organizations operate recreation leagues for baseball, softball and soccer. City run programs includes clinics for tennis, baseball, soccer and gymnastics.

Comprehensive Plan Update
City of Sidney, Shelby County, Ohio



Legend

- Sidney Boundary
- Hydrology
- Parcels
- Street Centerline
- Railroad

Community Facilities

1. Police
2. Fire and Emergency Medical Services
3. Municipal Building
4. Service Center
5. Wastewater Treatment Plant
6. Water Treatment Plant
7. Airport
8. Graceland Cemetery
9. Fire Station #1
10. Fire Station #2
11. Monarch Community Center
12. Wilson Memorial Hospital

Schools

1. Sidney High School
2. Sidney Middle School
3. Northwood Elementary School
4. Central Elementary School
5. Longfellow Elementary School
6. Lowell Elementary SChool
7. Emerson Elementary School
8. Whittier Elementary School
9. Lehman High School
10. Holy Angels Elementary School
11. Christian Academy Schools
12. Shelby Hills Early Childhood Center

Parks & Recreation Facilities

1. Berger
2. Baumgardner Basin
3. Central Park
4. Chief O'Leary
5. Custenborder
6. Deam
7. Detention Basin Park
8. Flanagan Sports Complex
   Landrum Soccer Fields
9. Green Tree
10. Harmon
11. Humphrey
12. Johnston
13. Julia Lamb Park
14. McMillen
15. Orbison
16. Plum Ridge Park
17. Riverbend
18. Roadside
19. Robert O. New
20. Sherman
21. Sidney Municipal Pool
22. Stephen Brown
23. Tawawa Civic

August 2009

JACOBS

Source: City of Sidney and Shelby County

***The parcel data is not complete and should be considered only a graphic representation.*

COMMUNITY FACILITIES & SERVICES

Table 3.1
Parks and Recreation Facilities

Facility	Map Number	Type	Acreage
Berger	7	P	3.83
Baumgardner Basin	20	C	*
Central Park School	22	P	0.39
Chief O'Leary	17	P	2.41
Custenborder**	9	N	30.94
Deam	11	N	11.12
Detention Basin Park	19	N	3.46
Flanagan Sports Complex	2	SC	*
Great Miami River Rec. Trail		L	60.81
Green Tree	15	P	2.74
Harmon	12	N	6.30
Humphrey	13	P	2.91
Johnston***	18	N	20.33
Julia Lamb Park		C	10.73 *
Landrum Soccer Fields	21	P	*
McMillen	14	P	1.38
Orbison	8	N	3.11
Plum Ridge Park	23	N	4.00
Riverbend	10	N	13.90
Roadside	4	N	7.50
Robert O. New		N	30.20
Sherman	5	P	1.87
Sidney Municipal Pool	3	SC	*
Stephen Brown	6	P	1.30
Tawawa Civic	1	C	202.50
Subtotal			**421.72**
NON-CITY			
Moose GC (private)	19		
Shelby Oaks GC (public)	20		

* Acreage included in Tawawa Park
** Includes Veterans Memorial Walkway
*** Includes old Water Works site

Key: P-Playground, N-Neighborhood Park, C-Community Park, L- Linear Park, SC-Sports Complex, GC-Golf Course
Source: City of Sidney, 2002

2) Geographic Analysis

Three separate analyses were conducted of the City's park system as a part of the 2002 update. The first considered the geographic distribution of parkland using a standard of parkland within one-half mile of each residence. Based on this assessment, the City's current neighborhoods were all within one-half mile of a park site
(Westlake Estates Subdivision, the Hoewisher Road neighborhood east of Parkwood Street, etc.). Newer residential developments that have occurred north of Plum Creek since the last plan update are being served by the 30 acre Robert O. New Park. A map is enclosed which depicts the geographic analysis.

3) Quantitative Analysis

Using the national
standard of 10 acres per 1,000 residents, Sidney should have a park system of 200 acres. However, the system currently exceeds 420 acres, which indicates that Sidney is exceeding the national standard by over 100 percent or is currently providing 20 acres per 1,000 residents.

4) Functional Analysis

The third analysis applied current functional standards from the National Recreation and Park Association and Time-Saver Standards for Housing and Residential Development (DeChiara, et al, McGraw-Hill, 1995). The assessment summarized on the table below finds that the City is exceeding all functional classes of parks, which is reflected in the column titled "Difference". The 2008 Parks and Recreation Master Plan Update is ensuring that while the City is exceeding the functional standards for a minimum number of park types, that they are located appropriately and will continue to serve the population with respect to geography.

Table 3.2
Parks and Recreation Analysis

Type	Service Area	Recommended Park Size	Per 1,000	Current Inventory	Difference
Playground	1/4 mi	2,500 sf to 1 ac	0.5 ac	16.83 ac	+ 6.71ac
Neighborhood Park	1/4-1/2 mi	5 ac to 10 ac	2 ac	130.86 ac	+ 90.39ac
Community Park	1/2-3 mi	30 to 50 ac	2 ac	213.23 ac	+172.75 ac
Sports Complex	na	25 ac to 80 ac	na	na	na
Summary 87.75 ac 292 ac +204.25 ac					

Notes: mi = mile, ac = acres
Source: *Park, Recreation, Open Space and Greenway Guidelines,* National Recreation and Park Association, 1996 and *Time-Saver Standards for Housing and Residential Development* DeChiara, et al, McGraw-Hill, 1995

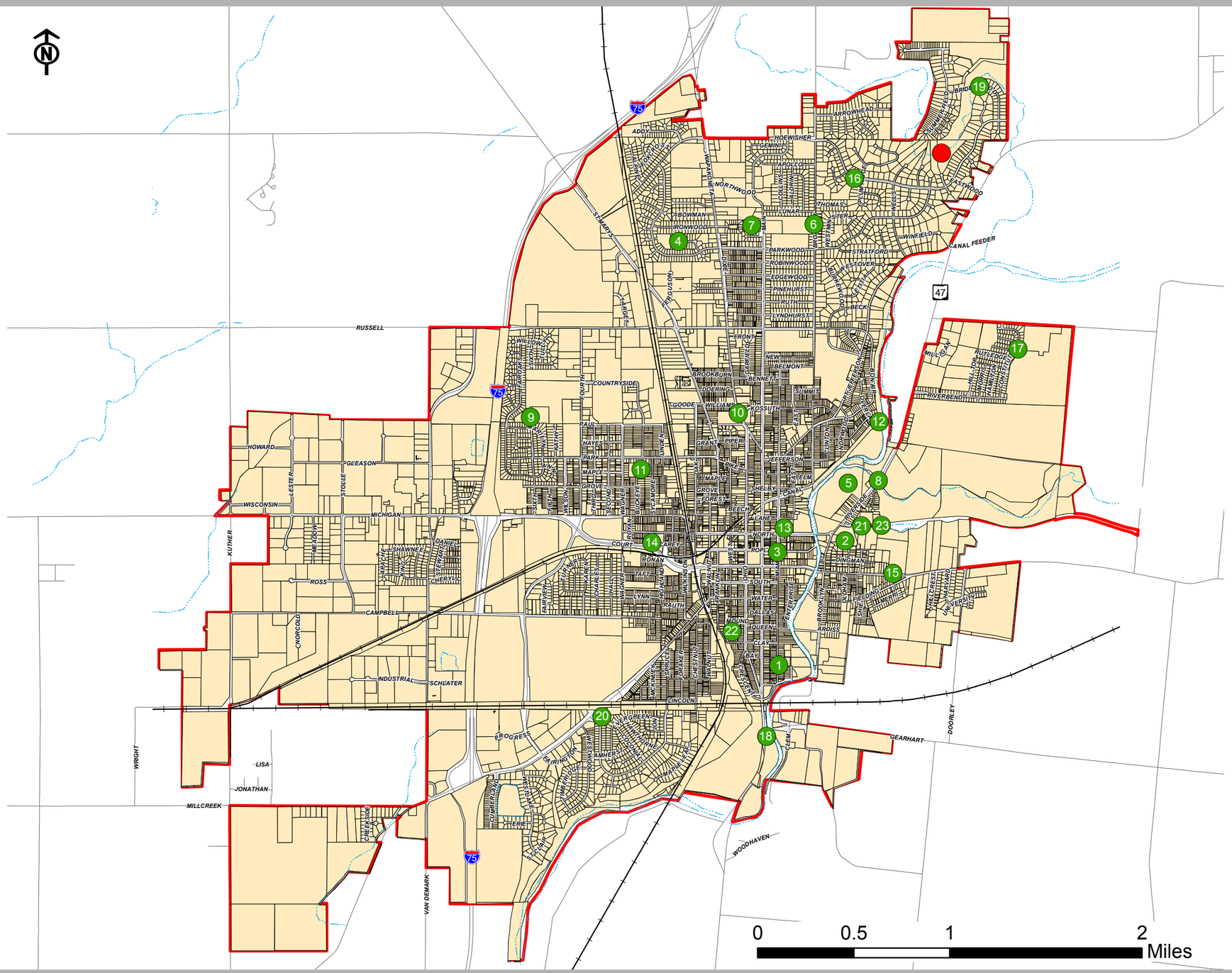
5) Summary

The three analyses show that the City has exceeded all national standards in providing parkland to its residents. The long-term question raised by these analyses is whether the City can financially continue to provide this service level, given operational and maintenance (O&M) costs. The mandatory land dedication requirement should prove a viable vehicle for obtaining parkland to meet the immediate needs of future neighborhoods. Special attention should be provided to the long-term O&M costs. The 2008 Parks and Master Plan identifies the need for continued funding and identifies potential funding opportunities for operations, maintenance, and new parkland acquisition.

b) Sidney-Shelby County YMCA

The Sidney-Shelby County YMCA (300 Parkwood Street) is a private nonprofit facility serving area residents. Constructed in 1974, the YMCA currently contains over 82,000 square feet including additions in 1986, 1990 and 1997. Located adjacent to Deam Park, the YMCA provides a swimming pool, gymnasiums, racquetball courts and a fitness center. Programs offered include child care, health enhancement, youth sports and senior citizen recreation and exercise.

Comprehensive Plan Update
City of Sidney, Shelby County, Ohio



Park Recommendations

- Sidney Boundary
- Hydrology
- Parcels
- Street Centerline
- Railroad
- Parks & Recreation Facilities
- Proposed Neighborhood Park & Playground

1. Berger
2. Baumgardner Basin
3. Central Park
4. Chief O'Leary
5. Custenborder
6. Deam
7. Detention Basin Park
8. Flanagan Sports Complex - Landrum Soccer Fields
9. Green Tree
10. Harmon
11. Humphrey
12. Johnston
13. Julia Lamb Park
14. McMillen
15. Orbison
16. Plum Ridge Park
17. Riverbend
18. Roadside
19. Robert O. New
20. Sherman
21. Sidney Municipal Pool
22. Stephen Brown
23. Tawawa Civic

August 2009

JACOBS

Source: City of Sidney and Shelby County

***The parcel data is not complete and should be considered only a graphic representation.*

PARK RECOMMENDATIONS

3. Safety Services

The City of Sidney provides full-time police, fire and emergency services to its residents. The following is an overview:

a) Police

Located at its new location at 234 W Court Street, the Sidney Police Department includes 40 full-time sworn officers and 19 non-sworn personnel such as clerical and dispatching personnel. The Department serves as a back up emergency operations center for the City and County. The Department includes officers, detectives, a juvenile officer, DARE officer, school resource officer, and a crime prevention officer. A crime prevention unit was established to assist with the patrolling of neighborhood crime watch areas. The City utilizes the facilities of the Shelby County Sheriff's Department located at Children's-Home and Gearhart roads to detain prisoners.

b) Fire and Emergency Medical Services

The City of Sidney has operated its fire department for 150 years. The department operates out of two facilities: a newer fire station located just north of the Municipal Building on West Poplar Street and a second facility located on Vandemark Road. The West Poplar Street station is also equipped to serve as a disaster control center. There are 38 fire personnel including the chief, deputy and assistant chiefs, fire prevention officers and firefighters. The City serves a few of the townships surrounding Sidney with emergency medical and fire protection services. With continued and increasing residential growth in the north end, the Comprehensive Plan addresses general criteria for locating a north end fire station.

4. Municipal Facilities

The City operates several key facilities, which have a major impact on Sidney's quality of life. These are the municipal airport, municipal service center and Graceland Cemetery.

a) Municipal Building

The City's main administrative offices are located at the Municipal Building (201 West Poplar Street) in downtown Sidney. Included in these offices are Council chambers, City Manager's Office, Engineering, Planning, Building Inspection, Tax/Finance, Human Resources, Revenue Collection, and Utility Billing.

b) Service Center

The Municipal Service Center (415 Vandemark) is located on the west side of I-75 and serves as an office and storage facility for public works, parks and recreation, Shelby Public Transit and the garage.

c) Wastewater Treatment Plant and Water Treatment Plant

1) Wastewater Treatment Plant

Currently, the plant has a capacity of 7.0 million gallons per day. The organic treatment capacity is 9,000 lbs BOD/day. The planning study that is currently underway will identify future projects and phasing to accommodate future growth and economic conditions. Additional upgrades and expansions for the wastewater treatment plant should be reviewed annually and implemented as needed.

2) Water Treatment Plant

The water treatment plant (constructed in 1978) has a pumping capacity of 7.0 million gallons per day (MGD), and currently provides about 3.5 - 4.5 MGD of treated water. The peak days are 4.0-4.3 MGD. The additional capacity was planned for industrial growth, which was slower in coming than originally projected. The plant could be easily expanded to 10.0 MGD with the addition of 6 mixers. Finished water

hardness levels are 8 – 10 grains per gallon. Water Plant sludge is stored in a large capacity lagoon and ultimately spread on agricultural land.

d) Airport

Located three miles south of the City, the Sidney Municipal Airport encompasses 190 acres. The airport has two runways extending 4,785 feet and 3,004 feet. Thirty-eight planes can be accommodated in airport hanger space. A variety of services are offered by the airport including pilot training, plane rental and maintenance. An extension of the longer runway is in the planning stages and is expected to be constructed by 2013. The runway will be increased from 4,785 feet to 5,000 ft.

e) Graceland Cemetery

Graceland Cemetery (900 South Main Avenue) is maintained by the City of Sidney. Located at the City's southern boundary, the cemetery was opened in 1867. Since that date, about 20,000 burials have taken place. Capital improvement funds and general funds support the management of this facility.

f) Fire Station # 1

Fire Station #1 (222 West Poplar Street) is located across the street from the Municipal Building in downtown Sidney.

g) Fire Station #2

Fire Station #2, 411 S Vandemark Road, is located in front of the Service Center providing fire protection for the City's west side.

h) Monarch Community Center

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

5. Cultural Arts and Community Activities

The Gateway Arts Council serves as the organization advocating the arts in Shelby County. The Council sponsors events including participation in and appreciation of theater productions, musical performances, visual arts exhibits and the Arts in Public Education student programs. These events include nationally and internationally known artists as well as area amateur and semi-professional artists.

Sidney residents are provided with several cultural arts/community events throughout the County. The community theater, River Glen Ensemble and various singing groups offer opportunities for amateur and semiprofessional participation. Free summer concert bands perform a variety of musical selections at the Shelby County Courthouse and Tawawa Park. Students become involved with the cultural arts through events including Muse Machine and Sidney Dance Company performances and participation, as well as through numerous activities in the schools.

6. Historic Preservation

The primary focus of historic resources in Sidney is on the Sidney Courthouse Square, Walnut Avenue Historic District, and the Miami and Erie Feeder Canal.

a) Courthouse Square Historic District

The Courthouse Square Historic District is listed on the National Register. Approximately 81 buildings are located within the district and the focus is on the four streets that define this area: Poplar Street, Main Avenue, Court Street, and Ohio Avenue. The range of architectural styles, materials and details encompass the following styles: Federal, Greek Revival, Italianate, Romanesque Revival, Victorian Gothic, French

Second Empire, High Victorian Italianate, Neo-classical Revival, Renaissance Revival, Georgian Revival, Spanish Mission, Sullivanesque and Art Moderne.

The Shelby County Courthouse dates to 1881 and serves as a focal point for the district. Additional public buildings in the square include the former Shelby County Jail, Shelby County Power Plant, and Monumental Building. One of the more famous structures is the Peoples Federal Savings and Loan designed by Louis Sullivan and located at the southeast corner of Court and Ohio. Structures in the district include Greek Revival dating back to 1853 and range to several newer structures that harmoniously blend with the district's architectural character, including the US Bank Building built in 1975.

b) Walnut Avenue Historic District

The Walnut Avenue Historic District is listed on the National Register and is composed of 15 houses on a small hill northwest of the downtown. The north boundary is Michigan Street and the south boundary is the Conrail spur. The alleys behind the houses are the east and west boundaries. The majority of the houses dates from 1890 to 1910 and is a prime residential neighborhood reflected the City's early development. Architectural styles reflected in these homes include Queen Anne, Italianate, Southern Colonial and American Four-Square. One of the most noted houses is the Bonnyconnellan Castle built in 1889 as a replica of a Scottish castle. The home is currently operated as a bed and breakfast inn.

c) Miami and Erie Feeder Canal

The Miami and Erie Feeder Canal provided growth to the Sidney area in the late 1830's. Immigrants found jobs in local businesses, in farming and in the construction and operation of the canal. Extending from Port Jefferson through Sidney to Lockington, the canal is approximately 14 miles long. As a result of the canal's economic contribution, the City was able to attract railroad lines into the area.

7. Health Care

Wilson Memorial Hospital (915 Michigan Street) was founded in 1930 and is a 112-bed acute care facility. Services offered include inpatient and outpatient care and 24-hour emergency care. Constructed in 1975, an addition was built in 1992 and there have been several major renovations made within the last several years, including improvements to the Surgery Department, Medical/Surgical/Pediatric unit, as well as the opening of the Copeland-Emerson Family Birth Center. Services include occupational health, home health care and hospice. With over 700 employees, the hospital remains a major employer in Sidney.

8. Schools

A majority of the City of Sidney is located within the boundaries of the Sidney City School District, however the eastern portion of the City extends into the Fairlawn Local School District and a portion of the City extends to the west into the Hardin-Houston Local School District. Private education is offered through three private schools in the City limits. The Shelby Hills School and Amos Memorial Public Library also provide educational services. The following information includes student enrollment, site acreage, date of construction and any additional facilities for each of the facilities to be mentioned. Student enrollment information for the schools has been updated with data from the year 2007-2008 gathered from reports created by the Ohio Department of Education.

a) Sidney City School District

The Sidney City School District serves the City and extends northeast beyond Port Jefferson. Enrollment is 3,686 students. Certified teachers total 230 and the student-teacher ratio is 16 to 1 (also the state average). There are five elementary schools, one middle school and one high school. Site acreage of the schools range in size from 0.6 acres to 60 acres and facilities date from 1912 to 2004. Since the previous Comprehensive Plan update in 2002, three schools have been closed; Parkwood Elementary School, Lowell Elementary School and Bridgeview Middle School. The middle school students have been consolidated into the newer Sidney Middle School.

1) Sidney High School (1215 Campbell Road)

Located near the Shelby County Fairgrounds, this facility serves a student population of 1,051 in 9th through 12th grades. Constructed in 1960, this school serves as the only public high school in the City. Located on 60 acres, the school has a broad range of facilities including 29 classrooms, a gym, auditorium, library, vocational, shop and home economics. The school has 48 teachers and encompasses 154,156 square feet.

2) Sidney Middle School (980 Fair Road)

Construction of the new Sidney Middle School was completed in January 2004, which replaced Bridgeview Middle School. With an enrollment of 606 students and staff of 40 teachers, this 162,100 square foot facility serves students in 6th through 8th grades. In addition to 55 classrooms, this state of the art facility consists of Technical Educational area (Modular Technology Lab and Production Lab), instrumental, choral and general music classrooms, as well as a library, community room, auditorium/cafeteria combination, two gymnasiums and offices.

3) Northwood Intermediate School (1152 St. Marys Road)

Northwood serves about 610 students who are enrolled in 4th and 5th grades. Constructed in 1957, the school is located on 14 acres. The school's facilities include 25 classrooms, a playground and library. This facility has 25 teachers and contains approximately 49,916 square feet.

4) Central Elementary School (102 N. Miami Avenue)

Located near the courthouse, about 189 students attend Central Elementary. This school serves students in 1st through 3rd grades with its facilities including classrooms, a playground and library. Constructed in 1930, Central Elementary encompasses the smallest school site in the district at 0.6 acres. Employing 14 teachers, this facility contains approximately 22,607 square feet.

5) Longfellow Elementary School (1250 Park Street)

About 361 students in K through 3rd grades attend Longfellow Elementary. Its facilities include classrooms, a playground and library. Constructed in 1951, this school encompasses 9.6 acres. This facility has 20 teachers and approximately 31,600 square feet.

6) Lowell Elementary School (702 South Main Avenue)

The Lowell Elementary School was closed by the Sidney Board of Education prior to the beginning of the 2009-2010 school year. Students who were to attend this school were transferred to Central Elementary.

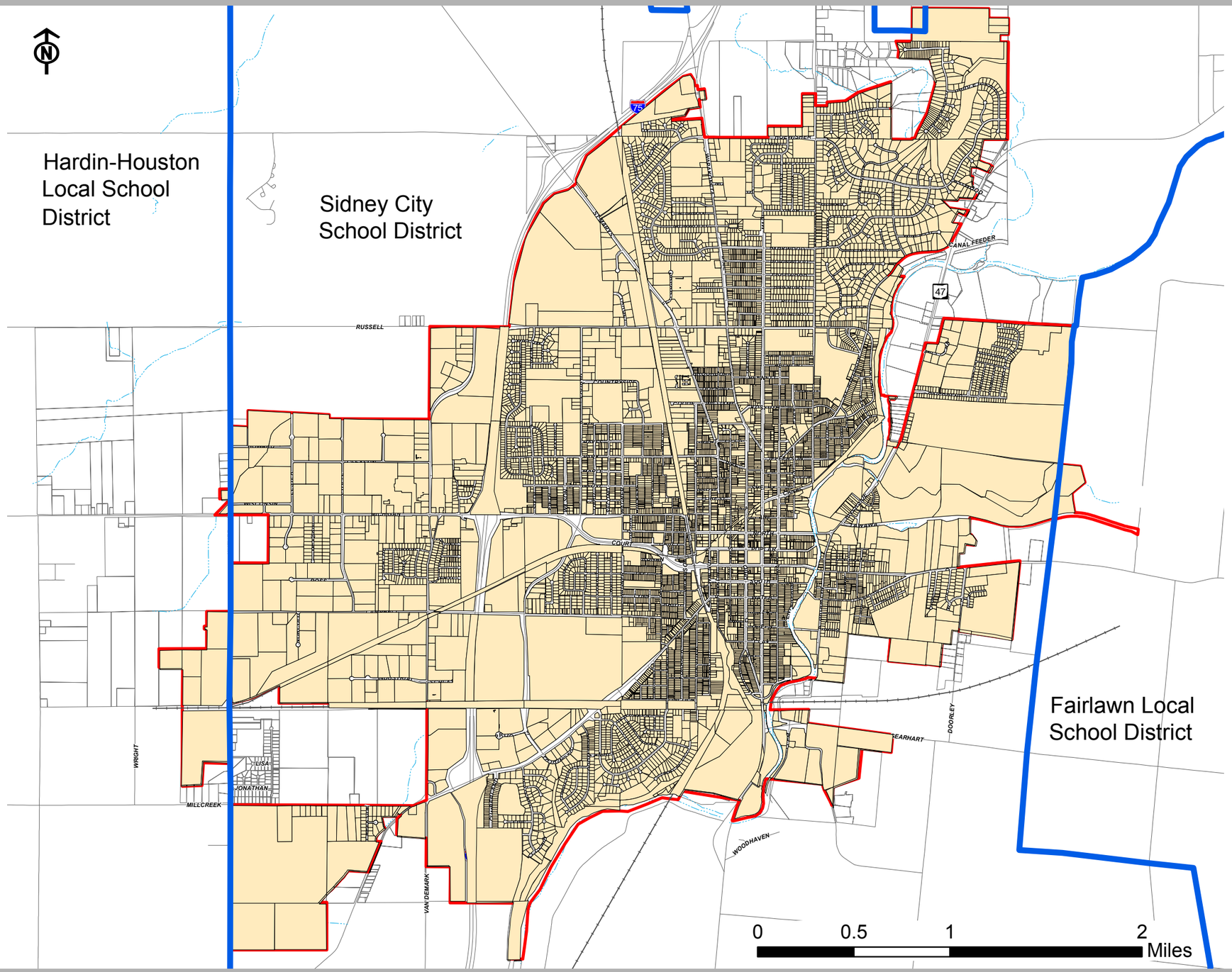
7) Emerson Elementary School (901 Campbell Road)

Located adjacent to Sidney High School, this school serves about 400 students. With 24 teachers, this school serves students in K through 3rd grades. Located on 11 acres, some of this school's facilities include a gym, auditorium, classrooms, playground and library. Built in 1951, subsequent additions occurred in 1956 and 1968. With 17 classrooms, this facility contains approximately 31,600 square feet.

8) Whittier Elementary School (425 Belmont Street)

About 332 students attend Whittier Elementary located on Belmont Street. This school serves students in K through 3rd grades and its facilities include classrooms, a playground and library. Constructed in 1951, Whittier encompasses 7.5 acres. There are 21 teachers at the school and the facility contains approximately 24,063 square feet.

Comprehensive Plan Update
City of Sidney, Shelby County, Ohio



School District Boundaries

- Sidney Boundary
- Hydrology
- Parcels
- Street Centerline
- Railroad
- Sidney City School District

August 2009

JACOBS

Source: City of Sidney and Shelby County

***The parcel data is not complete and should be considered only a graphic representation.*

SCHOOL DISTRICT BOUNDARIES

b) Hardin-Houston Local School District

Located west of Sidney, this school district has a student-to-teacher ratio of 16 to 1, with a total of 902 students and 2 schools.

1) Houston High School (5300 Houston Road)

The high school serves about 403 students in 7th through 12th grades with 24 teachers. Built in 1928, the facilities include 24 classrooms, a library and a vocational and recreational complex. Additions were made in 1979 and 1988. Located on 9.5 acres the school contains 69,000 square feet.

2) Hardin Elementary School (10207 SR 47)

This school serves about 499 students in Kindergarten through 6th grades with 31 teachers. Some of Hardin's facilities include 23 classrooms, a library, gym and playground on a 10-acre site. Constructed in 1932, the school contains approximately 61,569 square feet.

c) Fairlawn Local School District

The Fairlawn Local School District is located east of Sidney. The student-to-teacher ratio is 17 to 1. The total student enrollment is 577.

1) Fairlawn High School (18800 Johnston Road)

About 335 students attend Fairlawn High. This school serves students in 6th through 12th grades with 22 teachers. The facilities include 26 classrooms, a library, shop, vocational facilities and recreational complex. Constructed in 1958, the Fairlawn High School site encompasses 20 acres and the building contains about 42,860 square feet.

2) Fairlawn Elementary School (6838 Palestine Street)

About 278 students attend this elementary school. Fairlawn serves students in K through 5th grades and has 12 teachers.

d) Anna Local School District

The Anna Local School District is located north of the City. This district has a student-to-teacher ratio of 18 to 1. The total student enrollment is 1,501.

1) Anna High School and Middle School (204 N. 2nd Street)

About 649 students attend Anna High School. With 36 teachers, this school serves students in 9th through 12th grades. The facilities include 30 classrooms, a library, shop, vocational facilities and recreational complex. Constructed in 1938, this school is located on 10 acres and its facilities occupy 85,000 square feet.

There are about 292 students attending Anna Middle School, with a total of 13 teachers. It serves students in the 6th through 8th grades.

2) Anna Elementary School (607 North Pike Street)

Built in 1993, this school serves about 560 students in K through 5th grades with 31 teachers. A few of the school's facilities include classrooms, a gym, a library and home economics equipment. The school is located on 28 acres with a building of about 68,000 square feet.

e) Private Schools

The following private religious schools also serve the Sidney community.

1) Lehman High School (2400 St. Mary's Road)

Located on S.R. 29 near I-75, about 261 students attend this high school. This school serves students in 9th through 12th grades and has a student-to-teacher ratio of 13 to 1. Its facilities include a library and recreational complex. Constructed in 1954 with a new addition in 1997, the school is located on 35 acres, the second largest school site in Sidney. This facility contains 100,000 square feet. A 52,000 square foot addition was completed in 2000.

2) Holy Angels Elementary School (120 E. Water Street)

Located south of the Square on Water Street, this elementary school serves about 266 students in kindergarten through 8th grades with a student-to-teacher ratio of 16 to 1. Built in 1937, the school contains a broad range of facilities including 18 classrooms, a library and gym on 0.93 acre. Additions were made to the school in 1975, 1979 and 1990-91.

3) Christian Academy Schools (2151 W Russell Road)

Located on Russell Road, west of Vandemark Road, about 186 students attend this school. Christian Academy School, founded in 1978, serves students in K through 12th grades in a 39,480 square foot facility that was built in 2001. This school was formerly located on Kossuth Street. A separate school facility is also operated in Orange Township.

f) Special Education

The Shelby Hills Early Childhood Center is located southeast of the City. The Shelby County Board of Mental Retardation and Developmental Disabilities run this facility. The Program offers infant/preschool classes and a Wee School program. S & H Products is a nonprofit organization with administrative offices at the school site. The organization assists in educating and training the students at this school. Workers trained at the school site have experience in areas that include assembly, packaging, janitorial, food service, grounds keeping and light industrial.

9. Amos Memorial Public Library

The Amos Library (230 E. North Street) contains over 70,000 books and is the main branch of the Shelby County library system. In addition, other resources of the Amos Memorial Public Library include periodicals, audio cassettes and video cassettes. Overall, the County library system contains over 110,000 books. The Amos Memorial Public Library is an important anchor in the "Sidney North Street Cultural Corridor" redevelopment plan which was completed in 2008.

D. Community Facilities and Service Plan

1. Introduction

The Community Facilities and Services Plan focuses on improving the City's existing facility network and services. Two mission statements are provided - one addressing facilities and the other services. Certain topic areas fall outside the City's jurisdiction, such as the Sidney City School District. It is hoped this Plan will provide those agencies and organizations with insight regarding the public's desires.

2. Policies

The following summarizes the mission statements, objectives and strategies that serve as the policy foundation for the Community Facilities and Services Plan:

a) Mission Statement
The community facilities mission is to *improve community facilities, especially parks, youth and senior centers, schools and cultural arts.*

The community services mission is to *improve community services with regard to safety, education, recreation and public health.*

b) City Objectives

The following are the objectives that detail the mission statement for Community Facilities and Services. Those within the City's jurisdiction are presented first and those outside the City's jurisdiction follow. Strategies that indicate how the objectives will be fulfilled are located in the Implementation Section.

Objective 1a - Parks - Expand the park system.

Relative to parks, the City has already made significant progress in meeting the recreational needs of its residents. The City system is very extensive and includes a substantial amount of acreage. However, geographic coverage is not universal and areas lacking coverage will be addressed in the future, as well as developing neighborhoods. In 1991, the City adopted a mandatory land dedication requirement in the Subdivision Regulations, which provides a good mechanism for obtaining parkland with new residential development. In 2008, the City updated the Sidney Parks and Recreation Master Plan to specifically address the parks needs of the City.

Objective 1b - Recreation Facilities - Improve and/or expand recreation facilities.

Relative to recreation facilities, the City offers an extensive system, which should be maintained, improved where necessary and expanded as population grows. Components that in particular should be addressed include preparing a bike path master plan, developing an outdoor theatre, enclosing the ice rink and developing a youth center. In 2008, the City updated the Sidney Parks and Recreation Master Plan to specifically address the recreational facility needs of the City.

Objective 1c - Park Programming - Expand park programming.

Programming of park facilities should be expanded to provide a broader range of recreational opportunities, especially for Sidney's youth. Both summer and winter activities should be reviewed and expanded where necessary. Special attention to youth needs should be addressed.

Objective 1d - Safety Services - Expand safety services.

While the City provides a very professional array of safety services, expansion should be considered in several specific areas: the continued investigation for a new fire station in the north end, expanded community-based policing, and improved technology. These specific strategies will enhance the community's quality of life.

Objective 1e - Seniors - Expand services and facilities.

Services and facilities serving the senior citizen community should be expanded in line with current efforts at the Monarch Community Center. But as those improvements are undertaken, general services from the whole community should be better coordinated and where feasible, duplicative services should be eliminated.

Objective 1f - Environment - Improve the City's physical environment.

Sidney's physical environment should continue be improved in several specific areas: the street tree program should be expanded to create a greener community; trash and litter regulations should be enforced more strongly; and building code (and housing maintenance) requirements should also be enforced more strongly. Together these would go a long way towards improving our environment and enhancing the City's quality of life.

Objective 7 - City Technology - Upgrade City technology and expand Internet accessibility.

One means of improving service delivery (which is currently outstanding) is to upgrade the City's use of technology, especially computers, computer networks and the Internet. The City has made many forays into this area and additional work is needed to bring Sidney into a more proactive mode. Citizens will notice improved service delivery and responsiveness.

Objective 8 - Historic Preservation - Continue to support the City's outstanding historic resources.

Sidney is noted nationally for its Courthouse Square and the Louis Sullivan bank building. These and other historic resources are very important to defining Sidney's physical character and enhance the community's quality of life. The City should continue to support these resources.

c) Non-City Objectives

Objective 2a - Cooperation - Encourage cooperation and coordination among social, service, religious and cultural groups.

The Community Services Council does a fine job coordinating public and nonprofit services for the greater community. The Council's efforts should be supported and enhanced wherever possible. The City and its residents only benefit from close cooperation and coordination among its various civic and service organizations. The City should assist community organizations and the Council in these efforts.

Objective 2b - Animal Shelter - Improve the animal shelter.

As a public service, the Animal Shelter should be improved to better support these needs in the community. The County operates the shelter and a joint effort with the City could be undertaken to fund improvements.

Objective 2c - Child and Adult Day Care - Expand child and adult day care, and preschool and after school programs.

Child and adult day care are provided by non-profit and for profit entities in Sidney, and the service is outside the normal jurisdiction of the City. These services are strongly supported by the City and it is clear that both child day care and after school programs are important to supporting working parents. Adult day care is necessary for serving the medical needs of older adults. Sidney's quality of life and economic competitiveness should continue to be supported by these services.

Objective 2d - Mentorship - Expand mentorship, guidance and development opportunities.

Sidney's youth require mentorship, guidance and opportunities that enhance their development. The City supports public and nonprofit efforts in this regard. The Sidney City School District and mental health community should continue these services and expand where necessary and feasible.

Objective 2e - Medical Care - Improve medical care.

Wilson Memorial Hospital and the medical community in Sidney provide residents, workers and visitors with fine medical services. Medical care should be constantly improved to ensure the community receives the highest services possible. Recruiting the best physicians, nurses and staff is an important component, as is ensuring Wilson Memorial is fully equipped and responsive to the health and emergency care needs of the Region.

Objective 2f - Sidney City Schools - Create a respected public school system.

It is vitally important for Sidney to have a well respected and competitive public school system that both educates and trains future employees. The highest standards relative to curriculum, facilities, state performance standards, administrators, teachers and staff should be applied. The community should support such standards when capital and operating funds are necessary.

Objective 2g - Public Library - Expand the library.

The Amos Memorial Library is a valuable community asset that serves educational and cultural needs. It should remain in the downtown and should expand to provide enhanced services and to strengthen its role as an activity center for the downtown.

Objective 2h - Community Activities - Increase cultural/community activities.

The number of cultural/community activities and events such as musical and performing arts productions and visual arts exhibits should be increased. It is important to consider implementing a greater number of cultural/arts educational programs and directing more events towards the City's youth and family populations. Increasing cultural activities in public spaces should be considered as a means of enhancing public recognition and support of the cultural arts, especially in the area of the Courthouse Square.

Objective 2i - Cultural Arts Center - Develop cultural arts/fine arts center.

A cultural arts/fine arts center would provide a facility to house theater and musical productions, community theater groups and educational programs relative to the cultural arts. Private/public ventures and grant applications should be considered as means to obtaining financial support for a center.

3. Standards

The following standards serve as a technical basis for the Community Facilities and Services Plan:

a) Parks and Recreation

1) Quantitative Standards

Parks and recreation facilities are to be provided based upon the standards of the National Recreation and Park Association (NRPA). The City recognizes that it has aggressively sought parkland and has maintained a high level of service. As new subdivisions are proposed, the mandatory land dedication ordinance should be used in assessing the adequacy of land dedications. Where existing facilities fail to meet these standards and land is available for expansion, the City should program such acquisitions in its capital improvement program. At a minimum, a park should be provided within one-quarter to one-half mile of each residence. The 2008 Parks and Recreation Master Plan Update establish the standards for existing and future parks.

b) North end Fire Station

The Fire Department continues to progress on its feasibility study to establish the appropriate timing, appropriate location, size and configuration of a proposed north end fire station. The study takes into account the two existing stations, manpower levels and equipment. Capital, operational and maintenance, and labor costs are being evaluated as well. Following a positive assessment and with public support, the City should undertake design and construction as a priority to ensure the continued level of service for fire and emergency needs in all areas of the City. The Community Facilities and Services Plan provides initial guidance to locating the station. The City has established the following initial program requirements:

1. Engine company and medic company.

2. Initial staffing of four firefighters per shift, with three shifts for a total of 12 firefighters.

3. $750,000 annual operating budget.

4. A 1.5-acre to 2.0-acre site.

5. 34,500 square foot building.

6. $1 million construction cost (estimated).

c) Teen Center

Expressed standards for a teen center are non-existent. But the City, in undertaking such an effort, should create a working group to establish the program and space needs for such a center. That group should include parks and recreation professionals, educators and representatives of the client community -- teenagers and their organizations/clubs. An open design charrette process should be used to facilitate these various interests in a conceptual design process. The result would be a set of standards that meets the needs of users and operators.

d) Monarch Community Center

The Cameo Theatre was acquired by the City of Sidney in 1997 and officially dedicated as the Monarch Community Center in May 1998. The Monarch Community Center (304 South West Avenue) is home to the Senior Center of Sidney-Shelby County.

4. Community Facilities and Services Plan

The following summarizes the Community Facilities and Services Plan.

a) Introduction

The Community Facilities and Services Plan will have its greatest impact in the areas of parks and recreation, north end fire station, and a teen center.

b) Parks and Recreation

Parks acreage has increased in the City by almost 100 acres since 2000. The Parks and Recreation Master Plan Update identifies the need for about 278 acres of additional parkland to be included with the City's park system through 2023 (a 15 year horizon). These additional lands meet the park standards of the Plan for 20 acres of park land per 1000 residents (this is roughly double the National Parks and Recreation standard). This additional acreage should be provided within future platted subdivisions under the mandatory land dedication requirement. The following is recommended by facility type:

Recommended New Parks

Classification	#Proposed	Size Range	Size Range Total
Neighborhood Parks	**5**	5 to 20 acres	25 to 100 acres
Community Parks	**2**	25 to 50 acres	50 to 100 acres
Linear Parks	**3**	15 to 20 acres	45 to 60 acres
Total	**10**		120-260 acres

Source: City of Sidney Parks and Recreation Master Plan, 2008

Existing Parks Recommended for Expansion

	Existing Acreage	Recommended Acreage
Berger Park	5.0	8
Custenborder	35.34	60
Great Miami River Recreation	60.61	120
Greentree	3.0	8
Landrum	7.5	25
Tawawa	192.0	250

Source: City of Sidney Parks and Recreation Master Plan, 2008

Parkland should be provided along Plum Creek wherever feasible. The location criteria under Section 3.4.3 should guide decisions by the City, Planning Commission and City Council. These criteria should be incorporated into the City Code and applied during the platting process.

c) North end Fire Station

The Fire Department has utilized site location software to assess response times based on the existing road network and traffic volumes. The process of identifying a location for the north end fire station should also be based upon the following criteria:

1. Preferred site located on a major or minor arterial.

2. Preferred site in nonresidential area.

3. Minimum site size is 1.5 to 2.0 acres.

A fire station analysis was conducted in 2008 to determine locations in the north end that would best serve the community needs. The siting of a third station should be based on that analysis.

e) Teen Center

The Community Facilities and Services Plan recognize the need for teen services, which can be provided in a freestanding structure or through existing school or library facilities. The Plan recommends expanding summer and after school recreational programming and considering long term whether a freestanding center is necessary. The 2008 Parks and Recreation Master Plan Update acknowledges that additional programming activities for teens is crucial to the quality of life of the City.

f) Senior Center

Programs and services should be coordinated and where feasible, consolidated into the existing facility. A program design process should be continually reviewed by the City with significant public participation to ensure local senior needs are adequately addressed.

g) Historic Preservation

The Sidney Courthouse Square Historic District, Walnut Avenue Historic District and Miami and Erie Feeder Canal corridors are focal areas of historic preservation in Sidney. The Plan recommends continued support of these areas, as well as the support of all qualified nominations to the National Register of Historic Places. Preservation efforts in the community should be recognized on an annual basis. The Plan recommends continued cooperation between the City and the Ohio Historic Preservation Office, as well as private interests, in public actions with potential alterations to the built environment.

E. Implementation

1. Introduction

Strategies are categorized as to whether they fall under the City's jurisdiction or may be implemented by a partnership with the City or by a non-City agency or organization.

2. City Strategies

The following details implementation of the Community Facilities and Services Plan by City strategies:

Objective 1a - Parks

Strategies

1) Implement Parks and Recreation Master Plan

Implementation of the Master Plan is essential to maintaining the quality of life in the Community. The 2008 Parks and Recreation Master Plan Update will provide specific direction in accomplishing this implementation strategy.

2) Studying the City's parkland dedication requirements in the Subdivision Regulations.

The present ordinance mandating parkland dedication in subdivisions was recently revised pursuant to the previous Plan update. The City should review the ordinance on a bi-annual basis to ensure that the fee-in-lieu of dedication is in line with land and dedication values.

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

3) Improving linkages between parks and neighborhoods.

Currently many components of the City park system are connected with neighborhoods via a bike lane in the public right-of-way. However a stronger interconnecting network could be established between park units and neighborhoods, especially along stream corridors. As new neighborhoods develop well defined, logical pedestrian connections should be made. All of these connections should be separated from traffic to ensure public safety.

Responsible Party:	*Parks and Recreation Director (Lead), Recreation Specialist, Community Services Director, Recreation Board and Planning Commission*
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined on a Project Specific Basis*

Objective 1b - Recreation Facilities

Strategies

1) Implement the Parks and Recreation Master Plan.

2) Strategies for implementing the major objectives of the Sidney Parks and Recreation Master Plan 2008 Update are as follows:

i. Utilize the Miami River and the Miami-Erie Feeder Canal corridors as the primary walkway/bikeway linkage through the City. Encourage park development along this corridor.

ii. Expand the walkway/bikeway system throughout the City linking residential neighborhoods and parks.

iii. Develop a long-range plan to improve indoor recreation and year round activities with a multi-purpose recreational facility.

iv. Expand available passive open space to use less valuable land areas and improve recreational programming, passive activities, and the natural environment.

v. Maintain and expand cooperation and partnering with other local agencies.

vi. Upgrade and expand existing parks inventory based on identified needs.

vii. Update park standards to use as a guideline for future park development.

viii. Offer developers alternatives to meet the parkland dedication requirements of the City.

ix. Identify potential funding sources annually.

Objective 1c - Park Programming

Strategies

1) Providing teen/older youth activities.

The Park and Recreation Department should expand teen and older youth activities, especially during summer months and after school hours.

Responsible Party: *Recreation Specialist (Lead)*
Timeframe: *Underway*
Estimated Cost: *In-House Staff Time*

2) Expanding summer and winter activities.

The Park and Recreation Department should study expanding summer and winter activities within budget constraints. A recommendation should be forwarded to City Council with annual appropriation requests.

Responsible Party: *Recreation Specialist (Lead)*
Timeframe: *Underway*
Estimated Cost: *In-House Staff Time*

Objective 1d - Safety Services

Strategies

1) Expanding community-based policing (such as "beat cop" teams for high risk areas), expanding anti-drug efforts, including expanding neighborhood watch programs.

Increasing safety in the community, including special attention for downtown, is a continued priority of the public. The Police Department should continue to assess the effectiveness and expansion of community based policing activities and whether or not it fits within its overall mission. If it does, design program additions and obtain necessary funding. Special efforts should be made downtown, including enhanced policing, plus streetscape improvements that provide a sense of security.

Responsible Party: *Police Chief (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

2) Improving police technology through on-board computers in police vehicles.

The Police Department should study whether on-board computers in police vehicles fits with other capital needs and if it does, design a program and obtain necessary funding.

Responsible Party: *Police Chief (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *$210,000 for Data Terminals*

3.1) Complete a Community Risk analysis and standard of coverage response study and, if warranted, acquiring land to build a fire station to serve the City's north end.

The Fire Department should undertake progress to establish the need for a north end fire station, to formalize site recommendations contained in this plan and to prepare a funding proposal for City Council following acceptance the City can undertake land acquisition.

Responsible Party:	*Fire Chief (Lead)*
Timeframe:	*Underway*
Estimated Cost:	*Land Acquisition Costs Estimated to Average $50,000 Per Acre*

3.2) Building a fire station to serve the City's north end.

Following the successful acquisition of a site for the north end fire station, the Fire Department should undertake architectural design of the station, bidding of construction and completion. Equipment and personnel needs should also be identified and appropriated for the new station. This strategy is contingent on the outcome of Strategy 3.1.

Responsible Party:	*Fire Chief (Lead)*
Timeframe:	*Mid Term*
Estimated Cost:	*Construction Costs Estimated to be About $1 Million*

Objective 1e - Seniors

Strategies

1) Maintaining and operating the senior center.

The City should continue its efforts to maintain the senior center in the Monarch Community Center. The center should coordinate services and avoid duplication where possible. Accessibility for the client population is an important consideration.

Responsible Party:	*City Manager, Parks and Recreation Director (Lead)*
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined on Annual Budget Cycle*

Objective 1f – Environment

Strategies

1) Continuing the street tree program and studying its expansion.

City residents clearly value street trees, which are viewed as important additions and assets to the built environment. The public supports expanding the City’s street tree inventory. Maintaining Sidney's Tree City USA designation is also important and should be supported by Council and City funding. The City should study ways to accomplish these public desires.

Responsible Party:	*Street Superintendant (Lead), Public Works Director and Tree Board*
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined on Annual Budget Cycle*

2) Improving enforcement of trash and litter regulations.

The City should continue to improve its ongoing enforcement activities relative to trash and litter. The City will benefit from a cleaner environment. Enforcement should be targeted to residential areas and high profile business locations, including the downtown.

Responsible Party: *Community Services Director*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

3) Continuing to evaluate the property maintenance code and boosting enforcement.

Maintaining the existing building stock is important to its overall appearance of the community. A number of tax delinquent and deteriorated buildings exist. Increasing owners' responsibility may be facilitated by potential City code amendments, such as occurred in 1997, that encourage people to maintain their property. Property maintenance code requirements should be continually evaluated based on the 1997 amendments and adequate funding should be provided to ensure enforcement.

Responsible Party: *Community Services Director and City Council*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

Objective 1g - City Technology

Strategies

1) Preparing technology master plan.

The City should develop a plan that identifies preferred technology improvements, establishes a budget and funding sources, and identifies a timeframe for completing the plan. This should be prepared in-house.

Responsible Party: *IT Manager (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

Objective 1h - Historic Preservation

1) Supporting historical landmarks and cultural sites.

Preserving historical landmarks and cultural sites allows a community to learn about its past environment and social/cultural character. Supporting appropriate nominations to the National Register of Historic Places and recognizing preservation efforts provide a starting point for the support of significant sites and places. Preserving the built environment through sensitive rehabilitation in regard to the new construction, alteration and demolition of historically or culturally significant places or sites should be considered. The zoning code should be reviewed regularly and updated accordingly to discourage development detrimental to the City's historic areas.

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

3. Non-City Strategies

The following strategies fall outside the direct jurisdiction of the City. However, in some cases the City could serve (or does serve) as a partner with other governmental agencies or community organizations. Likewise certain strategies may be implemented only by a non-governmental organization. Nonetheless, these strategies are included in the Plan because of sufficient public support.

Objective 3a – Cooperation

The City should continue to support the Community Services Council because it provides a forum for encouraging cooperation among the various organizations in Sidney. This should be an ongoing strategy.

Objective 3b - Animal Shelter

The City should work with Shelby County on expansion and staffing plans for the Animal Shelter. This should occur, as funds are available, within a short-term timeframe. The Animal Shelter board should coordinate this.

Objective 3c - Child and Adult Day Care

Existing day care programs should be expanded where feasible to ensure all human needs are met in this area. Where possible the provision of day care should be encouraged in the workplace.

Objective 3d – Mentorship

A resource base should be developed of individuals/volunteers by area of expertise, who would assist in mentoring the City youth. This could be coordinated through Sidney City Schools.

Objective 3e - Medical Care

The City should assist Wilson Memorial Hospital in its recruiting program to ensure Sidney attracts the best-qualified professionals. The community should assist in ensuring a fully equipped hospital.

Objective 3f - Sidney City Schools

Sidney City Schools should improve educational standards, technology and building maintenance, and upgrading existing schools. At the time of the 2002 Comprehensive Plan update, City Schools were performing at the “Continuous Improvement” level on the State of Ohio’s *School District Report Card*. For the 2006-07 school year, six elementary schools advanced to the “Excellent” level, Northwood Elementary and the Sidney Middle School were rated as “Effective”, and only one school, Lowell Elementary, remained at “Continuous Improvement”. Continued effort should be made to improve the performance levels for students in the Sidney School District in order to provide the best education possible.

Objective 3g - Public Library

The Amos Memorial Library in Sidney is a part of the larger Shelby County Library system which includes six locations in Shelby County. The library system provides many activities beyond media circulation including programming and movie night at the location in Sidney. Expanding the Amos Memorial Library has been viewed as important to the City's educational and cultural communities, and as a positive enhancement of the downtown. The library serves the community in many important ways. The Library is encouraged to consider studying an expansion in the downtown. A strategic planning process is currently being undertaken which identifies expansion priorities. Once funding is secured the expansion can be undertaken. A library study system is currently underway.

Objective 3h - Cultural Arts

Public involvement in arts and community activities can help establish public support. The Gateway Arts Council completed a Community Cultural Plan in 1999, which examined the opportunities, needs and resources in Sidney and Shelby County. The Comprehensive Plan supports the goals and objectives of this plan. The Cultural Plan's five major goals are as follows:

1) Increase the amount of arts opportunities and activities within the schools and community;

2) Plan and establish a cultural arts center in Sidney to serve Shelby County by providing a beautiful setting for children and adults to enjoy classes, performances, and exhibitions;

3) Fully communicate the cultural arts resources that exist in Shelby County in order to increase community awareness of the value of the arts and respond appropriately to specific arts and cultural needs;

4) Establish a vibrant and economically sound downtown Sidney as a center for the cultural arts, encourage historic preservation and promote a genuine appreciation for the Court Square Historic District;

5) Provide continual year-round presentations to cultural arts programming for all ages and cultures.

Although many Sidney residents currently support the cultural arts, several measures may be taken to obtain more widespread support. Such measures include holding a public forum for local artists and musicians, increasing input from all generations, especially youth, and completing the cultural arts facility planning process.

Fund-raising activities and promotions throughout the community should be initiated in the development of a successful cultural arts center. The development of public/private ventures in fund-raising should be encouraged as well.

DOWNTOWN

4. Downtown

A. Introduction

Sidney's downtown is an important component in the City's economic, physical, cultural, and social structure. It establishes community identity, facilitates community interaction and attracts consumers that support local merchants. A variety of employers are located in downtown Sidney including retail, service-oriented businesses and government. Design principles are tools that can be implemented to help define and maintain the downtown. Civic space plays an important role in downtowns because it creates an opportunity to bring people together. The Downtown Plan addresses the following major topics:

Many improvements have been made to Downtown Sidney over the last 10 years.

- **Physical Context**
- **Economic Considerations**

In 2001, the City developed a Retail Market and Recruitment Strategy for the entire City. Specific strategies were created to address vacancies within the City's major retail centers, including the downtown. This chapter has been revised to include the results of that study.

B. Planning Issues

1. Retail Services

Downtown continues to experience a loss in retail square footage, which is exacerbated by the development of local strip centers on the City's west side. Downtown Sidney has nearly 212,000 square feet of retail space, but as of August 2001, only about 138,000 square feet was occupied. The vacancy rate has increased beyond 35 percent, Downtown Sidney has suffered like many central business districts as a result of suburban competition that, over time, has siphoned away the downtown retail market. Automobile accessibility and visibility, especially from interstate highways like I-75, have become a more important location factor for many retail businesses.

Table 7 DOWNTOWN SIDNEY RETAIL INVENTORY BY PRIMARY CATEGORY

Type of Good	Sq. Ft.	Share
Convenience Goods	18,696	8.8%
Shopper Goods	87,688	41.4%
Eating / Drinking	15,383	7.3%
Entertainment	12,470	5.9%
Personal Services	3,400	1.6%
Total Occupied	137,637	65.0%
Vacant	*73,966*	*35.0%*
TOTAL Retail	**211,603**	**100.0%**

Sources: Shelby County Appraiser & R Gross / Development Economics.

The Downtown Sidney business mix is now dominated by shoppers' goods stores, with over 41% of retail space occupied by businesses that cater to those who comparison shop for such items as apparel, hardware, automotive parts, etc. According to the Retail Market and Recruitment Strategy report, furniture accounts for a sizeable share of the downtown shopper goods inventory, with about 33,000 square feet or 16% of the total mix. General merchandise stores are the other large category with 14,300 square feet or 7% of the total mix. Downtown has seven general merchandise stores, all of which cater to a discount (often used) merchandise market.

The remainder of downtown retail is equally divided between convenience, restaurant/bar, and entertainment uses. There are no downtown grocery stores, but there is the one small local pharmacy (Bunny's). Most of the convenience use is in florists and dry cleaners.

There are five downtown restaurants, two bars, and an ice cream shop. Together, these eating & drinking places account for about 7% of the total retail inventory. The movie theater and a video game emporium account for all of the downtown entertainment space. There are relatively few personal service establishments (barber & beauty shops, household / accessory repair shops, tanning salons, etc).

2. Physical Environment

Downtown's potential is tremendous for revitalization, especially with its outstanding historic architecture and pedestrian friendly environment. The City should play upon its history, and set a stage for cultural activity. Downtown Sidney has been successful supporting the downtown, but more individuals are needed to make the necessary investment in new businesses. Code enforcement should be increased. A development plan for the downtown was mentioned as a valuable tool.

C. Existing Conditions

1. Physical Context

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

D. Downtown Plan

1. Introduction

The Downtown Plan focuses on improving the aesthetics of the downtown, increasing the level of public improvements, strengthening the local economy through marketing, civic activities and the attraction of specialty merchants and tourism related goods and services. The downtown mission statement focuses on the revitalization of the character of the downtown with an emphasis on history and future activities.

2. Policies

The following summarizes the mission statement and objectives that serve as the policy foundation for the Downtown Plan.

a) Mission Statement

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

The existing Courthouse Square is the focus for many of Sidney's activities.

b) Objectives

The following are the objectives for Downtown:

Objective 1 - Strategic Plan - Continue to focus on the strategic plan.

The ongoing revitalization effort should continue in the downtown. Downtown Sidney completed a strategic plan and the City initiated a streetscape program in 1997 and completed construction in 1999.
But the downtown continues to lose merchants and other businesses as a result of increasing commercial strip development and a slow economy. The City needs to continually revisit and focus on Downtown Sidney's strategic plan.

Objective 2 - Public Improvements - Encourage revitalization through public improvements and improve traffic circulation and parking.

As an historic district, the Courthouse Square requires its share of improvements. 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 (City, County and State) 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.

Objective 3 - Local Economy - Encourage reinvestment by strengthening 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 increasing security. Strengthening the local economy further occurs by protecting private investment and can be achieved through the establishment of design guidelines.

Objective 4 - Funding and investment - Utilize tax abatements

The City already has made available certain resources or tax relief in support of downtown revitalization. For example, the City offers tax abatements of up to 100% for 15 years on the increase in taxes resulting from improvements. However, this program has not been often used as a pro-active tool in support of redevelopment since the impact of reduced property taxes is negligible in comparison with the significant cost of redevelopment.

3. Standards

Express technical standards for the downtown exist in different forms. Physical design standards for streetscape improvements and building renovation and construction vary depending on the community and the nature of those improvements. These types of standards have been developed by the City based on what it believes are the features present and not present in other communities. Design guidelines and policies have been written that incorporate the standards which should address such issues as paving, building style, building massing, signage, location of parking, landscaping and other issues.

4. Downtown Plan

The following summarizes the Downtown Plan.

a) Introduction

The Downtown Plan will impact the physical context and poses economic considerations for business retention and expansion. Public improvements are one of two important aspects for enhancing the downtown. The second aspect, economic considerations, consists of policies that expand on the physical improvements by providing incentive packages that actively recruit specialty and tourism-based opportunities.

b) Physical Context

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 Modern.

The Downtown Plan concentrates on the need for public improvements in the downtown area. The plan further promotes that the built environment should be maintained and encourages increased residential activity in renovated downtown buildings. New buildings should be designed to be consistent with the existing downtown character.

In addition to the architectural component, the plan focuses on creating pedestrian connections between the river corridor, parks and downtown. Creating linear pedestrian connections to areas outside of the downtown will create alternative routes for residents traveling downtown. By taking advantage of its unique architectural diversity combined with business diversity, the City should strengthen its regional attraction of consumers.

The existing buildings surrounding Courthouse Square contribute to the unique characteristics of Downtown Sidney.

c) Economic Considerations

Economic considerations are an important factor in the success of the downtown. Policies that encourage business retention and attraction are the continued primary themes of the Downtown Plan. A strategic plan for downtown revitalization should focus on physical issues such as those mentioned previously, financial issues such as tax abatement programs and marketing issues. It is important to understand the existing needs of businesses. Retention policies should focus on strengthening the local economy by establishing incentives for existing businesses to remain downtown instead of relocating to commercial strip locations in other parts of the City. Strengthening the diversity of the local economy by developing incentive packages for specialty and tourism-related business will help retain existing businesses.

Additional considerations emphasize citizens' safety and increasing the number and duration of festivals and activities downtown. Implementing this action should assist in bringing more disposable income downtown for shopping and other services. In addition to incentive programs, the plan recognizes that local organizations will need to be more involved in business activities. Coordinated marketing between businesses and the City is suggested as a means to promote downtown to a broader audience of consumers.

E. Implementation

1. Introduction

The following strategies focus on key implementation steps that will revitalize downtown through public improvements and help strengthen the City's regional attraction.

2. City Strategies

The following details implementation of the Downtown Plan:

Objective 1 - Strategic Plan

Strategies

Responsible Party: *City Manager (Lead) and Downtown Sidney*
Timeframe: *Short Term*
Estimated Cost: *In-House Staff Time*

Objective 1 - Public Improvements

Strategies

1a) Encouraging off-street parking.
Transportation and parking issues are often the source of controversy in a downtown. Efficient transportation and convenient parking are significant factors to overcome in attracting consumer's downtown. Quite often, the issue isn't a factual lack of parking, but a perceived lack of parking due to poor wayfinding signage or parking that isn't immediately visible to the motorist. The City should initiate a parking study to assess the availability of safe, convenient parking for downtown shoppers through a complete inventory of on and off street parking spaces and the availability of such spaces. The study should include alternative parking including the feasibility of structured parking.

Responsible Party: *Community Services Director (Lead)*
Timeframe: *Short Term*
Estimated Cost: *To Be Determined on a Project Specific Basis; Entire Downtown - $10,000-$15,000 for basic assessment study with recommendations.*

1b) Addressing tax delinquent deteriorated properties.

Revitalization efforts should focus on tax delinquent and deteriorated buildings in the downtown. The first priority of such structures is rehabilitation. Where unfeasible the City should develop an abatement program focusing on obtaining and demolishing tax delinquent, deteriorated properties and expediting the redevelopment process for these downtown properties. Such a program should be initiated by the Assistant City Manager and coordinated with other City departments. The program may include amendments to the City code and administrative policies to address such issues.

Responsible Party: *Community Services Director (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *To Be Determined on a Project Specific Basis*

1c) Retaining and attracting government offices downtown and providing parking.

Keeping government offices downtown is important to its revitalization. County and City offices are located in downtown and future government offices should be located in this area. In addition, parking for those needing services should be in proximity to governmental offices. The City should take a lead role in the development of a coordinated strategy with the County to keep government offices downtown and to provide additional parking as needed.

Responsible Party: *City Council (Lead) and Shelby County Board of Commissioners*
Timeframe: *Ongoing*
Estimated Cost: *To be Determined on a Project Specific Basis*

1d) Maintaining the number and duration of community activities downtown.

While the downtown contains a strong physical context, the attraction of residents to that area remains equally important. Efforts should concentrate on bringing people downtown outside of normal business hours. The Sidney/Shelby County Chamber of Commerce should explore a program focusing on increasing the amount and length of activities downtown. Initial efforts may involve a survey of area residents to see what type of activities they would attend.

In Gahanna Ohio, the City constructed a walkway along the river in the Downtown.

Responsible Party: *Downtown Sidney (Lead), Sidney/Shelby Chamber of Commerce (Lead), and Parks and Recreation Director*
Timeframe: *Ongoing*
Estimated Cost: *To Be Determined on a Project Specific Basis*

1e) Expanding the library.

Please see the Community Facilities and Services Plan, Objective 3g. This study is currently underway.

1f) Visually connect downtown to I-75 through streetscape improvements and decorative signage.

Please see the Urban Design Plan.

1g) Continue the river corridor park through the downtown and with pedestrian connections.

Please see the Community Facilities and Services Plan, Objective 1a1 and the 2008 Parks and Recreation Master Plan Update.

Objective 2 - Local Economy

Strategies

2a) Maintaining Downtown Sidney's role in promotions and utilizing coordinating retail marketing.

Promotions and marketing are important measures that attract consumers into the downtown. They often involve the business owners and city officials. Local organizations play a significant role in marketing and promoting downtown. Downtown Sidney should continue its role in promoting the downtown, which may be accomplished by maintaining and increasing the numbers of its participants. Efforts may concentrate on getting existing business members to become more involved in Downtown Sidney's functions.

The local chamber of commerce should initiate a program that explores coordinated retail marketing among existing businesses. Businesses should be contacted by the chamber of commerce to develop a methodology on how coordinated marketing would be executed. Such an approach will allow for efficient use of marketing resources that should reach a larger population.

Responsible Party:	*Downtown Sidney (Lead) and Sidney/Shelby Chamber of Commerce*
Timeframe:	*Short Term - In Progress*
Estimated Cost:	*To Be Determined on a Project Specific Basis*

2b) Attracting specialty shops and small business and tourism-related attractions

The development of strip commercial centers with specialty retail outside of the downtown often detracts shoppers from the downtown area. In order to strengthen the local economy of the downtown, it is important to maintain business diversity. The City should work with local business organizations and develop an incentive program to aggressively attract specialty shops and small businesses into the downtown.

Specialty shops and small businesses attract consumers from a larger market area. In addition, the community reinvestment area program may offer different tools and funding to attract new specialty businesses downtown. Downtown Sidney's proposed retail incubator is an excellent example that should be supported. In addition, the Chamber of Commerce should initiate the development of an incentive program with the City that attracts specialty and tourist related destinations in the downtown.
That may include extensive marketing in chamber literature.

Responsible Party:	*Community Services Director (Lead), Downtown Sidney and Sidney/Shelby Chamber of Commerce*
Timeframe:	*Ongoing*
Estimated Cost:	*In-House Staff Time*

2c) Encouraging quality downtown housing.

The downtown contains a significant amount of good housing stock representative of different design styles. Strengthening this housing stock will support the local economy and physical context of the downtown. The City should explore and develop policies that encourage downtown housing in refurbished buildings or infill development consistent with the historic character through modifications to the Zoning Code or the development of design guidelines. This coordinated effort of City departments would be initiated by the Community Services Director and result in a program of incentives that support the renovation of downtown buildings for residential uses.

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

2d) Expanding incentives for downtown businesses.

Maintaining existing businesses is important to the long-term vitality of the downtown. Incentives such as tax abatements often work to retain businesses. The City should continue to explore alternatives offered under the community reinvestment area program, as well as other incentive programs.

Responsible Party: *Community Services Director (Lead) and City Council*
Timeframe: *Mid Term*
Estimated Cost: *In-House Staff Time*

2e) Increasing safety downtown.

Please see the Community Facilities and Services Plan, Objective 1d.1.

2f) Encouraging owners' responsibility for maintaining buildings.

Please see the Community Facilities and Services Plan, Objective 1f.3.

2g) Develop civic multi-purpose facility.

If planned well, civic facilities, such as cultural centers or multi-purpose venues, are good downtown anchors because they generate activity that has a spill-over impact in support of downtown retail and are generally active during evening hours after the typical work day. There is an un-met market for entertainment uses that could be incorporated into such a facility. Market support suggests that there are at least opportunities for income-generating activities that can be incorporated into a civic or cultural facility. Such a facility can be constructed through the redevelopment of existing downtown space or as a new building.

Responsible Party: *City Manager (Lead) and Downtown Sidney*
Timeframe: *Mid Term*
Estimated Cost: *To be determined on a project specific basis*

2h) Create meeting or conference venue.

Conference and meeting space can be incorporated into multipurpose facilities or developed separately in downtown space. It would be virtually impossible to attract a privately-operated conference facility to downtown Sidney, especially without a conference hotel nearby. However, there is probably support and need for venues to accommodate local and regional events that are not already captured at existing venues with conference facilities.

The People's Federate Bank Building is a tourist attraction in Downtown Sidney.

Responsible Party: *Downtown Sidney*
Timeframe: *Mid Term*
Estimated Cost: *To be determined on a project specific basis*

2i) Increase number of restaurants.

Restaurants are a key component of Sidney's downtown revitalization, since they are supported in the market and they help to create full-day traffic and activity that can have important spin-off effects for other retailers. Restaurants are also crucial to support lodging and other local industries. It is highly recommended that Sidney focus on development of its local restaurant trade, starting with existing retailers. Toone P. Wiggins is an excellent example of a new restaurant entering the Downtown area. Strategic recommendations are provided later in this section.

Responsible Party: *Downtown Sidney, Sidney/Shelby County Chamber of Commerce*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

2j) Enhance tourist attraction/entertainment.

Downtown Sidney already has several historic treasures and sites of interest to the tourist. Downtown Sidney's historic and architecturally significant People's Federal building has recently attracted visitors from throughout the United States and from as far away as Chile and Austria. Sidney currently attracts tourists with practically no marketing or promotion of its heritage resources. Since tourists are an important part of Downtown's potential market, opportunities for additional tourism anchors should be assessed. As recommended in the Retail Market and Recruitment Strategy, this may include:

- **Museum** – A museum could be established that focused on Midwestern architecture, banking, civil war history, or another topic specific to Sidney's downtown and its heritage. Alternatively, a unique specialty museum focused on an unusual topic might provide more destination appeal. A small museum could be incorporated into a civic or cultural facility. The Sidney North Street Cultural Corridor Study, completed in 2008, identifies an expansion of the Ross Historical Center to significantly increase the available amount of museum space in the City.
- **Historic Inn / B&B** - An historic inn can provide guestrooms downtown in support of retail and other activities. The more people staying or living downtown, the more likely that downtown can support a retail base.
- **Cinema & Drafthouse** – The Sidney Theater should be renovated and reprogrammed to offer a unique entertainment experience, such as a "cinema & drafthouse" which combines first-run or second-run films with eating & drinking. These types of facilities are also frequently rented out for parties. This model is fairly successful in several cities. This facility would rely primarily on the regional market, but could also attract visitors staying in local hotels, if marketed properly.

Responsible Party: *Downtown Sidney (Lead), and Sidney/Shelby County Chamber of Commerce and Sidney Visitors Bureau*
Timeframe: *Ongoing*
Estimated Cost: *To be determined on a project specific basis*

2k) Family entertainment center.

The opportunity exists for a community-sponsored venue that appeals to all ages. These facilities normally combine adult eating & drinking with activities for youngsters. Again, the market would primarily be regional, but could potentially attract family tourists traveling I-75 if marketed correctly and wayfinding signage was available.

Responsible Party:	*Downtown Sidney (Lead), and Sidney/Shelby County Chamber of Commerce, and Sidney Visitors Bureau*
Timeframe:	*Ongoing*
Estimated Cost:	*To be determined on a project specific basis*

Objective 3 - Funding and Investment

Strategies

3a) Capital Rehabilitation & Equipment Program

Businesses that desire a downtown location often face the difficulty of financing capital improvements or equipment. The City and County have an opportunity to assist in funding capital projects using CDBG funds or through dedicated sources such as State and EDA loans and grants for business equipment. City CIP funds could also be dedicated for building rehabilitation. A variety of lease-to-own or other pay-back arrangements could be made with the businesses based on percentage of sales or other flexible mechanisms that ensure security to both the business and the City. By controlling and maintaining ownership, the City retains security over an asset.

Responsible Party:	*Sidney/Shelby County Chamber of Commerce, and Sidney Visitors Bureau (Lead) and Downtown Sidney*
Timeframe:	*Short Term*
Estimated Cost:	*In-House Staff Time*

3b) Tourism Development

A lodging room tax is in place which funds a convention and visitors bureau (CVB) for marketing and tourism development. Funding is also used, along with memberships and sponsorships, to leverage contributory support from other local corporations including manufacturers.
Funds could also be targeted for capital projects such as the development of a downtown cultural/civic facility, museum, or other attraction meant to increase tourism and downtown activity.

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

3c) Tax Increment Financing (TIF) District.

A TIF could be used as a financing mechanism for a downtown parking garage or other public improvements such as wayfinding signage or streetscape updates, if such facilities are necessary to support a certain level of redevelopment or for a civic or tourist facility. The project TIF must be linked closely to the activity generator, such as the civic facility. Other public improvements, such as extensions of the City's urban design improvements, road re-alignments, or façade programs might also be funded through a TIF.

Responsible Party:	*Assistant City Manager (Lead) and Downtown Sidney*
Timeframe:	*Ongoing*
Estimated Cost:	*In-House Staff Time*

ECONOMIC DEVELOPMENT

5. Economic Development

A. Introduction

Sidney is strategically located within the I-75 corridor and the City's recent growth has been greatly influenced by the movement of people and goods northward and southward along the corridor. Because of its concentration of both business and governmental functions, the City has emerged as the leading economic center in Shelby County.

While at the center of Shelby County's economic base, Sidney has strong economic rivalry from other regional communities, such as Troy, Piqua, Greenville and Bellefontaine. This chapter addresses the following areas:

- **Current Policies and Incentives**
- **Economic Base and Employment**
- **County Economic Performance and Employment Forecast**
- **Business Retention and Attraction**
- **Entrepreneurial Development**
- **Tourism**

In addition to addressing Sidney's economic growth, this chapter also includes an analysis of the City's fiscal health. The status of the City's operating budget, capital improvements program and infrastructure are examined as well as the fiscal impacts of various land uses in the City.

B. Planning Issues

In a general sense the business climate is seen as relatively favorable, with a few notable exceptions. Several people stated that Sidney's small community size and strategic location on I-75 were major development advantages. The City is perceived as lagging in certain amenities at the present time, as was indicated during the last Comprehensive Plan Update in 2002, such as the availability of quality restaurants as compared with Troy, Tipp City and Piqua. City government continues to be seen as supportive of economic development and helpful with specific development projects - although people believed City Hall could organize itself better to support economic development (the City should define the type of development it supports and the level of assistance, it was noted). City Hall was noted as being run very professionally. Major investments by Japanese companies are seen as testimony to the City and region's favorable business climate. Emerson Climate Technologies (formerly Copeland Corporation) was viewed as a benchmark of a good corporation - well run, expanding opportunities and strong role in community.

1. Industrial Development

The Sidney area has been successful in industrial development, with the huge investment by Japanese companies being the major source over the last several years. Long-standing local companies are viewed as important to the economic base, but several people suggested these companies face even greater challenges in the future. While industrial land and formal industrial parks exist in the area, it is important that the Plan allocate enough future land to accommodate expansion by existing companies. A shortage exists for small industry, especially startups. Industrial base provides opportunities for personal growth because of its size. The Honda sewer line project sends an important signal to corporations regarding the community's ability to work together to solve problems and attract industry. Land must be made continually available for the expansion of existing businesses as well as to promote the location of new industries. Often, industries leave areas because there is no room for expansion with suitable utilities in the community in which they are currently located.

2. Commercial Development

Downtown continues to experience a loss in retail square footage, which is exacerbated by the development of local strip centers on the City's west side. In general people see a need for downtown and convenience shopping facilities. The mix of retail and service businesses needs to be improved. Local money spent on goods and services often leave Shelby County because major retail centers are located in Piqua and Troy. But if local population continues to grow it will generate a market for additional local retail services. There are enough fast food restaurants in Sidney and not enough higher quality sit down restaurants. Residents must travel out of Sidney for a variety of quality dining.

3. Public Economic Development Financing

The City's tax and financial development tools guidelines include performance criteria for tax abatement. The City would benefit from a cost-benefit model to evaluate development proposals. The City is successful in attracting industry because it is ready to respond to requests and proposals. West Ohio Development Council is an outstanding resource, as is the Sidney-Shelby County Chamber of Commerce. The City should continue to support both organizations.

4. City Marketing

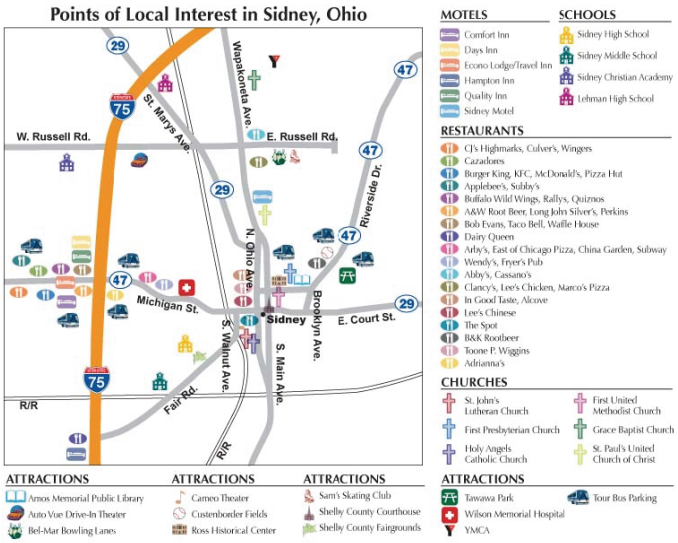
Sidney would benefit from a marketing strategy that communicates with both existing businesses and potential new businesses. The strategy should contain "internal" marketing elements that generate support for needed improvements to the City's development resources and an "external" component that communicates Sidney's advantages for business opportunity and development.

5. Labor Force

According to U.S. Census Bureau 2006 Business Patterns data and the Ohio Department of Development, there are 10,231 workers (those 16 years and older in the workforce) in Sidney and 23,949 workers in Shelby County. The local labor force has a strong work ethic. Edison Community College is an asset in supplying an educated local labor pool. Excellent employment opportunities have always existed in the City, but a tight labor market was indicated as a problem with the current economic climate. Employers are facing a shortage of qualified skilled trade labor and employers find it difficult to recruit employees who seek a metropolitan lifestyle due to Sidney's geographic location. Some constraints for the minority community in obtaining employment in local corporations were noted.

6. Tourism

One strategy of the 2002 Comprehensive Plan Update was the creation of a visitors and convention bureau. The Chamber's current focus was strongly geared towards the corporate community (which has been successful), with little attention paid to the potential of tourism as an economic sector. As a result, the Sidney Convention and Visitors Bureau was established. Their website is http://www.visitsidneyshelby.com. Sites and attractions, accommodations and restaurants, annual festivals and a calendar of events, and YouTube videos are all efforts undertaken since the 2002 Plan Update to promote tourism in Sidney. A map is also provided locating restaurants, lodging and attractions. These efforts should continue to aggressively occur to bring tourism dollars to the City.



C. Existing Conditions

1. Findings

From an economic development standpoint, Sidney shares many common challenges and opportunities with other smaller Ohio cities. The interviews conducted with business and community leaders confirm the importance of six major issues to Sidney's future development:

a) Downtown Viability

The downtown while still viable, has suffered some loss of competitiveness due to the growth of retail and service businesses in outlying areas of the City. Downtown areas contribute heavily to many smaller cities' identity. The health of these areas is often seen as a bellwether of the City's overall economic vitality.

b) Retail Quality

The quality of retail development within the City, and even to a degree outside the City, is not sufficiently high in areas, which reduces the physical attractiveness of the City in places. Retail activities can play two important roles in development. First, they act as amenities enhancing the local quality of life by serving the local population's needs. Second, if these activities serve an outside (non-local) market, they bring new income and economic opportunities into the City.

c) Commuter Work Force

All communities must confront the realities of a commuter work force. Eighty-five percent of people living in Sidney work in Shelby County (no change from the 2002 Plan Update). The average travel time for these workers is 14.3 minutes, also no change from the 2002 Plan Update. This breakdown is common in smaller communities based in a rural region with convenient interstate highway access. Although this is a positive sign for Shelby County, this situation raises some important economic development strategy questions for Sidney. First, do City residents hold a sufficient number of higher quality jobs in the City? These types of jobs tend to be more secure and offer higher pay and benefit levels, thereby adding more to the community's wealth. Second, how does the City increase the number of high-quality jobs that develop in Sidney in the future?

d) Economic Diversity

Non-metropolitan and rural economies are often overly dependent upon one or a few industries for economic development. Economic base diversification should be a continued top priority for Sidney in the future, even though the surrounding local economy has fairly good representation from agriculture, manufacturing, retail, and service industries. Future attention should be given to diversification within manufacturing, a greater emphasis on higher-end, export-based retailing, stimulating the area's underdeveloped office and service sector, and expanding the tourism sector.

e) Development Financing

Smaller communities face big challenges in paying for infrastructure and other community investments required to strengthen their economic base. This will be an issue for Sidney as it prepares to build the City in light of its new comprehensive plan. Valuable major corporate citizens, like Honda, require a constant flow of investment to retain their competitive edge. This competitive edge is likely to require even more City help in the future. Sidney must adopt policies which prioritize, guide and expand its future use of financial and tax incentives, infrastructure services, and other City economic development assistance.

f) Land Supply

The City occupies a 11.87 square mile area; a 27% increase in land area since 2002. It boasts a viable, but changing downtown area, several retail shopping areas, a variety of recreational areas, and several major industrial parks with available land. In large part, the City has a built environment, and its supply of land for future growth is diminishing as businesses expand and move into the City and new residential areas are developed (e.g. Plum Ridge). Future economic development, even at a modest rate of growth, will require additional land supply. Some of this land must come from the redevelopment and reuse of existing real estate, especially in the downtown area. New land will be required however to accommodate the future expansion of existing manufacturers, and the attraction of appropriate new industries to the community. The threat of growth in the unincorporated areas surrounding the City is likely to increase, especially if development infrastructure becomes available in these new areas.

2. Current Policies and Incentives

a) Economic Partnerships

Several important economic development groups at the regional and statewide level serve Sidney. In addition to City Hall's active effort to respond to business needs, the West Ohio Development Council, the Sidney-Shelby County Chamber of Commerce, the Ohio Department of Development and area gas and electric utility companies provide economic development services. As the City fashions economic development strategies under its Comprehensive Plan, these groups should continue to be engaged as major resources to help Sidney accomplish its future development goals.

b) Incentives

The City of Sidney has incorporated an Enterprise Zone (EZ) and Community Reinvestment Areas (CRA) to provide incentives that encourage development. The single enterprise zone encompasses the City corporate limits. The City currently has three CRA's: the first is located in downtown Sidney; the second is located along Wapakoneta Ave from the intersection with Ohio Ave to Russell Rd; the third CRA included most of the industrial and commercial properties west of I-75. The purpose of the EZ and CRA, as stated in their respective policies, is as follows:

> *" ... to provide the City with an effective tool to encourage, manage and guide certain desired economic development activity within the designated zone (or community reinvestment area)."*

Both tools are intended to enable Sidney to play a competitive role in establishing, retaining and expanding the local manufacturing base, thereby enhancing local employment opportunities and private and public capital investments.

Eligible businesses are manufacturing, research and development of tangible goods, warehousing and distribution associated with manufacturing. Eligibility under the CRA policy additionally includes low to moderate-income housing, retail and service industries. Abatement guidelines are applied to the EZ and CRA, as are requirements pertaining to the degree of investment. The EZ is reviewed annually by the Tax Incentive Review Council to determine if businesses associated with the zone have complied with the terms outlined in the agreement. The Advisory Committee of the CRA serves to advise the City Council regarding the term of the abatement to be granted.

3. Economic Base

a) Recent Trends

Business establishment growth is an important local economic vitality indicator. City-level forecasts of establishment and employment growth are not possible, given severe public data limitations. A general employment forecast is provided for Shelby County to shed some light on the surrounding economy of which Sidney is a part.

Between 1998 and 2006, manufacturing activities have slowed significantly from previous decades, adding only 6 new establishments, an increase of 7 percent, during that time period. As a comparison, between 1982-1996, Sidney added 25 new manufacturing facilities. Between 1998 and 2006, Shelby County added 7 new manufacturing establishments, an increase of 5 percent. The total number of employees in the manufacturing industry in Shelby County increased by 9.8 percent. Industries that experienced the most growth between 1998 and 2006 in Sidney were Services with 11 new establishments, Information with 6 new establishments, and Finance & Insurance with 5 new establishments. Shelby County experienced the most growth in Transportation & Warehousing with 9 new establishments, Finance & Insurance with 8 new establishments, and Information with 6 new establishments. Both Shelby County and Sidney experienced the highest losses in establishments in the Retail Trade industry, with a decrease of 14 for the County and 15 for Sidney.

b) Manufacturing Base

Sidney and Shelby County manufacturers produce such diverse products as aluminum and vinyl building products, automobile and home appliance parts, electronic apparatus and controls, refrigerators, refrigeration compressors and condensing units, computerized machine tools, metal forming presses, metal can machinery, index drives, portable air compressors and rock drills, paper folding and bindery machinery, travel trailers and motor homes, publication of periodicals and advertising specialties, motorcycle and automobile engines, automobile brakes, suspensions and transmissions, bakery mixing machines, precision aluminum castings, medical furniture, high temperature gasketing material, tools and dies, sports clothing, automotive seating and interiors, plastic containers, pigmented resins, food products, and rigid computer memory disks. Table 5.1 on the following page identifies the City's largest manufacturing employers.

Historically, Sidney has had a favorable mix of large branch plants of externally owned companies and small to medium-sized entrepreneurial manufacturing companies. In recent years, the employment growth potential of some of the City's well-established branch plants has lessened because of national and global industry restructuring and consolidation as well as a global recession. Some of its successful locally owned companies have been acquired by national and international corporations. This suggests that the City must rely even more on its locally owned entrepreneurial companies for jobs, and it must work to attract an appropriate number of new non-local companies to the City. Japanese companies have favored the I-75 Corridor as an investment location in Ohio and the Midwest due to its access to the larger U.S. market. The volume of this foreign investment has decreased as the Japanese economy suffers greater internal problems, and as Japanese companies approach a threshold for local production in the United States.

Table 5.1
Largest Employers (Companies with over 100 Employees)[1]

Company	Number of Employees		Type
	Full Time	Part Time	
Emerson Climate Technologies, Inc.	1437	0	Headquarters
Wilson Memorial Hospital	584	121	Headquarters
Shelby County Commissioners	662	0	Headquarters
NK Parts	600	0	US Headquarters
Sidney Board of Education	475	0	Headquarters
American Trim, LLC	424	0	Branch
Ohio Department of Transportation	450	0	Branch
Cargill, Inc.	389	0	Branch
Holloway Sportswear, Inc.	330	0	Headquarters
Freshway Foods, Inc.	295	0	Headquarters
Wal-Mart Stores, Inc.	283	0	Branch
City of Sidney	282	0	Headquarters
Clean All Services	213	60	Only Location
International Automotive Components	243	0	Branch
Area Energy & Electric	240	0	Headquarters
Mama Rosa Foods	230	7	Branch
Ferguson Construction Company, Inc.	235	0	Headquarters
Ross Casting & Innovation LLC	196	1	Only Location
Advanced Composites, Inc.	196	0	Headquarters
Fair Haven Shelby County Home	177	0	Only Location
Norcold, Inc.	147	0	Headquarters
Energizer, Playtex Business Unit	143	0	Branch
Alcoa Home Exteriors, Inc.	138	0	Branch
Peerless Machinery Corp.	135	0	Only Location
Ross Aluminum Castings, LLC	129	2	Only Location
Formed Fiber Technologies	130	0	Branch
Hydro Aluminum North America, Inc.	129	0	Branch
Amos Press, Inc.	128	0	Headquarters
The Kroger Company	78	49	Branch
Continental Express, Inc.	98	28	Only Location
Sidney Tool & Die Company	115	4	Headquarters
Sidney-Shelby County YMCA	30	88	Branch
Dickman Supply Inc.	116	0	Headquarters
Reliable Castings Corporation	104	1	Branch

[1] Sources: *www.manta.com, which uses data published by Dun & Bradstreet, 2008 and the Sidney Chamber of Commerce based on member businesses (September 2009).*

4. Employment

a) Recent Trends

Employment growth is the most common measure of economic development performance used by communities nationwide. Employment data for smaller economic areas, like Sidney, is not published as regularly or in as much detail as county-level data.

Table 5.2 identifies how well employment grew in the City's four major economic sectors between the year 1996 and 2007, using data from the previous Comprehensive Plan update for 1996 and U.S. Census Bureau information for 2000 and 2007. The previous Comprehensive Plan update demonstrated that the City manufacturing jobs grew by 3,000 between 1982 and 1992, and then increased by another 831 jobs between 1992 and 1996. Retail employment doubled during the 1982-1996 period, and Service type jobs increased by almost 150 percent, and wholesale jobs, while relatively small in number, increased by nearly 250 percent over the same time period.

Analyzing the same four economic sectors, Table 5.2 shows the changes in employment between the years 1996 and 2007 for Sidney. Compared to the estimates provided in the previous comprehensive plan update, and based on the available Census data for Sidney today, there have been significant changes in industry and employment in Sidney within recent years.

Table 5.2
Sidney Major Industry Sector Employment Trends (1996-2007)*

	Manufacturing	Retail	Wholesale	Services
1996	9,029	2,471	452	3,106
% Shelby County	62.9%	78.3%	53.9%	78.7%
2000	4,290	585	335	3,116
% Shelby County	42.7%	33.1%	39.9%	45.3%
2007*	3,756	847	626	3,031
% Shelby County	39.3%	41.3%	60.0%	39.9%

Source: U.S. Economic Census data
* Data for the year 2007 is based on 2005-2007 American Community Survey 3-Year Estimates

Sidney's share of Shelby County's manufacturing jobs dropped from 63 percent in 1996 to 39 percent in 2007. Manufacturing jobs continue to grow in the City, but not as rapidly as they are growing in other parts of the county. In large part, the presence of the large Honda plant in Anna explains this more rapid growth outside the City limits. Obviously, City residents and the City still benefit from Honda's presence as a source of jobs and City income tax revenues. Sidney's share of county retail jobs decreased by 37 percent during 1996-2007, while the City's share of county wholesale jobs grew by 6 percent over the same period. Meanwhile, Sidney's share of County service jobs dropped from 78.7 percent in 1996 to 39.9 percent in 2007. In general, these shares reflect that County business activity may no longer be concentrated within the City, and is becoming more dispersed among the surrounding communities and unincorporated areas of the County.

b) Competitor City Growth Comparisons

Sidney competes with several communities within its surrounding region for new employment opportunities. Three have been selected as general benchmarks: Troy (Miami County); Piqua (Miami County); and Lima (Allen County). Table 5.3 presents employment growth estimates for these cities in the past seven-year period.

Table 5.3
Competitor Employment Change (2000-2007)*

City	Manufacturing	Retail	Wholesale	Services
Sidney	-534	262	291	-85
Troy	85	-93	112	329
Piqua	29	-456	86	144
Lima	-1,148	46	-70	359
Total	-1,568	-241	419	747

Source: US Economic Census data

Over the longer 2000-2007 period, manufacturing jobs have been on the decline, most significantly in Lima and Sidney. Troy and Piqua gained 85 and 29 manufacturing jobs, respectively. Piqua has lost a substantial amount of retail employment, with a total of 456 retail jobs lost over this time period. Troy lost 93 retail jobs during this period. Retail jobs have increased for Sidney during this period, with an increase of 262 jobs. Wholesale jobs have grown in all cities except for Lima, which lost 70 wholesale jobs. Service jobs also increased in all cities except for Sidney, which lost 85 jobs.

The tendency for manufacturing operations to locate in unincorporated areas will continue through the rest of this decade and beyond if infrastructure and other development resources are available. Wholesale employment related to industrial and consumer goods distribution industries have grown most sharply in Sidney, and less so in the other cities. Both retail and wholesale operations will continue to show a tendency to locate near interstate highways providing easy access. Office jobs related to medical and health care services, education, and information processing and handling will see the greatest future growth nationally. These three industries will be dominant in office and service sector development in rural and non-metropolitan economies in the future.

c) Residential Workforce Characteristics

Data were obtained from the 2000 U.S. Census to examine the workforce characteristics of Sidney residents. The following summarizes characteristics of employed residents:

1) Labor Force

Sixty-eight percent or 10,231 of Sidney residents aged 16 and over were in the labor force. Sidney residents accounted for 42 percent of the County labor force.

2) Educational Attainment

Educational attainment figures of persons aged 25 years and older were similar between Sidney, Shelby County and the state. Approximately 22 percent of the population in Sidney had received less than a high school diploma and 40 percent had attained a high school diploma. Twenty-one percent or 2,698 of the 25 years of age and older population had attained at least an Associate's degree. This figure is comparable to the County figure of 20 percent or 6,095 and the state figure of 27 percent or 2,003,140.

3) Occupation

Sidney residents aged 16 and over employed in the production, transportation, and material moving accounted for approximately 33 percent or 3,264 of all employed residents. While the County reported similar figures, the state employees in these occupations accounted for only 19 percent or 1,029,097 employed persons aged 16 and over. Nearly 25 percent or 2,419 Sidney residents were employed in the management or professional occupation, the same as the County percentage of 25 percent or 5,986 and lower than the reported state figure of 31 percent or 1,672,257.

4) Industry

The manufacturing industry accounted for 44 percent or 4,290 employed Sidney residents 16 years and over in 2000, compared with the state figure of 20 percent or 1,082,185. The County was slightly lower at 42 percent or 10,031 residents, with Sidney representing 43 percent of the County's employees in the manufacturing industry. Sidney residents accounted for 45 percent of the employed countywide residents in the services industry with 3,116 employees.

5) Place of Work and Travel Time

Fifteen percent or 1,428 Sidney workers aged 16 and over worked outside their county of residence. The County reported a figure of 23 percent or 5,317 employees working outside the County, compared with the state figure of 25 percent or 1,313,117 workers employed outside the county of residence. The high percentage reported may be partially attributed to the County's close proximity to the Lima Metropolitan Statistical Area (MSA) and Dayton-Springfield MSA.

Seventy-seven percent or 7,253 Sidney workers commuted less than 20 minutes to the place of work and 23 percent or 2,189 workers traveled 20 minutes or longer. These figures are comparable to County figures of 67 percent or 15,267 traveling less than 20 minutes and 33 percent or 7,641 workers with commutes of 20 minutes or longer, and higher than state figures of 48 percent or 2,482,415 workers and 52 percent or 2,678,834 workers respectively.

5. County Economic Performance

This section examines employment and unemployment trends in Shelby, Miami and Logan counties as a backdrop for economic conditions in Sidney.

a) Employment Trends

Shelby County's total employment base has increased from 23,816 jobs in 1998 to 26,781 in 2006, according to 1998-2006 County Business Patterns data from the U.S. Census Bureau. This increase of 2,965 jobs represents a 12 percent growth during the 8-year period, and a 2.75 percent average annual growth rate over the period. Manufacturing jobs represented over 50 percent of Shelby County's total jobs for each year during the 1998-2006 period. These manufacturing job shares are high compared to most Ohio counties. Shelby County, like the City of Sidney, depends highly upon the manufacturing sector for jobs and income. By comparison, manufacturing jobs were 21 percent of total Ohio jobs in 1998, and they dropped to 16 percent of total Ohio jobs in 2006.

Miami County is home to Piqua and Troy, which compete with Sidney for various types of economic development projects. Shelby County's employment base is about 69 percent as large as Miami County. Logan County (Bellefontaine) is about 67 percent as large as Shelby County. Miami County grew initially because of spillover growth from the Dayton area. Shelby and Logan Counties have historically had a rural and agricultural base, which has changed in the last three decades due to the southward spread of industrial and commercial development from Toledo, the northward push of development from the Dayton-Springfield area, and the westward growth momentum coming from the Columbus area.

b) Unemployment Conditions

All three counties were affected by the economic recessions in the early 1980's and 1990's, reflected by higher unemployment rates during those periods. Since 1992, unemployment has been low in all three counties. These figures may change, however, due to the current economic recession that has affected employment conditions in various industries throughout the United States since 2008.

6. County Employment Forecast (1997-2010)

This section presents a general employment forecast for Shelby County based upon expected changes in the general economy during the 1997-2000, and 2000-2010 periods. While an actual employment growth forecast is not technically feasible for the City of Sidney based upon existing data, a qualitative outlook for future City job growth is provided, in light of the trends forecast for Shelby County. First, available statewide growth forecasts are reviewed as a backdrop for the county employment forecast.

a) Ohio Economic Forecast

The Ohio Department of Development tracks recent business investment projects in Ohio's 88 counties. Over the last three years (2006-2008), 1,283 investment projects occurred in Ohio, about half of what occurred during the previous 3 year period. These projects fueled $22.1 billion in new business investment, and they created more than 67,653 new jobs statewide. Almost 800 (66 percent) of these total investment projects involved manufacturing operations. Approximately 152 of the projects involved international investment.

1) Employment Forecast

The following employment forecast has been prepared for 2000-2010:

2000-2010[7] - Total employment is expected to grow at a 0.88 percent average annual rate during the period. Manufacturing jobs are forecast to decrease at a 0.67 percent average annual rate during the period, while non-manufacturing jobs will grow at a 1.27 percent average annual rate during the decade. Compared to the 1997-2000 period, manufacturing jobs are expected to increase their rate of decline statewide, and non-manufacturing jobs will grow at a somewhat slower rate during the 2000-2010 period.

b) Shelby County

County employment estimates prepared by the Ohio Department of Development for the 2002-2007 period indicates an annual rate of growth in employment of 1.55%. Total County employment in 2007 was estimated at 28,400 jobs. Given larger economic trends during the late 2000's, and expected continuing impacts into the future, a rate of employment growth of 0.75 to 1.25 percent appears to be reasonable.

The manufacturing sector's share of total employment has also declined substantially, declining to an estimated 39.2% of total employment in 2006. However, this proportion was the highest in Ohio in 2006. The total number of jobs in the manufacturing sector declined by 470 between 2000 and 2006, indicating that the manufacturing sectors were not adding employment during this time period and that the majority of job growth occurring was experienced outside of the manufacturing sector. Given trends in manufacturing employment across the region, employment levels in this sector are not expected to increase substantially in the near future.

Table 5.4 identifies the average annual growth rates for the county's major economic sectors for the 1996-2000 and 2000-2010 periods.

Table 5.4
Shelby County - Industry Annual Growth Rates

Sector	1992-1996	1996-2000	2000-2010
Total Employment	3.9	3.6	3.2
Manufacturing	2.5	2.1	1.7
Wholesale/Retail Trade	5.7	5.5	5.0
FIRE	-0.006	0	0
Services	6.9	6.5	6.0
Government	2.5	2.2	1.5
Construction	8.5	8.0	7.0
Transportation/Utilities	9.9	7.5	5.0

Note: FIRE = financial, insurance and real estate

This analysis does not reflect the strategic importance of the agricultural industry to Shelby County. While farm jobs in the County are quite small, it is expected that downstream food-processing and agribusiness-related industries are significant in the county. Published economic data on the county do not reflect these trends.

c) Implications of the County Growth Forecast for Sidney

Shelby County will see continued employment growth in the future, which suggests that Sidney will participate in this growth to a significant degree. Sidney should continue to get roughly its current share of manufacturing, retail, wholesale, and service growth during the short-term period. In 1996, Sidney had the following shares of Shelby County's industrial employment:

1. Manufacturing: 63 percent

2. Retail: 78.3 percent

3. Wholesale: 54 percent

4. Services: 78.7 percent

5. Other Sectors: Unknown

Manufacturing jobs will continue to grow in the City, but they may slow due to fewer existing company expansion projects and more limited availability of large industrial sites in the City. Sidney should prepare for future industrial expansion by planning new sites as part of the Comprehensive Plan. Otherwise, existing industrial employers will expand outside the City's boundaries.
As the county seat, Sidney is the location for most government-related jobs in the county. There are 2,494 government jobs in the county at present. This trend is unlikely to change in either the short and longer terms. Therefore, Sidney will remain the primary government center in the future.

Services, transportation and utility, and finance, insurance, and real estate (FIRE) activities are likely to remain physically linked to major governmental offices and large business functions. This suggests that these type businesses will continue to remain in Sidney and its immediate surrounding area. If Sidney follows the pattern seen in many smaller cities along interstate highways, then a portion of new office jobs will locate outside the City limits for transportation, real estate, and development cost reasons.

Perhaps the biggest threat could come to Sidney's retail shopping sector. As new large box retailers and new shopping malls continue to locate outside central cities, these jobs could move across the line into surrounding unincorporated areas. A significant portion of these new retail jobs outside the City will develop at the expense of downtown and older commercial area jobs.

7. Related Trends

a) Retail Sales

Auto sales, food stores, and eating and drinking establishments account for the largest shares of the market. Within the 35 percent other category, are a variety of retail businesses, including entertainment, specialty goods, personal care products, and other businesses. There were 230 retail businesses in Shelby County in 1994, according to the US Census Bureau's *County Business Pattern - Ohio Report*. This compares to 530 retail establishments in Miami County with $876 million in sales, and 262 retail stores with $315 million in sales in Logan County.

b) Personal Income Trends

Shelby County had 1994 total personal income of $909 million in current dollars, compared to $840 million in Logan County, and $2.01 billion in Miami County. Shelby County's total personal income from all sources has grown from $405 million (current dollars) in 1982 or $729 million (1994 real dollars). Shelby County's per

capita personal income was $19,471 in 1994, compared to Logan County's $18,781, and Miami County's $20,744. All three counties were below the state's average per capita personal income of $20,867. Shelby County's per capita personal income has grown from $9,309 to $19,471 in current dollars, and $16,742 to $19,471 in real 1994 dollars.

c) City Fiscal Trends

The FY97 operational fund analysis prepared by the City indicated estimated total funds at $44 million with $35 million estimated in expenditures. A year-end balance of $8.9 million was projected. The FY97 capital improvement budget was estimated at $2.8 million in expenditures.

The total property tax rate of $55.90 per $1,000 taxable value was comprised of a City tax of $3.20, a school tax of $46.10, a county tax of $6.50 and a township tax of $0.10. The effective rate for residential real estate was $38.94 and the rate for business real estate was $42.34. The taxable value for real property was 35 percent of the market value.

The local income tax of 1.5 percent was applicable to earned income of both Sidney residents and nonresidents working in the municipality, as well as to net profits of businesses which were associated with activities in the City. Other sources contributing to the tax base of Sidney included the retail sales tax of 6.5 percent (which included the County tax of 1.5 percent), the state personal income tax and the automobile license fee of $26.50.

d) Development Trends

The following summarizes recent development trends in Sidney.

1) Commercial and Industrial Development

Data obtained from Shelby County Auditor reports reveal a fluctuation in the average assessed cost per commercial and industrial projects undertaken in Sidney between 1992 and 1996. A total of 257 projects were reported to the County over the five-year period, with 207 having provided assessed costs. The average assessed cost per project totaled $313,895 with the total cost assessed at $67,609,634. The highest annual average assessed cost per project was reported in 1995 at $503,222, followed by 1996 at $373,307. It is important to note, however, that seven projects had costs of over one million dollars in 1995, compared with the next highest number of three projects in 1992. An annual average assessed cost of $190,417 per project was the lowest reported figure, occurring in 1994.

The most significant percentage increase in the number of commercial and industrial projects reported from year to year occurred between 1993 and 1994, with an increase of 76 percent (22 projects), followed by a 64 percent (34 projects) increase between 1995 and 1996. The only decrease occurred between 1992 and 1993, with a 22 percent (8 projects) decline.

2) Residential Development

Data pertaining to residential activity in Sidney gathered by the City of Sidney Building Department between 1990 and 1996 reveal an addition of 570 structures and 716 units to the housing stock over the seven-year period. A total of 447 single-family structures were constructed at a cost of over $42.5 million, 100 two-family structures at a cost of over $7.5 million and 23 three-family units at a cost of over $2 million. The number of units constructed within each housing structure category fluctuated between years, as did the average construction costs per year. An average construction cost of $95,557 per year characterized single-family residential activity, $73,431 characterized two-family activity and $52,768 characterized three-family residential activity per year.

D. Economic Development Plan

1. Introduction

This section identifies a set of strategies to help the City of Sidney to reach its overall economic development goals and objectives. These strategies are consistent with other parts of the Comprehensive Plan. In many cases, these actions will be undertaken in partnership with other local and regional development groups, such as the Sidney-Shelby County Chamber of Commerce, Sidney Visitors Bureau, the West Ohio Development Council, Shelby County government, area electric and gas utility companies, and the Ohio Department of Development.

2. Policies

Policies guide how economic development programs and activities are developed and administered. City governments have continued to increase efforts to make their economic development efforts more policy-based to ensure these activities are more consistent with overall community values and priorities. A mission statement and objectives have been developed as a policy foundation for the Economic Development Plan. The following summarizes the mission statement and objectives that serve as the policy foundation for the Economic Development Plan.

a) Mission Statement

The City's economic development mission is to *retain and attract commercial, retail and industrial businesses, and diversify the job base to increase opportunity and attract quality jobs.*

b) Objectives

The following are the Economic Development objectives:

Objective 1 - Retail - Increase amount and quality of retail stores, restaurants and entertainment.

The City Administration should work with its local and regional development partners to assist existing commerce and industry in the City to maintain and expand existing operations. The City will approach future retention and expansion efforts in a more focused and systematic manner. Greater attention will be given to the expansion of businesses that create more high-quality employment opportunities in the City. Manufacturing business retention should be the number one priority.

Objective 2 - Business Retention - Retain quality businesses and industry.

The City Administration should work with its local and regional development partners to recruit high quality employers to the area to expand the job base for local residents. Attraction efforts will concentrate on businesses creating quality jobs (higher paying/more stable) and those that link favorably to the existing local industry base.

Objective 3 - Business Attraction - Attract quality businesses and industry.

The City Administration should encourage selective growth of its local retail sector to increase the diversity and number of quality retail stores, restaurants, and entertainment. These new businesses should fill existing retail shopping needs of Sidney residents who now travel out-of-town to acquire these services.

Objective 4 - Labor Force - Diversify the job base, attract higher paying jobs and create more job opportunity.

The City Administration should place an active priority on assisting the growth of new entrepreneurial businesses in the community through increased new venture development and self-employment. This effort also will increase the number of home-based service businesses in Sidney.

Objective 5: Tourism Development - Encourage tourism.

The City Administration should encourage appropriate types of tourism development that are consistent with overall community values and development goals. Tourism activities should focus primarily on attracting spending dollars from the surrounding regional market. These activities should also enhance the quality of life of local residents by expanding the range and quality of recreational and entertainment options available.

3. Standards

Since economic development is becoming more performance-based, Sidney should establish standards in reaching its future economic development goals.

a) Desired Employment Mix

The City must provide an appropriate mix of jobs for its residents in the future. This mix must reflect both the City's competitiveness in developing specific types of jobs and the labor market skills of current residents. Just over 47 percent of the City's residents worked in the manufacturing sector in 1990 and an estimated 44 percent of City residents held manufacturing jobs in 2002. In 2007, 39% of City residents held manufacturing jobs. This percent is expected to drop to about 35 percent by the year 2020. Service-producing jobs (everything except manufacturing jobs) represented 53 percent of total jobs held by City residents in 1990. This percentage is estimated at 60 percent in 2008 and is expected to increase to around 65 percent by the year 2020.

As of the most recent figures issued in 2007, the City currently has: 1) 39 percent of the county's manufacturing jobs; 2) 41 percent of the county's retail jobs; 3) 60 percent of the county's wholesale jobs; and 4) nearly 40 percent of the county's service jobs. When compared to 2000 figures, retail and wholesale figures have increased 8 percent and 20 percent respectively with declines in manufacturing and services; 3 percent and 5 percent respectively.

In order to maintain a healthy and diverse balance of employment, Sidney should strive to maintain 35-40 percent of its residents employed in the manufacturing sector through the year 2020.

b) Industrial Real Estate Development

Industrial jobs are expected to continue to grow in Sidney in the future through expansion of existing uses and new development. The Land Use Plan continues to recommends additional industrial development, especially west of I-75. Future manufacturing expansion should continue to follow the physical development guidelines outlined in the Land Use Plan.

c) Downtown Development

Sidney has an attractive downtown, which is an asset to its future economic development. The downtown area has struggled with retail retention and diversification, office market stability, and other issues common to those facing other cities. While much of the new retail developing in the area is likely to locate in the vicinity of I-75 and SR 47, Sidney should make a special effort to concentrate appropriate retail, office, and tourism activities in its downtown area in a manner and design conducive to the existing downtown development pattern.

d) Corporate Office Center

Sidney should attempt to grow its office sector by creating a corporate office center according to the physical development guidelines identified in the Land Use Plan.

e) Regional Business Service Centers

Three regional business service centers are recommended in the Land Use Plan: 1) SR 47 and Vandemark Road area; 2) Fair Road and I-75; and 3) CR25A and I-75 area. These areas continue to be logical areas for developing specialty retail, restaurants, and local consumer service businesses. These areas should serve as the geographic targets for these type businesses in the City.

4. Economic Development Plan

The Economic Development Plan focuses on the five priority objectives described above. These are:

- Existing business retention and expansion
- New business recruitment
- New venture startup and entrepreneurial development
- Retail trade development
- Tourism expansion

a) Existing Business Retention and Expansion

The City's existing business development strategy should focus on business targets in the three major industry sectors comprising the City's economic base:

1) Manufacturing and Distribution (Top Retention Candidate)

Manufacturing activities have the greatest economic impact on the City in terms of job creation, income generation, and local tax payments. In recent years, these operations have shown a tendency to locate in smaller communities in rural and semi-rural regions. Sidney has benefited from this trend to date. As readily developable sites and skilled labor resources become scarcer in the central city, new operations will locate in the surrounding area where land is more plentiful and less expensive, and where workers can be drawn from the larger regional labor market.

Competition for manufacturing industrial distribution investment and jobs continues to be intense in the I-75 corridor, which includes Sidney, Troy, Piqua, Tipp City, Findlay and many other smaller communities poised for economic development.

The following should be the City's top priorities:

i. Troubled Local Manufacturers

Local manufacturing operations can be threatened by two general sources of problems: 1) industry and corporate restructuring problems affecting branch plants and operations; and 2) local community problems related to labor, real estate, utilities, objectionable influences, and other resource factors. Sidney is susceptible to both types of problems as its larger branch production plants age, and as corporate mergers and acquisitions remain common in global industries such as automotive, metalworking equipment and fabricated metals.

ii. Growing Manufacturers

Two types of manufacturers have grown successfully in recent decades and are forecast to continue on a growth path in the future. First, international companies seeking plant investments in the United States are favorable growth candidates for the Sidney area. Several Japanese and other foreign companies have located in the area since the late 1980's. Many of these companies will continue to grow favorably in the future. The second growth target under manufacturing is the smaller entrepreneurial firm that is generally locally owned and serves as a supplier to larger more established companies.

2) Office Employers

Health and medical services, government services and local education continue to dominate Sidney's office sector. Back-office and corporate office activities have been limited, with most of these operations locating on the periphery of the Dayton, Cincinnati, and Toledo areas. Greatest attention should be given to the health

and medical sector among the larger office employer group. These services are most prone to growth nationally and across Ohio. Sidney officials should target new satellite health center growth over the next several years.

3) Retail and Local Consumer Services

A community's quality of life depends upon the availability of a sufficient supply of shopping and service amenities. Sidney must work on strengthening its existing restaurant and general retail mix to the extent possible. Previous local interviews indicate the City is losing revenues to Piqua, Tipp City and Troy for these services.

b) New Business Recruitment

Sidney continues to be competitive for new business recruitment, and therefore it should encourage appropriate nonlocal firms to make investments in the community. These activities should be pursued as a second priority behind existing business assistance. Three categories of businesses should be pursued:

1) Small to medium-sized manufacturing and distribution operations in those industries with a current regional presence (automotive, equipment manufacturing, plastics processing, specialty food products, consumer goods manufacturing and distribution, building and construction products and others).

2) New high-quality restaurants and local consumer services filling local market needs.

3) Office operations (health and medical-related, back-office, computer service and support).

c) New Venture Startup and Entrepreneurial Development

Local residents should be assisted by the City to create new businesses of various types. Appropriate home-based service businesses should be encouraged. New businesses that meet local consumer (food, health, entertainment, convenience shopping, other) market needs should be developed. Information service, consulting, computer online service and similar businesses should be encouraged. Self employment will be a more common path to creating wealth for a greater number of Sidney residents in the future.

d) Retail Trade Development (In the Computer Age)

Many earlier strategies have addressed retail development needs of the community, and therefore a separate strategy is not necessary under the Economic Development Plan. Given the importance of a vital retail sector to community development, it is mentioned here as well.

To the extent possible, the City should encourage the proper mix of retail services to develop in Sidney. This mix will change in time, as residents become more accustomed to electronic commerce (the Internet) serving their retail shopping needs. The City should be prepared for the coming revolution in banking, insurance, education and consumer shopping as more businesses use the Internet to reach general public and business customers.

e) Tourism Development

Tourism can help local economies grow by bringing new outside income into the local market. This income is spent by visitors to purchase entertainment and recreational services, food, parking services, transportation, hotel and lodging, and a myriad of other items. These expenditures stimulate job creation in local industries, and they contribute to tax revenue generation for local public services. The City should adopt targeted marketing strategies to encourage people to visit local historic sites and landmarks, shop, attend festivals and special events, visit relatives, and other activities. Sidney should cooperate with other regional communities to market itself to tourists visiting the area. The City should market itself as a distinct and interesting destination that is a part of a larger marketing and visitation package.

E. Implementation

1. Introduction

The City must adopt specific implementation strategies to successfully accomplish its economic development objectives. This section identifies these actions.

2. Strategies

The following details implementation of the Economic Development Plan:

Strategies

1a) Create Sidney Business Competitiveness Initiative (SBCI)

The City, in cooperation with the West Ohio Development Council, Sidney-Shelby County Chamber of Commerce, and Sidney Visitors Bureau, should create and implement an ongoing existing business development initiative that is targeted to those companies requiring economic development assistance. The financial and real estate services identified below would also be applicable to new businesses evaluating the City for possible new investment. The SBCI should consist of the following four elements:

1) An **Annual Business Census** that assesses trends and identifies special industry needs.

2) A **Priority Company Contact Project** to meet with and interview those companies facing major retention problems or those with active expansion plans.

3) A **Business Growth Network** working with local banks, state development finance authorities and other financial sources (such as the Revolving Loan Fund) to improve the flow of expansion capital to small- and medium-sized Sidney companies. The network should encourage bankers to pool loans and increase local business visibility with venture and seed capital sources in Ohio, Michigan and Indiana.

4) A **Computerized Site Inventory** that maintains a very up-to-date industrial, office and commercial property database. The system should build upon existing databases used by realtors and utility companies.

Responsible Party:	*West Ohio Development Council (Lead), Community Services Director, Sidney-Shelby County Chamber of Commerce, and Sidney Visitors Bureau, local bankers, local realtors and property owners.*
Timeframe:	*Short Term*
Estimated Cost:	*In-House Staff Time*

1b) Tourism Marketing Strategy

The City, in conjunction with Downtown Sidney and the Chamber of Commerce and Visitors Bureau should implement a strategy to market Sidney as part of the larger West Central Ohio area. This strategy should improve the use of Internet communication about local attractions, and it should establish a regular direct mail and publicity campaign to build Sidney's image as a destination.

Responsible Party:	*Community Services Director (Lead), Downtown Sidney, Sidney-Shelby County Chamber of Commerce, and Sidney Visitors Bureau, and various cooperating businesses.*
Timeframe:	*Ongoing*
Estimated Cost:	*$27,500* *· Marketing strategy development $7,500* *· New brochure and schedule $ 5,000* *· Direct mail costs $ 5,000* *· Regional advertising $10,000 (local business)*

1c) New Business Recruitment

Sidney should develop and implement a marketing communications strategy to inform both existing and new companies about the advantages of doing business in Sidney. The strategy should focus on: 1) convincing existing companies to stay and grow; and 2) building a competitive image for Sidney with businesses in Ohio and the Midwest. This strategy should be professionally developed, and it should be implemented by the City, West Ohio Development Council, and Sidney-Shelby County Chamber of Commerce, and Sidney Visitors Bureau, and utility companies serving the area. The West Ohio Development Council should take the lead role on the marketing strategy, which will dovetail with the organization's larger area marketing campaign.

The marketing strategy would contain the following four elements:

1) Positive media and business press publicity on Sidney (report results/testimonials).

2) Special events (familiarization tour/one per year for Ohio companies only, honor local business days, other).

3) Internet website presence.

4) Direct mail followed by telemarketing campaign.

Responsible Party:	*West Ohio Development Council (Lead), City Manager and Sidney- Shelby Chamber of Commerce, and Sidney Visitors Bureau.*
Timeframe:	*Ongoing Two-year campaign executed in four phases: 1) broad based startup phase; 2) keep your existing companies healthy phase; 3) move your company to Sidney; and 4) integration phase.*
Estimated Cost:	*$40,000* *· Campaign design $10,000* *· Publicity activities $ 2,500* *· Special events $10,000 (plus donated time)* *· Internet $2,500* *· Direct Mail/Phone $15,000*

1d) Entrepreneurial Development Strategy

The City should implement a three-prong strategy to increase new business startups in the City:

1) Business incubator facility.

2) Evaluate privately operated options to reduce public sector costs.

3) Internet Startup Business Center which uses many existing online services. Organize information and resource network for local startups.

Responsible Party:	*Community Services Director (Lead), Sidney-Shelby County Chamber of Commerce, and Sidney Visitors Bureau, and West Ohio Development Council, local real estate property owners, bankers, lawyers, accountants, and management and technical consultants.*
Timeframe:	*Mid Term*
Estimated Cost:	*$25,000 (per year)* *Incubator (if privately owned) $20,000* *Internet Startup Business Center $ 5,000*

F. Endnotes

[1] Source: www.manta.com, *which uses data published by Dun & Bradstreet, 2008*

[2] 2000 and 2007 City of Sidney employment and establishment estimates are based on data from the U.S. Census Bureau. Data for the year 2007 is estimated, based on the 2005-2007 American Community Survey 3-Year Estimates

[3] 2000 and 2007 employment estimates for Sidney and surrounding communities are based on data from the U.S. Census Bureau. Data for the year 2007 is estimated, based on the 2005-2007 American Community Survey 3-Year Estimates

[4] All employment figures come from the Ohio Bureau of Employment Services' Labor Market Information Division. These figures are not 100% consistent with the US Economic Census city-level employment numbers used in the analysis of Sidney's economic growth. While not preferred, the use of these two different data sources was unavoidable.

[5] Ohio Department of Development, Office of Strategic Research, *Ohio Site Selection List, 1994-1996*, January 1997.

[6] Based upon December 1996 forecast by DRI/McGraw Hill, *US Markets Review*.

[7] Source: DRI/McGraw Hill, *US Market Reviews*, December 1996.

[8] All estimates and forecasts are stated in current dollar terms. Source: WEFA Group, *Regional Economic Service Report*, December 1996.

G. Fiscal Conditions

1. Overview

This section provides a brief analysis of Sidney's baseline fiscal conditions. Sidney's annual budget documents, five-year financial plan, and Comprehensive Annual Financial Reports (CAFR) were analyzed in terms of operating revenues and expenditure trends, capital budgeting process, and capital funding sources. The report provides key findings on the current fiscal situation as an input to the planning and visioning process to help guide fiscal planning. For more information on the City's financial reports, see http://www.sidneyoh.com/finance for the complete version of the documents listed above.

The following topics are included in this report after a summary of key findings:

- Operating Revenues
- Operating Expenditures
- Capital Improvements & Infrastructure
- Debt
- Economic Development & Tourism

2. Key Findings

Key findings from the baseline fiscal analysis are:

The Five-Year Financial Plan is the primary financial planning process for the City of Sidney. It is via this process that the key long-range decisions are made. The five-year financial plan is updated on an annual basis. The plan includes all major operating funds and all capital improvement funds of the City. The purpose of this plan is to measure the City's financial capacity to meet ongoing operating needs as well as to implement the vision of the Comprehensive Plan and priorities of City Council.

Sidney has taken the progressive approach of aligning many of its operating and capital programs with the goals, objectives, and actions recommended in the 1997 Comprehensive Plan and subsequent 2002 Plan Update. In addition to preserving service levels and addressing growth needs, Sidney's budget is explicitly designed to "maintain progress towards the objectives of the Comprehensive Plan." The City has undertaken capital projects, such as downtown streetscape and utility improvements that explicitly conform to the Plan's recommendations. Furthermore, the City tracks and communicates the status of implementation of the 1997 and the 2002 Plan in its popular budget.

3. Operating Budget

The City of Sidney accounts for its operations via a General Fund, two Capital Projects Funds, eight Enterprise Funds, and 33 Special Revenue or other funds. The General Fund accounts for those unrestricted revenues available for general administration and core governmental services. Special Revenue Funds are used to account for proceeds generated by specific sources that are restricted in their use. Enterprise Funds generally account for self-sustaining activities (water, sewer, solid waste, etc) that recover their costs primarily through user charges.

As an input to the community planning process, the City's operating revenue and expenditure trends are summarized here. The annual operating budget provides a context for prioritizing the delivery of Sidney's City services as they relate to the community's evolving goals and objectives. Operating budget totals exclude internal transfers, capital improvement funds, and reimbursements.

a) Revenues

For the purposes of this report, revenues supporting Sidney's General Fund and various governmental funds are combined in order to better understand the overall sources of Sidney's operating income. The 2008 Comprehensive Annual Fiscal Report (CAFR) modified accrual accounting is used as a baseline in this analysis, since 2008 is the most recent year for which audited data is available.

Sidney derives the largest share of its governmental revenues from local taxes, which accounted for approximately 67.3% of the City's operating revenue stream in 2008, of which 59% is from the collection of income tax. The income tax constitutes the primary source of local tax revenues, generating $12.6 million out of the City's total 2008 tax-generated revenues of $14.3 million. Since only a small share of local property tax revenues are allocated to the City (with the remaining portion targeted to schools), the City government only generates a small portion (6%) of its funding from property taxes. According to Census data, Sidney residents' incomes continue to lag behind those of their neighbors. The lack of estate housing, shopping, and cultural amenities may be hurting the City's ability to capture higher-income households, thereby impacting on its income tax base.

This tax revenue does include some income re-distributed from State sources, including inheritance, beer & liquor, and cigarette taxes. Motor vehicle license and gasoline excise taxes accounted for 5.3% of the City's total governmental revenue stream. These revenues are dedicated for use by street and highway funds. Other inter-governmental revenues and grants account for 12.9% of the City's income. Among largest sources of inter-governmental revenues are Community Development Block Grants (CDBG) and other federal grants targeted for community development. A portion of CDBG monies (including revenues generated through the City's CDBG Revolving Loan Program) have been used to fund the Downtown Streetscape Program, helping the City meet its 1997 Comprehensive Plan objectives for downtown reinvestment.

Income Tax

Until this decade, the history of the City of Sidney's municipal income tax was one of consistent "real growth". Real growth is measured as the growth in income tax collections in excess of inflation. The concept of real growth is important because this is the source of funding for an expanding population base and increased demands for City services. For instance, in the 1960's income tax collections grew at an average 9.5% per year, while inflation was 2.9% per year. So, the real growth during the 1960's was 6.6% per year (9.5% less 2.9%).

Chart 1 illustrates that there was positive real growth in each of the past four decades (6.6% in the 1960's; 2.1% in the 1970's; 1.9% in the 1980's; and 3.6% in the 1990's). This positive growth pattern has been different so far this decade. In 2000 through 2008, income tax collections increased by only 1.8% per year. Meanwhile, inflation was about 2.9% per year. This means that inflation outpaced growth in income tax collections during that period.

Chart 1: **Income Tax Collections: Average Annual Growth vs. Inflation**

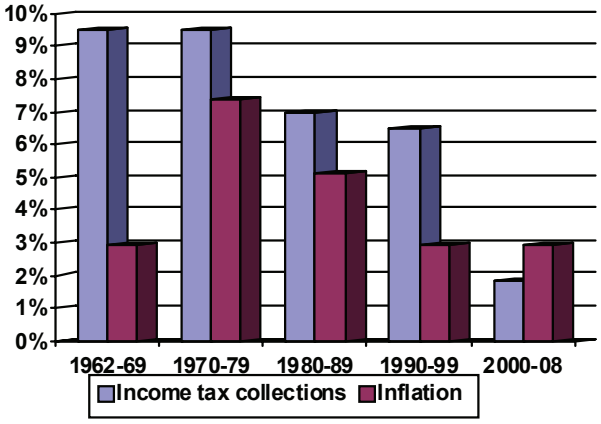
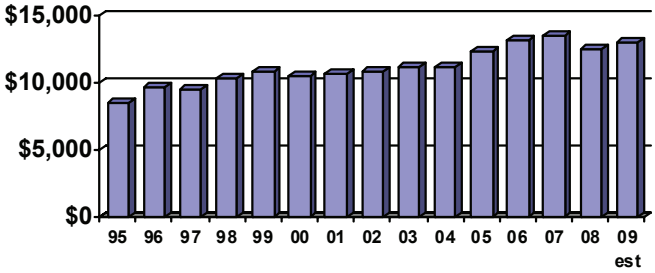
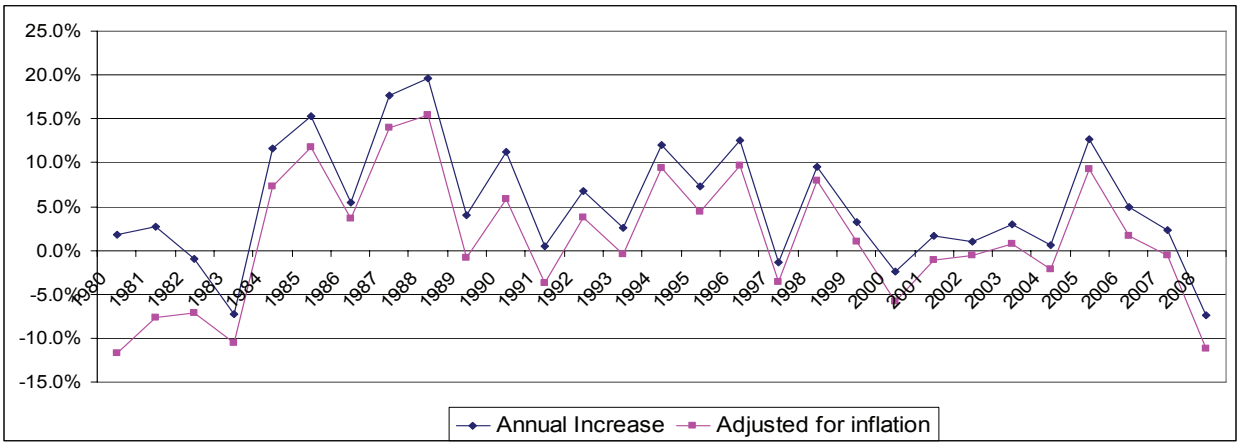


Chart 2: **Income Tax Collections 1995 - 2009 (in thousands $)**



Income tax collections declined 7.4% from 2007 to 2008. During 2008, the effects of the national recession were felt locally as taxable income declined 7.4% from the prior year. This decline was caused by rising unemployment, which decreases employer withholding payments, and declining business net profits. Taxes on business net profits is the most volatile source of income tax collections and traditionally has been subject to upward, as well as downward, swings from year to year.

The last decline in income tax collections of this magnitude dates back to 1983. In that case, the next two years followed with a strong recovery. Generally, there tends to be a recovery year after a period of sluggish tax collections as business profitability and employment rebounds. See Chart 3 below for a chart analyzing the change in annual income tax collections since 1980 (both in nominal and real terms).



Property Tax
Sidney's property tax revenues increased at the rate of 2.5% per year in nominal dollars during the 2002 - 2007 periods. Tax revenues are a function of several factors, including real and personal property assessments and the tax rate structure.

The City's share of the property tax levy is 0.26% (2.6 mills) of assessed value. Another 0.6 mill is raised to fund the police and fire pension liability. The combined 3.2 City millage represents just 5.2% of the total 61.31 mills levied on residents of the City. The Sidney School district receives 48.31 (78.8%) of the mileage, with the remainder distributed to the County and special taxing districts.

Sidney's real and tangible property assessment base decreased from $440,544,340 in 2002 to $376,375,950 in 2008. The loss of valuation is primarily a result of the state-mandated phase-out of tangible personal property taxes. This loss is being reimbursed by the State of Ohio through 2010.

State Local Government Fund
Another ongoing revenue issue has been uncertainty surrounding a very important source of income, the State of Ohio's Local Government Fund (LGF), which provides about $1 million of state-levied-shared taxes for the City's General Fund each year. The State, in an effort to balance its own budget, froze the level of distributions from this LGF to local governments from July 2001 to January 2008. Beginning in January 2008, the freeze was lifted and the Local Government Fund now receives a designated percentage of state tax revenues and will increase or decrease based on changes in state tax revenues.

b) Expenditures

Operating Expenditures: Total operating governmental fund expenditures totaled $19.5 million in 2008, the latest year for which expenditure data is available at this time. This includes $15.5 million for General Fund expenditures, such as general government, police, fire, judicial services, parks and recreation, and community development/environment. For the purpose of this analysis, water, sewer, solid waste and other self-supporting operating funds are not included because of their separate function as Business-Type or Enterprise funds.

General Government accounts for about 9% of Sidney expenditures. The City does not allocate a specific internal budget for economic development, which is delegated in part to a county-wide agency and the Chamber of Commerce. Approximately 58% was spent on safety services (police & fire) and judicial activities. Parks & recreation account for 7% of governmental expenditures, while another 7% is allocated for street repair and maintenance.

Special and other fund expenditures have also trended downward. However, several of the special fund appropriations vary significantly from year to year because of their reliance on the administration of grant funds that vary with application cycles. Expenditures for several of these activities fluctuate wildly. Perhaps the most volatile is Community Development, funding for which depends on receipt of Community Development Block Grant (CDBG) monies allocated each year by State government.

4. Capital Improvements & Infrastructure

Capital improvements, infrastructure and equipment are examined separately from the operating budget because they provide an indication of the long-term needs and resources within the community. Commitment of long-term resources is considered an investment in the community's future. Capital expenditures are an important investment in the physical health of the City and act as an "insurance policy" against future infrastructure problems.

a) Capital Project Planning

The City prepares a Five-Year Financial Plan that is updated annually. This plan determines the availability of funding for all capital and operating needs anticipated within five years and is the basis for capital project budgeting through Capital Improvement Plans (CIP). Capital projects and purchases of at least $10,000 are funded primarily through the Capital Improvements Fund, Water Reserve Fund, and Sewer Improvement Fund.

The City's CIP has allocated a total of $24.9 million for capital projects (other than water, sewer, and transportation) during the 2009-2013 periods, for an average of about $5.0 million per year. There would be an additional $4.8 million per year dedicated to the Water Reserve Fund (most of which is for the water source project), an average $500,000 per year for Sewer Improvement Fund expenditures, and an average $130,000 per year for Transportation Improvement Fund. Therefore, capital expenditures were anticipated to total $40.3 million during the 2009-2013 period, or averaging $10.4 million per year. This compares with a 2000 actual expenditure of about $6.7 million.

Sidney has dedicated funding for capital projects that are targeted to meet specific objectives in the *Comprehensive Plan*. For example, the City allocated $2,729,585 in the 2001 budget for the Downtown Streetscape program. The monies were used to replace aged water & sewer infrastructure, install storm sewers, install pavers & new lights, and bury utility wires that reduced the aesthetic quality of downtown. The City states that these actions help "satisfy Comprehensive Plan strategies #1a … and #3c" relating to downtown revitalization. Another $50,000 for extending the City's walkway/bikeway helped satisfy Comp Plan objective #3f, and so on.

b) Capital Project Funding by Source

The 2009-2013 Capital Improvements Fund (CIF) generates a large majority of its revenue from income taxes. The City's policy is to transfer 80% of income tax collections to the General Fund and 20% to the Capital Improvements Fund. Therefore, as income tax revenues decline, less overall resources are available for maintaining and improving the City's basic infrastructure. At the same time capital costs are increasing at a rate equal to or higher than inflation. A small portion (approximately $108,000 annually) of the curb and gutter repairs (accounted for in the Capital Improvements Fund) is now funded by a newly enacted $5 license fee beginning in 2009.

Other sources of CIF revenues are additional transfers from the General Fund, grants, donations, and investment income. The City also utilizes debt to finance major improvements.

c) Capital Expenditures

During the period from 2009-2013, the largest amounts of Capital Improvement Fund expenditures are allocated for streets & highways, accounting for 59% of total capital expenditures. Stormwater improvements accounted for 2.1%, parks 5.6%, fleet 8.5%, and debt service 15.8% of total expenditures for CIF fund. The remaining percentages are utilized for a variety of other capital needs including traffic improvements, bridge projects, cemetery, airport, and facilities improvement.

The City's financial policy requires a minimum fund balance of 10% in the CIF to finance emergency needs.

The City has a Standard & Poor's AA long-term bond rating. The City has a relatively low debt burden, but it is unclear what long-term infrastructure requirements may result in future financing needs beyond the 5-year CIP horizon.

5. Debt: Debt Capacity

a) Tax-supported "net debt": Ohio law restricts the amount of debt that a City may issue. The aggregate principal amount of unvoted "net indebtedness" may not exceed 5.5% of the assessed valuation for property tax purposes of all real and personal property located within the City. At December 31, 2008, that debt ceiling was $20.7 million. Certain debt with a repayment source other than general tax revenues, is excluded from the definition of net indebtedness. Under that definition, the City has approximately $9.0 million of net indebtedness as of December 31, 2008, leaving a legal debt margin for unvoted debt of approximately $11.7 million.

An additional statutory limitation restricts total indebtedness – both voted and unvoted – to 10.5% of the real and personal property assessed valuation. That limitation would restrict total City net indebtedness to $39.5 million, leaving a total debt margin of approximately $30.5 million.

The City of Sidney Debt Policy further restricts the debt that the City may issue. While state law permits unvoted "net debt" up to 5.5% of the property tax assessed valuation, the City policy restricts such debt to a maximum of 3.5% of assessed value. The City's unvoted "net debt" is expected to be at 1.8% of assessed value at December 31, 2009, well within the City's policy.

b) Revenue-supported debt: The City's Debt Policy offers separate debt capacity guidelines for revenue-supported debt, including G.O. debt principally supported by a revenue pledge. The City Debt Policy limits such debt by requiring that the issuing fund be able to meet certain ability-to-pay measures. Specifically, the debt coverage ratio should be greater than 1.5. The Debt Coverage Ratio measures the City's ability to make the required principal and interest payments.

The City of Sidney's revenue-supported debt consists of bonds issued to construct infrastructure for the water system and sewer system. At December 31, 2008, the Water Fund Debt Coverage Ratio is not applicable because of the use of Bond Anticipation Notes (BAN's) during the design and construction of the new Water Source. Due to the large size of the Water Source project, it will be several years before the Water Fund generates sufficient debt capacity to bond-finance the project. At December 31, 2008, the Sewer Fund Debt Coverage Ratio was above 1.5, signifying capacity to make the required debt payments. No new self-supporting Sewer Fund debt is anticipated in the 2009-2013 Five-Year Plan.

6. Economic Development & Tourism

Sidney does not fund a dedicated economic development officer, nor does it maintain a discretionary fund for this purpose. However, the City does maintain several activities in support of economic development. Sidney provides for a Revolving Loan Fund out of CDBG grant monies. This fund provides low-interest loans for businesses within targeted areas of the city. While several outstanding loans remain, there have been few new loan applications in recent years. It is not clear that this program provides the incentives or resources most appropriate for downtown revitalization, which is one of the goals of the program. Sidney maintains a municipal airport, possibly as an amenity for attracting and retaining business. Sidney provides CRA tax abatements and has an enterprise zone

for manufacturing. The City also has a 6% bed tax, with 25% of proceeds available to the CVB for tourism marketing. However, this is the only portion dedicated specifically for tourism uses.

These and other fiscal incentives should be measured against a return on investment (ROI), in terms of jobs, downtown or plant reinvestment, income tax revenues, or other factors consistent with the city's goals for economic development. Based on the results of ROI analysis, there may be opportunities to amend or replace the City's development incentive policies to maximize return. Alternative programs or policies (such as tax increment financing districts) will be explored later in this plan.

7. Communication

The City of Sidney provides an exceptional example of communicating complex budget issues and relating them to the planning process. The City's popular budget provides a clear and concise summary of City financial status and goes the extra step of linking municipal programs and expenditures with clear objectives. Many of these objectives relate back to the 1997 Comprehensive Plan and implementation of the Plan is explicitly tracked as part of the City's budgeting process.

Given the high standards set by the City, it is appropriate that the City also ensure that it is setting benchmarks and standards for measuring the success of its programs, especially those relating to planning or economic development initiatives. Benchmarking will ensure that the City is maximizing the fiscal and economic return on investment from these initiatives.

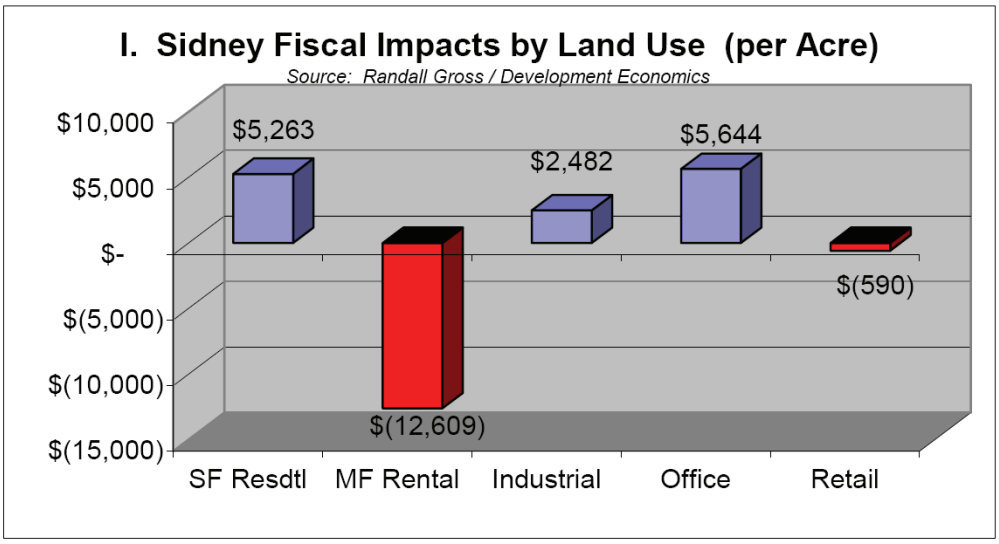
H. Net Fiscal Benefits of Development

This report summarizes the findings from an assessment of the net fiscal benefits of development by land use type within the city of Sidney, Ohio.

1. Net Fiscal Benefits by Land Use Type

The chart shown below summarizes the net fiscal impacts per acre of major land uses within the city of Sidney. The "net" fiscal benefits result from revenues (such as taxes) generated annually to the City of Sidney, less the annual costs (such as City administration, O&M, police, fire, parks, etc) generated by each type of development.

Chart- I. Sidney Fiscal Impacts by Land Use



In general, residential uses produce a fiscal net benefit to Sidney in that the revenues generated are generally higher than the costs for supplying services. The exception is in multi-family development (including senior housing), where higher-densities result in higher costs to the city on a per-acre basis while revenues, such as those derived from property taxes, are insufficient to cover the higher costs. Commercial and industrial uses generate a relatively high fiscal gain to the city, primarily because of the benefit of income taxes. These uses also produce lower per-acre costs for providing city services. For example, office and industrial tenants require less park and recreation use than do households. Sidney's retail uses fail to recoup their costs in part because the city's retail wages are lower than industrial and office wages and, therefore generate lower income tax benefits to the City.

On a per-unit basis, single family generates a net fiscal benefit of $517 per year to the City, while multi-family results in a net annual loss of $1,000 per unit. Office generates the greatest fiscal return on a per-square-foot basis, at $1.00. Industrial space generates a net fiscal benefit of about $0.44 per square foot. Lagging behind both office and industrial is retail, generating a net loss of $0.49 per square foot. Despite the relatively high tax revenues generated by retail space, retail also generates higher fiscal costs per square foot than either office or industrial.

2. Net Property Tax Benefits to Schools by Land Use Type (per Acre)

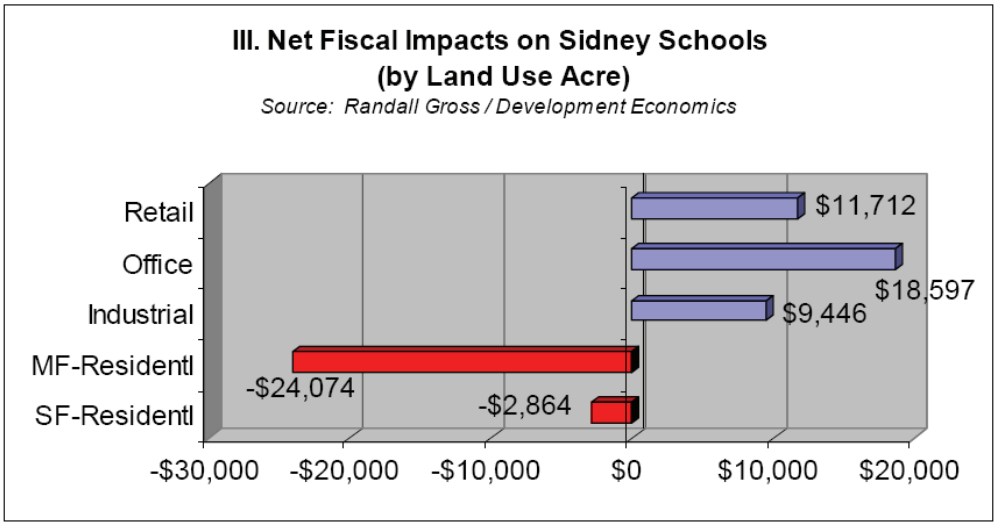
Sidney schools generate a portion of their income from local property tax millage. The net benefit (or property taxes) to schools from each type of land use was also determined. In this case, costs are generated only by residential uses, the source of school enrollment. Commercial and industrial uses do not generate students and, as a result, help cross-subsidize school operating costs.

The result of the net benefits analysis for schools is summarized in the following chart. Both single and multifamily residential uses fail to recoup their share of the cost for operating schools. Much of that benefit is provided by non-residential uses. *It is important to note while multi-family uses generate a negative fiscal return to schools, there are other types of civic and economic benefits from affordable housing, including a supply of housing for workers in support of office, industrial, and retail development.*

This analysis does not account for income taxes that would only serve to further boost commercial and industrial uses over residential ones in generating a net benefit to local schools.

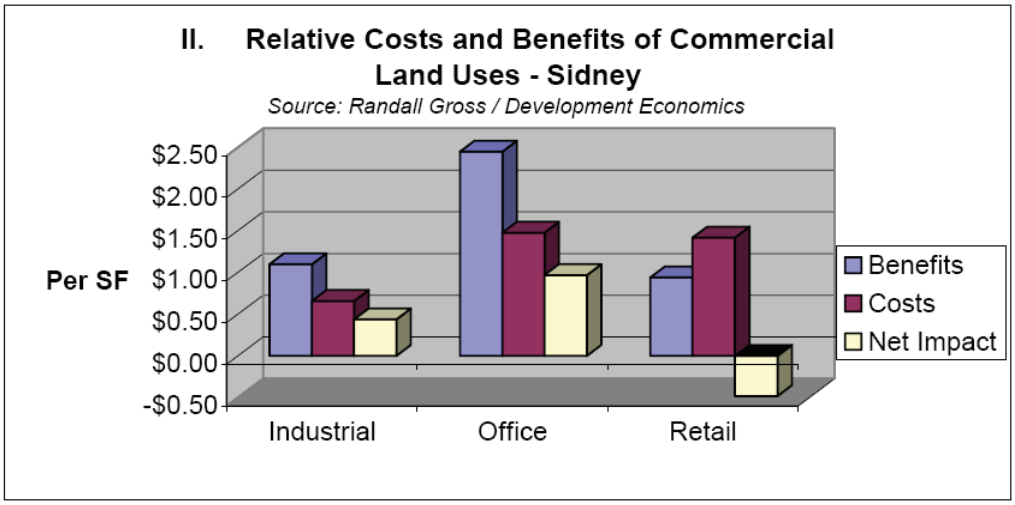
3. Net Impacts of North End Utility Extension

Chart- III. Net Fiscal Impacts on Sidney Schools



As part of the comprehensive planning process, the City of Sidney is considering extension of water and sewer utility services to areas in the northern portions of the City. These utility lines would help accommodate potential residential growth in that portion of Sidney. Given the City's interest in encouraging higher-cost housing, it is assumed that the residential development in the north end would have average prices at the **higher-end** of Sidney's existing price range ($120,000 or above). The demand for these higher-priced units has not been tested as of yet.

Chart- II. Relative Costs and Benefits of Commercial Land Uses



The up-front capital costs of extending those utilities has been calculated by the engineers on the planning team. This fiscal analysis examines the *annual* net benefits to the City of the residential development that could occur *as a result* of having the new utility services.

Again, it is assumed that annual costs for providing water and sewer services would be recovered through tap-in fees and usage charges. Therefore, the annual net utility service costs should be zero. However, the addition of residential development units (estimated to total 804 at full build-out) within a low-density (1.4 DU per acre) zone would generate fiscal benefits and costs to the City and the School District beyond just utilities.

An analysis of these costs and benefits through the fiscal impact model suggests a net annual benefit of $815 per DU to the City of Sidney, for a total impact of about $650,000 per year in net revenue growth. However, these same units would generate demand for school services that would require additional cross-subsidization from other uses or direct subsidies through the State revenue sharing formula. Each residential unit would result in a net negative impact of $340 per year to the schools.

Table 1. Basic Annual Fiscal Impacts of North End Utility Extension

Jurisdiction	Dwelling Unit	Factor	Net Annual Benefit
City of Sidney	804	$815	$654,993
Sidney Schools	804	$(341)	$(274,386)

As shown in Table 1 above, the utility extension would result in a net annual impact to schools of almost $275,000, assuming there is no cross-subsidization. This negative impact could be ameliorated, however, through planning that allows for a balance of uses and/or mixed-use development. Again, this assumes a "best case" scenario where residential development would income primarily higher priced units that attract higher-income residents. Anything below these standards would result in lower net benefits to the City and higher net loss to the schools.

3. Summary

Residential property tax revenues do not support the cost of operating Sidney's schools. These operating costs are also cross-subsidized by other land uses (aside from intergovernmental transfers and other revenues). Multi-family residential uses also fail to generate sufficient revenues to recover the cost of City services to those units. While a diverse, affordable housing stock is essential, there is also a need to attract a strong revenue stream to support local schools and services. Commerce and industry provide income and property tax revenues without generating a strain on local schools. In extending utilities, the City should consider the fiscal benefits of a balanced land-use planning strategy, especially as it impacts on local schools.

I. Methodology & Assumptions

These analyses tested the annual, stabilized costs and benefits of each of the typical land use types in Sidney. The net fiscal benefit (revenues minus costs) generated by each land use was determined.

1. Marginal Revenue and Cost Impacts

The specific marginal revenue and cost for typical administrative line items in the City's budget were determined per employee or per household for Sidney. These factors were then revised to reflect specific type of land use, such as retail, office, and different densities of housing. The factors were then translated into a per-acre, per-square-foot, or per housing unit measure.

2. Other Revenue and Cost Impacts

The net benefits of land uses for other non-administrative functions were determined on a case-by-case basis. For example, police and fire department costs were determined based on analyses of the deployment of City forces and the impact of various land uses on manpower requirements. Street maintenance costs were determined based on trip generation factors for each land use, as a percentage of the total trips. This ratio was then applied for each land use to the total street maintenance budget. Schools impacts were determined based on student generation factors and the *local share* of per-pupil costs. Parks and other programmatic function impacts were also determined separately.

3. Infrastructure Assumptions

Infrastructure impacts are normally determined in several different ways. First, there are the capital costs associated with new development or redevelopment on-site. Second are off-site capital costs resulting from the impact of development. Third are ongoing annual maintenance costs associated with both the on-site development and its impacts off-site.

a) On-Site Capital Costs.

These costs can include new streets, structured or surface parking, stormwater, and other improvements. For this analysis, it is assumed that these capital costs would be 100% paid by the developer (or are otherwise not included).

b) Offsite Impacts and O/M Costs.

The off-site capital costs associated with new development, if one-time costs, are also excluded from this analysis in order to provide a general city-wide measure. However, recurring impacts such as maintenance and replacement, resulting directly from the site's development, are captured in the fiscal impact analysis. Regular maintenance and replacement costs associated with a stabilized program are included on a marginal basis, similar to other types of operating costs. However, any additional road & street costs above and beyond those averages would need to be determined on a case-by-case basis with engineering input and added into any fiscal impact analysis for a specific project, by type of cost.

HOUSING

6. Housing

A. Introduction

Housing is an essential element of a community. Many issues are therefore relevant to the quality, quantity and affordability of the City of Sidney housing stock. The Housing Plan addresses these following major topics:

- **Reinvestment and Homeownership**
- **Expansion of Housing Stock**
- **Affordable Housing**
- **Housing Improvement Strategy**
- **Financial Assistance**
- **Housing Marketing Strategy**

B. Planning Issues

Concerns addressed regarding housing focused on the local market for new construction and the lack of a full range of ownership opportunities, regardless of income. Absentee landlords and housing conditions in the City's older neighborhoods were also noted.

1. Housing Market

The market is currently meeting the need for upper-end housing, but it is not addressing more affordable new construction (single-family detached); something that was identified as an issue in the 2002 Plan Update. The market has brought on-line a large number of two-family attached housing in the middle and upper middle range, which has been very popular, since the 2002 Plan Update. In general the City would benefit from a broader, more diversified housing stock.

2. Deteriorated Housing

Absentee landlords around the downtown are the primary reason for pockets of deteriorating housing. Troy has been successful encouraging housing rehabilitation around their downtown. The City should work jointly with civic organizations and churches to create rehabilitation programs similar to successful programs in Troy. Many interviewed supported the City's proposal to adopt improved housing maintenance requirements. Areas of deteriorated housing often attract criminal activity which further perpetuates the deterioration of a neighborhood. Many communities have petitioned for grant money from the U.S. Justice Department for the Federal Weed and Seed program which provides funds to sweep an area to address code enforcement (building, zoning, health, fire) and identify and eliminate criminal activity.

C. Existing Conditions

The Existing Conditions section of the Housing Plan provides a summary of housing and real estate trends and policies currently characterizing the City of Sidney.

1. Findings

Housing characteristics, improvements and development trends play a role in defining housing in the City of Sidney. The following points provide an overview of the findings of this chapter.

a) Housing Improvement Strategy

Sidney has taken a proactive approach in the improvement of lower and moderate income housing upon the implementation of the Community Housing Improvement Strategy (CHIS). Numerous conclusions in regard to Sidney's housing status were identified, such as a substantial number of low-income households and substandard units, the inability of householders to obtain equity to purchase homes and a lack of affordable housing for special needs populations. The strategy targets home rehabilitation and repair, homebuyers assistance, housing assistance to special needs populations and the removal of lead-based paint. The City has received eight Community Housing Improvement Program grants and with the recent development of the CHIS Update, intends to apply for additional funds to support the community's housing needs.

b) General Characteristics

Forty-five percent of Shelby County's housing units were located in Sidney in 2000. Sidney was characterized by a higher percentage of multi-unit structures than the County, exemplifying a higher density of population in the City. The County had a greater percentage of homes with more than two bedrooms, suggesting larger homes located countywide.

c) Affordability

Sidney continued to have a lower cost of living (less than 25 percent of the 2007 household income, directed towards housing costs) in regard to owner-occupied households than the state in 2007. The percentage of renter occupied units with costs of greater than 35 percent was higher than the figures reported by the County (43.8 percent versus 38.6 percent). This is a change from the 2002 Plan Update where the renter occupied units with cost of greater than 35 percent was lower than that of the County. The percentage of owner-occupied costs exceeding 35 percent of the 2007 household income was also greater in Sidney than the County and the state (16.2, 12.9, and 15.3 percent respectively). Analysis of housing value and gross rent indicates a greater percent of units in Sidney had values of less than $100,000 and gross rents of less than $500, particularly in comparison with state figures.

d) Real Estate Trends

Despite a fluctuating trend in the construction of housing, the local real estate market has been active during the 1990's and most of the 2000's. The past eight years have been characterized by an increase in the construction of single and multifamily structures in subdivisions, particularly in the northeastern section of the City. The rate of increase in housing values has remained fairly consistent with the two to three percent rate of inflation. The average selling price for residential properties in 2008 was $118,521, which was lower than the average in the County ($121,522) and State ($135,924).

2. Housing Improvement Strategy Update

A Community Housing Improvement Strategy (CHIS) was prepared for the City of Sidney between 1993 and 1994 and updated in 1996, 2001, and 2007. The 2007 Update proposed a $500,000 program for 2007-2009. The CHIS serves to guide federal and state housing assistance fund investments. The monies are to be used for affordable housing opportunities for households with incomes that are less than 80 percent of the County's median. The CHIS is a three-year strategy required prior to receiving funds under the Cranston- Gonzalez National Affordable Housing Act of 1990 and the Housing Opportunities Made Equal program. The document must be approved by the Ohio Department of Development, Office of Housing and Community Partnerships.

Recent efforts by the City and Shelby County have resulted in the most recent CHIS Update. The City of Sidney and Shelby County appointed a joint volunteer Housing Advisory Committee to assist in development of Updates for both the City and the County. This document is to be active through 2009, for implementation purposes. Issues addressed by the CHIS Update include the impact of the prior CHIP programs on the community's housing and changes necessary to the original CHIS in response to demographic or other pertinent changes in Sidney since 2004.

The City's CHIS addresses housing needs, market and inventory conditions, housing strategies and an action plan and budget. Community Housing Improvement Program (CHIP) funds are used to carry out specific strategies. The City of Sidney/Shelby County Housing Advisory Committee, comprised of local individuals, served as a public voice in the development process of the CHIS. Numerous findings and conclusions were identified, the most significant of which were the following:

- The FY97 and FY99 Programs received $12,360,000 in grant funding and resulted in production of 68 units.

- The FY 2001 and 2003 CHIP grants totaled $997,500 and provided rehab and repair assistance to 36 households.

- Median household income in the city of Sidney increased by 43.5% between 1990 and 2000, to an estimated $40,004. This income is still 18.3% lower than the estimated countywide median of $47,338 but only 3.2% lower than the statewide median income of $41,291.

- In 2000, an estimated 60.4% of Sidney households earned less than $35,000 per year, limiting their housing choices to units that cost them less than $817 per month.

- Nearly 11 percent of the City's population was living below poverty status in 1990.

- There were 8,559 housing units in Sidney. Of these, 93.2% were occupied and 6.8% were vacant.

- Lead-based paint was estimated to be present in 1,183 housing units 742 owner-occupied units and 441 renter-occupied units.

The CHIS further identified housing issues and problems specific to Sidney:

- Cost of housing and home repairs relative to household income.

- High number and percentage of substandard owner- and renter-occupied dwelling units.

- Inability of households to purchase a home due to lack of down payment or equity.

- Lack of affordable ADA handicap accessible units to lower income households.

- Increasing difficulty experienced by the elderly in maintaining their homes and life-styles.

- Cycle of welfare and hard-core poor and the economics of housing.

Housing needs specific to the City to be addressed were identified as follows:

• Rehabilitation of single-family, owner-occupied housing with a focus on the elderly and disabled populations. Rehabilitation costs were estimated to range from $10,000 to $35,000.

• Homebuyers' assistance, particularly to first-time homebuyers. The largest shares (74.5% 70.9%) of homes in the city were valued in the $50,000 to $149,999 range in 2007, with 51.8% of all homes valued at over $100,000. A total of 37.4% of all homes were valued in the $50,000 to $100,000 range.

• Housing assistance to aid special populations groups such as the elderly and persons with disabilities.

• Rehabilitation of renter-occupied units, particularly structures containing up to three units.

3. General Characteristics

Data obtained from the 2007 U.S. Census Estimates have been used in this section to examine the general characteristics of housing in Sidney. General characteristics, housing density, age of housing, migration patterns and cost of housing data provide insight into the status of the City's housing. Figures reported by Shelby County and the state have been included to provide a benchmark for the City figures. The data are presented in the tables and graphs located at the end of this chapter.

a) General Housing Characteristics

Sidney has a high housing occupancy rate, with approximately two-thirds reported as owner-occupied units and one-third reported as renter-occupied units. Sidney had a 90.4 percent housing occupancy rate (down from 93 percent identified in the 2002 Plan Update), and Shelby County had a 93.6 percent housing occupancy rate, comparable to the state rate of 89.3 percent. Sidney reported the highest percentage - 42.1 percent or 3,498 housing units - of renter-occupied units and the lowest percentage of owner-occupied units - 57.9 percent or 4,813 units - when compared with the County and the state figures. The trend over the last 17 years indicates that in the City, more residential dwellings are transitioning from owner occupied to a rental unit.

b) Housing Density

The higher density population and housing associated with Sidney relative to Shelby County is suggested by the higher percentage of multiunit structures, as compared to figures reported by Shelby County and the state. Sidney's housing units generally had fewer bedrooms than the County and state as well, providing some indication of the greater number of potentially larger homes beyond the City boundary. Analysis of the data revealed the following:

- Sixty-Seven percent or 6,196 of the housing units in Sidney were classified as single units (attached and detached), as compared with the County figure of 81 percent or 15,966 units.

- Structures containing two or more units accounted for 33 percent or 2,997 of Sidney's housing stock, while the County reported only 19 percent or 3,860 units.

- Single unit structures in Sidney comprised approximately 40 percent of the countywide single unit structures and two or more unit structures accounted for approximately 80 percent of those in Shelby County.

The state figures closely paralleled the Sidney figures as it had during the 1990 and 2000 Census.

The City reported 85 percent or 7,801 housing units with three or fewer bedrooms, a percentage higher than that reported by the County (82 percent or 16,109 units) and the state (80 percent or 4,043,076 units). Fifteen percent of Sidney's housing stock or 1,392 units had at least four bedrooms, a lower percentage than the

County (18 percent or 3,717 units) and the state (20 percent or 995,578 units) figures. (*Note: These numbers are from the 2007 US Census Estimate).

c) Age of Housing

Approximately 47 percent of Sidney's housing stock was built after 1959, a figure slightly higher than the County figure (42 percent) and the state figure (44 percent). Analysis of the age of the housing stock provides insight in regard to its general condition, as well as growth trends that have occurred over several decades. It was found that:

- The age of the Sidney housing stock closely paralleled that of Shelby County and that of the State of Ohio.
- Of total housing units, approximately 5 percent or 400 of the City's units were constructed after 2000.
- Nearly 30 percent or 2,715 of the units were built between 1960 and 1979, 19 percent or 1,749 between 1940 and 1959 and 26 percent or 2,526 were constructed prior to 1940.

Sidney reported an equal percentage of structures built between 1960 and 2007 than the state, with 53 percent or 4,918 units constructed in Sidney and 55 percent or 2,803,900 units built statewide. A higher percentage of Sidney's housing stock was built prior to 1940, with 27.5 percent or 2,526 units as compared with only 22 percent or 1,123,161 units constructed in Ohio during the same time period. (*Note: This data was different than the existing data. The revisions were calculated from the U.S. Bureau of the Census, Census 2007 Estimate.)

d) Migration Patterns

When compared with Shelby County and state figures, Sidney reported the highest percentage of units that became occupied 57.7 percent or 4,792 since 2000 (the County and state figures were 46.6 percent or 8,653 units and 48.8 percent or 2,194,845 units respectively). Only 3.4 percent or 284 units of the Sidney occupied housing stock became occupied prior to 1970.

e) Cost of Housing

Sidney housing values remain relatively low overall and the percentage of households with renter costs below 25 percent of the 2007 income were relatively similar to figures reported by the state (33 and 37 percent respectively). The percentage of owner costs above 35 percent of the income was relatively similar in Sidney when compared to the state (16 and 15 percent respectively). Housing value data enables analysts to gain insight into land value and the cost of living. The Census data revealed the following in regard to specified owner-occupied units:

- Sidney reported in 2000 a percentage of 7 percent or 295 units characterized by a housing value of less than $50,000. By 2007 Census Estimates, this figure has increased to 521 units or 10.8 percent of the housing stock. The 2007 figure is comparable to the lower percentage figures reported by Shelby County and the state (7 percent or 943 specified units and 7 percent or 220,176 units respectively).
- There was a lower percentage of units with values of $100,000 and greater in Sidney, reported as only 52 percent or 2,943 units, while the County and the state reported figures of 65 percent or 8,840 units and 70 percent or 2,201,858 units respectively.
- Approximately 37 percent of units had a value of $50,000 to $99,999 at the city level, approximately 29 percent of units had a value of $50,000 to $99,999 at the county level, and approximately 24 percent of units had a value of $50,000 to $99,999 at the state level.
- Sidney reported the lowest median housing value of $102,000 (up from $87,600 in 2000) as compared with the County value of $124,000 (up from $97,000 in 2000) and the state value of $134,400 (up from $103,700 in 2000).

Gross monthly rent values are similar to housing values in that they provide some indication of the cost of living. Analysis of specified renter-occupied housing units revealed:

- Four percent or 137 units reported a gross monthly rent of less than $300, similar to that of the County figure of 4 percent or 172 units and half of the 8 percent, or 106,135 units, reported by the state.

- Analysis of gross monthly rent values of $500 or greater reveals a similar percentage (although Sidney is higher) characterizing units reported by Sidney and the County, with 79 percent or 2,762 units and 75 percent or 3,633 units respectively, compared to the state with 70 percent or 940,095 units.

- The median values reported by the City and County of approximately $628 for gross rent was similar to the county and state median value of $624 and $645 respectively.

The data suggest a slightly lower cost of living in the Sidney area for housing ownership and rent than the state as an average.

Housing costs as a percentage of household income serves as an indicator of housing affordability. With the commonly accepted affordable housing standard of 25 percent or less of annual household income, households with costs of over 25 percent may be characterized as those having problems associated with housing affordability (lack of purchasing, foreclosure). A comparison of specified owner-occupied and renter-occupied units revealed the following:

- Sidney reported 68 percent or 3,291owner-occupied units with costs of less than 25 percent of the 2007 household income, and only 33 percent or 1,149 renter-occupied units reported costs of under 25 percent. Shelby County reported similar percentages for both specified owner- and renter-occupied units (70 and 38 percent respectively).

- Eighteen percent or 844 owner-occupied units reported costs of 35 percent or greater, while 44 percent or 1,532 renter-occupied units had costs of at least 35 percent (a 50 percent increase since 2000). Shelby County reported lower, yet relatively similar percentages for both owner- and renter-occupied units (15 and 39 percent respectively).

- The City figures are comparable to the state figures of only 63 percent or 1,983,063 owner occupied and 37 percent or 501,215 renter-occupied units with costs of less than 25 percent of the 2007 household income.

- Nineteen percent or 594,224 owner-occupied and 37 percent or 496,595 renter-occupied units had costs of 35 percent or greater statewide, to the figures reported by Sidney (renter-occupied units are lower statewide than in Sidney).

4. Development Trends

Development trends characterizing Sidney during the 1990's and early 2000's were analyzed using construction permit data and an interview with a local real estate representative. The following presents an overview of the recent residential development trends.

a) Residential Development

Data pertaining to residential activity in Sidney gathered by the City of Sidney Building Department between 1990 and 1996 reveal an addition of 570 structures and 716 units to the housing stock over the seven-year period. A total of 447 single-family structures or 78 percent of all structures built were constructed at a total cost of over $42.5 million, 100 two-family structures or 18 percent at a total cost of over $7.5 million and 23 three-family units or four percent at a total cost of over $2 million. Sixty-two percent of the new units were single-family structures, 200 or 28 percent were two-family structures and 69 or 10 percent of new units constructed between 1990 and 1996 were three-family structures.

Between 1997 and 2002, an additional 294 structures and 358 units were added to the housing stock over the six-year period. A total of 236 single-family structures or 80 percent of all structures built were constructed at a total cost of over $31.2 million, 52 two-family structures or 18 percent at a total cost of over $5.1 million and 6 three-family units or two percent at a total cost of over $890,000. Sixty-six percent of the new units were single-family structures, 104 or 29 percent were two-family structures and 18 or 5 percent of new units constructed between 1997 and 2002 were three-family structures.

2002 through 2008 realized a reduction in the pace of residential development. This six-year period resulted in an additional 286 structures. Fifty of these structures were two-family. No three-family structures were added during this period. One multi-family complex was built, with three buildings containing 32 units. The total number of units added to the housing inventory was 365. Approximately 62% of the units were built as single family dwellings. The remaining units were built as two-family (27%) and multi-family (11%). This six year period saw a sharp decline in new construction in 2007 and 2008. From a high of 65 new structures in 2005, the pace dropped to 27 new structures in 2008. The total cost of construction for this six year period was approximately $40 million.

The number of structures constructed in each category fluctuated between years, as did the average construction costs per year. Only 27 structures were constructed in 2008, the fewest built annually over the twenty-one– year period. The greatest number of housing units constructed was 129 in 1990. The average construction cost increased steady from the low $100,000's to almost $170,000 per single-family residence. Average cost for two-family structures increased as well from the $67,000 range to $160,000 average cost.

b) Recent Real Estate Market Trends

Several real estate market trends were discussed during an interview with a representative of the local real estate industry in March, 1997. The past five years have been characterized by a great deal of residential development when compared with historic trends. This development has been predominantly single-family construction, yet the number of new multifamily structures and rental units has been increasing. Sidney is experiencing a more rapid rate of development than other communities in Shelby County.

Subdivision development has been active since the early 1990's in the northern section of Sidney, particularly in and Plum Ridge and also in the southern portion of Sidney in the Westlake subdivision. Homes generally range in value from $90,000 to $140,000 in Westlake and from $180,000 to $400,000 in Plum Ridge. This rapid development of predominately single-family structures may be partially attributed to the close proximity of schools, churches and the YMCA. In general, due to higher concentrated clusters of industrial and commercial development in the west sections of the City, and a perception of lower desirability east of the Great Miami River, residential development has been slower in those areas than in the north and south. An increase in the development of multifamily structures, or doubles in Hi Point Estate and Windsor Parke has been experienced in the 1990's.

The real estate industry representative noted an increase of approximately two to three percent in housing values since 1990, closely paralleling the rate of inflation. The north section, due to the demand for housing, has experienced a slightly higher rate of nearly four or five percent. While the past several years have been characterized by a fairly constant rate of increase, there appears to have been an approximate six percent increase of housing values in the Sidney real estate market over the past 12 months. The typical selling price of a home in Sidney falls between the upper $70,000 to lower $80,000 range, with an average selling price of $74,468 for all properties in 1996. Financial institutions in the area are very active and competitive in the Sidney real estate market in the provision of financial assistance for homebuyers.

D. Housing Plan

1. Introduction

The Housing Plan focuses on the development of opportunities for affordable housing, reinvestment in depressed neighborhoods, homeownership and the continued implementation of the CHIS. The housing needs of the community are reflected within the Plan.

2. Policies

The following summarizes the mission statement and objectives that serve as the policy foundation of the Housing Plan.

a) Mission Statement

The City's housing mission is to *provide quality housing opportunities for all residents.*

b) Objectives

The following are the objectives for Housing:

Objective 1 - Housing Stock - Expand the housing stock.

As a basis for the expansion of the Sidney housing stock, encouragement of reinvestment and homeownership in targeted existing depressed neighborhoods should be ongoing. Maintenance and rehabilitation of existing housing units should be encouraged. Simultaneously the City should study and identify current and future gaps in the housing stock, providing a benchmark for residential construction. Monitoring progress of CHIS strategy implementation and obtaining CHIP grants should continue.

Objective 2 - Affordable Housing - Increase the construction of affordable housing.

Current and future residents of Sidney should be provided the opportunity to purchase or rent affordable, quality housing. Local incentives should be offered to promote the construction of affordable housing. Through government programs and private or corporate funding, financial assistance should be made available to eligible households. Establishing a standard proportion of units constructed in new developments for low- and moderate-income households should be considered. Affordable, quality housing should be accessible to special need populations as well, such as through the development of group homes. An annual review of the progress of CHIS implementation and housing needs of the community should be considered as a means to addressing housing issues on a frequent basis.

3. Standards

The following standards serve as a technical basis for the Housing Plan.

a) New Development

Establish a target that a minimum of 20 percent of units in new residential developments citywide in a given year be affordable to low- and moderate-income households.

b) Rehabilitation

Seek and utilized state and federal funds as a source of financing the rehabilitation of 25 housing units annually, working towards the goal of creating well established existing neighborhoods that are currently depressed.

c) Homeownership

Target a 10 percent increase in homeownership in Sidney over a 10-year period.

d) Financial Assistance Eligibility

Households with income levels less than 80 percent of the Shelby County median meet eligibility requirements for homebuyer and renter assistance. First-time homebuyers may also qualify for down payment and equity support.

4. Housing Plan

The following summarizes the Housing Plan.

a) Introduction

The Housing Plan targets the areas of reinvestment/homeownership, housing improvement strategy, rehabilitation/maintenance and new construction, affordability and financial assistance, and special need populations.

b) Reinvestment and Homeownership

The Housing Plan recognizes the importance of reinvestment and ownership of houses in older and depressed neighborhoods as a step towards expanding the City's housing stock. Real estate incentives should be considered as an encouragement towards reinvestment and homeownership in these neighborhoods.

c) Housing Improvement Strategy

The Plan recommends an annual review of the implementation process of the CHIS as a means of verifying the status of affordable, quality housing in Sidney. Federal and state housing assistance fund investments should be actively sought (primarily CHIP grants) to provide affordable housing and rehabilitation opportunities to residents. Local officials, planners and housing groups should collectively implement the strategies defined by the CHIS to ensure an efficient and effective process. The lead-based paint abatement strategy should remain an ongoing process to eliminate these health concerns.

d) Rehabilitation/Maintenance and New Construction

The City should continue to conduct a residential market study as a part of the ongoing CHIS program to identify current and future gaps in the housing stock and target neighborhoods in need of rehabilitation for the purpose of establishing a balance of older, well established neighborhoods and new development. Maintenance of the housing stock should become an ongoing process citywide. Affordability of housing should be considered an underlying issue of rehabilitation, maintenance and new construction in all areas of Sidney. Petitioned for grant money from the U.S. Justice Department for the Federal Weed and Seed program which provides funds to sweep and area to address code enforcement (building, zoning, health, fire) and identify and eliminate criminal activity.

e) Affordability and Financial Assistance

The Housing Plan recommends providing financial and regulatory incentives for developers to construct low- to moderate-income housing, such as federal and state programs. Homebuyers should be provided the opportunity of financial assistance if qualified; allowing persons who otherwise could not afford housing to invest in real estate.

f) Special Need Populations

Special need populations, including the homeless, elderly, physically and mentally disabled, abused women and children, and victims of AIDS/HIV, often are in need of affordable, quality housing. Local officials, churches and social service organizations should collaborate efforts in establishing short and long term housing demands and outreach programs. Federal and state funding should be actively sought to support the development of affordable group homes.

g) Housing Marketing Strategy

The City needs a diverse housing stock and one that meets the needs of its employment base. To ensure an adequate supply of move-up housing for the city's workers, this Housing Plan recommends that the City collaborate with developers and brokers to strengthen the market for move-up housing.

E. Implementation

1. Introduction

Several strategies have been incorporated in the Implementation Section of the Housing Plan, focusing on the current and future housing stock and housing affordability.

2. Strategies

The following details implementation of the Housing Plan:

Objective 1 - Housing Stock

Strategies
1a) Encouraging rehabilitation and maintenance of existing housing and target existing, depressed neighborhoods with incentive package to encourage reinvestment and homeownership.

In the continued quest for expanding the housing stock of Sidney, the construction of new residential structures should not be the only action. Residents and newcomers to the City should be encouraged to consider investment opportunities in older neighborhoods, especially those in need of rehabilitation and ongoing maintenance. Incentives for rehabilitation and maintenance of the existing housing stock, including the provision of financial assistance should be stressed. Financial incentives including low-interest loans and down payment assistance for homebuyers - particularly first-time homebuyers - as well as utility assistance, should provide many residents the opportunity to invest in real estate. Target neighborhoods and funding sources should be identified and incentive package program guidelines established. In order to clean up neighborhoods which are exhibiting crime and maintenance issues, petition for grant money from the U.S. Justice Department for the Federal Weed and Seed program which provides funds to sweep and area to address code enforcement (building, zoning, health, fire) and identify and eliminate criminal activity.

Responsible Party:	*Community Services Director (Lead)*
Timeframe:	*Ongoing*
Estimated Cost:	*In-House Staff Time*

1b) Preparing a residential market study to identify current and future gaps in housing stock, and targeting the State average on affordability.

Sidney experienced significant residential construction activity during the 1990's with a significant slow down in the 2000's (1,164 units during the 1990's compared to less than half that through 2007). The typical selling price for all housing properties in 1996 was $74,468, a value unaffordable for many Sidney residents. Today, that price is slightly over $118,000 with a median sales price of $102,000. A residential market study to identify current and future gaps in the housing stock should be undertaken every five years to provide valuable information for developers and city officials in regard to where new housing is needed and the level of affordability relative to household income.

Responsible Party: *Community Services Director (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

1c) Pursuing Comprehensive Housing Improvement Program (CHIP) grants.

An annual review session should be conducted to determine the status of CHIP grant acquisition as presented in the Sidney CHIS document. CHIP funding should be primarily applied to the rehabilitation of owner- and renter-occupied housing units, first-time homebuyer's assistance, special need populations housing assistance and lead-based paint abatement strategies.

Responsible Party: *Community Services Director (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

1d) Implement Housing Marketing Plan to ensure an adequate supply of move-up housing.

An Introductory Housing Marketing Plan has been prepared and is included as an Appendix to this Comprehensive Plan Update. The Housing Marketing Plan attempts to address ongoing issues regarding the supply of move-up and "executive" housing. The City's fiscal health is somewhat dependent on the ability to attract and retain businesses with high-wage and salaried workers who, in turn, generate income tax benefits to the City. The Introductory Marketing Plan recommends specific actions as a first step towards strengthening Sidney's competitiveness for the upper-end markets.

Responsible Party: *City Manager, Sidney-Shelby County Chamber of Commerce, and Sidney Visitors Bureau, Shelby County Board of Realtors, Sidney Schools, Major local employers, and local real estate developers*
Timeframe: *Start-up and Ongoing*
Estimated Cost: *$20,000 Marketing Budget, In-House Staff Time.*

Objective 2 - Affordable Housing

Strategies

2a) Developing an education program that promotes current affordable housing incentives. Developers should be educated regarding current incentives that encourage the construction of affordable housing. Examples include:

a) The Affordable Housing Program is a state program offering developers funds to lower interest on construction loans. By depositing funds into a certificate of deposit and using earned interest to offset the interest rate on the loans, total construction costs are minimized.

b) Credits may be purchased through the federal tax program (IRS Section 42) administered by the Ohio Housing Finance Agency. Additional development capital is provided by the sale of credits for moderate-income housing and ultimately enables developers and property managers to offer relatively low monthly lease and rental rates, primarily targeted to multifamily buildings and lease-to-own single-family units.

c) Historic tax credits are available as an incentive for the rehabilitation and reuse of certified historic structures.

Responsible Party: *Community Services Director (Lead)*
Timeframe: *Short Term*
Estimated Cost: *In-House Staff Time*

2b) Studying the role of the City's development regulations.

The City should evaluate the zoning code and subdivision regulations to identify appropriate changes that would impact the cost of developing affordable, new construction housing. Such changes should be recommended by the Planning Commission and approved by Council and provided as an incentive to the building community, provided they are strictly linked to affordable housing developments -- which would have income ceilings for buyers or renters and financing from State or Federal programs.

Responsible Party: *Community Services Director (Lead) and Planning Commission*
Timeframe: *Mid Term*
Estimated Cost: *In-House Staff Time*

2c) Implementing the Comprehensive Housing Improvement Strategy (CHIS).

Implementation of the housing strategies identified in the CHIS should continue in an effort to ensure meeting the housing needs of Sidney residents. The City should seek federal and state funds to aid in the alleviation of affordability problems. An annual review of implementation progress and housing needs should occur and include city officials and housing groups.

Responsible Party: *Community Services Director (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

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 sheparded 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)

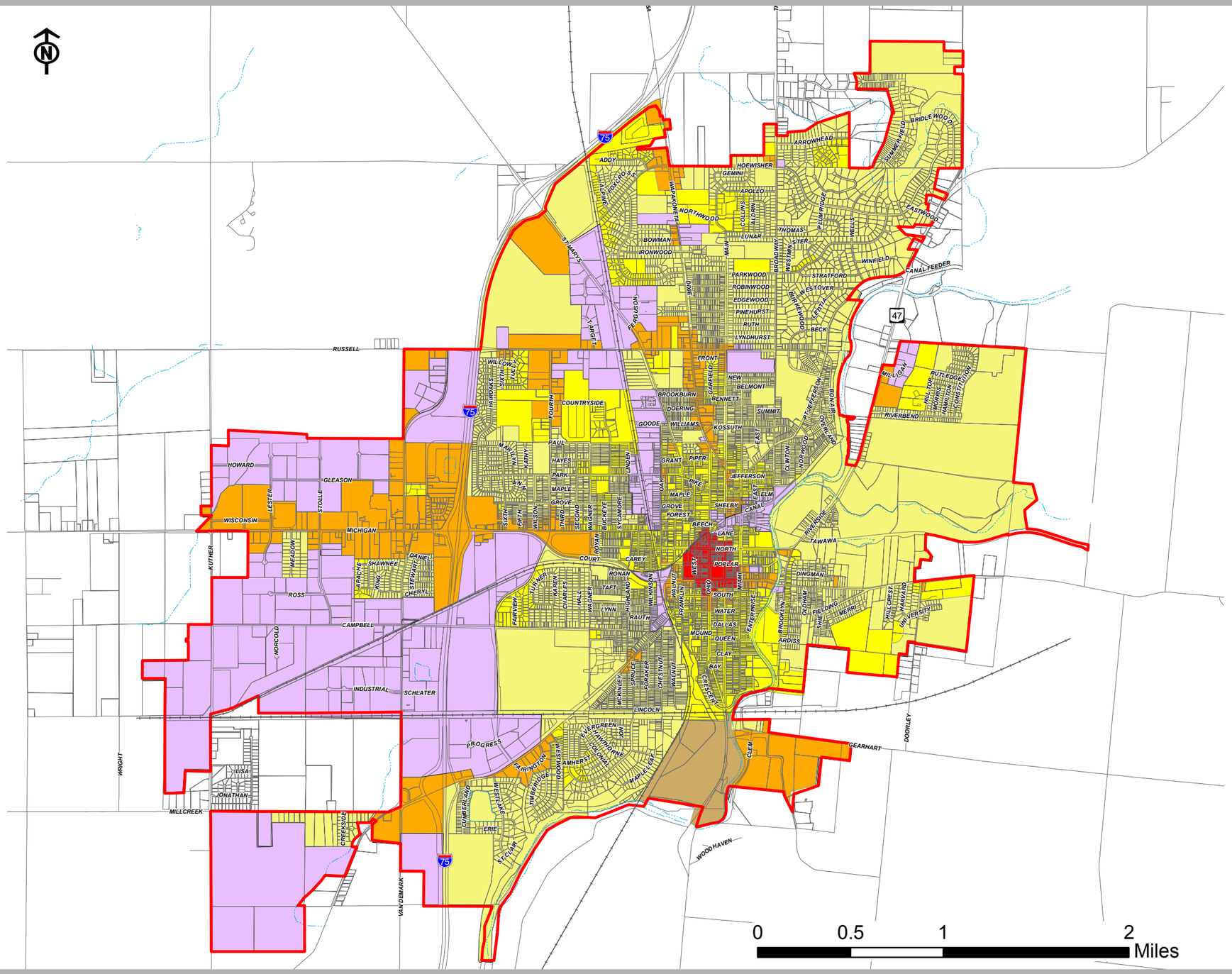
Zoning regulations are adopted to implement the goals and objectives a community establishes to guide its growth. An important aspect of the code is its reflection of the community's goals and objectives. Part Eleven; Title One of the Codified Ordinances of Sidney promulgates zoning regulations (hereinafter 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-1and 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).

Comprehensive Plan Update
City of Sidney, Shelby County, Ohio



Generalized Zoning

- Sidney Boundary
- Hydrology
- Parcels
- Agricultural/Non-Urban
- Low Density Residential
- Medium to High Density Residentia
- General Business/Office
- Commerical
- CBD
- Industrial
- Street Centerlines
- Railroad

August 2009

JACOBS

Source: City of Sidney and Shelby County

***The parcel data is not complete and should be considered only a graphic representation.*

GENERALIZED ZONING

The following table summarizes relevant zoning standards:

District	Typical Permitted Uses	Minimum Lot Area	Maximum Height
N-1	Single-family dwellings	32,600 sf	35 ft
	Agriculture		
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
	Two-family dwellings	8,000 sf	35 ft
R-3	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

Zoning District		Acreage	Percent
N-1	Non-Urban Residence Districts	123	1.5%
S-1	Suburban Residence District	406	4.9%
R-1	Single-Family Residence District	4,037	49.0%
R-2	Single 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:

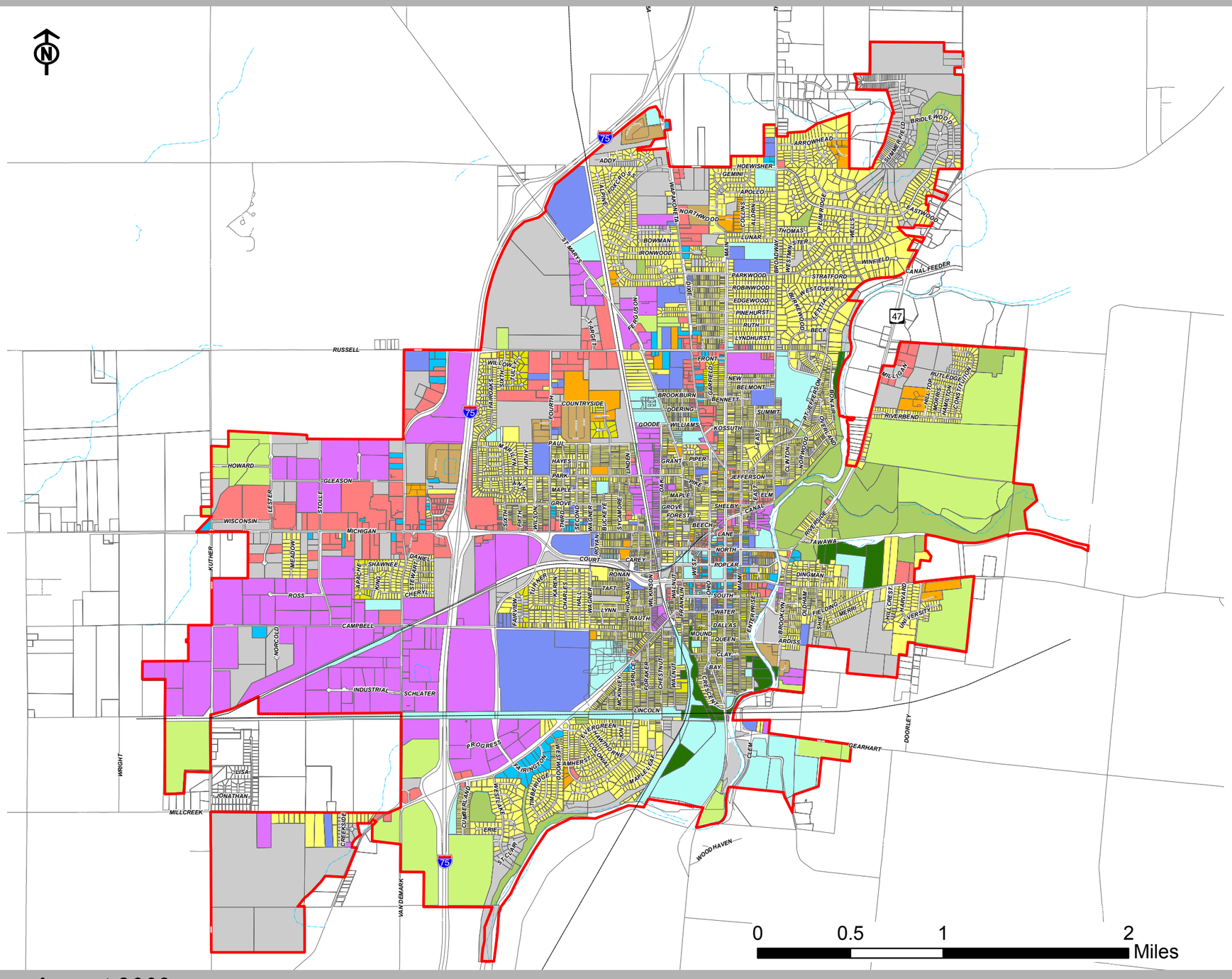
Residential land uses are distinguished according to their density:

- 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.

Comprehensive Plan Update
City of Sidney, Shelby County, Ohio



Legend

Existing Land Use

- Agricultural
- Wooded
- Single Family Residential
- Two-Family Residential
- Multi-Family Residential
- Mobile Home Residential
- Office
- Commercial
- Industrial
- Institutional
- Parks and Recreation
- Public
- Vacant/Undeveloped
- Parcels**
- Sidney Boundary
- Hydrology

**The parcel data is not complete and should be considered only a graphic representation.*

August 2009

JACOBS

Source: City of Sidney and Shelby County

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.

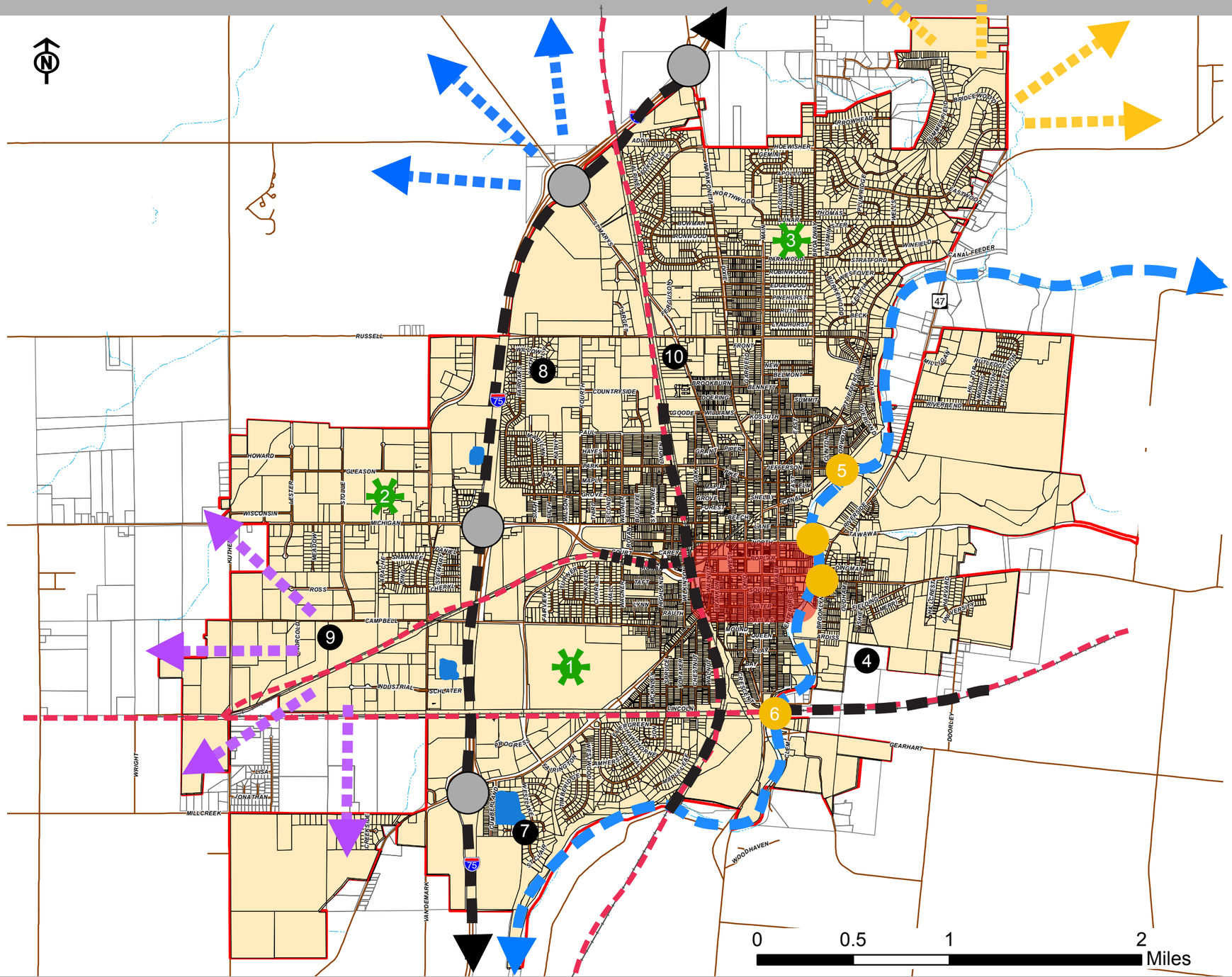
c) Commercial

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.

Comprehensive Plan Update
City of Sidney, Shelby County, Ohio



Development Opportunities & Constraints

- Community Reinvestment Areas
- Points of Access Across Great Miami River
- Activity Centers
- Natural Barrier
- Physical Barrier
- Industrial Expansion
- Residential Expansion
- Mixed Use Expansion
- Interchanges

Notes:

1. County Fairgrounds and Sidney High School
2. Regional Business
3. YMCA Expansion and Deam Park
4. Area with Limited Access
5. Bridge for Pedestrians and Bike Path
6. Construction of Replacement Bridge and Alignment of Gerrhart Road
7. Residential Expansion (Westlake Estates: approximately 125 lots) to include River Bike Path
8. Construction of North End Water Tank
9. Industrial Expansion Through Infill
10. Unincorporated Pockets

August 2009

JACOBS

Source: City of Sidney and Shelby County

***The parcel data is not complete and should be considered only a graphic representation.*

OPPORTUNITIES & 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

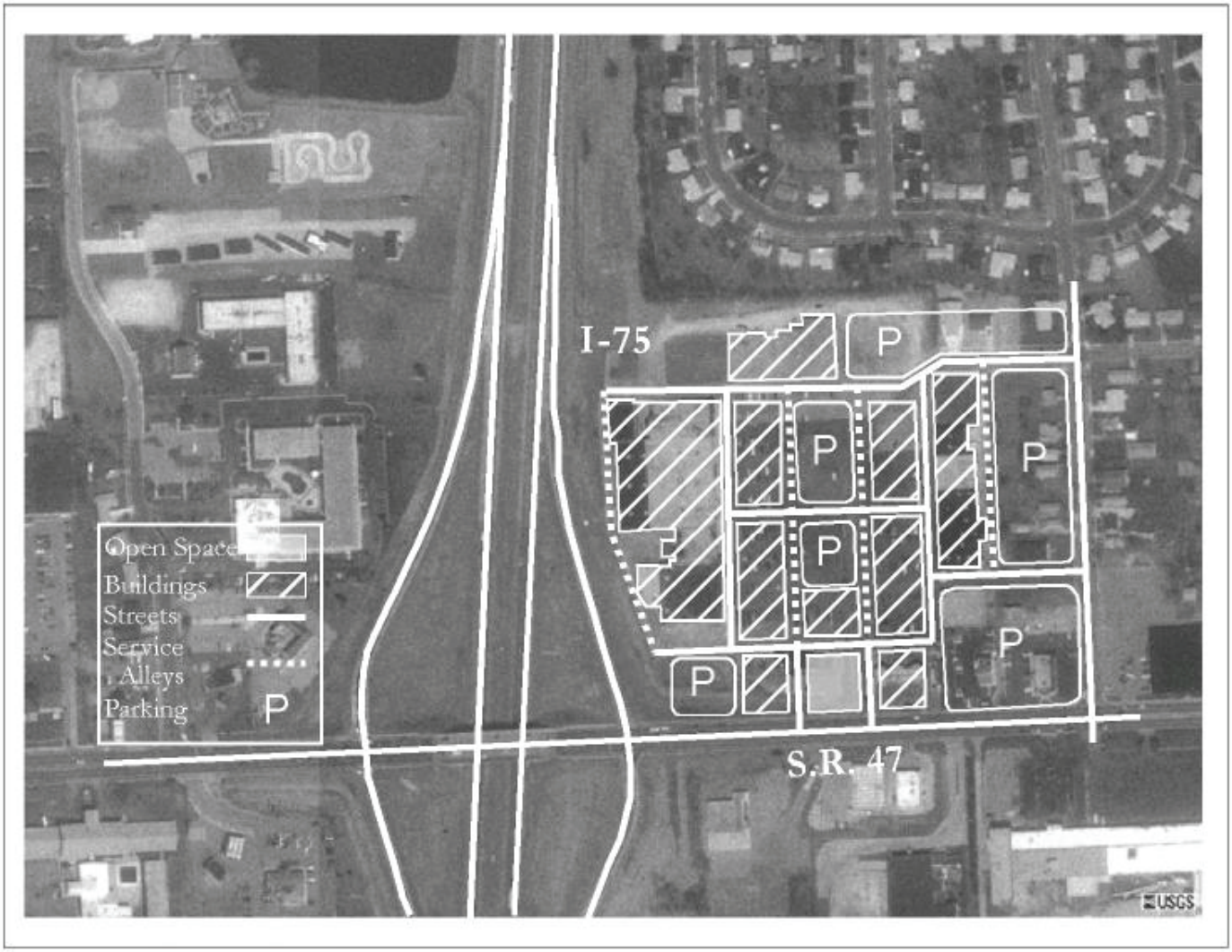
The 1997 and 2002 plan shows regional retail centers at the SR 29 and CR 25A interchanges. The pattern includes a mixed use area on the northwest side of I-75 extending from the CR 25A interchange south to Russell Road. A Mixed-use pattern is also recommended for the south side of I-75 at the CR 25A 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; Jacbos 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.

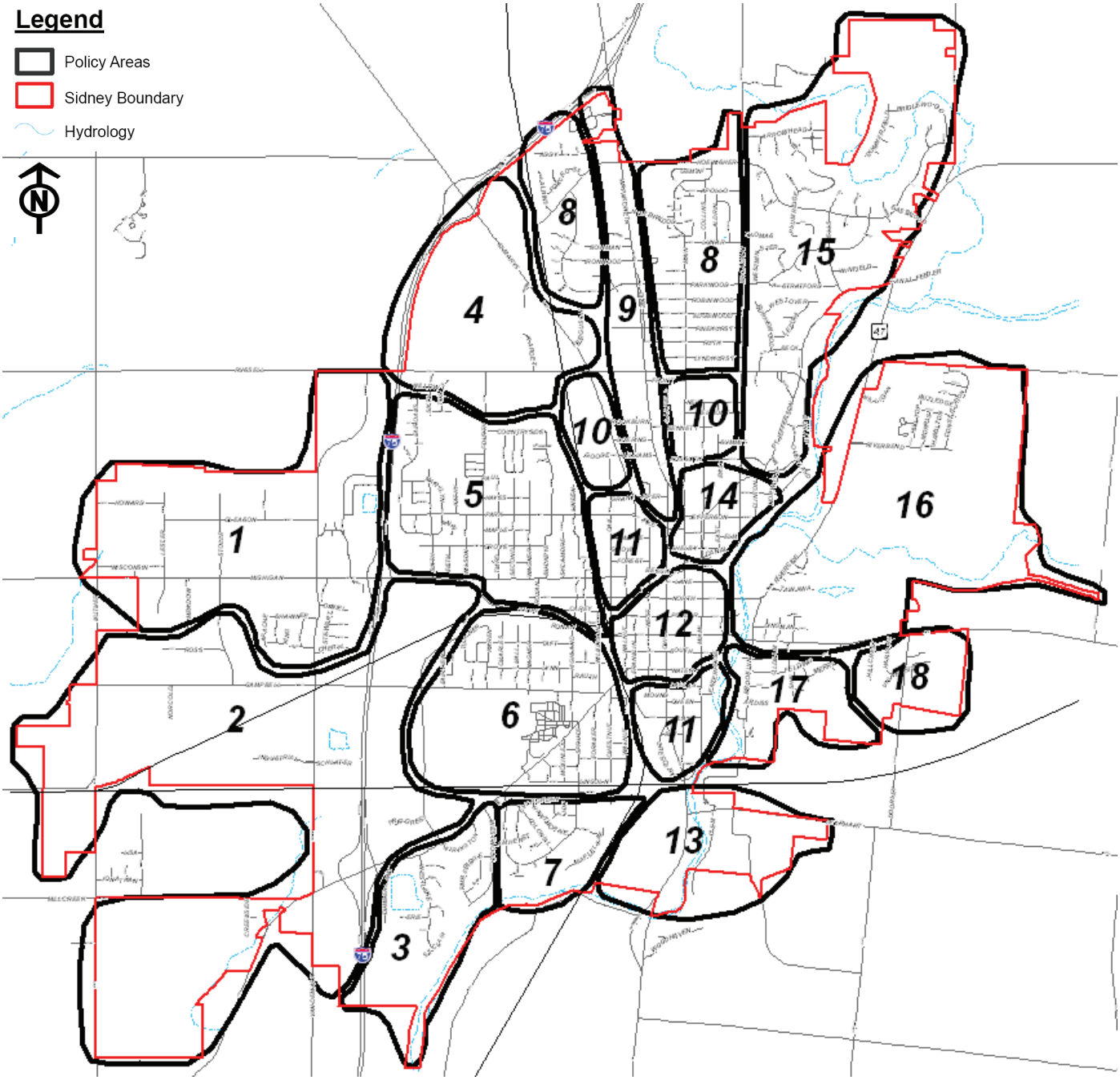
Single Family Residential – A permanent structure, on an individual lot, designed for occupancy by one family.

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.

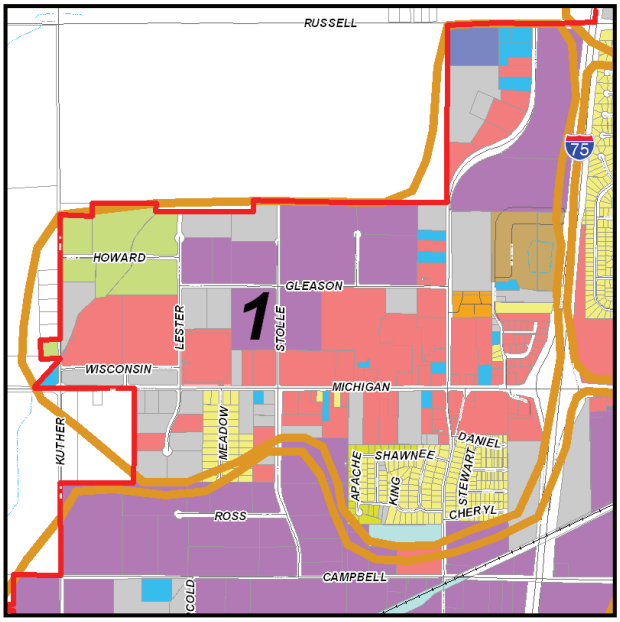
Wooded – Any area or stand of trees, the majority of which are mature or are greater than 12 inches in caliper, covering an area greater than ¼ of an acre.

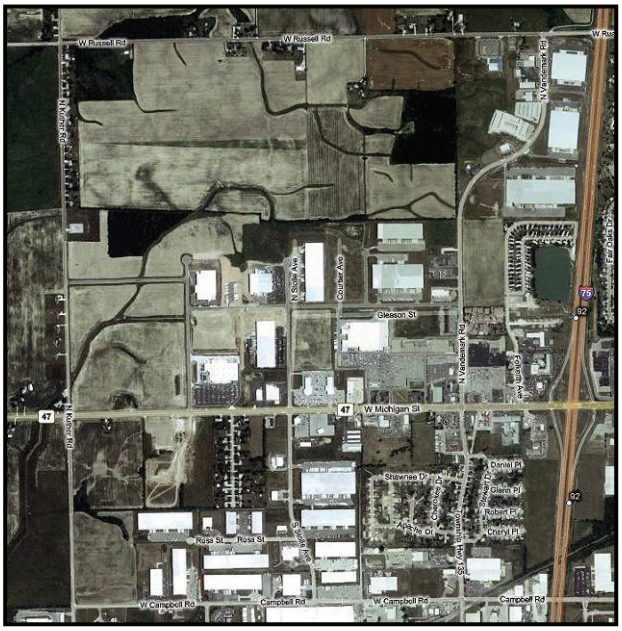
Figure 7.2 – Policy Areas



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

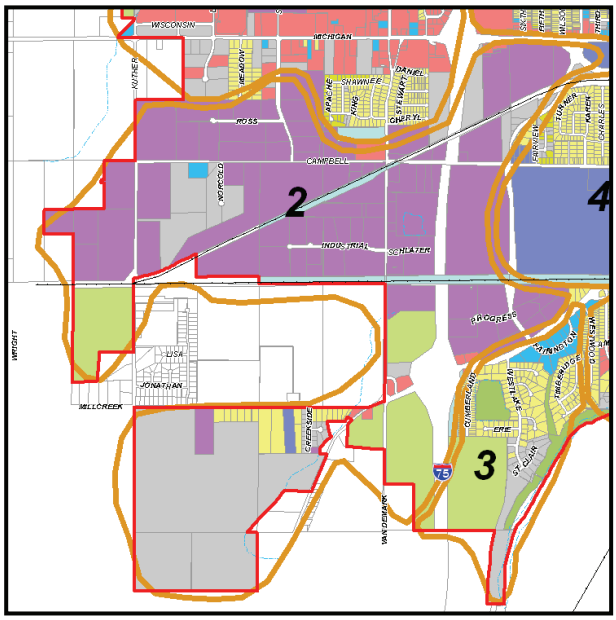
To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be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

Policy Area 2

Existing Character



Comprised of the largest concentration of industrial uses in the City, Policy Area 2 is highly visible from I-75 and contains varying sized medium to light industrial and manufacturing uses as well as warehouse facilities. The area is bisected by two active rail lines which are utilized by select industrial uses in the area. Kuther Road has been slated for upgrade to handle additional north/south truck traffic for transport to and from I-75 at the Michigan Street or Fair Road interchanges. Residential uses border this Policy Area to the north and east.

A majority of the buildings in this Policy Area are utilitarian in design, west of the interstate, with sites containing little or no landscaping amenities. Most of the sites are also completely paved, in particular those lots west of I-75. A full complement of newly upgraded utilities is available for existing uses and future development including sewer, water and high speed internet access. Sanitary sewer will be extended down Kuther Road to provide services to a small portion of the Policy Area that currently is unsewered. A new Dayton Power and Light (DP&L) substation is located on Fair Road to provide upgraded service to this area.

While many developed parcels are fully built out providing no room for significant expansion, properties are available for development in this area, in particular at Norcold Drive and Campbell Road and a 280 acre site, ready for industrial or commercial use, south of Millcreek Road.

Zoning for this area is comprised primarily of I-2 General Industrial with small pockets of I-1 Light Industrial, B-2 Community Business and R-1 Single Family Residence. This zoning pattern permits for a wide range of potentially incompatible land uses from single family detached dwellings to process and fabricating industrial facilities.

Preferred Future Characteristics, Actions and Needs

- A strong industrial base is vital to a healthy economy. Continue to promote and permit a mix of industrial, commercial and office uses. The City should investigate the potential application of design guidelines to improve building design, site design and landscaping. However, because of the nature of this existing area as a manufacturing and industrial base, design guidelines should be relatively minimal in nature.
- Landscape and buffering requirements should be reviewed and modified in the Zoning Code in order to provide a better set of standards and regulations to soften the built environment, promote green spaces on private property in order to reduce stormwater run-off.

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

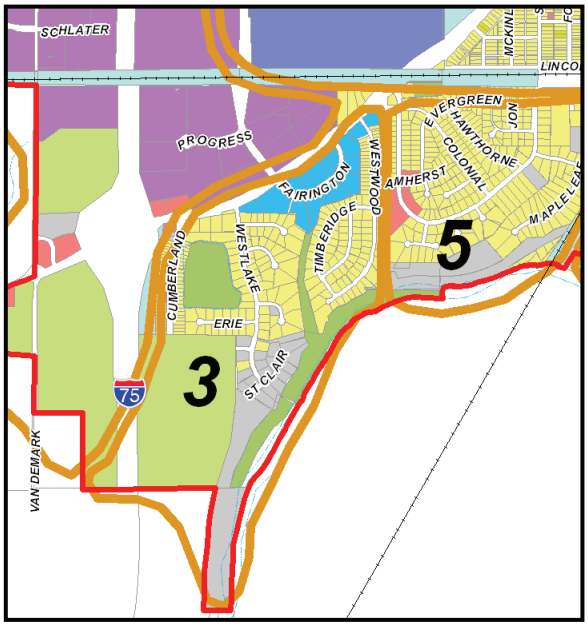
To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 85% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be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

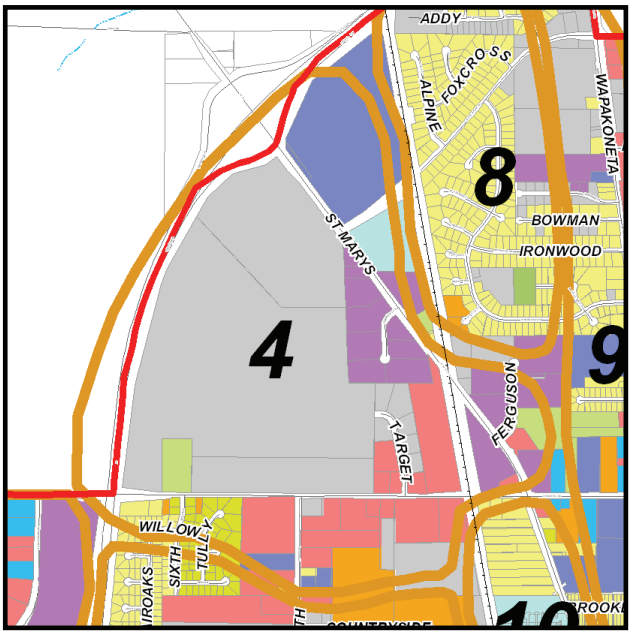
- Single family detached dwellings
- Duplex dwellings
- Public parks and open spaces
- Public and semi-public uses

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

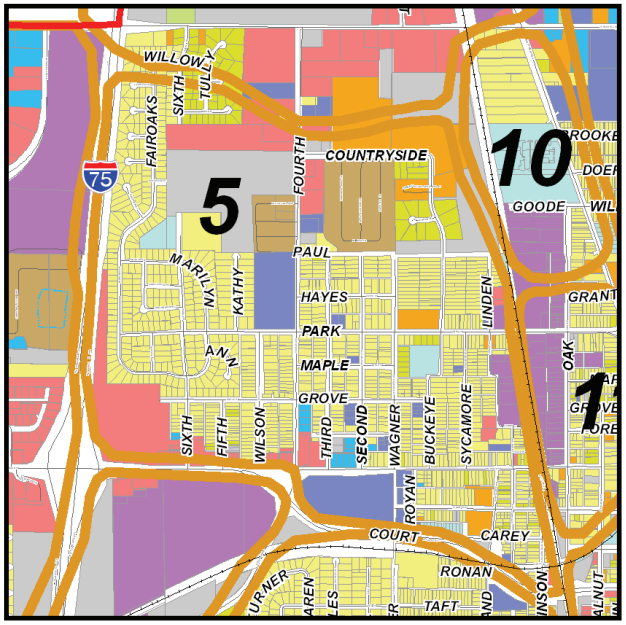
To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 75% of the total lot considering existing site conditions. Lot coverage includes building footprints and all paved areas. All other areas should be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

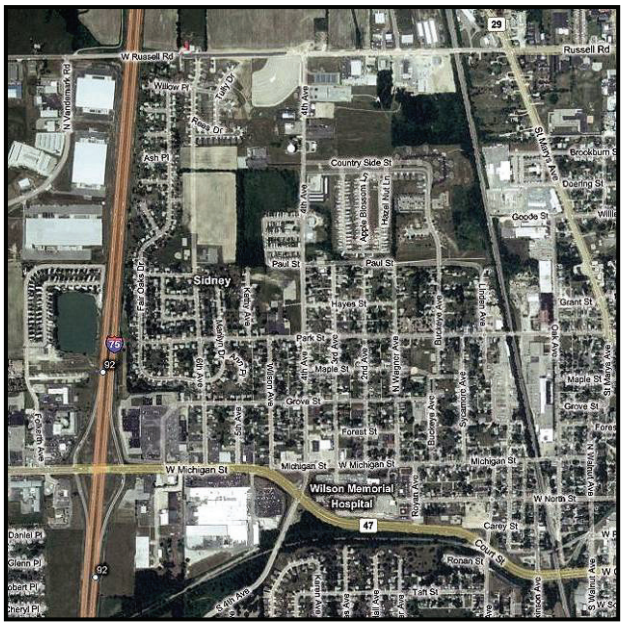
Policy Area 5

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

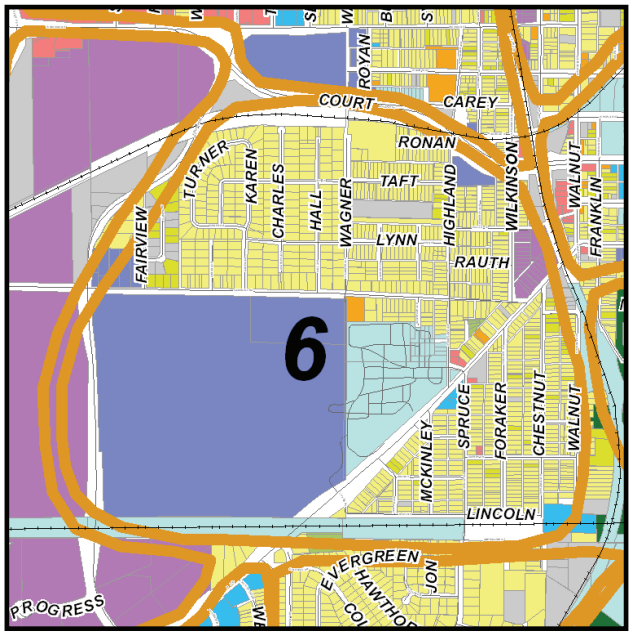
- Detached single family residential dwellings are preferred at a moderate density of 5 dwelling units per acre.
- Attached multi-family residential dwellings are preferred at a moderately high density of 7-8 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum 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

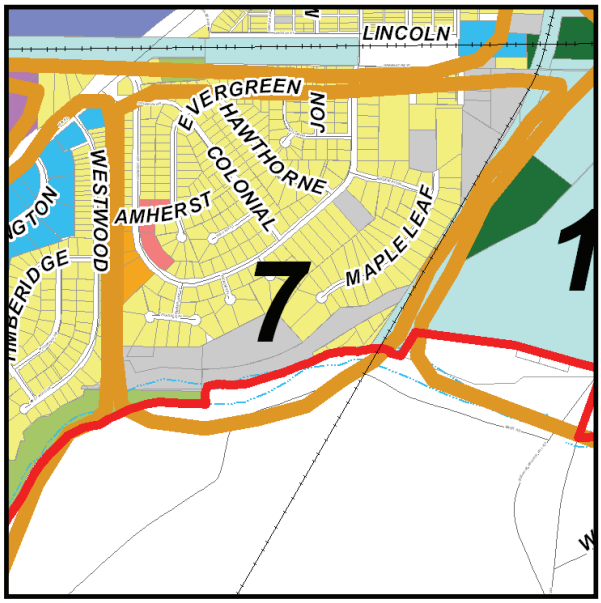
- Detached single family residential dwellings and duplexes are preferred at a moderately high density of 6-7 dwelling units per acre.
- Attached multi-family residential dwellings are preferred in select areas at a moderately high density of 10 dwelling units per acre.
- Maximum lot coverage for non-residential 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

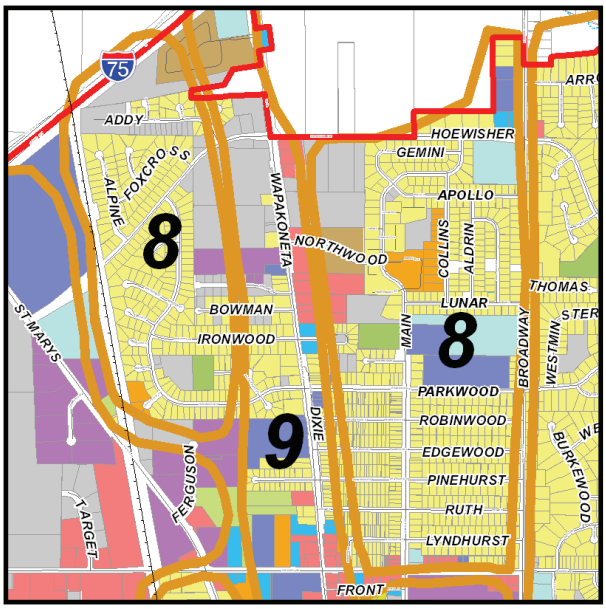
- Detached single family residential dwellings and duplexes are preferred at a moderate density of 5 dwelling units per acre.
- Attached multi-family residential dwellings are preferred in select areas at a moderately high density of 10 dwelling units per acre.
- To promote green spaces and reduce surface 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.

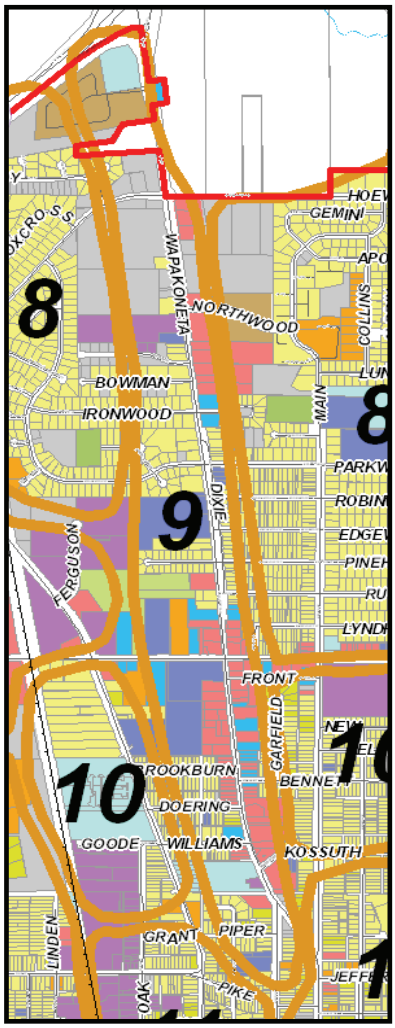
Implementation Recommendations

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:

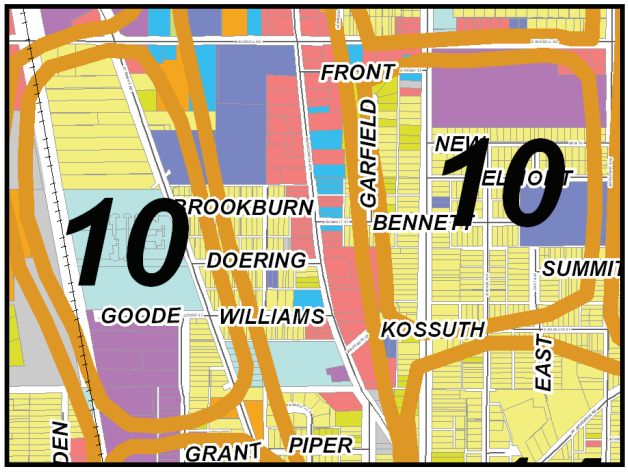
- In residential areas, infill residential uses should conform to the existing character of the area.

- 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

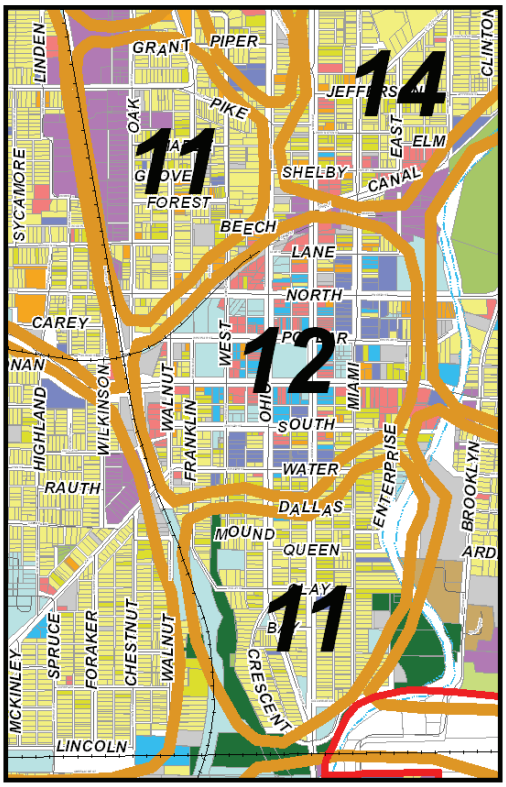
- Infill density for single family detached residential dwellings should be conducive to the character of the existing neighborhood at 7-8 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum 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

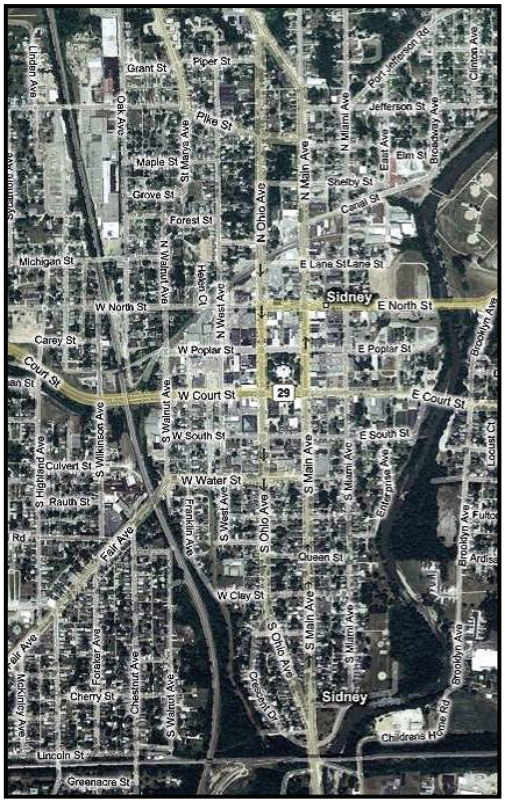
Existing Character



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

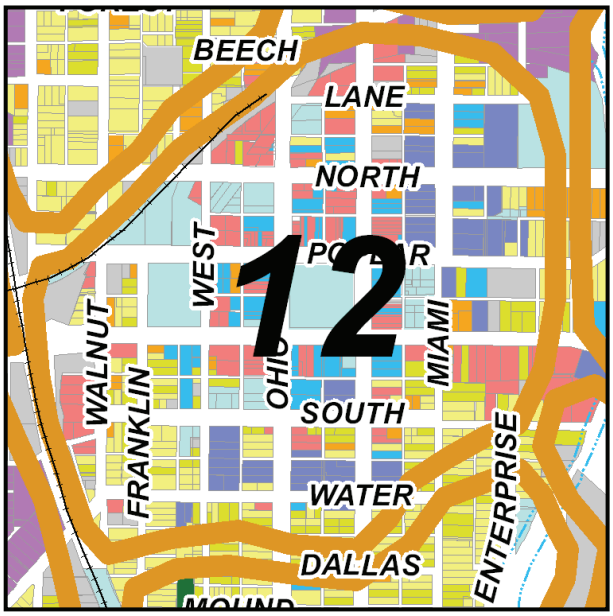
- Infill density for single family detached residential dwellings should be conducive to the character of the existing neighborhood at 6-7 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum 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.

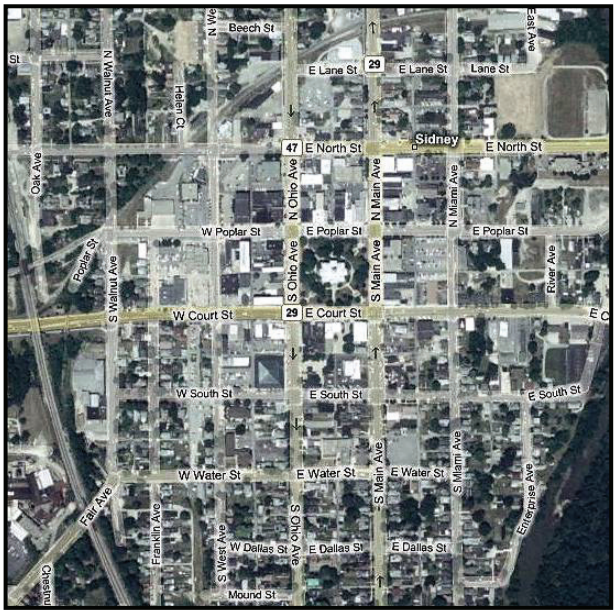
Implementation Recommendations

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 Modern[1].

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.

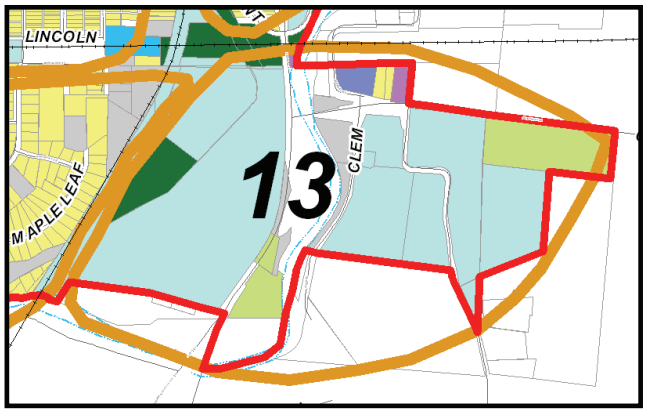
- **Objective 2 - Public Improvements - Encourage revitalization through public improvements and improve traffic circulation and parking.**
  Revitalizing the downtown can be sparked by public improvements including the provision of adequate and convenient parking. Efforts should focus on locating new 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 ¾ 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

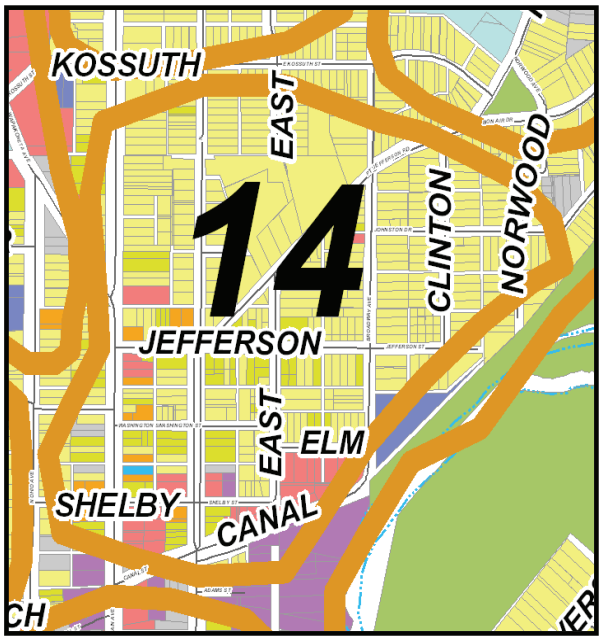
- Detached single family residential dwellings are preferred at a low density of 1 dwelling unit per acre.
- Detached single family residential dwellings in a cluster or conservation subdivision are preferred at a density of 2-3 dwelling units per acre with a minimum common open space requirement of 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

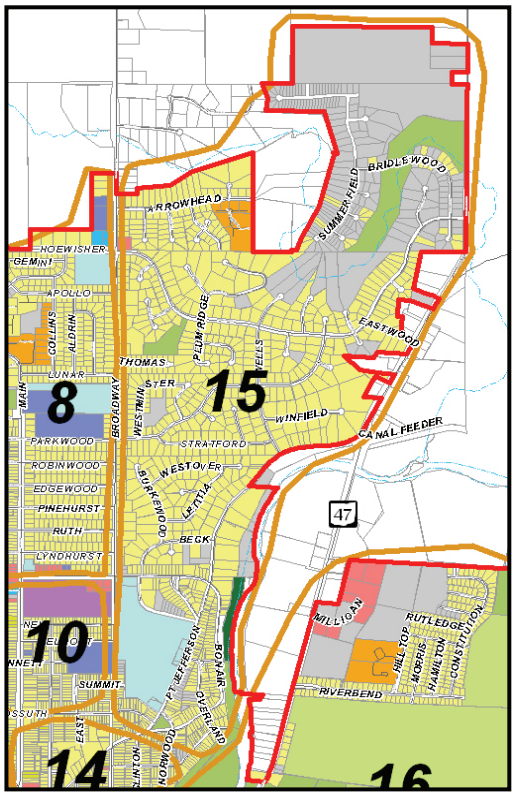
- Infill density for single family detached residential dwellings should be conducive to the character of the existing neighborhood at 6-8 dwelling units per acre.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum 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

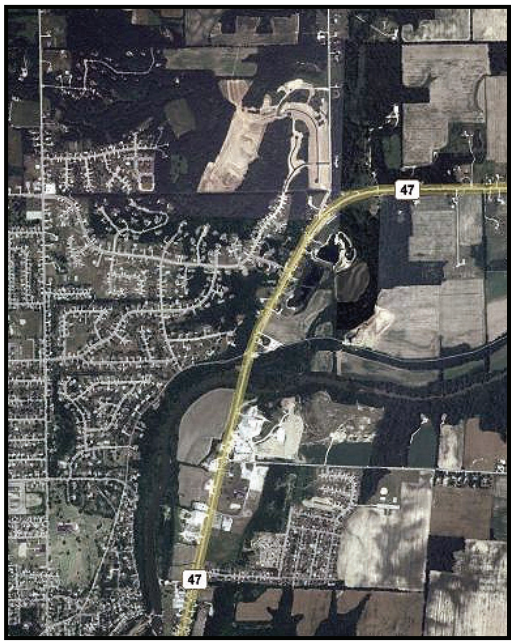
Existing Character



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

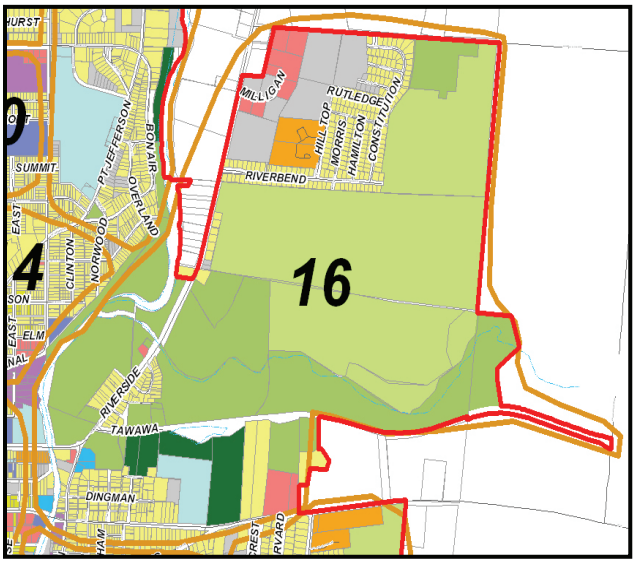
coverage includes building footprints and all paved areas. All other areas should be landscaped, seeded with grass or left in its natural state.

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

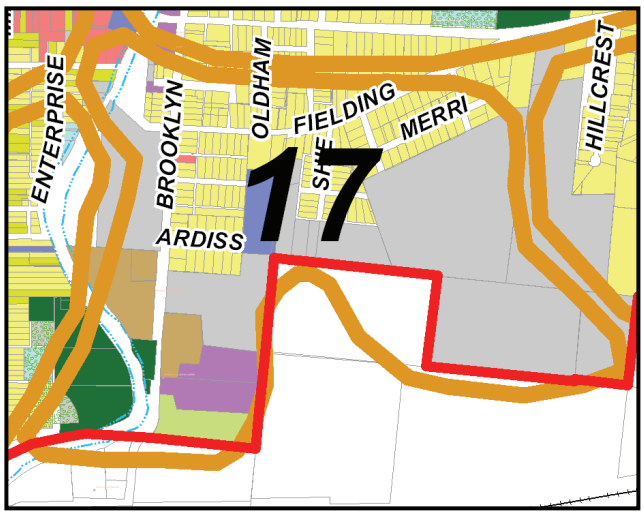
- Any common open space should be situated in a manner to connect with other open spaces in the parks system or in other conservation/cluster subdivision developments.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for 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

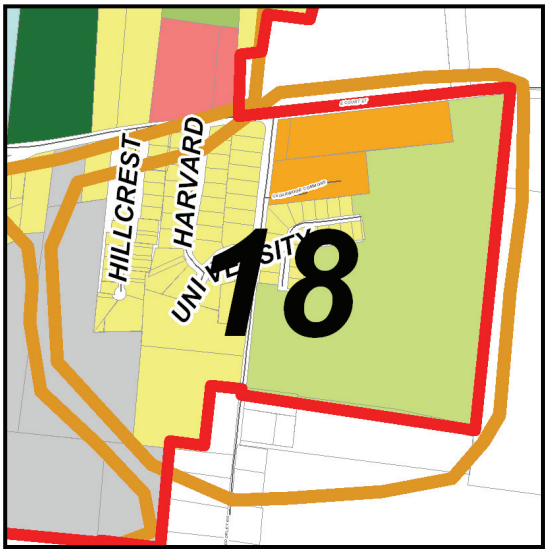
- Any common open space should be situated in a manner to connect with other open spaces in the parks system or in other subdivision developments.
- To promote green spaces and reduce surface water runoff, the maximum coverage for lots with non-residential uses should strive for a maximum coverage of 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/conserve 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*

NATURAL RESOURCES

8. Natural Resources

A. Introduction

Natural resources play an important role in defining the City's physical structure and quality of life, with special emphasis on river and stream corridors, woodlands, wetlands and floodplains. These areas in particular may enhance or serve as a restriction development. The Great Miami River is the major natural resource feature in Sidney and it serves as a natural corridor home to a variety of wildlife, linking different parts of the City. The Plan addresses the following topics:

· **Natural Constraints and Opportunities**
· **Geology and Soils**
· **Topography and Slope**
· **Watersheds and Drainage**
· **Floodplains**
· **Woodlands and Wetlands**
· **Species Habitat**

B. Planning Issues

The following planning issues were identified relative to natural resources:

1) Great Miami River Corridor
The Great Miami River corridor (and several of its tributaries such as Plum Creek) supports a unique open space system, which helps to define Sidney's special character. It also serves as an edge, which defines neighborhoods and provides scenic views. But these corridors also physically divide the City from west to east. This division affects both the functional nature of the City (constraining traffic flow) and affects perceptions of the City's two halves. The Comprehensive Plan seeks to incorporate the valuable river system into a framework that allows for the efficient and effective movement of traffic circulation while protecting environmentally sensitive areas.

C. Existing Conditions

1. Findings

Natural resources may create constraints and opportunities for development. Please refer to the enclosed map identifying natural constraints and opportunities in Sidney and the surrounding area.

a) Natural Constraints

Floodplains, soils and steep slopes are constraints on development. Floodplain restrictions regulate the type and degree of development in these areas. Generally, most of the City is located over well-drained soils, however as the City continues to expand, new development will encroach in areas with poorly drained soils which may prove to be an issue for development that is not tapped into the sanitary sewer system. The majority of the steep slopes occurs along the Miami River corridor and will therefore only have a modest constraint on development, except to the City's south where severe slopes are major constraints to providing utilities.

The Central Business District and area extending north and south along the Great Miami River appear to be located over soils that are generally well drained. While it appears that the large percentage of residential growth in the northeast is occurring in proximity to well drained soils, the industrial expansion occurring to the west appears to be located in proximity to poorly drained soils.

b) Natural Opportunities

Much of the area southeast of the City provides pleasing views of Sidney and the surrounding area. The few woodland areas located near Sidney help strengthen and bring character to the river corridor and provide habitats for plants and wildlife. Woodland areas may serve as potential passive amenities for different land uses and may also act as natural buffers between land uses.

2. Geology and Soils

Shelby County contains a large portion of glacial till. This means that a large percentage of the underlying geological deposits in the county contain a mixture of assorted boulders, stones and gravel, sand, silt and clay. Soil types located in and around Sidney range from well-drained soils to poorly drained soils. Much of the soil diversity is attributed to the Great Miami River and the floodplains located along the river and streams in the area. In these areas, soils contain large concentrations of sand, silt and clay deposits. A large portion of the City extending west to I-75 is located on soils that are moderately well drained and somewhat poorly drained.

3. Topography and Slope

A majority of the City is located on level land. Steep slopes are found along the Great Miami River, Tawawa Creek and the Plum Creek ravine north of the City. Flowing from the northeast in a southwesterly manner through the City, the elevation of the river changes from 940 feet to about 920 feet above sea level. It appears that the highest point in Sidney, approximately 1,065 feet, is in the area of the Russell Road and Fourth Avenue intersection. There are two significant elevation changes in the City. One elevation change is south of Court Street between Wagner Avenue and the CSX railroad and the second is in the area of St. Mary's Avenue and Maple Street.

4. Watersheds and Drainage

Sidney contains three large drainage basins: the Great Miami River to the east, Turtle Creek to the west, and Plum Creek to the north. The Plum Creek basin tends to have a negative impact on development by limiting the extension of utility services. Sidney and the surrounding area contain several tributaries, which assist in providing Sidney with a stormwater drainage system. These tributaries include Plum Creek, Wells Creek, Tilberry Run, Starret Run, Tawawa Creek, Doorley Run, Ernst Ditch, and the Mill Creek and Mill Branch Tributaries of the Turtle Creek. Two large ponds are located along the west side of I-75. Another large pond is located southeast of the Fair Avenue / I-75 interchange. In addition, a large pond is located north of the SR 29/I-75 interchange in Franklin Township and appears to be used for recreational purposes.

5. Floodplains

Floodplains and flood lands are located along the Great Miami River and surrounding creeks in Sidney. The identification of potential flood areas (see watersheds) in Sidney resulted from the City's participation in the National Flood Insurance Program in the early 1970's. It appears that the 100-year floodplain extends into the southeast area of the Central Business District. In addition, the 100-year floodplain widens significantly in the Tawawa Park area and where Plum Creek joins the Great Miami River. The actual depiction of the floodplains and floodways can be referenced in the *Flood Insurance Study of the City of Sidney*, Ohio. As a result of the study, the City adopted development regulations for the floodplain areas. Shelby County enforces the floodplain regulations in unincorporated areas of the County and within Sidney's three-mile platting area.

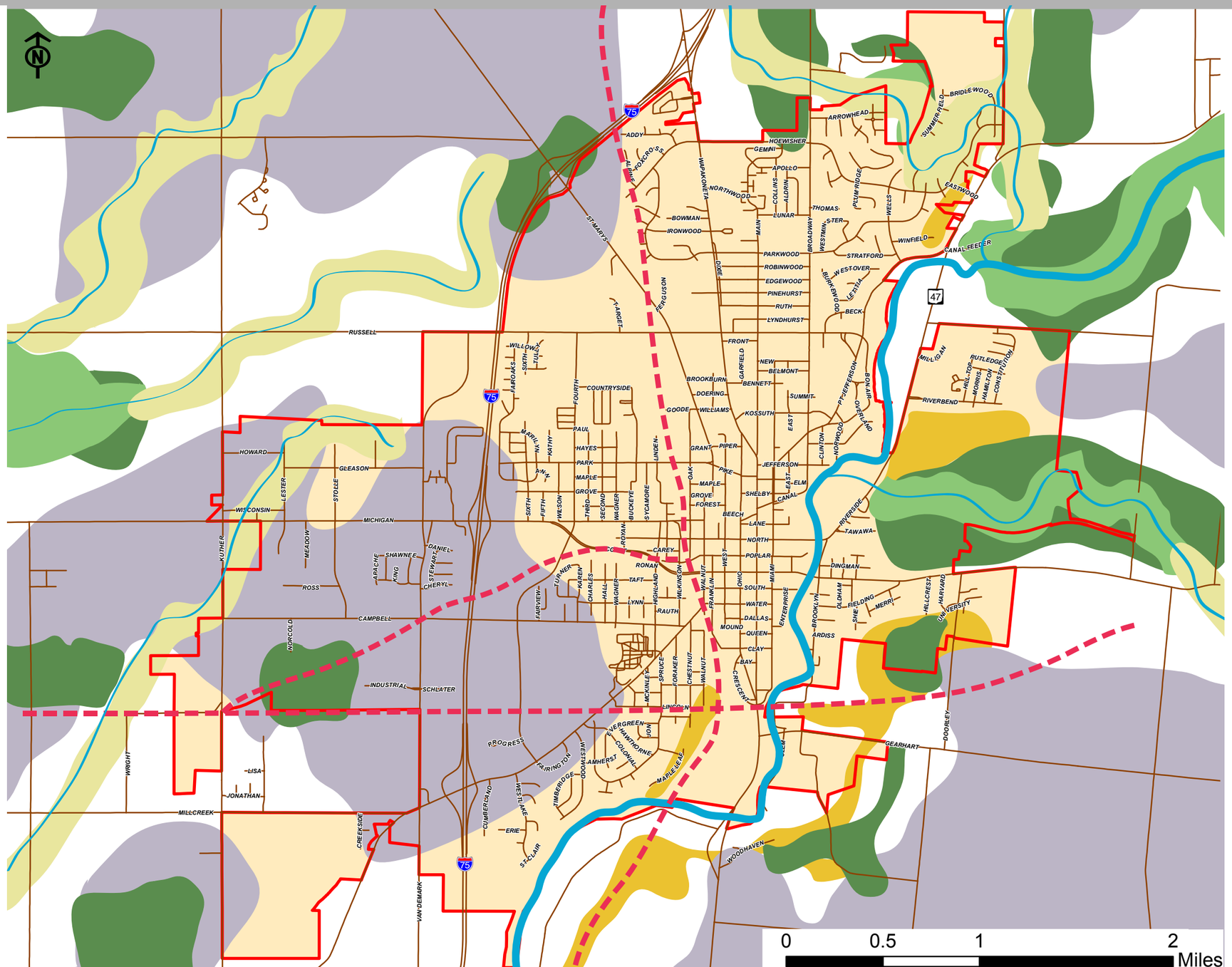
6. Woodlands and Wetlands

As a result of the large tracts of agricultural land around the City, there appears to be only a couple of large woodland areas in the Sidney planning area. First, much of Tawawa Creek and river corridor area extending eastward from the City contains a large composition of woodlands. Secondly, there is a large composition of woodlands along the SR 47 corridor between Port Jefferson and Sidney. Except for a few small farm ponds, there appears to only be a small number of the wetlands in the Sidney area in spite of its level topography and poorly drained soil compositions.

7. Species Habitat

Many of Ohio's common plants and animals can be found in the Sidney area, such as rabbits, deer, squirrels, raccoons, opossums, skunks, muskrats, woodchucks, foxes and many species of birds and waterfowl. The Ohio Department of Natural Resources, Division of Natural Areas and Preserves identified a few species in the area that are either threatened or of special interest. North of the City near Meranda Road, a habitat of the Sharp-shinned Hawk (Special Interest), was identified by the Division. An Eastern Redcedar was identified north of Port Jefferson. South of the City along the Great Miami, the Division identified a habitat of a threatened Wood's Hellebore. The Division also identified the location of a cave south of Sidney near I-75 and Miami River Road.

Comprehensive Plan Update
City of Sidney, Shelby County, Ohio



Natural Constraints

- Sidney Boundary
- Floodplains
- Severe Slopes
- Poorly Drained Soils
- Wooded Areas
- Railroad
- Hydrology

August 2009

JACOBS

Source: City of Sidney and Shelby County

***The parcel data is not complete and should be considered only a graphic representation.*

NATURAL CONSTRAINTS

D. Natural Resources Plan

1. Introduction

The Natural Resource Plan concentrates on conserving areas environmentally sensitive such as the Great Miami River Corridor and taking steps to reduce air, water and visual pollution in the City. The mission statement recognizes the importance of conserving wildlife habitats and increasing public health by decreasing pollution impacts.

2. Policies

a) Mission Statement

The natural resources mission is to ***conserve natural resources with concern for wildlife, reducing pollution and use of the river corridor.***

b) Objectives

The following are the objectives and respective strategies for Natural Resources. The strategies serve as the means to achieving the objectives.

Objective 1 - Protect wildlife.
Whenever possible efforts should be taken to minimize developmental impacts on wildlife and to protect habitat to ensure that wildlife continues to flourish in the Sidney area. Wildlife enhances the City's quality of life, which makes Sidney a better place to raise children. Siting wildlife preserves and mitigating development impacts protect wildlife.

Objective 2 - Reduce pollution.
In general and within the City's jurisdiction, pollution should be reduced. This will improve the City's livability and health of its residents. A host of state and federal agencies are involved in pollution abatement and enforcement and the City's ability to have an impact in this arena is thereby minimal. Issues that the City can address include urban erosion and sedimentation control measures, focusing economic incentives on light manufacturers and research and development, encouraging car pooling and dial-a-ride participation and expanding the urban forest. Reducing impervious surfaces and encouraging and/or incentivizing natural filtration systems on site (e.g. rain gardens) through regulations will decrease surface water run-off that may direct chemicals and other pollutants into the ground.

Objective 3 - Utilize/improve the river corridor.
Sidney has a unique natural asset in the Great Miami River, which provides an excellent open space corridor already cherished by the community. Several public parks are located along the river and opportunity exists for additional facilities. The 2008 Master Park and Recreation Plan Update was prepared that addresses the variety of concerns raised here outlining potential opportunities along the river. The Plan identified an open space master plan for the Great Miami River and its major tributaries, providing linkages with existing parkland, conservation easements for floodplain property, reforesting public lands along the Great Miami River and its tributaries.

3. Standards

Express technical standards for natural resources vary according to the issue and prospective government agency. Most of the natural resource issues are handled by state and federal agencies. Should the City begin to address natural resources that focus on wetlands, water quality, erosion and preserves, the Ohio Environmental Protection Agency and Ohio Department of Natural Resources can provide assistance to local communities on those issues. In addition, the Soil and Water Conservation Service provides assistance on issues related to soils and agriculture. Currently, the State is undertaking a risk assessment study that will address environmental issues and is to result in different policy considerations. Standards in zoning codes requiring the installation of natural water filtration systems (e.g. rain gardens) that filter water from a site before slowly releasing it back into the ground are just one of the local means that can be undertaken to reduce pollutants in the City.

4. Natural Resources Plan

The following summarizes the Natural Resources Plan.

a) Introduction
The Natural Resources Plan will affect Sidney's physical structure, particularly the Great Miami River Corridor and pollution reduction and development policies. The City's geographical position places it within a context of strong environmental features including topography, woodlands, floodplains and river and stream corridors. These features create unique opportunities for the City to take advantage of these elements and incorporate them within development. Opportunities may include expanding the City's open space system or creating a natural preserve for wildlife. Implementing policies that preserve these features will enhance the City's quality of life.

b) Great Miami River Corridor
A significant portion of the Natural Resources Plan concentrates on the Great Miami River corridor. The plan focuses on improving the open space aspects of that corridor through an open space master plan and creating links to the downtown and other City parks. This would result in a strong network of open space, which is important to maintaining residential connections to the City's park system. This corridor also serves as an important wildlife habitat as a result of its woodlands and topography.

In addition, the Plan suggests the use of conservation easements for properties located within the 100-year floodplain. The Plan suggests that areas along the river and surrounding stream corridors be reforested and that residential uses should be proposed over nonresidential uses. Decreasing the amount of impermeable surfaces common with nonresidential uses such as the parking lots of commercial uses will result in less sediment collection into nearby streams. Requiring natural filtration systems on site will help filter contaminants from surface water prior to entering the groundwater system.

c) Pollution Considerations
The remainder of the Natural Resources Plan focuses on pollution reduction policies and enhancing the City's built environment. One method is to increase the number of street trees. Increasing the amount of street trees strengthen the aesthetics of corridors, residential and business areas and helps reduce microclimate temperatures which are often artificially inflated in urban areas due to asphalt and concrete. Other methods include reducing off-site signage to reduce visual pollution and promoting carpooling to reduce traffic congestion and increase air quality. Furthermore, the Plan suggests that the City implement policies that reduce the on and off-site development impacts associated with erosion. The City should identify environmentally sensitive areas that may be more suitable as a preserve rather than be developed.

E. Implementation

1. Introduction

The following strategies focus on key implementation steps that will protect wildlife, reduce pollution and utilize and improve the river corridor.

2. Strategies

The following details implementation of the Natural Resources Plan:

Objective 1 - Protect wildlife.
Strategies

1a) Minimizing environmental impacts in new development.
The potential impacts should be minimized that typically occur as development takes place in environmentally sensitive areas. Such areas include highly erodible soils, woodlands, wetlands, floodplains and species habitats. Development and construction activities should be generally discouraged from these areas. Where they must take place, impacts should be minimized by the City adopting soil erosion and sedimentation requirements and

encouraging best management practices designed to protect the other noted resources. Clustering buildings is an appropriate site-planning tool as is minimizing the permitted impervious surfaces on a site.

Revised subdivision regulations and zoning regulations may be needed.

Responsible Party: *Community Services Director (Lead) and City Engineer*
Timeframe: *Mid Term*
Estimated Cost: *In-House Staff Time*

Objective 2 - Reducing pollution.

Strategies

2a) Improving traffic flow and reducing congestion, and encouraging car pooling and dial-a-ride participation.
Traffic congestion can have a tremendous impact on local air pollution levels. Addressing key traffic congestion points (intersections and arteries) with improvements will improve flow and reduce air pollution. Encouraging car pooling and maximizing participation on the City's dial-a-ride service will reduce the number of cars used for daily transportation needs.

Responsible Party: *Transit Manager (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *To be Determined on a Project Specific Basis*

2b) Reviewing and amending if necessary on-site lighting guidelines and signage standards.
Light and visual pollution impacts the quality of Sidney's environment. Glare from excessive and unshielded on-site lighting creates obnoxious visual pollution. The overuse of signage, both on- and off-premises, likewise negatively impacts the visual environment. The Urban Design Plan considers the overall beautification of Sidney as a component in quality of life and economic development. This strategy will have a similar impact. Information from sources such as the International Dark Sky Association (http://www.darksky.org) can provide lighting standards that will provide for safe environments while significantly minimizing visual light pollution. The City Engineering Department continues to review the Engineering Standards regarding new street lighting, as well as new commercial and industrial outside lighting standards.

Responsible Party: *Public Works Director (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

2c) Focusing economic incentives on light manufacturers and research and development.
From an environmental standpoint, the City should pursue light manufacturers and research and development facilities. This strategy should be implemented consistent with the Economic Development Plan. Incentives can be targeted to those industries meeting certain environmental criteria such as using energy efficient lights, turning off sign lights during non-business hours. Information from sources such as the International Dark Sky Association (http://www.darksky.org) can provide lighting standards and identify lighting companies that provide fixtures for safe environments while significantly minimizing visual light pollution.

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

2d) Expanding the urban forest.
Please see the Community Facilities and Services Plan, Objective 1f1.

Objective 3 - Utilize/improve the river corridor.

Strategies

3a) Purchasing additional public parkland within the Great Miami River corridor.
The City should identify key parcels for acquisition with the river corridor, execute "first right of refusal" agreements with property owners and acquire such parcels when they become available. The City could also consider acquiring or receiving as a donation a conservation easement on some parcels, with the private owner retaining ownership. These acquisitions and easements should build an interconnected network of public access along the river.

Responsible Party: *Parks and Recreation Director (Lead), Recreation Board and City Council*
Timeframe: *Ongoing with portions currently underway*
Estimated Cost: *To Be Determined on a Project Specific Basis*

3b) Obtaining conservation easements for private land within the 100-year floodplain.
Wherever property is located within a federally designed 100-year floodplain, the City should attempt to obtain conservation easements. These would be acquired or donated by the property owner, who would receive the respective tax benefits. The City would be protecting floodplain from future development and the property owners would retain their property rights except the right to development. This is most appropriate for land used for agriculture or open space.

Responsible Party: *Parks and Recreation Director (Lead) and Recreation Board*
Timeframe: *Ongoing with portions currently underway*
Estimated Cost: *To Be Determined on a Project Specific Basis*

3c) Maintaining and reforesting public lands along the Great Miami River and its tributaries.
Land owned by the City along the Great Miami River and its tributaries should be maintained as woodland or reforested. This creates a continuous green corridor through the City, establishes wildlife habitat and improves water quality. A minimum wooded buffer of 90 feet is recommended along these watercourses. Funds and/or plantings may be available from the Ohio Department of Natural Resources (ODNR) or OSU Cooperative Extension. ODNR's urban forestry division should be of assistance.

Responsible Party: *Parks and Recreation Director (Lead) and Recreation Board*
Timeframe: *Ongoing with portions currently underway*
Estimated Cost: *To Be Determined on a Project Specific Basis*

3d) Encouraging residential development along the river corridor through an incentives package.
Open space is the preferred use along the Great Miami; however, where development potential exists the preferred use should be residential in line with the Land Use Plan. Residential is more appropriate than nonresidential development. In locations where commercial and industrial uses are present, their expansion should be discouraged. Regardless of the type of development, a 90-foot buffer should be established measured from the high water line for the Great Miami. This buffer should be kept in a natural, vegetative state. The buffer should be established by conservation easement either purchased by the City or donated by the property owner.

Responsible Party: *Community Services Director (Lead)*
Timeframe: *Long Term*
Estimated Cost: *In-House Staff Time*

3e) Parks and Recreation Master Plan for the Great Miami River and its major tributaries.
Please see Community Facilities and Services Plan, Objective 1a1.

3f) Providing strong pedestrian linkages between the public river corridor and the downtown.
Please see the Community Facilities and Services Plan, Objective 1a1.

TRANSPORTATION

9. Transportation

A. Introduction

With four interchanges located within or just outside of the City limits, Sidney has excellent access to the interstate highway system, better than most cities of its size. This access, in combination with industrial land expansion in the west, is expected to generate more traffic on the City's street network. The transportation infrastructure is one of the important elements in determining the Cities quality of life. The transportation network is important in carrying people and goods from one place to another, and for work, business, social, recreation, etc. Efficiency and safety are the two important components to any surface street system. The Transportation Plan addresses the following topics:

- **Road Network**
- **Access Management**
- **Truck Traffic**
- **Public Transportation**
- **Bike Routes**

B. Planning Issues

The planning issues raised by the community in 1997, 2002 and 2008, focused on the roadway network. Hoewisher Road extension, and roadway infrastructure improvements were the major concerns. In general, transportation received more attention than any other potential infrastructure issue (i.e. water, sewer). The following is a summary of the planning issues:

1. Hoewisher Road Extension

The need for a northeast/southwest bypass or east/west connector in the northern part of the City has been a continuing planning issue in the community for the last 10 years. The City previously planned to extend Hoewisher Road and connect to Fourth Avenue at Russell Road but was unable to complete the project as originally designed. The Comprehensive Plan is intended to investigate this issue and provide recommendations for an alternative bypass corridor.

2. Roadway Infrastructure

The Comprehensive Plan is intended to assess the impact of the proposed growth on the transportation system and provide recommendations to ensure the road network can accommodate future expansion and infill development.

3. Truck Traffic

Three major streets (SR 47, SR 29 and CR 25A) that pass through the City's downtown are suspected of carrying abnormally high percentages of truck traffic. The 2002 Plan assessed this issue and provided recommendations which still remain valid during this 2008 Plan update. An "alternate" truck route around the downtown business district has been approved and funded through ODOT Three intersections are to be provided with a larger turning radius for semi-trucks to follow along SR 47. (Ohio & North; North & West; West & Court)

Total Estimated Cost: $210,700
Partially Funded by ODOT with $168,600
City Portion of Project Cost: $42,100

4. Redistribution of Traffic

The City of Sidney is served by four interchanges with Interstate Route 75. The interchanges are located along the west side of the city and connect to, from north to south, Wapakoneta Rd. (CR 25A), St. Mary's Avenue (SR 29), Michigan St. (SR 47), and Fair Rd. (CR 8). The interstate generally separates the industrial area and regional commercial areas of the City from the residential and downtown areas. The Michigan St. interchange is by far the most heavily traveled, due to the concentration of regional business venues along Michigan St. from I-75 to Kuther Rd. and on Vandemark Rd. from Michigan St. to Russell Rd. The Wapakoneta Rd. and St. Mary's Ave. interchanges continue to be underutilized; primarily due to the impacts of lower intensity land uses and the amount of undeveloped land in the areas. Improvements that would redistribute traffic to these interchanges, and reduce the traffic at the Michigan St. interchange, would be beneficial. More specifically, a reduction in east-west traffic flow across the Michigan St. Bridge over I-75 is envisioned. The idea would be to encourage access to the business venues further west on Michigan St. and partially reverse the directional traffic flow.

5. Traffic Flow

The need to move traffic between the northeast section of the City, which is principally residential, and the commercial areas on Michigan St. and Vandemark Rd. to the southwest remains the principal transportation need of the City. A number of options have been examined for facilitating this traffic flow over the years, yet SR 47 (Michigan St.) traffic continues to increase as corresponding commercial land use increases west of I-75. Reconstruction of the Russell Rd Bridge over I-75 will allow more traffic to flow to the west industrial and commercial areas of Sidney without passing through the Michigan Street corridor. This new bridge is targeted for completion by September, 2009.

C. Existing Conditions

This section provides a summary of exiting conditions related to the roadway network. The City has compiled, and maintains, a catalogue of technical data on traffic dating back some 25 years.

1. Current Thoroughfare Plan

The City's 1982 Comprehensive Plan provided a Local Highway Classification System that serves as a precursor to today's Transportation Network map. The system classified roads based on function, providing for main thoroughfares (with proposed main thoroughfares), secondary thoroughfares, collector streets and local streets. A map accompanying this chapter shows the current Thoroughfare Plan.

Of particular importance are the proposed main thoroughfares, with the 1982 Plan recommending the following:

a) Hoewisher Road

The 1982 Plan recommended extending Hoewisher Road east to SR 47, west through CR 25A to Russell Road (intersecting with Fourth Avenue) and extending Fourth Avenue south to Fair Road. This improvement would provide a major arterial paralleling I-75. Portions of this Fourth Avenue arterial have been completed, especially between Campbell Road and Fair Road, but the Hoewisher improvements have not been completed.

b) Vandemark Road

Vandemark Road was recommended to be extended north to Russell Road. This has been completed, but following a slightly different alignment than presented in the 1982 Plan.

c) Downtown-SR 47 Connector

The 1982 Plan recommended constructing a new arterial parallel to Port Jefferson Road from the downtown to Overland Drive. The plan also recommends constructing a bridge across the Great Miami River, intersecting with SR 47. This proposal was never undertaken by the City, and is currently considered undesirable.

2. Findings

a) Traffic Patterns and Congestion

Major traffic flows within the City are from the north/northeast quadrant, to the west/southwest quadrant during the morning peak (and vice versa during evening peak). Because a direct route is nonexistent, several major intersections are congested during peak hours. The three most congested intersections are SR 47 and Vandemark Road, Russell Road and Wapakoneta Avenue, and SR 47 and Fourth Avenue. This was also the case during the 2002 Plan Update. Table 9.1 shows the location of these congested intersections. Reconstruction of the Russell Rd Bridge over I-75 will allow more traffic to flow to the west industrial and commercial areas of Sidney without passing through the Michigan Street corridor. The new bridge is targeted for completion by September, 2009.

b) Bypass

The need exists for an internal bypass in the City's north/northwest quadrant, based upon the Hoewisher Road alignment. This would serve to ease congestion at key intersections noted above. The City has been attempting to implement a strategy for several years to achieve this goal.

c) Truck Traffic

Recent (year 1997) traffic counts taken at the corporation line by the City on major routes, indicate these routes carry 7% to 26% of the truck traffic, compared to total traffic. For details see the following Table 9.1 with Figure 9.2

Table 9.1
Traffic Counts

Location	Direction ADT	Trucks	Percentage
1	Eastbound	4,474	13%
	Westbound	4,113	19%
2	Northbound	3,099	26%
	Southbound	3,204	10%
3	Eastbound	2,555	19%
	Westbound	2,471	13%
4	Northbound	1,988	24%
	Southbound	1,964	7%
5	Eastbound	4,010	23%
	Westbound	3,903	22%
6	Eastbound	11,080	14%
	Westbound	13,460	14%
7	Eastbound	8,701	19%
8	Southbound	8,823	9%

Source: City of Sidney, 1997
Prepared By: Wilbur Smith Associates, 1997

3. Capital Improvements

The City's current five-year capital improvement Plan has programmed about $14.3 million between 2009 and 2013, for projects related to the transportation network, specifically bridges and streets. In addition to a number of maintenance projects, major planned transportation improvements include:

a) Bridges - Removal of the abandoned CSX bridge over State Route 47, west of downtown in 2020.

b) Streets –

1. Russell Road widening, including replacement of a 4-lane bridge over I-75 during 2009.

2. Wapakoneta Avenue reconstruction from Parkwood to I-75 in year 2011

3. Annual Street resurfacing

Table 9.2
Average Weekday Vehicle Trip Generation

Land Use	Basis per Acre	Existing Acreage	Land Use Trip Ends	Proposed Land Acreage	Use Plan Trip Ends
Low Density Res	1.5 units	2,200	25,940	2,286	26,872
Medium Density Res	3.0 units	910	21,788	3,444	74,129
High Density Res	6.0 units	67	2,566	192	7,074
Commercial	5,700 sf	448	143,075	687	219,374
Office	10,000 sf	39	3,804	266	16,685
Industrial	7,550 sf	950	53,473	2,000	112,695
Public/Semi Public	10,000 sf	206	5,871	250	7,125
TOTAL	n/a	4,820	256,517	9,125	463,954

Source: Wilbur Smith Associates, 1997, Jacobs Engineering 2008

D. Transportation Plan

1. Introduction

The Transportation Plan focuses on improving the City's transportation facilities. This Plan will provide the City with an opportunity to accommodate the future growth of traffic.

2. Policies

The following summarizes the mission statements, objectives and strategies that serve as the policy foundation for the Transportation Plan:

a) Mission Statement

The transportation mission is a *transportation system that relieves congestion, ensures safety, enhances traffic flow and supports transportation alternatives and promotes industrial growth.*

b) Objectives

The following are the objectives for Transportation:

Objective 1 - Traffic Flow - Improve traffic flow and reduce congestion.
As identified earlier, the major traffic flow in the City is between northeast residential, and southwest industrial areas, resulting in several congested streets and intersections. Increasing residential land on the northeast corner, on industrial land in the north and on the southwest corner, is expected to aggravate traffic conditions. In general, with full build-out conditions, traffic is projected to increase roughly 80% over the existing traffic counts (Table 9.2 for details on Average Weekly Vehicle Trip Generation). To accommodate the northeast and southwest traffic flow, and the projected traffic increase on the existing street system, a bypass, new connectors, widening, intersection improvements, etc. will be part of the City's agenda.

Objective 2 - Truck Traffic - Reduce through truck traffic.
Three major highways (SR 47, SR 29 and CR 25A) route most truck traffic through the downtown via Courthouse Square (defined by Main Avenue, North Street, Ohio Avenue and Court Street). The percentages of trucks at these locations are not exceptionally heavy compared to some of the locations at corporation lines (see Table 1.1), but turning movements of trucks on this block create major traffic problems. Additional intersections in the City are also impacted by truck traffic. Therefore, through truck traffic should be managed differently in the future, especially with the anticipated growth outline in the Land Use Plan.

Objective 3 - Public Transportation - Expand public transportation services.
Currently, the City is operating Dial-a-Ride program on weekdays to provide public transportation. This is limited to certain places with restricted timing. This public transportation system should be expanded to provide better access throughout the City, with flexible timing and weekend services.

Objective 4 - Downtown Parking - Improve downtown parking.
The number of parking spaces should be increased downtown to accommodate weekday and weekend parking demands if warranted. Improvements should include off-street surface parking, decked parking (garages) as appropriate with available funding. However, the city should be careful not to provide too much parking, which will increase traffic and trips by individuals in personal automobiles. Partnerships will be necessary to provide parking facilities downtown, working with Shelby County and the business community will be necessary. Wayfinding signage to locate public parking areas should be implemented as a less costly way of promoting parking within the downtown area.

Objective 5 - Access Management - Implement access management requirements.
Access Management preserves and restores the capacity of roadways. The City needs to restrict the number of access points, on higher classified streets, to preserve the functional capacity, and to carry higher speed traffic, and trips of longer length. The objective of roadway functional classification as shown in Figure 9.3 should be preserved. Traffic movement is the primary priority on major thoroughfares, with access as a secondary priority. Whereas local streets have access as a primary priority, and traffic movement is a secondary priority. Review and revise, as necessary, the City's adopted access management plan in order to ensure safe and efficient access to properties in the City.

Objective 6 - Road Infrastructure - Improve road infrastructure.
Along with major roadway improvements (widening, etc.) the City will continue to resurface existing streets, especially in residential neighborhoods. Sidney currently budgets an average of $440,000 annually for street maintenance (high of $627,000 in 2007 to a low of $243,000 in 2009). It is assumed that the average amount, as identified above, will continually be budgeted annually for future projects.

Objective 7 - Bike System - Expand bike system.
The City should expand its current on-street bike route to additional major corridors and off street bike path system. This would provide an expanded bike route system to access parks and other recreational places, especially if it connects with the Veterans Memorial Walkway, and extensions along the Great Miami River. In addition, the City should make an effort to make the bike route a transportation route, not just a recreation corridor. This will promote the use of bicycles as alternative transportation sources reducing traffic and pollution generated by automobiles, and encourage healthy lifestyles.

3. Standards

The intent of this section is to recommend standards for main thoroughfares, secondary thoroughfares, collector streets and local streets. The following table provides a summary of minimum roadway standards for the City of Sidney.

Table 9.3
Roadway Standards

Item	Main Thoroughfare	Secondary Thoroughfare	Commercial Street	Collector Street	Local Street
Level of Service[1]	C	C	C	D	D
Right-of-Way	100 ft	80 ft	60 ft	60 ft	50 ft
Lane Width[2]	12 ft	12 ft	11 ft	11 ft	10 ft
On Street Parking	No	No	No	Restricted	Yes
Sidewalks	Required	Required	Required	Required	Required
Legal Speed	35-50 mph	35-50 mph	25-35 mph	25 mph[3]	25 mph

Key: ft=feet, mph=miles per hour
Notes: 1. Definitions are as per Highway Capacity Manual (HCM). Number of lanes will be determined based upon the desired level of service and amount of traffic. 2. Requires additional width for edge lane where on-street parking is allowed. 3. If no STOP within one-mile distance, legal speed is 35 mph.

Prepared by: Wilbur Smith Associates, 1997

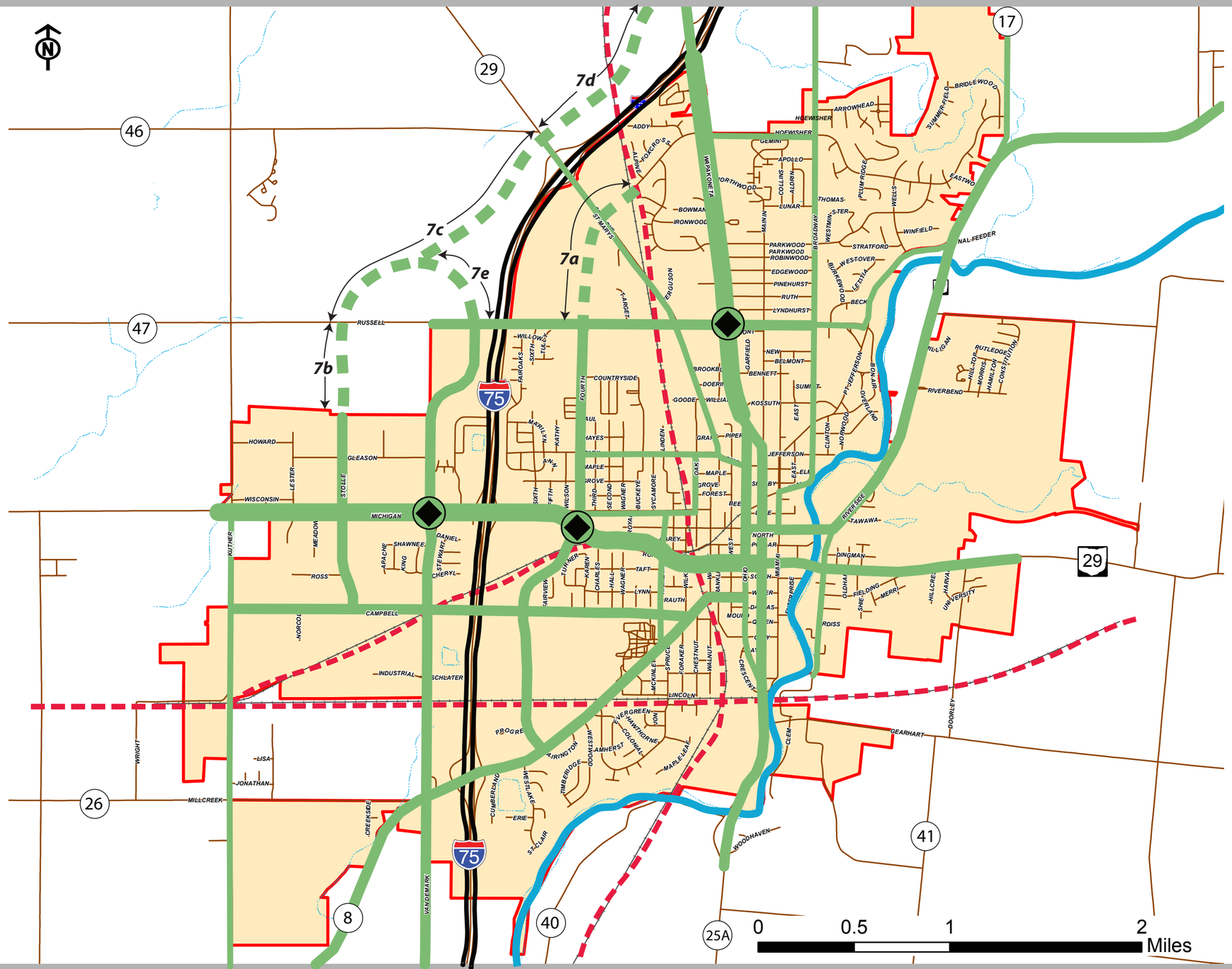
4. Transportation Plan

The Transportation Plan focuses on improving traffic flow and circulation, reducing truck traffic in the downtown, improving public transportation and downtown parking, addressing access concerns and extending bike routes as an alternative transportation mode and ensuring the safety of the motoring and non-motoring public.

Several key roads and intersections are recommended for improvement, including: extending Hoewisher Road and Stolle Avenue, widening SR 47 corridor in the vicinity of I-75, and improving intersections at SR 47 and Fourth Avenue, and Russell and Wapakoneta roads. Special emphasis in the transportation plan is also directed towards maintaining and funding roadway infrastructure.

Regarding truck traffic, the Plan recommends enforcing truck weight restrictions, providing alternative truck routes that bypass the downtown (plans developed for late 2009), and reducing the number of 90-degree turns along several state and county routes in the downtown. Public transportation should be strengthened through an oversight council, extending Dial-a-Ride services, providing dedicated bus routes and additional transportation to meet elderly needs, and making bike routes a major mode of transportation.

Comprehensive Plan Update
City of Sidney, Shelby County, Ohio



Thoroughfare Plan

- Main Thoroughfare
- Secondary Thoroughfare
- Collector
- Local
- Proposed Extensions
- Key Intersections
- Railroad
- Sidney Boundary
- Hydrology

August 2009

JACOBS

Source: City of Sidney and Shelby County

***The parcel data is not complete and should be considered only a graphic representation.*

THOROUGHFARE PLAN

The Plan addresses parking in the downtown specifically, and recommends limiting the amount of time delivery vehicles can block alleyways, developing a parking garage and carefully expanding the amount of surface parking. Access management is recommended as a means of improving traffic flow on SR 47 and Vandemark Road, especially given their commercial emphasis.

E. Implementation

1. Introduction

The following strategies focus on key implementation to enhance and improve Sidney's transportation system.

2. Strategies

Objective 1 - Traffic Flow
Strategies
1a) Extending Hoewisher Road.
Increasing residential land use at northeast corner, and industrial land use at southwest corner of the City, requires the extension of Hoewisher Road. Connecting the existing Hoewisher Road on the east side of the City, and Vandemark Road on west side; and extending Fourth Avenue on north to join Hoewisher Road extension are part of this Plan. This requires two overpasses (CSX and I-75) and possible signals at Vandemark Road and SR 29.

Responsible Party: *Public Works Director (Lead), Planning Commission*
Timeframe: *Partially Completed, Ongoing*
Estimated Cost: *$4,500,000 (total)*

1b) Improving intersections at SR 47-Fourth Avenue and Russell Road-Wapakoneta Road.
These are two of the most congested intersections in the City, and each is impacted by truck turning movements. Both intersections are operated with traffic signals. Though these intersections have separate left turn lanes, travelers can wait for more than one cycle during peak hours. These intersections require geometric and/or operational improvements.

Responsible Party: *Public Works Director (Lead)*
Timeframe: *Study Underway*
Estimated Cost: *To Be Determined On A Project Specific Basis*

1c) Extending Stolle Avenue.
In order to improve the level of service of Vandemark Road, and the intersection of SR 47 and Vandemark Road, an alternate link for Vandemark Road between SR 47 and Russell Road is recommended. The extension of Stolle Avenue is the most appropriate alternative to create this link, and would provide alternative access to the congested commercial area.

Responsible Party: *Public Works Director (Lead), Planning Commission*
Timeframe: *Mid Term*
Estimated Cost: *$80/lane-ft.*

1d) Extending McClosky School Road.
The extension of McClosky School Road, to Vandemark Road, is an alternate access for south side of the City, to the proposed industrial expansion on west side of I-75. This requires an underpass/overpass at I-75.

Responsible Party: *Public Works Director (Lead), Planning Commission*
Timeframe: *Long Term*
Estimated Cost: *$80/lane-ft.*

1e) Extending Fourth Avenue.
Fourth Avenue should be extended north from its present terminus at Russell Road, to the Hoewisher Road extension. This would provide improved access on the east side of I-75.

Responsible Party:	*Public Works Director (Lead) and Planning Commission*
Timeframe:	*Long Term*
Estimated Cost:	*To Be Determined On A Project Specific Basis.*

Objective 2 - Truck Traffic

Strategies

2a) Enforcing truck weight limits.
A study is recommended to determine whether there are trucks that use Sidney streets as alternatives to avoid weight limitations on more direct and preferred routes. A request can be made to State Highway Patrol to carry out this study. Current permitting of oversize and overweight trucks is being permitted at no cost through the Engineering Department and enforced by the City Police Department.

Responsible Party:	*Police Chief (Lead) and State Highway Patrol*
Timeframe:	*Ongoing*
Estimated Cost:	*In-House Staff Time*

2b) Providing alternate truck routes.

In order to reduce the number of trucks passing through downtown, it is recommended alternative truck routes should be provided for SR 47 and SR 29. These routes are the highest truck traffic routes through the City. Close coordination with the Ohio Department of Transportation is recommended. The City proposes the following alternatives for further consideration:
a) Alternate truck route for SR 47 - Bypass Port Jefferson using Mason Road and Kuther Road.
b) Alternate truck route for SR 29 - Use Mason Road and Pasco-Montra Road.

Responsible Party:	*City Engineer (Lead) and Ohio Department of Transportation*
Timeframe:	*Ongoing; Study Underway*
Estimated Cost:	*To Be Determined On A Project Specific Basis*

2c) Reducing number of turns.

2009 plans are to allow for an “alternate” truck route around the downtown business district have been approved and funded through ODOT Three intersections are to be provided with a larger turning radius for semi-trucks to follow along SR 47. (Ohio & North; North & West; West & Court)

Total Estimated Cost: $210,700
Partially Funded by ODOT with $168,600
City Portion of Project Cost: $42,100

Objective 3 - Public Transportation

Strategies

3a) Providing transportation needs for elderly.
Provide transportation needs for elderly from Sidney to other cities/counties, airport, etc. The City’s public transportation authority should coordinate with other public transportation authorities in the surrounding counties and cities to provide these services.

Responsible Party:	*Transportation/Contract Administration Director (Lead)*
Timeframe:	*Mid Term*
Estimated Cost:	*To Be Determined On A Project Specific Basis*

Objective 4 - Downtown Parking

Strategies

4a) Developing parking garage.
The City should consider developing a parking garage. A study would be necessary to confirm revenue and the demand for garage parking. This garage can relieve some parking problems on the surrounding streets. Study should cover funding sources for the construction of garage. These funds can be public grants/funds, or private funds. The design of the garage should be conducive to the architectural character of the downtown area.

Responsible Party:	*Public Works Director (Lead), City Manager and City Council*
Timeframe:	*Mid Term*
Estimated Cost:	*To Be Determined On A Project Specific Basis*

Objective 5 - Roadway Infrastructure

Strategies

5a) Restoring and maintaining alleys.
While major roads are improved in the City, it is also important to restore and maintain alleys. The City should continue to fund and implement its alley maintenance program.

Responsible Party:	*Public Works Director (Lead) and Streets Department*
Timeframe:	*Ongoing - In Progress*
Estimated Cost:	*To Be Determined On Annual Budget Cycle*

5b) Requiring the implementation of road infrastructure (new or improvements to existing) concurrent with development.
Developers will be responsible for any traffic impacts that will degrade the level of traffic services on the existing street system. All required improvements that restore the level of service of the street system should be undertaken concurrent with the development. Where necessary additional funds should be escrowed to ensure required improvements are completed to the City's satisfaction.

Responsible Party:	*Public Works Director (Lead), City Engineer and Streets Department*
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined On A Project Specific Basis*

5c) Establishing alternative funding sources.
Investigate and establish alternative funding sources, such as a Transportation Improvement District and local infrastructure funding pools or special improvement district.

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

5d) Implementing roadway standards for developments.
Roadway standards depend on the functional class of the roadway. Major and minor thoroughfares, which carry trips of longer length and higher speed, should require higher standards compared to collector and local streets. The City already has established standards in use, in addition to these, more standards are recommended in Table 9.3.

Responsible Party:	*City Engineer (Lead)*
Timeframe:	*Ongoing*
Estimated Cost:	*In-House Staff Time*

Objective 6 - Bike System

Strategies

6a) Implementing a bike master plan.
The bike path has been completed from the Miami River to Johnston Park. The remaining phases of completing the bike path from Johnston Park to Memorial Walkway should be completed.

Responsible Party:	*Parks and Recreation Director (Lead) and Recreation Board*
Timeframe:	*Ongoing; Study Complete, Implementation Ongoing*
Estimated Cost:	*In-House Staff Time*

6b) Extending Great Miami River bike path (Veterans Memorial Walkway).
Please see Objective 6a.

6c) Requiring bike racks and on-site connections to bike paths in major developments.
Providing bike path connections from major developments to the nearby City's bike paths should be made as a requirement for site approval. This requirement must also ask for proper location of bike racks inside parking lots of the development.

Responsible Party:	*Parks and Recreation Director (Lead) and Parks and Recreation Department*
Timeframe:	*Long Term*
Estimated Cost:	*In-House Staff Time*

Objective 7 – Northwest Traffic Network

Strategies

7a) Construct new arterial roadway to join Michigan St. and Russell Road
Construct a new arterial from Michigan Street to Russell Road to provide alternate access to businesses further west on Michigan Street.

Responsible Party:	*City Engineer (lead)*
Timeframe:	*Mid Term*
Estimated Cost:	*To be Determined*

7b) Extend and improve Hoewisher Road
The extension and improvement of Hoewisher Road, from Wapakoneta Road, to Russell Road, provides access from the existing northeast residential developments, to the Michigan Street business areas. Widening Hoewisher between N. Broadway Avenue and Wapakoneta Avenue should be considered, even though much of the northern most section of this road is located out of the City and in Franklin Township.

Responsible Party:	*City Engineer (lead)*
Timeframe:	*Mid Term*
Estimated Cost:	*To be Determined.*

7c) Extend and improve the above arterial from Russell Road to St. Mary's Ave.
The continuation of the new arterial recommended in 7a, above, from Russell Road to St. Mary's Avenue to provide an alternate route from the existing northeast residential neighborhoods to the Michigan St. business areas, as well as to serve the proposed high and middle density residential neighborhoods and the mixed-use commercial district west of I-75.

Responsible Party:	*City Engineer (lead)*
Timeframe:	*Mid Term*
Estimated Cost:	*To be Determined.*

7d) Extend and improve the above arterial from St. Mary's Ave. to the intersection of Mason Rd.
Continuation of the arterial from St. Mary's Ave. to the intersection of Mason Rd. and Wapakoneta Road. This further serves the medium density residential areas north of St. Mary's Ave. and west of I-75 and allows redundant access to the residential neighborhoods straddling Mason Road, east of I-75.

Responsible Party: *City Engineer (lead)*
Timeframe: *Long Term*
Estimated Cost: *To be Determined.*

7e) Provide additions off the Hoewisher Road Extension
The addition of branches to the arterial in the following three locations to provide better traffic flow at intersections:

i. From Mason Rd. southeast to the arterial, just west of the intersection of Mason Road and Wapakoneta Rd.
ii. From Cisco Rd. southeast to the arterial, just west of St. Mary's Ave.
iii. From the arterial south to the intersection of Russell Road and Vandemark Aver, between the high density residential and mixed-use commercial areas located there.

Responsible Party: *City Engineer (lead)*
Timeframe: *Long Term*
Estimated Cost: *To be Determined.*

URBAN DESIGN

10. Urban Design

A. Introduction

Sidney's built environment plays an important role in defining its image, which in turn shapes the perceptions of those who live and work in the City, or are visiting. According to the “Retail Market and Recruitment Strategy”, quality of life is the number one factor in retaining property values. This argument supports the need for a long term plan and for the built environments in a community, and to protect and preserve their character and aesthetic values. The components of the built environment addressed in the Urban Design Plan include the following:

- **Major Land Uses**
- **Corridors and Gateways**
- **Activity Centers and Landmarks**
- **Edges and Views**
- **City Beautification**
- **Historic Resources**
- **Traditional Development Pattern**

B. Planning Issues

The following planning issues were identified relative to urban design:

1. Corridors

Sidney contains a number of high profile natural and built corridors, most notably I-75 and the Great Miami River as well as SR 47, SR 29 and CR 25A. People traveling along transportation corridors are exposed to the City and gain a sense of its appeal based on their observations of the built environment. Transportation corridor improvements should focus on strengthening the link between downtown and I-75 and enhancing SR 47.

2. Gateways

There are four exits from I-75 into Sidney, which serve as the City's front door. Exit 92 at SR 47 is heavily developed with commercial and industrial land uses. The remaining interstate exits are primarily undeveloped. These particular gateways need to be enhanced and linked to the primary corridors, which move people into and out of the City.

Existing entry signage as viewed from Fair Road.

3. Activity Centers

.

Several activity areas in the City attract local people, such as Tawawa Park, Custenborder Park and the Sports Complex, Deam Park and the YMCA facility. Other activity centers serve as regional draws, such as the downtown or Shelby County Fairgrounds. These centers experience high volumes of activity, and it is important for the City to continue extending support to these areas, and focus on physical improvements that will enhance these centers.

C. Existing Conditions

1. Findings

The feeling of entering a city may occur long before one sees the building shapes of the central business district. A variety of elements help identify and achieve a sense of place for a community. A sense of place results from the combination of urban design elements including gateways, corridors, nodes, districts, edges and landmarks. Identifying what is unique about Sidney, from extraordinary land marks places and events to ordinary elements that define the Community. These elements range in scale and are not exclusive or independent of each other. It is the relationship between the elements that help bring definition and identity to Sidney. Analyzing Sidney's built environment, according to urban design components, reveals opportunities and constraints for enhancing community image.

2. Place Making

The adage says, "A picture is worth 1,000 words." This particularly rings true with a City's visual identity. Sidney's identity needs to be strengthened and enhanced to promote the positive characteristics of the community. Strengthening the City's identity is one step toward improving the community's appearance and overall quality of life. One of the most effective ways to improve a communities' identity, or image, is to build upon what makes the community, or region, unique. For example, by incorporating the characteristics of Sidney's older residential areas into the design of new residential development the neighborhood appeal is enhanced by the diversity and style of buildings. This also can include a variety of housing types and densities, porches, girded street patterns, alleys, wide tree lawns, and detached or side loaded garages. What is special about the community will be incorporated throughout the city, and will help set it apart from other surrounding communities.

An existing view of South Main Street illustrates wide streets, tree canopy, and off street parking that is found in traditional neighborhoods.

Improvements to commercial development and the transportation corridor may be abstracted from the urban design components. Some of these may include a modified grid street pattern integrated into commercial development, on street parking, and vernacular architecture (with unique characteristics such as arches, and stone, brick or wood materials). For instance, the major roadway corridors may continue the newly constructed downtown streetscape by extending lighting, signage, landscape treatments and pavement texture. By borrowing from these traditional existing elements the identity of Sidney will be enhance.

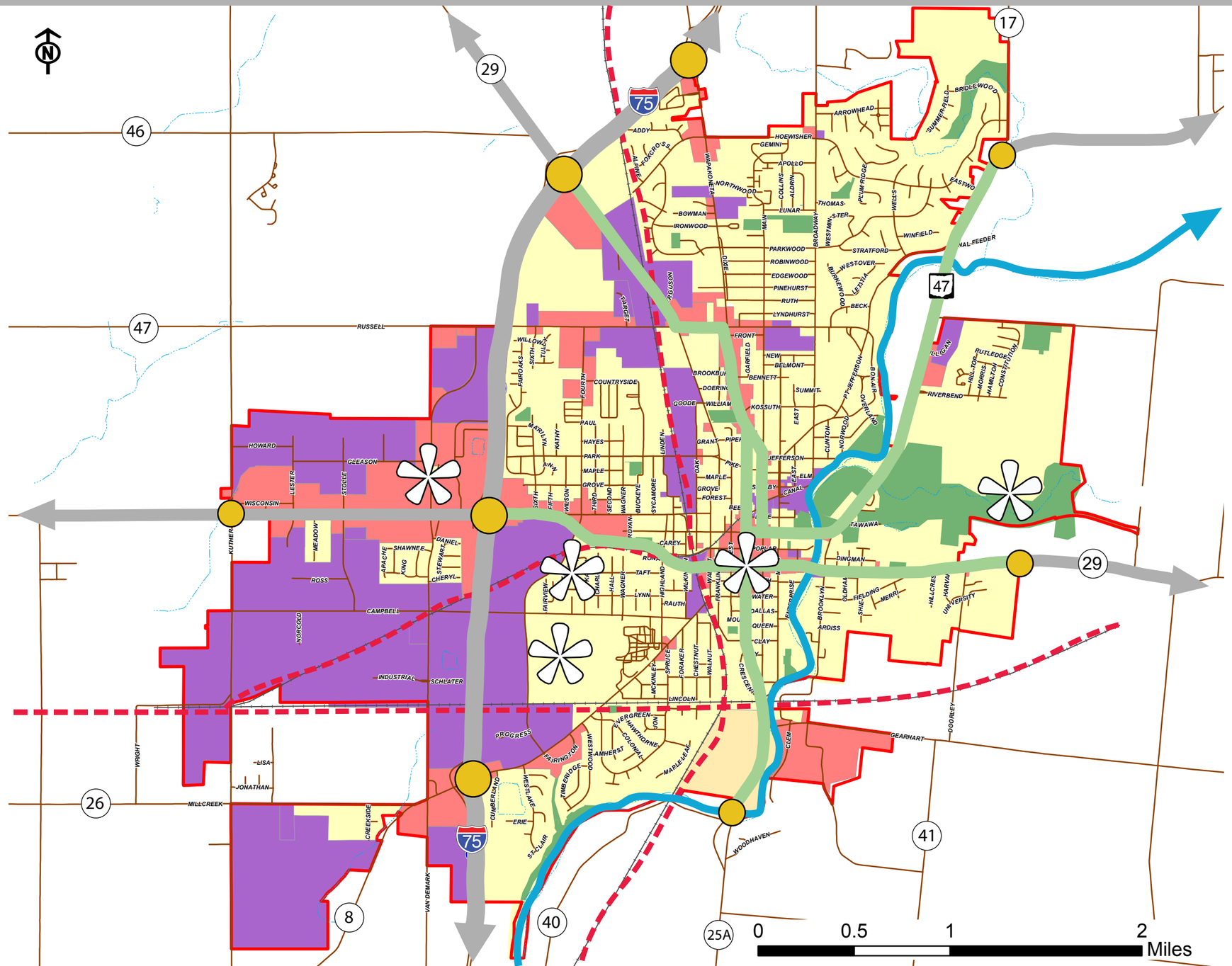
The existing Route 47 Corridor would benefit from extending the urban design elements of Downtown.

3. Major Land Uses

Major land use concentrations in Sidney serve as community building blocks, and provide a strong direction for future land use recommendations. They clearly help define the current physical character of the City, by indicating major residential areas, commercial nodes and industrial concentrations. (This depiction is general in scope, and a detailed land use survey is outlined in the Land Use Chapter).

Low density residential is the predominant land use in the City. Rural residential/agriculture land uses are located to the north, east and south of the City. A considerable number of "satellite" low-density areas are located outside of the sewer service limits. Major open space includes Tawawa Park, Moose Golf Course, Shelby County fairgrounds and the Great Miami River corridor.

Comprehensive Plan Update
City of Sidney, Shelby County, Ohio



Urban Design Features

- Sidney Boundary
- Commercial Development
- Incorporated Area
- Residential Development
- Industrial Development
- Open Space / Park
- Image Enhancement Corridor
- Major Corridor
- River / Stream Corridor
- Railroad
- Activity Center
- Major Gateway
- Minor Gateway

August 2009

JACOBS

Source: City of Sidney and Shelby County

***The parcel data is not complete and should be considered only a graphic representation.*

URBAN DESIGN FEATURES

Commercial development is concentrated around the Central Business District, northwest corner of I-75 and SR 47 and the frontage along CR 25A south of Russell Road. The industrial land uses are concentrated along the I-75 corridor south of SR 47, and along Vandemark Road. In addition, industrial uses are located along the west side of SR 29 north of Russell Road.

4. Transportation Corridors

Transportation corridors provide a means for people and goods to travel to, and through, a community. They define the ways in which a community functions, and the visual impression a community leaves with travelers and visitors. The major corridors in Sidney include I-75, SR 29, SR 47, CSX and Conrail railroads.

5. Natural Corridors

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

6. Gateways

Gateways are key points at which travelers enter a community. They serve as "front doors" and provide travelers the very first image of a community. They serve an important function in that regard, leaving a lasting impression that can boost a community's appeal or harm it. Major gateways are located at the four interchanges along I-75. Minor gateways are CR 25A at the southern city line, SR 47 just east of Kuther Road, SR 29 (northwest and east) at the Clinton Township boundary, SR 47 south of Tawawa Creek and CR 25A south of Hoewisher Road.

7. Activity Centers

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

8. Landmarks

Landmarks are considered a site-specific reference point for a community and often promote an image reflecting the surrounding community. They can be physical structures ranging in scale from a sign to a building, or the landmark is in the natural landscape. A landmark creates a specific identity for a community because it serves as a reference from different locations in the city. Sidney's landmarks include Conrail Railroad Bridge (across the Great Miami River), Courthouse Square, grain silo adjacent to the corporation line on Vandemark Road and City water tanks west of I-75 and along Fourth Avenue.

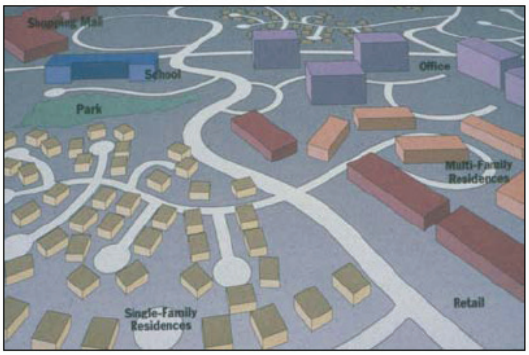
The Big Four Railroad Bridge serves as one of Sidney's landmarks.

9. Edges

Edges define the boundaries of specific areas and can include large woodlands, significant sloped areas and physical elements, such as elevated highways. Two primary edges in Sidney are the existing sewer service boundaries, and the three-mile platting area boundary.

10. Views
At different points around the City, views provide images of Sidney. Overall, the scale of Sidney is small, defined by small residential lots, and the traditional courthouse square area. Other views in Sidney are the many corridors creating visual paths of open space.

11. Development Pattern
Sidney's original development pattern and architecture evolved mostly out of necessity. Streets were laid out perpendicular to the river to accommodate bridge crossings, and development densities were based on limited mobility. Building materials were taken from nearby woodlands and quarries, and the buildings themselves are located close to the street. The courthouse is located in the center of town, borrowing from a courthouse square design unique to the Midwest, demonstrating the importance of Sidney being the county seat. The adjacent residential neighborhoods became an extension of this pattern, creating a very pedestrian oriented, compact environment. This is demonstrated by the integration of residential units in close proximity to work and shopping.



The above diagram from the Chesapeake Bay Foundation illustrates how typical suburban type development is laid out.

Today, Sidney's development pattern, like most communities, is more a result of convenience than necessity. Streets are curvilinear; local streets are designed to discourage through traffic while other streets area designed primarily to carry traffic swiftly and efficiently through the community. Buildings are setback from the street to be buffered from the busy traffic. Side and rear yards are extensive to afford privacy. Parking lots and garages are located in the spacious front yards and have become the most prominent feature on the block. The resulting low density, and separation of uses, further increases the dependence on autos to travel, taking away from the existing compact pedestrian oriented design.

D. Urban Design Plan

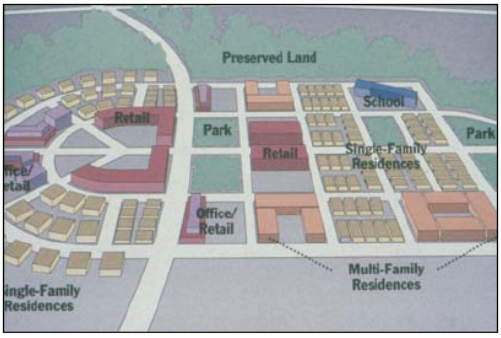
1. Introduction
The Urban Design Plan concentrates strategies in areas having high visibility and volumes of citizen interaction. The underlying theme of the plan is broad based physical improvements -- strengthening the physical appearance of the City, and creating a positive community identity.

2. Policies
The following summarizes the mission statement and objectives that serve as the policy foundation for the Urban Design Plan:

a) Mission Statement
The urban design mission is to beautify the City, preserve historic structures and modify the pattern of development.

b) Objectives
The following are the objectives for Urban Design:

Objective 1 - Beautification of the City
The City has several high profile urban design components such as corridors and gateways, that are strategic points for establishing the City's image. City beautification means enhancing these points with landscaping and other materials to increase the aesthetic perception and appeal of Sidney to residents, businesses and visitors. Community investments in public improvements and incentives promote a strong quality of life.



Similar to the suburban type development, this above diagram from the Chesapeake Bay Foundation illustrates more traditional type development.

Objective 2 - Preservation of Historic Resources
Historic resources are an asset to Sidney also, particularly the Courthouse Square and older neighborhoods adjacent to downtown. These resources are unique to the City and are attractive to visitors. Furthermore, such resources create a strong identity, function as a source of historic continuity and contribute to the City's uniqueness

Objective 3 - Traditional Development Patten
Encouraging future development to follow a more traditional neighborhood development pattern is a better utilization of land, and places homes, shops, and employment in close proximity to one another, reduces the number of trips people make, which in turn reduces traffic congestion.

3. Standards
Specific standards for urban design are developed on an ad hoc basis in different communities. Such standards are unique and applicable to each community, based on its existing physical structure, and the visual perceptions of community residents and officials. Sidney should develop urban design standards unique to the City, with adequate community input. The following are the recommended standards for Urban Design:

a) Gateways
Standards for improving gateways to reinforce a positive image for the City include the following:
1) Consistent, attractive and welcoming signage identifying the City.
2) Significant landscape improvements.
3) Removal or screening of inappropriate physical activities, such as screening of outdoor storage of materials and equipment.

b) Corridors
Standards that extend a positive image from gateways along corridors include the following:
1) Consolidated public signs and overhead utilities in the right-of-way.
2) Comprehensive street tree plantings and well-maintained tree lawns.
3) Updated signage regulations to reduce visual clutter and provide for a cohesive signage environment.

c) Activity Centers
Standards that support activity centers include the following:
1) Public actions should not result in negative impacts to an activity center.
2) Activity centers should continue to be well integrated into the City.
3) Reinforce activity centers by encouraging complementary development.

d) Districts
Standards that protect districts include the following:
1) Encourage appropriate identification signage at the entrance to districts, such as subdivision neighborhood signs, with appropriately scaled landscaping.
2) Discourage uses that are inappropriate for a given district, such as residential development in an industrial area.

e) Edges
Standards that reinforce edges include the following:
1) Reinforce natural edges through tree plantings, especially on public land.
2) Discourage development of severely sloped areas along the Great Miami River.
3) Prohibit development in a floodplain.
4) Encourage effective screening and buffering between conflicting land uses.

f) Landmarks
Standards that support and/or protect existing landmarks (including historic resources) include the following:
1) Discourage demolition of or inappropriate renovation to existing landmarks.
2) Discourage inappropriate uses or activities adjacent to landmarks (or within close proximity).
3) Encourage development that is sensitive to and reinforces the architectural character of Courthouse Square.

4) Nominate local buildings and districts to the National Register of Historic Places

E. Development Pattern

Standards that encourage a more traditional neighborhood development pattern are the following:

1) Incorporate traditional neighborhood design standards into development regulations for new developments.
2) Promote infill development within existing residential neighborhoods that is compatible with the existing architectural character.
3) Identify existing commercial areas with redevelopment potential and encourage a mix of uses at increased densities with strong pedestrian links to adjacent neighborhoods.

In the above picture, Route 62 in Gahanna, Ohio is similar to Route 47. Shown in the below picture are improvements that were made to the corridor to improve the City's gateway.

4. Urban Design Plan

a) Introduction

The Urban Design Plan identifies appropriate actions to implement the standards, previously noted, and respond to the policies underlying the plan. The public has noted that Sidney should improve its physical image to help improve the overall quality of life, and to make the community more attractive to new businesses and residents.

b) City Beautification

The City has several high profile urban design components, such as corridors and gateways, which are strategic points for improving Sidney's image. Existing gateway areas do not promote community identity or convey a sense of place. Likewise, existing corridors do not promote visual linkage into the community, or convey a strong community image. It is important to note community beautification goes hand in hand with community growth. Under the proposed Land Use Plan, the majority of Sidney's growth will be to the north and northeast. For example, corridor development and gateway identity in these growth areas must be linked, and promote, the identity of Sidney. The same holds true for growth on the west side of I-75, and this area must contribute aesthetically to the City. Strengthening these types of urban design components will allow Sidney to maintain a holistic City image committed to community development, beautification and environmental preservation, rather than a fragmented image of the "City and the suburbs."

1) Public Improvements
Public improvements are an important part of maintaining a positive appearance and identity for Sidney, as well as promoting a strong quality of life. Funding is crucial to city beautification. The City's capital improvement's program should be revised to reflect the priorities for city beautification. Ultimately, public improvements made in highly visible areas will encourage economic development, and attract new residents.

The following public improvements should be considered:

I. Continue plans to improve the downtown streetscape throughout other visible corridors.
ii. Design and install landscaping at all interstate gateways, beginning at SR 47.
iii. Establish corridor design standards for landscaping, street trees and infrastructure (sidewalks, light and traffic poles, etc.) and implement in major corridors. Coordinate with bike path master plan.
iv. Consolidate public signage and utilities in all rights-of-way.

v. Continue street tree program.
vi. Consider unique street name signage for historic districts.
vii. Undertake reforestation/ forestation programs along natural edges on public property.
viii. Maintain public landmarks.

2) Private Improvements

Private improvements are equally important as public improvements. Well landscaped and maintained properties such as the Stolle Corporation facilities at I-75 and SR 47, serve as an example that should be replicated throughout the City's business and industrial districts. The creation of a city beautification program should be explored to provide incentives for improvements and maintenance undertaken by private property owners.

One desirable aspect of Sidney is the older neighborhoods around the downtown. The se areas are desirable because of their unique architecture and historic neighborhood environment. However some of the residences are aging, and are in disrepair. Sidney can improve upon the existing neighborhoods around the Downtown through infill development, where new homes are built with similar materials as existing buildings, and the architecture corresponds in an unobtrusive way.

Another important aspect of the Urban Design Plan is to improve older sections of the City, especially the residential areas surrounding the downtown, and borrow traditional neighborhood elements from these areas to spread throughout newer developments. The traditional elements of revitalized older neighborhoods such as the grid street pattern, brick or wood frame homes with detached garages, alley ways, prominent parks, and the convenience of the centralized locations are attractive options for a growing portion of the population that desire more urban development as opposed to suburban expansion. This is an attractive option for homeowners, and continuing some of these elements throughout the city helps enhance the urban design recognition.

Areas like Norfolk, Virginia have encouraged more traditional type development in newer housing projects.

The following private improvements should be considered:

i. Continue facade rehabilitation programs downtown.
ii. Encourage landscaping and screening on existing development, especially at gateways, within corridors and adjacent to landmarks.
iii. Strengthen landscaping and signage standards in the Zoning Code.
iv. Promote tree planting/reforestation programs along natural edges.
v. Encourage maintenance of privately owned landmarks.

c) Historic Preservation

Historic preservation is an important tool in protecting the historic resources of Sidney. The City should develop programs concentrating on preserving its historic resources. Different programs should create incentives to maintain historic structures, and the City should develop a historic resource commission to provide the City with a role in historic preservation. This portion of the Urban Design Plan is interrelated with the Downtown Plan.

d) Traditional Development Pattern

Following a more traditional development pattern for future development, and encouraging infill development within existing neighborhoods, will set Sidney apart from other growing communities in the region. They will also make attractive places to live for relocating families, and encourage existing residents to stay by offering a variety of housing choices.

E. Implementation

1. Introduction

The following strategies focus on key implementation steps to beautify the City and preservation of its historic resources.

2. Strategies

Objective 1 - Beautification of the City

Strategies

1a1) Continuing the annual award for commercial beautification
Commercial areas have a strong impact on Sidney's image, and many people from other communities shop at the City's commercial areas. In order to enhance the perception of Sidney to visitors, the Sidney-Shelby County Chamber of Commerce and Sidney Visitors Bureau should continue its commercial beautification award program.

Responsible Party: *Sidney-Shelby County Chamber of Commerce and Sidney Visitors Bureau (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

1a2) Establishing an annual award for single-family residential beautification.
The City should establish an annual award program to recognize individuals who beautify their single family residential property. The program could be based upon the Chamber's successful commercial beautification award program.

Responsible Party: *Community Services Director (Lead)*
Timeframe: *Short Term*
Estimated Cost: *In-House Staff Time*

1b) Strengthening urban design components of the City's zoning code.
The City's zoning code is an important way to enhance the built environment, especially as new development is constructed or properties are redeveloped. Several aspects of the zoning code affect the built environment, including greater flexibility for required setbacks and side yards, building height and roof slopes, signage, landscaping, parking, etc. The code should be reviewed in line with this Plan and updated where necessary.

Responsible Party: *Community Services Director (Lead)*
Timeframe: *Short Term*
Estimated Cost: *In-House Staff Time*

1c) Requiring the landscaping of new industry, businesses and off-street parking areas along major arterials and I-75.
Landscaping and buffering are important components of urban design. The City should develop zoning code amendments that create buffering and screening requirements for industrial and commercial areas and a landscaping ordinance that stipulates requirements for new and substantially expanded commercial and industrial facilities.

Responsible Party: *Community Services Director (Lead) and*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

1d) Establishing design standards for public spaces.
The City should establish coordinated design standards for all public spaces, especially gateways, corridors, districts, activity centers, edges and landmarks. These standards would address public infrastructure, landscaping, signage, etc., including appropriate plant material, planting standards, poles, traffic fixtures, benches, trash receptacles, etc. All City departments in undertaking their regular duties and in bidding capital improvements would follow these standards. A design professional should be retained to assist in developing the standards and preparing a handbook with typical drawings.

Responsible Party: *City Manager (Lead) and Community Services Director*
Timeframe: *Mid Term*
Estimated Cost: *$25,000 - $35,000 for Professional Services*

1e) Linking the downtown and I-75 through beautification of the major roadway corridors, i.e. SR 47, 25A, SR 29, and Fair Road.
The I-75 corridor is important to Sidney due to the high visibility it presents in the community. This area, and others, should focus on establishing aesthetic connections to the downtown and major to attract tourists visiting commercial areas at interstate exits. With SR 47 as an example, the City could implement a public improvement program for creating a visual link between downtown and I-75, using streetscape elements and the railroad bridge on SR 47 as a starting point. Also included could be improvements or replacement of the existing steel guardrails and enhancement of signage along the corridor. The currently abandoned CSX rail bridge has been earmarked to be removed in 2010, with financial and project management support from ODOT. This project is planned so as to improve the aesthetics of the view of the downtown landscape when driving into town from West SR 47.

Responsible Party: *Public Works Director (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *To Be Determined on a Project Specific Basis*

1f) Adopting and enforcing residential maintenance standards.
Please see the Community Facilities and Services Plan, Objective 1f3.

1g) Expanding the City's urban forestry program.
Please see the Community Facilities and Services Plan, Objective 1f1.

Objective 2 - Historic Resources

Strategies

2a) Adopting an incentive package to encourage historic rehabilitation, adaptive reuse in targeted neighborhoods and the downtown.
Please see the Downtown Plan, Objective 3, and Strategy D.

Objective 3 – Traditional Development Pattern

Strategies

3a) Adopt design standards for residential neighborhoods
Making residential neighborhoods distinguishable from more typical suburban development found in surrounding cities would be to Sidney's advantage creating a unique residential market. This is done through adding design standards to the City's subdivision regulations and zoning code that encourage traditional neighborhood elements into new residential growth.

Responsible Party: *Community Services Director*
Timeframe: *Immediate*
Estimated Cost: *In House Staff Time*

3b) Adopt design standards for commercial corridors
Adopting commercial corridor design standards would be beneficial to Sidney in many ways. Adopting such standards will help visually link the different areas of Sidney. Public improvements can be made along the corridors by replacing the lighting, similar to what is found in and around the downtown square, and control the curb cuts along the corridors (*see Chapter 9 Objective 5 Access Management*) making it visibly more consistent, and allow for better pedestrian access. In the private realm, changes can be made to how buildings are sited (i.e. parking in the rear, more pedestrian friendly), signage, architecture and landscaping. By enacting such standards, a visible consistency will be created throughout the community.

Responsible Party: *Community Services Director*
Timeframe: *Immediate*
Estimated Cost: *In House Staff Time*

3c) Adopt standards for key gateways
Gateways are entry points into a Community, and are intended to make a visual statement about the type of City visitors are approaching. This is important to Sidney because if the gateway does not leave a favorable impression, one's view on the entire City may be tainted. It is recommended that the City devote efforts to improving the major gateways into the City at SR 47 from the east and west, SR 29, CR 25A, and Fair Road.

Responsible Party: *Community Services Director*
Timeframe: *Immediate*
Estimated Cost: *In House Staff Time*

3d) Adopt standards that incorporate native landscaping
Native landscaping is the natural environmental features such as rivers, streams and woodlands. It is recommended that the City of Sidney adopt standards that incorporate these natural features into new development, in ways that allow for the features to stand out and become a part of the development, as opposed to features like woodlands being removed completely for bluegrass lawns. Whenever possible the City should allow the natural environment prevail, creating and preserving open space, and constricted habitats. This approach will also reduce the amount of money the City spends on otherwise maintaining these areas.

Responsible Party: *Community Services Director*
Timeframe: *Immediate*
Estimated Cost: *In House Staff Time*

UTILITIES

11. Utilities

The Utilities Plan is divided into the following sections:

- Section 1: Wastewater Collection and Treatment
- Section 2: Water Distribution and Treatment
- Section 3: Stormwater Utility

Section 1: Wastewater Collection and Treatment

A. Introduction

The main functions of the sanitary sewer system and the wastewater treatment facility is to protect and improve the water quality conditions of the Great Miami River and to ensure public health by properly conveying the wastes to the wastewater treatment facility for treatment. The Ohio Environmental Protection Agency provides governmental oversight of the City's sewer system ensuring compliance with state and federal regulations. Over the past few years, the City has made extensive improvements to the sanitary sewer system and wastewater treatment facility to better serve the citizens of Sidney. As a result the system varies greatly in age, capacity and condition.

The City of Sidney has been aggressively reducing inflow and infiltration (I&I) into the sewer collection system. I&I is defined as clean water intrusion into the sanitary sewers. I&I reduces the capacity of the sewer system; exposes property owners to flooded basements; and increases the operating costs of the wastewater treatment plant. The Utilities Department has prioritized the reduction of I&I as the department's primary goal and has developed plans accordingly. The existing system will be rehabilitated, expanded or replaced as needed. Historically, since 1984, the City has expended over $6.2 million dollars on sewer system rehabilitation to address I&I.

The City continues to require the developer to extend water and sewer mains to proposed development with the City oversizing the utilities to accommodate future growth. Development agreements are generated for new areas that are annexed that specify the utility extensions. In preparation for future growth, the City has developed planning studies on how areas can be served. Those planning studies include:

1. North Sidney Sanitary Sewer Analysis
   The North Sidney Sanitary Sewer Analysis provides a Master Plan of how the areas north and northwest of the City can be served with gravity sewers.

a) North Sanitary Sewer Master Plan: This area encompasses Hoewisher Rd to the south: Lochard Rd to the east; the B&O Railroad to the west and Sharp Rd to the north.
b) Northwest Sanitary Sewer Master Plan: This area encompasses Mason Rd to the north; Russell Rd to the south; Kuther Rd to the east and B&O Railroad to the east.
c) Honda Force Main: As a result of the North Sidney Sanitary Sewer Analysis, the City of Sidney/Honda of American Sanitary Sewer Service Agreement was amended. As a result, the City of Sidney now has the ability to utilize portions of the Honda Force Main for future growth. Additionally, the amended agreement specifies Honda of America's financial commitment to relocating the Mason Rd Pump Station to address deficiencies in the Honda Force Main.

2. Industrial Property Development Report
   The Industrial Property Development report is a Master Plan on providing sanitary sewer services to 23 potential industrial sites in the west and southwest areas of the City. This report was completed as an addendum to the West Sidney Sewer Report completed by Jones & Henry Engineers in 1997.

The City's Wastewater Treatment Plant (WWTP) underwent an expansion in 2002. The expansion increased the dry weather capacity from 5.0 million gallons per day (MGD) to 7.0 MGD. The facility's pumping capacity has been increased to 36 MGD during wet weather events. This extra pumping capacity helps ensure that the south end of the City does not flood and backup into homes during rain events.
Although the wastewater treatment plant (WWTP) upgrade was essential for industrial growth, the expansion did not address the need for solids handling. The byproduct of the wastewater treatment process is called Biosolids

and requires treatment in accordance with state and federal regulations before ultimate disposal. In 2008, the City will select a consultant to perform a Planning Study of future WWTP needs. The study will focus on the future industrial needs of the City; the need for solids treatment and handling; power management; and address future EPA regulations.

B. Planning Issues

1. Sanitary Sewer System Service Area

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

The completion of the Master Sewer Plans previously defined depicts the proposed service areas as now twice the present geographic size as the City. Sewer mains support a collection network extending on both sides of the Great Miami River, and west across I-75. Mains also extend northwest along County Rd 25A to the north, via the Honda force main, and to the northeast along SR 47 and north along Sidney-Freyburg Rd.

In 2001, the Village of Port Jefferson installed a new sanitary collection system by which sewage is pumped to the City. The City and the Village have a Management and Treatment Agreement. The Port Jefferson Sewer Rates are evaluated and amended annually. The in-City residential wastewater rates are currently $2.26/100 ft^3 for volume charges, and $0.90 for a base charge ($22.97/month for 250 gallon per day usage). Dating back to 1989, the sewer rates have been reviewed and adjusted annually.

The City of Sidney participates in the Annual Water & Sewer Rate Survey performed by the Village of Oakwood. 63 communities in west central Ohio participate in this survey. The 2008 Rate Survey indicates that Sidney, Ohio is ranked 9th lowest out of the 63 participating communities.

2. Sanitary Sewer System

Over $2.18 million in sewer improvements are proposed for the City's sanitary sewer system for the years 2009 through 2013. These include the continuation of the I&I Reduction Program; multiple sewer rehabilitation projects; and funding for development oversizing. The City's 5-Yr Capital Improvement Plan includes an additional $2.95 million in projects that are unfunded. These projects will be incorporated into the 5-yr Plan if the project becomes a priority or if additional funding becomes available.

a) Wastewater Treatment Plant

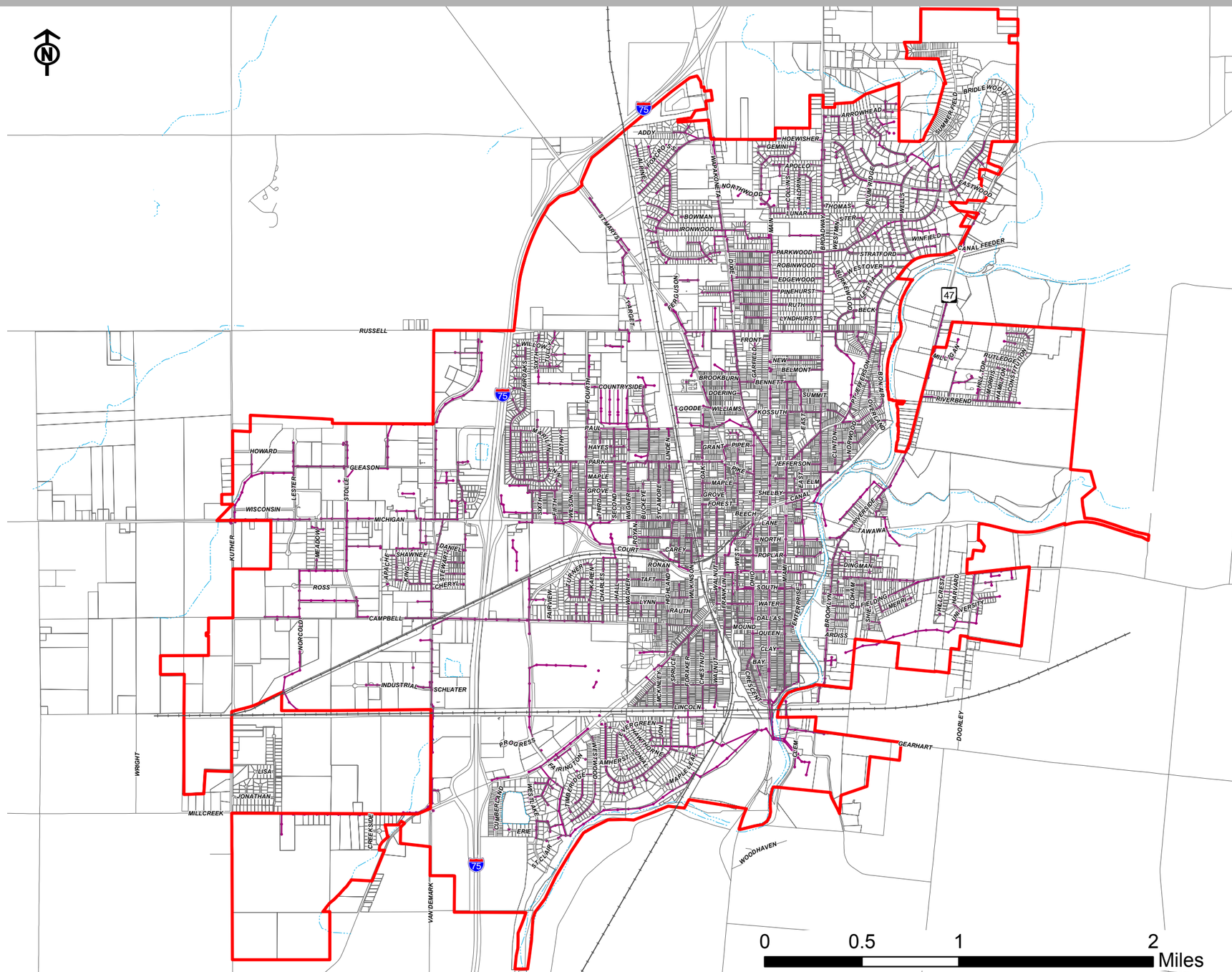
In compliance with the previous Sidney 2020 Comprehensive Plan, the City's Wastewater Treatment Plant is in the planning phase to accommodate future growth, continued improvement of equipment and processes, and compliance with current and potential future NPDES requirements.

Currently, the plant has a capacity of 7.0 million gallons per day. The organic treatment capacity is 9,000 lbs BOD/day. The planning study that is currently underway will identify future projects and phasing to accommodate future growth and economic conditions. Additional upgrades and expansions for the wastewater treatment plant should be reviewed annually and implemented as needed.

3. Steering Committee

In the Land Use Plan, the committee envisions a doubling in City population, and a significant increase in commercial/industrial acreage. The growth is displayed in tabular form in Table 11.1.

Comprehensive Plan Update
City of Sidney, Shelby County, Ohio



Legend

- Sidney Boundary
- Hydrology
- Parcels**
- Sanitary Sewer

0 0.5 1 2 Miles

**The parcel data is not complete and should be considered only a graphic representation.*

August 2009

JACOBS

Source: City of Sidney and Shelby County

SANITARY SEWER

Table 11.1
Water and Wastewater Usage/Requirements

NORTH SANITARY SEWER MASTER PLAN

Proposed Land Use	Acres	# of Units Per Acre	Total # of Density Residential Units	Flow Rate Gallons/Day Per Acre	Flow (MGD)	Total Flow with Peaking Factor (MGD)
Low Density Residential	1,615	2	3,230	480	0.75	2.32
Medium Density Residential	657	4	2.628	660	0.44	1.31
High Density Residential	0	- - -	- - -	- - -	- - -	- - -
Mixed Use Commercial	254	- - -	- - -	1,000	0.26	0.77

NORTHWEST SANITARY SEWER MASTER PLAN

Proposed Land Use	Acres	# of Units Per Acre	Total # of Density Residential Units	Flow Rate Gallons/Day Per Acre	Flow (MGD)	Total Flow with Peaking Factor (MGD)
Low Density Residential	1,136	2	2,272	480	0.54	1.64
Medium Density Residential	1,315	4	5,260	660	0.88	2.60
High Density Residential	454	8	3,632	900	0.41	1.24
Mixed Use Commercial	0	- - -	- - -	- - -	- - -	- - -

C. Existing Conditions

1. Overview

The existing sanitary sewer service area shown on the attached maps, identifies existing sewers of various types and sizes. The system does experience severe inflow/infiltration (clean water intrusion into the sanitary) problems. These inflow/infiltration flows currently add in excess of one million gallons per day (MGD), which is the peak treatment flow at the wastewater treatment plant (WWTP) during wet weather. The Wastewater Plant utilizes 2.0 million gallon capacity equalization basins to retain flows during precipitation events.

The wastewater flows the Wastewater Plant are:

- Design Dry Weather Capacity: 7.0 MGD
- Current Dry Weather Flow: 6.2 MGD
- Design Wet Weather Capacity: 36 MGD (full treatment 13.5 MGD)
- Current Wet Weather Flow: 15+ MGD

2. Equalization Basin

The City should continue utilizing the existing equalization basins during wet weather events, and maximize flows through the Treatment Plant. The City's focus should not be on the expansion of the equalization basins, but should target the aggressive reduction of inflow and infiltration.

3. Recommendations

Sanitary Sewer System

West End – Industrial Development
The City of Sidney has completed the Canal Interceptor Extension across from I-75, and up Vandemark Rd and has eliminated the Fair Rd Lift Station. This new sewer is called the Southwest Interceptor, and has a dry weather capacity of 4.2 million gallons a day. The existing flows from the areas served by the areas tributary to the Southwest Interceptor are primarily industrial and has a dry weather flow of 0.9 million gallons per day. Therefore, it is anticipated that the City would have sufficient capacity to service a larger area in the west end area.

The City should continue to actively pursue state grant funding for the development of industrial parks. The City has already identified over 240 acres of land for a large industrial park south of Millcreek Rd; east of Kuther Rd; north of Schenk Rd and west of Fair Rd and has submitted applications to the state for possible funding for the infrastructure development.

The City has identified 23 locations as potential industrial development. The City should work with the Owner and Developer to develop the area for industrial growth. The majority of the areas will require annexation into the City. The purpose of the study was to evaluate alternatives in providing sewer services for undeveloped property primarily in the Kuther Rd area consisting of Cisco Rd to the north and Schenk Rd to the south. According to the West End Sewer Study, there will be two new Master Sewage Pump Station installed that will service the area. The first pump station will be installed at the intersection of Kuther & Russell Rd. This pump station will provide sewer service to the areas of Kuther Rd from I-75 to the east, Campbell Rd to the south and Cisco Rd to the north. The existing pump station at the intersection of St. Rt. 47 and Kuther Rd will be abandoned when gravity sewers are installed that will flow north on Kuther Rd to the pump station at Russell Rd. The Kuther Rd gravity sewer will carry flows from the Stolle II West Industrial Park.

The Kuther/Russell Pump Station shall pump via a force main to the second pump station located at Kuther & Millcreek. An alternative to this option is to pump the wastewater to the existing 21" interceptor off of Norcold Dr.

The second Pump Station is to be located at the intersection of Kuther & Millcreek Rd. This pump station will provide sewer services to Kuther Rd from the railroad tracks to the north to Schenk Rd to the south. This pump station will discharge via force main to the existing sanitary sewer on Millcreek Rd.

The overall gravity sanitary sewer will be limited by topography to 2,800 feet to the west of Kuther Rd. Any development farther west would necessitate an additional evaluation and development of a master plan.

Honda Force Main Pump Station Relocation
The North Sidney Sewer Analysis Study recommended the relocation of the Mason Rd Pump Station from its current location to the east side of I-75 at Plum Creek. This is the lowest elevation in the area and would permit gravity sewers to be extended to non-served areas while maintaining Honda's contractual sewage flows. The relocation of the pump station also addresses problems with the Honda Force Main as it goes under I-75. With the relocation pump station, a gravity sewer can be extended under I-75 to the intersection Mason Rd and County Rd 25A. This would eliminate the Honda Force Main problems and would open the area of Mason Rd/County Rd 25A for development.

The City has renegotiated its Sewer Services Agreement with Honda of America. As part of the Agreement, Honda has committed to financially contributing for the relocated pump station. Additionally, as part of the amended agreement, the City's service area was expanded further north on County Rd 25A and Honda has

agreed to allow the City to utilize its force main for future development provided that Honda's contractual sewage flows are reserved.

North End – Residential & Mixed Use
As previously defined, the North Sanitary Sewer Master Plan encompasses an area of Hoewisher Rd to the south: Lochard Rd to the east; the B&O Railroad to the west and Sharp Rd to the north. This area has been defined by previous Comprehensive Plans as Low Density Residential; Medium Density Residential and Mixed Use and Commercial Business Areas. This entire area can be served by gravity sewers. The City has completed the North Sewer Interceptor on St. Rt. 47 to Sidney-Freyburg Rd. The interceptor size is 27" and currently terminates on Sidney-Freyburg Rd at Plum Creek. The Honda Force Main currently discharges into this interceptor. This interceptor was designed to handle the capacity of this service area including Honda's wastewater flows.

The North 27" Sewer Interceptor should be extended further north on Sidney-Freyburg Rd as development proceeds. The City should follow the North End Master Sewer Plan for guidance on development issues. The City should continue to require the developer to extend the utilities with the City paying oversize and overdepth.

Northwest End – Residential & Mixed Use
As previously defined, Northwest Sanitary Sewer Master Plan encompasses an area of Mason Rd to the north; Russell Rd to the south; Kuther Rd to the east and B&O Railroad to the east.
This area has been defined by previous Comprehensive Plans as Low Density Residential; Medium Density Residential and High Density Residential. This entire area can be served by gravity sewers.

The Master Plan was established using a maximum gravity sewer depth of approximately 25 ft. Some existing homes and additional areas beyond the gravity system may be included in the service area using pump stations and force main. While most of the sewers can be constructed in or along road rights-of-way, easements from property owners will be needed for proposed construction as it crosses private property.

This area will be served by a Master Sewage Pump Station to be located at the intersection of Kuther Rd and Russell Rd. In preparation for future growth, the City of Sidney has already acquired a two (2) acre tract on the northeast corner of this intersection for the proposed pump station.

Because development often does not follow natural annexation progression by beginning at the lowest point (Kuther and Russell Rd intersection) and working its way to the outer limits of the gravity sewer, temporary pump stations may be needed initially to serve the first several development. These temporary pump stations should be designed to be converted to a gravity sewer in the future.

In addition to the gravity sewer work with the study area, it is feasible to eliminate the Sewage Pump Station at Kuther Rd and St. Rt. 47 by extending gravity sewers north along Kuther Rd to the proposed pump station at Kuther & Russell Rd.

Additionally, the following requirements should be included in future City Planning:

a) Sewer Modeling
The City will need to hire a consultant to perform a model of the sanitary sewer system to identify system capacity deficiencies. This information is useful in determining future capital sewer replacements, and determining key connection points for future development.

b) Inflow/Infiltration Reduction
With continued growth within the community, the City needs to remain active in the reduction of Inflow/Infiltration. The I/I Reduction Program should be considered an Annual Event, and should be budgeted accordingly. The purpose of the I/I Reduction program is three fold:

i. Reduce the amount of clean water going to the City's Wastewater Treatment Plant
ii. Reduce and eliminate sewer backups and flooding in homes
iii. To extend the life of the collection system.

c) Sanitary Sewer Replacements
The City currently utilizes its State Issue II applications for sanitary sewer replacements. These sewer replacement projects rank high on the District priorities. Future replacement projects should be prioritized based on the system age, the amount of I/I and costs.

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

e) Wastewater Treatment Plant Equipment Improvements
Efforts should be made to maintain equipment at the Wastewater Treatment Plant in between expansion activities. It is recommended that funds be established in the operating budgets for motors/pump/feeder replacements similar to what was completed for the Water Treatment Plant.

Wastewater Treatment Plant

Future:

a) Future Wastewater Treatment Plant Expansion: Although the Wastewater Treatment Plant currently meets regulatory compliance standards and provides a high level of treatment, there remains the need for a periodic review of its capacity as it relates to community growth. The solids handling processes were not upgraded as part of the 2000 improvement. The City is currently developing a Master Plan for the Wastewater Treatment Plant to identify current needs and potential future improvements.

b) Class A Biosolids addition was identified in the previous comprehensive plan. The solids handling process is likely to need upgraded in the near future. While Class A biosolids are desirable the City has an abundance of acreage in its Biosolids Program to accommodate significant growth producing a Class B biosolids. Class A should not be the goal of the solids upgrade in the short term but should be incorporated into the expansion of the solids treatment processes if feasible in anticipation of future OEPA regulations requiring biosolids treatment to Class A standards.

c) Utility Efficiency: Electric and Natural Gas suppliers are advising their customers of potential large utility rate increases in the future. With this in mind, future improvements should be made with a focus on efficiency in the areas of utilities, staffing, and maintenance.

4. Preliminary Project Cost for Planning Purposes

Sanitary sewer and lift station project costs include legal, administrative, engineering and construction. These costs are based on the following:

a) Sanitary Sewer Modeling The estimated cost for hiring a consultant to perform modeling of the sanitary sewer system and identification of system capacities and deficiencies is approximately $35,000 based on 2001 dollars.

b) Sanitary Sewers Extension/Replacements
The following are general cost estimates for sanitary sewer extensions:

8 inch = $88 per linear foot on 1997 dollars. The following is a description of how these dollars are allocated.
12 inch = $96 per linear foot
15 inch = $114 per linear foot
24 inch = $158 per linear foot

c) Lift Stations
The following are general cost estimates for sanitary sewer lift stations:

Range = $80,000 to $220,000

Sewer system expansions will result in additional flow at the WWTP, the flow capacity should be evaluated for future uses. Additional operations and maintenance costs will increase for the Utilities Department, and should also be evaluated.

d) Wastewater Treatment Plan Expansion

The Wastewater Treatment Plant is currently developing an updated master plan. This document, scheduled for completion in late 2009, will serve as guidance for future planning to meet regulatory compliance and provide guidance to allow for continued growth in the residential, commercial, and industrial sectors.

e) Inflow/Infiltration Reduction Program
The City should continue the Inflow & Infiltration Reduction Program, and plan for it as an annual event. Cost estimates vary as the system deficiencies are identified. The current allocation for this program is $75,000 per year. The City will need to allocate more funds for this program based on the findings of system deficiencies, inflationary costs and major rehabilitations. The following are typical events that require spending for the I/I Reduction Program.

i. Smoke Testing
ii. Sanitary Sewer Televising
iii. Sanitary Sewer Dye Testing
iv. Flow Monitoring
v. Replacement of manhole casting frames and lids with sealed systems
vi. Installation of Chimney Seals on sewer castings
vii. Manhole rehabilitations or replacements
viii. Grouting of sewer mains
ix. Lining of sewer mains
x. Spot repairs

D. Wastewater System Plan

1. Introduction

The plan focuses on improving and expanding the sewer system to meet the projected outcomes of the Land Use Plan outlined on Table 11.1. This scenario will require a significant expansion of the wastewater treatment plant capacity plus reinforcements to the collection system especially on the west of I-75.

2. Policies

The following summarizes the mission statement, objectives, and strategies that serve as the policy foundation for the wastewater system plan.

a) Mission Statement
The utilities' mission is to *provide water, sewer and stormwater services that meet current needs and future growth.*

b) Objectives
The following are objectives that detail the mission statement for the wastewater system plan. Strategies indicating how the objectives will be satisfied are located in the Implementation Section.

Objective 1 - Clean Water Standards
Maintain compliance with all applicable clean water standards and Ohio EPA anti-degradation policies.

Objective 2 - Inflow/Infiltration
Related to Objective 1, reduce and manage the inflow/infiltration fraction of the incoming wastewater stream.

Objective 3 - Long Term Plan
Develop a financial and technical blueprint to systematically implement wastewater improvements on a timeline consistent with the Land Use Plan.

Objective 4 - Developer Contributions
Upgrade and enforce system expansion policy to ensure that the private sector development interests contribute to the growth picture, especially west of I-75.

Objective 5 – Industrial Park Development
Continue to apply for state and federal grant funds for the development of industrial parks. Systematically address the utility needs for each parcel being considered for development.

3. Standards

The following standards serve as a technical basis for the wastewater system plan.

a) Wastewater Treatment Plant
1) Meet water quality standards at effluent.
2) Peak capacity (build-out) - about 18.2 mgd (5.0 averages plus 4.1 increase time 2.0 peak).
3) Contain I/I at WWTP that cannot be economically removed.

b) Collection System
1) Develop west end sewer service area as required to support industrial development.
2) Reduce infiltration and inflow of clean water into the sanitary sewer system up to 10% per year, which is determined on a cost-benefit basis. This figure is defined as the difference between the incoming wastewater flow at the WWTP during the driest (precipitation) 30-day period compared, to the wettest 30-day period in a calendar year.

4. Wastewater Plan

The Wastewater Plan focuses on maintaining clean water standards, continuing actions to address the City's inflow/infiltration problem, continuing with long term plans to improve the system and ensuring developers continue to pay their fair share of utility improvement costs, including extensions.

E. Implementation

1. Introduction
The following strategies should be aggressively and systematically followed over the planning period in accordance with the Land Use Plan.

2. Strategies
The following is a detail implementation of the wastewater plan. Unlike traffic and transportation issues, the utility system is handicapped by “out of sight, out of mind” attitudes. Wastewater plans should be actively promoted.

Objective 1 - Clean Water Standards

Strategies

1a) Maintaining a high level of awareness in community of critical nature of the wastewater system.
Written and verbal reports on a quarterly basis at City Council meetings should be issued. The City has a substantial investment in its wastewater collection and treatment system. It is important to constantly reinforce both the investment aspect and critical nature of the system in the public arena, with an emphasis on non-crisis issues. Detail flow versus capacity issues are significant indicators of the system. Ohio EPA compliance, and non-compliance standards should also be used as indicators of the system.

Responsibility Party:	*Utilities Director (Lead)*
Timeframe:	*Ongoing - Annual Basis*
Estimated Cost:	*In-House Staff Time*

1b) Issuing annual technical report to the City administration on wastewater system performance versus Land Use Plan.
A key building block of the city's long term Land Use Plan, is the ability of the wastewater management system to keep up with city demands. This will take the form of quality and capacity elements. The City administration should stay current regarding the systems ability to consistently handle the increasing activity.

Responsibility Party:	*Utilities Director (Lead)*
Timeframe:	*Ongoing - Annual Basis*
Estimated Cost:	*In-House Staff Time*

Objective 2 - Inflow/Infiltration

Strategies

2a) Enforcing "clean water ordinances" for inflow/infiltration (I/I) containment on a homeowner basis.
The most vulnerable side of the city's wastewater system is the degree to which I/I detracts from capacity and treatment efficiencies. Considerable effort must be expended to both contain and reduce the I/I problem. I/I containment must begin with the homeowner. The approach to I/I reduction for the typical house will vary from downspout removal (simple) to re-plumbing (expensive). "Corrected" homes must be periodically revisited to insure compliance.

Responsibility Party:	*Utilities Director* (Lead)
Timeframe:	*Ongoing*
Estimated Cost:	*$50 per house to City for inspection (personnel time; potentially several hundred dollars to homeowner). The City also has a residential infiltration elimination program in which the City is committed to contributing $3,000 per house for Flood Abatement work and $1,000 for property owner assistance for I/I deficiencies found on private property.*

2b) Managing and/or eliminating system inflow/infiltration (I/I).
The sanitary sewers and manholes are subject to detrimental I/I influences. The City must balance its residential I/I elimination program with a companion effort for the public mains. The City should continue to administer an aggressive approach in televising all sewer mains.

Responsibility Party:	*Utilities Director* (Lead)
Timeframe:	*Ongoing*
Estimated Cost:	*$75,000+ per year*

Objective 3 - Long Term Plan

Strategies

3a) Supporting the sewer improvement fund through adequate customer fees.
A positive cash flow should be established.

Responsibility Party:	*Utilities Director (Lead), Finance Officer, City Manager and City Council*
Timeframe:	*Ongoing*
Estimated Cost:	*Increased User Fees*

3b) Expanding the wastewater treatment plant.
The Land Use Plan will necessitate incremental increases in treatment capacity to handle dry weather flows. Ensuring State support is necessary as growth occurs.

Responsibility Party:	*Utilities Director (Lead), City Manager and City Council*
Timeframe:	*Ongoing; Planning Study Completed 2008*
Estimated Cost:	$3.00 - $4.50 per gallon of sewage flow

3c) Determine fiscal impact of extending utility lines north and west of the City per the land use plan.
The City should evaluate the costs of extending sewer service to this area versus the benefit from increased commercial and residential development. Comparison should be made between the costs of servicing development at existing densities, with the costs of servicing development under a more traditional development pattern.

Responsibility Party:	*Utilities Director (Lead), City Manager and City Council*
Timeframe:	*Short and Long Term*
Estimated Cost:	$3.00 - $4.50 per gallon of sewage flow

Objective 4 - Developer Contributions

Strategies

4a) Continuing to require developer participation in utility improvements.
The City should continue to require developers to participate in utility improvements as necessitated by their developments. Such contribution should be determined on a pro rate basis, and applied equally to all projects. When appropriate, utility lines should be oversized to accommodate planned future development, above and beyond the subject development under current over-sizing regulations. This strategy is not intended to conflict with Land Use Plan Objective 1e.

Responsibility Party:	*City Manager (Lead), Utilities Director and City Council*
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined On A Project Specific Basis*

Objective 5 – Industrial Park Development

Strategies

5a) Identifying potential areas west of I-75 for development into industrial parks.

Responsibility Party:	*Utilities Director (Lead), City Manager and City Council*
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined On A Project Specific Basis*

5b) Apply for state and federal grants for the development of industrial parks.

Responsibility Party:	*City Manager (Lead), Planning Director, Utilities Director and City Council*
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined On A Project Specific Basis*

Section 2: Water Distribution and Treatment

A. Introduction

The City of Sidney has been the long-term provider of potable water to the residents of the community. The system consists of AWWA (American Water Works Association) and NSF (National Sanitation Foundation) approved and licensed under permit by the Ohio EPA as a drinking water supplier and meeting regulatory standards. The plant consistently meets chemical and bacteriological testing requirements for drinking water standards of the USEPA.

These facilities are vitally important for the protection of public health and safety (fire protection), and to serve as one of the critical components of the economic base. In every sense, the water system is essential to the city's quality of life.

B. Planning Issues

There has been an increase in activity with the water system since the development of the Sidney 2025 Comprehensive Plan. Since 2002, the City has been working with the consultant on two main issues.

1. **Short Term Water Improvements**
   a) Raw Water Pump Station Improvements
   b) Lime Sludge Lagoon Improvements
   c) Water Distribution Improvements
      i. Water Age and Water Loss
      ii. Evaluation of Pressure Zones
      iii. Complete Modeling of the Distribution System
      iv. Identification of Current System Deficiencies
      v. Evaluation of Build-Out Needs
2. **Water Source Study**
   a) Evaluation of a potential wellfield site at an existing gravel quarry in Washington Township.

In 2008, Sidney City Council held a retreat to identify and prioritize the needs of the City. The number one priority of Sidney City Council was the alternate/new water source. Sidney City Council is fully aware of the contamination and drought susceptibility that we face with the current water source.

C. Existing Conditions

1. Water Source

The average day usage of potable water in the City is approximately 3.86 to 4.0 million gallons per day (MGD). The City of Sidney obtains its raw water from three (3) sources: 1) 600,000 – 800,000 gallons per day from four bedrock wells; 2) Tawawa Creek a surface water source; and 3) the Great Miami River also a surface water source. The capacity of the fractured bedrock wells have declined over the past decade. The original capacity of the wellfield produced in excess of 1,000,000 gallons per day. In 2000, the City expended funds to rehabilitate the wells. Although the wells had the pumps rebuilt and the well casings cleaned, the capacity of the wells have declined to approximately 600,000 – 800,000 gallons per day total.

The remaining 75% of the raw water supply originates from surface water either the Great Miami River or Tawawa Creek. The source of the Great Miami River is Indian Lake and its headwaters. The source of Tawawa Creek is Tawawa Lake. Both bodies of water are State Parks. Tawawa Creek produces the better quality of water and is available during the spring and fall months. However, during the summer, Tawawa Creek fails to provide sufficient water necessitating the need to draw from the Great Miami River.

Surface water as a primary potable water source is highly susceptible to contamination; seasonal river changes and drought conditions. Sources of contamination include: upstream wastewater plants; agricultural runoff; mega farms; and potential contamination from road spills on St. Rt. 47 and adjacent roads. All of these potential contamination sources necessitate the need for development and enforcement of a Source Water Protection Plan.

The more severe issue is the drought conditions that the Shelby County and the Indian Lake area have experienced in the past decade. As a matter of reference, the City has experienced drought conditions in 1988, 1999, 2002 and 2005. During the 1999 drought, the City was within one day of implementing the Drought Contingency Plan. This would require the mandatory reduction in water consumption from both residential and industrial sources.

It is widely known that the City of Sidney has been seeking an alternate source of water for the past 50 years. In 1957, in cooperation with the Ohio Department of Natural Resources, an upland reservoir was evaluated. An upland reservoir was again evaluated in 1976 and 1978.

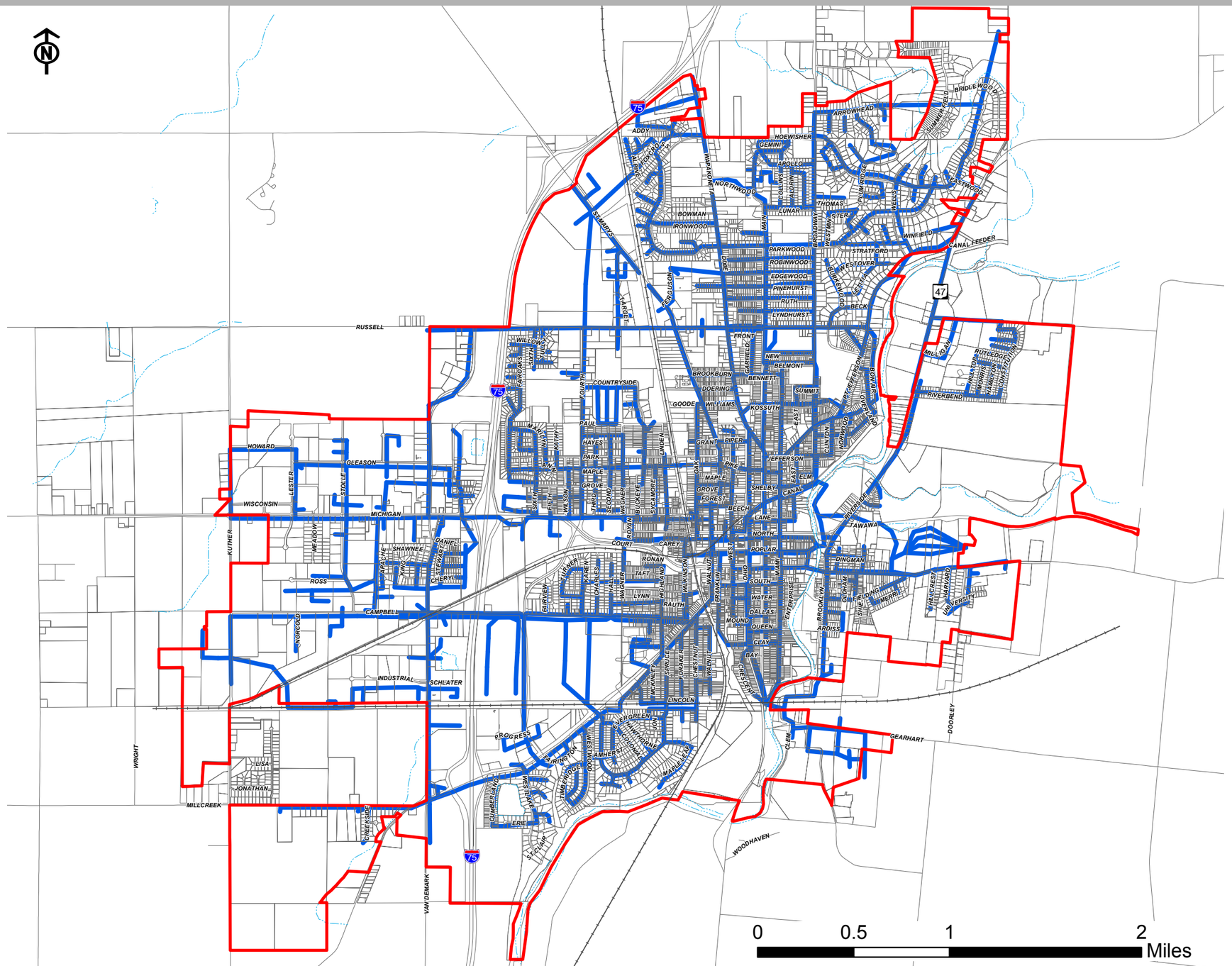
Beginning in 2002, the City began actively researching and evaluating alternate water sources. Studies that have been completed include: upland reservoirs; converting a lime stone quarry into a reservoir; impoundment of Amos Lake; riverbed collector wells; and evaluating groundwater wells in the ancient Teays underground river northeast of the City. All of the options studied resulted in the lack of available water to meet the City's future needs.

In 2005, the City started its evaluation of a gravel quarry site in Washington Township. The site is the headwaters of several water sources including: Loramie Creek; Fox Creek; Turtle Creek and Millcreek. The gravel quarry site is directly upstream of Lockington Dam and is subject to flooding which is conducive to the type of water source needed. There are two gravel quarries at this location. One of the quarries is no longer active while the other quarry remains under the possession of an active gravel quarry mining operation. Both quarries hold and retain water. Initial calculations suggest that the quarries hold approximately 660 million gallons. However, using this water would still be classified as a surface water source. The City wanted to evaluate whether the quarry sites would be a suitable ground water source that would have a recharge rate that would meet the City's future needs of 10 MGD.

In 2006, the City initiated a Wellfield Study at the site. Several borings were taken and a production test well was drilled. Upon completion of the testing of the well, the results were inputted into an aquifer model. The model suggested that the site was capable of producing 10 MGD. However, further exploratory borings and additional test wells were needed to confirm the results and to determine the Maximum Safe Yield of the aquifer. The recharge rate in the aquifer must be able to meet the 10 MGD demand.

In 2008, the City initiated the next phase of the wellfield study. Under this part of the study, the City will perform the following: 6 shallow borings; 9 deep borings (to bedrock); install 7 deep and 6 shallow monitoring wells and

Comprehensive Plan Update
City of Sidney, Shelby County, Ohio



Legend

- Sidney Boundary
- Hydrology
- Parcels**
- Water Lines

**The parcel data is not complete and should be considered only a graphic representation.*

August 2009

JACOBS

Source: City of Sidney and Shelby County

WATER LINES

install 1 shallow and 2 deep production test wells. Upon completion of the production test wells, the City will perform step tests and a 7 day constant rate test of the aquifer. Those results will be inputted into the aquifer model to determine the Maximum Safe Yield. In order for this to be the City's new water source, the Max Safe Yield needs to indicate a minimum of 10 MGD.

All testing activities and the determination of the Maximum Safe Yield have been completed. The results indicate that the new wellfield would support a 10 MGD supply for the City. Sidney City Council has made the determination to hold off on the increased water rates and proceeding with this project until the years 2011-2013.

2. Service Area and Distribution System

The City provides water service to an extensive portion of the planning area. The network of water mains extends to both sides of the Great Miami River and along Riverside Drive, Russell Road, Campbell Road, Fair Road, Millcreek Road and Sidney-Freyburg Road.

As part of the overall evaluation of the City's water needs, the City hired a consultant to develop a study on the Short Term Water Improvements. Short Term Water Improvements covered the basic water infrastructure improvement needs of the City. This report was completed in 2007. The report identified the following needs:

a) Raw Water Pump Station Improvements: The Raw Water Pump Station is located on the Great Miami River at Custenborder Field. The age of the pump station exceeds 25 years. Although City staff has performed normal maintenance activities on the pump station, there remains a need to make some physical improvements including: the replacement of the pumps with higher capacity pumps; replacement of the screening equipment; the installation of an on-site generator; and modifying the river intakes. The preliminary cost estimate for this project in 2007 dollars was $1,687,000. *It is important to note that if the City proceeds with the new water source then this pump station upgrade won't be necessary.*

b) Lime Sludge Lagoon Improvements: The byproduct of Water Treatment is a lime sludge material. This material is pumped from the Water Treatment Plant to the Lime Lagoon close to Flannigan Field. The size of the lagoon is approximately 9 acres and has been in operation for the past 25 years. Over the years, the lagoon has filled up. In 1999, the City began to clean the lagoon and hauling the material to farmland as a fertilizer supplement. With the rising fuel prices, the costs associated with the cleaning of the lagoon has resulted in a lower tonnage of lime removed. It has been identified that an alternate 5-yr capacity lagoon is needed. The cost associated with constructing an alternate lagoon is $960,000. An alternate to constructing a 5-Yr lagoon is to install dewatering facilities at the Water Plant and allow the farmers to come directly to the plant and obtain the spent lime. The cost associated with this alternative exceeds $1,200,000.

c) Water Distribution Improvements: As part of the Short Term Water Improvements Study, an evaluation of the distribution system was made. Emphasis was given on whether the City should install pressure zones to boost pressure to the north end while maintaining the higher pressures in the downtown area. The result of that evaluation was not to install pressure zones but to regulate pressures through other improvements.

1. **Current Water Main Deficiencies**: The report indicated that the water age in the system was good indicating that the system was well looped. The City's water loss was below 15% which is good based on the National average. The report identified deficiencies with the current water distribution system. Those deficiencies were:
   i. Riverside Drive Water Main Improvements: Replace existing 8" water main with a 16" water main. Cost: $1,633,000
   ii. Hoewisher Rd Water Main: Loop Hoewisher Rd from Main Ave to County Rd 25A with a 16" water main. Cost: $800,000
   iii. 24" Transmission Main: Complete the 24" transmission main on Poplar extending to the intersection of Fair and Campbell Rd. Cost: $1,000,000

2. **Water System Build-Out:** The report identified certain water infrastructure needs as the City grows. Those needs include:

   i. 5 MGD – as the City grows and the daily demand reaches 5 MGD, certain piping improvements are needed. Costs: $5,600,000
   ii. 7 MGD – as the City grows and the daily demand reaches 7 MGD then a new water tower on the north end and piping improvements needed. Costs: $3,000,000 for water tower and $8,590,000 for piping improvements.
   iii. 9 MGD – as the City grows and the daily demand reaches 9 MGD then a new water tower is needed on the west site of the City and certain piping improvements must be made. Costs: $3,000,000 for water tower and $9,470,000 for piping improvements.
   iv. 10 MGD Build-Out. As the City reaches the build-out of 10 MGD then additional water storage and piping improvements are needed. Costs: $3,000,000 for clearwell expansion at Water Plant and $6,000,000 in piping improvements.

3. **Water Modeling:** A Water Model is a computer simulation of the distribution system that identifies deficiencies, predicts pressures and fire flows, and identifies the need for future main extensions. The City has the necessary hardware, software and training to perform its modeling. Upgrades to the system are needed to keep the model current.
4. **Water Looping:** In order to address low pressure and dirty water complaints associated with dead end water mains, the City needs to aggressively loop existing dead end mains, and require new developments to loop water mains. In addition to creating the two-pressure zone system, the water model recommended the following water looping projects.

   i. Extend 16" water main from the intersection of Russell Road and Fourth Avenue to St. Rt. 29.
   ii. Extend 16" water main from St. Rt. 29 to Eagle Glen Subdivision.
   iii. Extend 16" water main from the intersection of Hoewisher Road and Wapakoneta Avenue to the intersection of Main Street and Hoewisher Road.
   iv. Extend 16" water main on Kuther Road near NK Parts to the north and connect at St. Rt. 47.

The City of Sidney participates in the Annual Water & Sewer Rate Survey performed by the Village of Oakwood. 68 communities in west central Ohio participate in the water portion of this survey. The 2008 Rate Survey indicates that Sidney, Ohio is ranked 19th lowest out of the 68 participating communities and Sidney's water rates are 19% below average.

The in-City residential water rates are currently $2.25/100 ft^3 for volume charges, and $3.82 for a base charge ($26.69/month for 250 gallon per day usage). Dating back to 1989, the water rates have been reviewed and adjusted annually.

All new water mains are class 53 cement lined ductile iron and service connections are either type K copper or ductile iron. No plastic pipe is permitted. Old cast iron lines continue to serve the City well, and main breaks are infrequent.

3. Water Treatment Plant

The water treatment plant (constructed in 1978) has a pumping capacity of 7.0 million gallons per day (MGD), and currently provides about 3.86 MGD of treated water. The peak days are 4.0-4.5 MGD. The additional capacity was planned for industrial growth, which was slower in coming than originally projected. The plant could be easily expanded to 10.0 MGD with the addition of 6 mixers. Finished water hardness levels are 8 – 10 grains per gallon. Water Plant lime sludge is stored in a large capacity lagoon and ultimately spread on agricultural land.

a) Water Plant Upgrades

The City is currently under contract with a consultant to perform an evaluation of the Water Treatment Plant needs for the present and future. This study has yet to be initiated due to the work on the Water Source Study. Essentially, if the City can obtain cleaner more pure water source, than some of the treatment upgrades at the Water Plant won't be needed. Although there are treatment processes that need some

improvements, there is an uncertainty as to the future water source. Therefore, postponement of the Water Plant Study is necessary until such time as we identify the water source.

It is prudent to advise of the issues that will be evaluated during this study:

1. Regulatory Issues
   i. Cryptosporidium and Giardia Cysts Treatment
   ii. Chlorinated Byproducts Treatment
   iii. Filtration Improvements

2. Equipment Replacement
   i. Pumps, Motors, Feeders

3. Increasing Treatment Capacity
   i. Larger high service pumps
   ii. Additional mixers
   iii. Clearwell storage

Over the years, City staff has been performing maintenance functions at the Water Treatment Plant including:

1. Raw Water Pump Station Pump Rehabilitation: Currently the City is in the first year of the Raw Water Pump Rehabilitation Program whereby all three Raw Water Pumps will be completely rebuilt.
2. River Gate Installations: As a component of protecting the Water Treatment Plant and the potable water supply, the City has installed intake gates on the surface water sources. Through the installation of these gates, Water Plant personnel can immediately close the water intakes from the Great Miami River or Tawawa Creek if it is determined that these sources have been contaminated from a spill or from other non-point pollution sources.
3. Filter Media Replacement: In compliance with regulatory changes by the USEPA, the City has replaced the filter media for each of the 6 rapid sand filters at the Water Treatment Plant.
4. Large Motor Replacement Program: In 1999, the City initiated the Large Motor Replacement Program for the Water Treatment Plant. The purpose of the program was to rebuild/replace aging motors, drives and pumps at the Treatment Works. This is an ongoing program with an annual allocation of $25,000 per year.
5. Feeder Replacement Program: In 1999, the City initiated the Feeder Replacement Program for the Water Treatment Plant. The purpose of the program was to rebuild/replace aging chemical feeders at the Treatment Works. This is an ongoing program with an annual allocation of $15,000 per year.

4. Water Funding/Financing

a) Short Term Water Improvements

Short term water improvement Costs are estimated at $6,094,000 to meet the current needs of the City.

b) Alternate/New Water Source

The Water Source Project involves the acquisition of land, design, and construction of a new 10 MGD well field and a 9 mile transmission main back to Sidney's Water Treatment Plant. The consultant's estimate to develop the well field and install the necessary infrastructure is approximately $19,000,000. Over the past three (3) years, staff has been working with Congressional Representative in applying for financial assistance through several federal and state programs. Those programs for which the City has submitted financial applications are:

<u>Federal</u>
Energy & Water Appropriations Bill – Section 594 Ohio Environmental Infrastructure Program
Department of the Interior Appropriations Bill – United States EPA STAG Grant
Army Corps of Engineers – Section 22 Planning Assistance to the States

State
Ohio EPA – Drinking Water Revolving Loan Fund

c) Conclusion

At the 2008 Council Retreat, it was decided that the Water Source Project would be priority and that the Short Term Water Improvements would be postponed. Several financial scenarios were presented and discussed. Without the assistance of federal or state grants and delaying the Short Term Water Improvements, the amount of a water rate increase to complete the Water Source Project alone was in the range of 25%-35%.

D. Water System Plan

1. Introduction

The plan focuses on improving, expanding and protecting the water system to meet the projected outcomes of the Land Use Plan. This plan will require a significant expansion of the water treatment plant capacity, reinforcements to the distribution system (new pipe, elevated storage tanks), plus an investigation of an alternate water sources.

2. Policies

The following summarizes the mission statement, objectives and strategies that serve as the policy foundation for the water system plan.

a) Mission Statement
The utilities' mission is to *provide water, sewer and stormwater services that meet current needs and future growth.*

b) Objectives
The following are the objectives that detail the mission statement for water system plan. Strategies that indicate how the objectives will be fulfilled are located in the Implementation Section.

Objective 1 - Drinking Water Standards
Maintain compliance with all applicable drinking water standards, and anticipate shifting regulatory changes.

Objective 2 - Maintain System Standards
Maintain adequate water pressure and delivery parameters to meet fire protection requirements and industrial/domestic water delivery demands.

Objective 3 - Long Term Plan
Develop a financial and technical blueprint to systematically implement water improvements on a timeline consistent with the Land Use Plan.

Objective 4 - Expansion Policy
Upgrade and enforce system expansion policy to ensure that the private sector development interests growth.

3. Standards

The following standards serve as a technical basis for the water system plan:

a) Water Treatment Plant
1. Meet applicable drinking water standards.
2. Finished water hardness level - 8 - 10 grains per gallon.
3. Peak capacity (build-out) - about 16.4 MGD (3.0 average plus 4.3 increase times 1.5 peak times 1.25 reserve).

b) Distribution System

1. Maintain pressure and flow standards:
   i. System Depressurization: 20 psi
   ii. Desired Static Pressure: Minimum 30 psi and maximum 60-80 psi
   iii. Fire Flows:
      - Residential - 1,500 gal/min at 20 psi residual
      - Commercial - 2,500 gal/min at 20 psi residual
      - Institutions - 3,500 gal/min at 20 psi residual
      - Industrial - 5,000 gal/min at 20 psi residual
2. Conform to AWWA & NSF standards.
3. Water Main Standards: In all cases, water mains shall be constructed as follows:
   - Residential – 8" Class 53 Cement Line Ductile Iron Water Main
   - Commercial – 10" Class 53 Cement Line Ductile Iron Water Main
   - Industrial – 12" Class 53 Cement Line Ductile Iron Water Main

4. Water Plan

The Water Plan focuses on maintaining drinking water standards, maintaining system standards, continuing with preparation of long term plans for the system, and ensuring developers continue to pay their fair share for system extensions.

E. Implementation

1. Introduction

The following strategies should be aggressively and systematically followed over the planning period in accordance with the preferred growth scenarios.

2. Strategies

The following is implementation strategies of the water plan. Unlike traffic and transportation issues, the utility systems are handicapped by "out of sight, out of mind" attitudes. Water plans should be actively promoted within a community.

Objective 1 - Drinking Water Standards

Strategies

1a) Maintain a high level of awareness in the community regarding the critical nature the wastewater system.
Issue written and verbal reports on a quarterly basis at City Council meetings. Emphasis is a preventative maintenance approach. Detail demand versus capacity issues. Outline Ohio EPA compliance and noncompliance communiqués.

Responsibility Party: *Utilities Director (Lead)*
Timeframe: *Ongoing - Annual Basis*
Estimated Cost: *In-House Staff Time*

1b) Issue technical report to the City administration on water system performance versus Land Use Plan.
A key building block of the city's long term Land Use Plan is the ability of the water supply system to keep up with demand. This demand will take the form of quality and capacity elements. The City administration should stay current as to whether the system is able to consistently handle the increasing activity.

Responsibility Party: *Utilities Director (Lead)*
Timeframe: *Ongoing*
Estimated Cost: *In-House Staff Time*

Objective 2 - Maintain System Standards

Strategies

2a) System Improvements

i. Distribution System Improvements
The completion of the Short Term Water Improvements Study resulted in system deficiencies that need addressed. Those immediate system needs are:

a. Riverside Drive Water Main Improvements: Replace existing 8" water main with a 16" water main. Cost: $1,633,000
b. Hoewisher Rd Water Main: Loop Hoewisher Rd from Main Ave to County Rd 25A with a 16" water main. Cost: $800,000

ii. Water Treatment Plant

The Land Use Plan will require more potable water to "fuel" expansion. The City should chart a course to stay well ahead of both the growth curve and stricter drinking water standards. It is recommended that the City continue with the following maintenance programs for the Water Treatment Plant.

- Rehabilitation of Wells: Periodically review, evaluate and budget for well rehabilitations as needed.
- Raw Water Pump Station Pump Rehabilitation: Periodically review, evaluate and budget for raw water pump rehabilitations as needed.
- Filter Media Replacement: Periodically review and replace the media in the Water Plant's filter gallery.
- Large Motor Replacement Program: Ongoing program to inspect and replace motors and pumps with more energy efficient equipment.
- Feeder Replacement Program: Ongoing program to inspect and replace chemical feeders.

Additionally, upon completion of the Water Source Project, the City should immediately proceed with the Water Treatment Plant Study to evaluate the following.

- Regulatory Issues
  i. Cryptosporidium and Giardia Cysts Treatment
  ii. Chlorinated Byproducts Treatment
  iii. Filtration Improvements
- Equipment Replacement
  i. Pumps, Motors, Feeders
- Increasing Treatment Capacity
  i. Larger high service pumps
  ii. Additional mixers
  iii. Clearwell storage

Responsibility Party: *Utilities Director (Lead), City Manager and City Council*
Timeframe: *Short Term (expected 2009-2011 installation)*
Estimated Cost: *To Be Determined On A Project Specific Basis*

2b) Aggressively protect the Tawawa Creek and Great Miami River water sources.
Any contamination of the raw water supply could be extremely serious and difficult to correct. Constant vigilance before problems occur is vitally important, especially with ever-stricter drinking water standards.

Responsible Party: *Utilities Director (Lead), City Manager and City Council*
Timeframe: *Ongoing*
Estimated Cost: *To Be Determined On A Project Specific Basis*

2c) Plan and build above ground storage tanks.
The Land Use Plan will require more water storages for domestic use and fire protection purposes. The system should be periodically studied in-terms of flow and pressure characteristics and appropriate reinforcements made. The recommendations made in the Short Term Improvements Study recommended a water tower on the north end and a water tower on the west end at specific water demands due to growth. This Study should be followed.

Responsible Party:	*Utilities Director (Lead), City Manager and City Council*
Timeframe:	*Ongoing (expected completion 2009-2012)*
Estimated Cost:	*$2.00 - $3.00/gallon*

2d) Continue with in-House Water Modeling Capability
This will enable staff to accurately predict system pressures and fire flows for new development, and assist in the identification of system deficiencies. The costs for the training, hardware and software is $12,000. It is anticipated an annual costs of $1,000 per year for system maintenance and software upgrades.

Responsibility Party:	*Utilities Director*
Timeframe:	*Short Term*
Estimated Cost:	*$12,000 for training, hardware and software $1,000 annually for system upgrades and maintenance*

2e) Aggressively loop existing dead end mains and require new developments to loop water mains
In order to address low pressure and dirty water complaints associated with dead end water mains, the City needs to aggressively loop existing dead end mains and require new developments to loop water mains

Responsibility Party:	*Utilities Director*
Timeframe:	*Ongoing*
Estimated Cost:	*Project Specific*

Objective 3 - Long Term Plan

Strategies

3a) Adequately support the reserve water improvement fund through adequate customer fees.
A positive cash flow should be established for the eventual issuance of debt related to the new water source and short term water improvements.

Responsibility Party:	*Finance Director (Lead), Utilities, City Manager and City Council*
Timeframe:	*Ongoing*
Estimated Cost:	*Increased User Fees*

3b) Seek alternate water source
The City completed Phase I of the Alternate Water Source Study in 1999-2000. That study focused on the availability of ground water for additional wells. That report indicated the lack of an available ground water supply to sustain the City's needs. The report also looked at the potential of constructing a reservoir for water storage. The report focused on the following:

i. Construction of Upland Reservoir: The cost estimate for constructing an Upland Reservoir with proper intakes and discharge lines based on 1999 dollars is $9,000,000-$10,000,000.
ii. Conversion of existing Rock Quarry to a Reservoir: The cost estimate for converting an existing Rock Quarry to a Reservoir depends on the existing quarry selected for use, the length of the transmission main and acquisition costs. It is recommended that the City proceed with Phase II of the Reservoir/Alternate Water Source Study to obtain preliminary cost estimates and proceed with a feasibility study to ascertain the City's ability to convert the quarry to a reservoir. The cost estimate for Phase II is $80,000.

Responsibility Party:	*Utilities Director (Lead)*
Timeframe:	*Long-Term (2015-2020)*
Estimated Cost:	*$15-18 million*

3c) Water System Build-Out

Responsibility Party: *Utilities Director*
Timeframe: *Mid-Term*
Estimated Cost: *See 2d) above*

3d) Determine fiscal impact of extending utility lines north and west of the City per the land use plan.
The City should evaluate the cost of extending water service to this area versus the benefit from increased commercial and residential development. Comparisons should be made between the costs of servicing development at existing densities with the costs of servicing development under a more traditional development pattern.

Responsibility Party: *Utilities Director*
Timeframe: *Ongoing*
Estimated Cost: *In-House*

Objective 4 - Expansion Policy

Strategies

4a) Continue to require developer participation in utility improvements.
The City should continue to require developers to participate in utility improvements as necessitated by their developments. Such contribution should be determined on a pro rata basis and applied equally to all projects. When appropriate utility lines should be oversized to accommodate planned future development above and beyond the subject development under current over-sizing regulations. This strategy is not intended to conflict with Land Use Plan Objective 1e.

Responsible Party: *City Manager (Lead), Utilities Director, Finance Officer, and City Council*
Timeframe: *Ongoing*
Estimated Cost: *To Be Determined On A Project Specific Basis*

4b) Adequately support the reserve water improvement fund with annual appropriations.
Currently, cash flow is running at a deficit from this account. In 1996, a total of $400,000 was contributed, but, $800,000 was spent (new storage tanks) from reserves. A positive cash flow should be established.

Responsibility Party: City Council
Timeframe: Annually
Estimated Cost: $150,000 annually

Section 3: Stormwater Utility

A. Introduction

The main functions of the storm sewer system and the storm water utility is to protect and improve the water quality of the Great Miami River and other receiving streams and to ensure public health by properly conveying storm water runoff to prevent flooding. The Ohio Environmental Protection Agency provides governmental oversight of the City's Storm Water Monitoring Program, ensuring compliance with state and federal regulations.

The City of Sidney's Stormwater Monitoring Program began in 2007 to comply with USEPA and OEPA requirements. A utility fee was created to offset the cost of the Monitoring Program and maintenance of the stormwater collection system.

The City continues to require the developer to extend water, sanitary sewer, and storm sewer mains to proposed development with the City over sizing the utilities to accommodate future growth. Development agreements are generated for new areas that are annexed that specify the utility extensions.

B. Planning Issues

In 1993, City Council established a Stormwater Management Committee to evaluate the flooding and to develop a stormwater master plan. The first objective was to construct a 40 Yr. Flood levee with 2 ft of freeboard to help prevent property damage. The levee was constructed in the mid-1990's and was designed to prevent flooding from the river during a 40 yr. flood event. Additionally, two storm pump stations were constructed on the south end to empty the storm sewer system when the river reached a certain elevation.

Currently, the levee will withstand river flooding when the river reaches a level of 18.5 ft. as measured at the North Street bridge. Since its construction, it has held back flood waters. However, the City and the Shelby County area have not been subject to a 100 yr or a 500 yr flood event. In the event that this would occur, the south end of the City would be under water.

The City has developed a River Flood Operations Plan. The plan can be reviewed on the City's website at www.sidneyoh.com. The plan calls for certain City operations and activities during specified river levels. The Emergency Operations Center would be activated when the river reaches 14.2 ft. This would allow the City to prepare for evacuations and plan for the next stages of river flooding. The River Flood Operations Plan website is linked to the river gauging system so that real time data on the river levels is available. Additionally, the National Weather Service is linked to the same gauging system. The National Weather Service has modeled the Great Miami River's flood stages and predicts flooding events based on forecasting and actual river levels. City personnel are notified by the NWS of their forecasted flood stages.

The Stormwater Management Committee that was established in 1993 also recommended the creation of stormwater policies, design standards, maintenance funding and priorities for capital expenditures. As a result of the Committee's recommendations, Chapter 919 of the Codified Ordinances was created. Chapter 919 Stormwater Management creates policies and standards for the City's storm drainage system. The codified ordinances can also be viewed on the City's website. As a compliment to Chapter 919, Engineering Standards for storm sewers and drainage systems were created. The enforcement of the stormwater code and engineering standards is the responsibility of the City Engineer.

In the late 1990's, the United States EPA under the Clean Water Act started requiring communities with populations over 100,000 to develop and implement a Stormwater Management Plan. The purpose of the plan is to mitigate and prevent exposing the receiving water from contaminants from surface runoff. In the early 2000's this program was expanded to include Municipal Separate Storm Sewer Systems with communities with a population greater than 10,000. Sidney was designated for inclusion into this program.

In 2006, the City of Sidney received notice from the Ohio EPA of its inclusion into the EPA Stormwater NPDES Phase II Program. The City was required to submit a Storm Water Management Program (SWMP) to the state. This document contains that program which will be executed during the five years of Sidney's program once approved. Sidney's program is designed to meet the requirements of the discharge of pollutants to the maximum extent practicable, to protect water quality, and to satisfy the appropriate requirements of the Clean Water Act in accordance with the National Pollutant Discharge Elimination System (NPDES) and Ohio Environmental Protection Agency's (Ohio EPA) Phase II Storm Water program. The SWMP addresses the six minimum control measures as required by federal and state regulations.

C. Existing Conditions

1. Overview

The existing storm sewer service area is in the process of being mapped. ARC GIS is an essential tool to establish accurate maps and identify storm water outfalls.

2. Storm Sewer System Service Area

Currently the City's storm sewer service area extends to Sidney's corporate boundary. The City's drainage system is comprised of the following:

a) Drainage Basin Systems

i. **Central Area**- Located mainly within the downtown area of the City of Sidney, this drainage-way lies along the west edge of the Great Miami River. The outlet for the Central Area is at various locations to the Great Miami River.

ii. **Dingsmanburg Area**- This area is located along the east edge of the Great Miami River in the City of Sidney. Dingsmanburg Area drains and outlets west to the Great Miami River.

iii. **Doorley Run Area**- Located at the southeast edge of the City of Sidney. Doorley Run creek begins outside the City corporation limits and then outlets to the Great Miami River.

iv. **Mill Branch Area**- Located south of the Starrett Run Area, this drainage-way is at the southwest edge of the City of Sidney. Mill Branch drainage-way outlet near Millcreek Rd & Fair Rd intersection and continues on outside the City corporation limits.

v. **Mill Creek Area**- This drainage-way is located at the west end of the City of Sidney; between the Turtle Creek Area and the Mill Branch Area. This area drains in a southwestern direction to Millcreek Rd and Kuther Rd., and then continues outside the City limits.

vi. **Plum Creek Area**- Located at the north east corner of the City of Sidney. The Plum Creek meanders through the drainage-way in a southeastern direction from I-75 to SR 47 (Riverside Dr) and outlets to the Great Miami River.

vii. **Pt. Jefferson Rd Area**- This drainage area is located within the east-middle area of the City. This area drains to the Great Miami River.

viii. **Riverbend Area-** Located at the east side of the City of Sidney; the Great Miami River bounds the west and north sides. This area drains to the Great Miami River and Tawawa Creek.

ix. **South End Area**- Located south of Fair Rd & Highland Ave, east of I-75 and west of the north/south CSX railroad. This drainage area outlets to the M&E Canal and the Great Miami River; both being at the south edge of the area.

x. **Starrett Run Area**- Located within the west-middle side of the City of Sidney. The east side connects with the Central Drainage Area along the N/S CSX railroad.

xi. **Tawawa Creek Area**- This drainage area is located at the Tawawa Civic Park Tawawa Creek drains to the Great Miami River at SR 47E (Riverside Dr).

xii. **Tilberry Run Area-** Located within the north-middle side of the City; this drainage area is the largest with 990 acres. The final down stream is at Canal St and the Great Miami River. A hydraulic analysis study was conducted in 2002.

xiii. **Turtle Creek Area-** Located at the northwest corner of the City of Sidney, this drainage area continues outside the City corporation limits west of Kuther Rd and SR 47W.

xiv. **Wells Creek Area-** Located on the north side of the City of Sidney. The stream drains approximately 675 acres of land located at the north end by Hoewisher Rd, A hydraulic analysis study was conducted in 2006 of this drainage area.

2. Infrastructure

a) Miles of Storm Sewers – 74.46
b) Number of Storm Manholes – 1,223
c) City Responsible Detention Basins
   i. City Service center
   ii. Direct graphics area
   iii. Monarch parking lot
   iv. North main
   v. Westminster
   vi. Buckeye (Tillberry area)
d) Number of Catch Basins – 2,869
e) Stormwater Pump Stations
   i. Miami Ave Storm Pump Station
   ii. Enterprise Street Storm Pump Station

3. Maintenance Activities

The City's Underground Utilities Crew is responsible for the cleaning and maintenance of the drainage system. The following are performance measures for the previous years.

Routine Work	2006	2007	2008 Projected
Number of catch basins cleaned	4,786	4,800	4,500
Number of detention basins cleaned or repaired	18	25	10
Number of catch basins rebuilt	62	60	60
Total man-hours for catch basins rebuilds/repairs	1,117	1,600	1,600
Average cost to rebuild a catch basin	$2,300	$2,400	$2,500
Number of service calls responded to	12	18	20
Ft of storm sewer repaired/replaced	67	55	50

4. Stormwater Ordinances

The City of Sidney regulates stormwater management through its stormwater ordinance; CHAPTER 919 STORMWATER MANAGEMENT

5. Sidney Stormwater Management Plan

a) **OEPA NPDES Phase II Requirements** - City of Sidney is required to submit a Storm Water Management Program (SWMP) to the Ohio EPA that addresses the program requirements. Sidney's program is designed to meet the requirements of the discharge of pollutants to the maximum extent practicable, to protect water quality, and to satisfy the appropriate requirements of the Clean Water Act in accordance with the National Pollutant Discharge Elimination System (NPDES) and Ohio Environmental Protection Agency's (Ohio EPA) Phase II Storm Water program. The SWMP addresses the six minimum control measures as required by federal and state regulations.

b) **NPDES Plan Submittal** – The Notice of Intent (NOI) and (SWMP) was submitted to the OEPA on August 4, 2006. Additional information and revisions were submitted to the OEPA on June 1, 2007. As of July 30, 2008 the City of Sidney has <u>not</u> been issued a NPDES Stormwater Permit from the OEPA

c) **Six (6) Minimum Controls**
   i. Public Education and Outreach on Storm Water Impacts
   ii. Public Involvement/Participation
   iii. Illicit Discharge Detection and Elimination
   iv. Construction Site Storm Water Runoff Control
   v. Post-Construction Storm Water Management in New Development and Redevelopment
   vi. Pollution Prevention/Good Housekeeping for Municipal Operations

6. Stormwater Utility Fee

a) Program Overview - The Department of Utilities shall (1) promote stormwater management activities and practices as required by the Ohio EPA NPDES Stormwater Permit; (2) educate the public on stormwater control; (3) operate and provide maintenance of the storm sewer system; (4) perform stormwater sampling and surveys in accordance with the NPDES permit; and (5) manage the funding of the stormwater maintenance and stormwater monitoring.

i. Calculations - All non-residential properties are assigned an ERU multiple based upon the individually measured impervious area (in square feet) of the property divided by 2,752 square feet (1 ERU) but in no event less than one (1) ERU.

The storm water service fee has been originally established by City Council at $0.83 per Equivalent Residential Unit (ERU) per month. City Council reviews the rates periodically and adjusts the $/ERU accordingly.

The total square footage of impervious area is measured by the City based on the records of the County Recorder or County Auditor; City Engineering Drawings & Plans; questionnaires completed by the property owners; field measurements or photogrammetric analysis.

ii. Implementation – It is necessary for the protection of the public health, safety, welfare of the City and its inhabitants to establish a Stormwater Utility which allocates the cost of providing storm water service to each user in such a manner that the allocated costs are proportionate to the benefit of providing storm water service to that user, insofar as those costs can reasonably be determined. The revenue received by the City is used by the City for the payment of the cost of the management, maintenance, operation, repair, monitoring, sampling and survey costs of the storm water system. This fee is not related to water and/or sewer service and applies whether or not the premises are occupied.

7. River Flood Action Plan

The River Flood Action Plan can be viewed on the City's website at www.sidneyoh.com. The challenge is to keep property owners safe during high river events. The public should be educated on the limitations on the City's efforts for flood protection.

8. Storm Sewer Utility

a) Improving water quality of the receiving stream(s) and regulatory compliance is the purpose of the Storm Water Monitoring Program. It is expected that the program will be fully implemented by 2011. Annual evaluations of the program will be completed to monitor the effectiveness of the program and identify improvements.

b) The mapping of the system will allow for an inventory of the storm sewer assets (catch basins, man holes, and piping). Once the inventory is obtained the system can be evaluated for ongoing maintenance activities and replacement.

D. Recommendations

1. Storm Sewer System

The following requirements should be included in future City Planning:

a) Storm Sewer Mapping
This information is useful in determining future capital sewer replacements, and determining key connection points for future development. Aerials should be updated at a frequency of no greater than 3 years.

b) Storm Sewer Replacements
With the improved data collected through mapping an evaluation of the storm sewer system will be possible. Replacement(s) will be based on capacity, age, and condition of the storm sewer.

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

2. Stormwater Management

a) Implementation of EPA Stormwater Phase II Program
The City, as required by the Ohio EPA, should continue implementation of the six (6) minimum controls for the stormwater system as follows:

i. **Six (6) Minimum Controls**

- **Public Education and Outreach on Storm Water Impacts** - Implement a public education program to distribute educational materials to the community or conduct equivalent outreach activities to the community. By promoting the proper disposal of household waste, providing publications on stormwater articles that promotes cleaner water entering our stormwater system, hold training opportunities for the public and coordinate tour of the city's stormwater BMP's. The City of Sidney and Miami Conservancy District will coordinate activities that satisfy this requirement.

- **Public Involvement/Participation** - Implement a public involvement and participation program which at a minimum complies with State and local public notice requirements. By complying with public notice requirements, stormwater drain stenciling, collect data and report on stream health, support existing water festivals for general public and children and attend Great Miami River Watershed Network meetings. The "Clean Sweep of the Great Miami River" is an example of the activities used to comply with this requirement.

- **Illicit Discharge Detection and Elimination** - Create a storm sewer system map and ordinance(s) or other guidance document(s) to prohibit non-storm water discharges into the MS4. By improving current stormwater mapping system, develop and implement ordinance(s) to prohibit non-stormwater discharge, develop and implement a plan to locate and eliminate illicit discharges within the MS4 and provide publications on illicit discharge informing the public.

- **Construction Site Storm Water Runoff Control** - Create ordinance(s) or other guidance document(s) requiring erosion and sediment controls on disturbed sites equal to or greater than one acre (1st build single family structures exempted) that includes sanctions to help ensure compliance, require construction site operators to implement appropriate erosion and sediment control BMP's, construction site operators to control waste, including discarded building materials, concrete truck washout, chemicals, litter, and sanitary waste, procedures for site plan review which incorporates consideration of potential water quality impacts, procedures for receipt and consideration of information submitted by the public and procedures for site inspection and enforcement of control measures. By review and modify existing ordinances, enforce City construction standards, drawings and designs and enforce control construction site waste, site plan review committee will obtain one person with water quality experience, develop procedures for receipt and consideration of information submitted by the public and site inspections and enforcement.

- **Post-Construction Storm Water Management in New Development and Redevelopment** - Develop, implement, and enforce a program to address storm water runoff from new development and redevelopment projects that disturb greater than or equal to one acre, develop and implement strategies which include a combination of structural and/or non-structural BMP's, use a regulatory mechanism to address post-construction runoff from new development or

redevelopment projects and ensure adequate and long-term operation and maintenance of BMP's projects. By reviewing and modifying City Ordinances, Construction Standards and Drawings and Design Criteria, Comprehensive Plan, change the existing ordinance and standard to improve erosion and sediment controls on disturbed site equal to or greater than one acre and develop a plan for long term control of BMP's.

- **Pollution Prevention/Good Housekeeping for Municipal Operations** - Develop and implement an operation and maintenance program that includes a training component to prevent/reduce pollutant runoff from municipal operations, use available training materials to train employees to prevent/reduce storm water pollution from park and open space maintenance, fleet and building maintenance, new construction and land disturbances, and storm water system maintenance. By developing and implementing an operation and maintenance program for the City's municipal operations that promotes pollution prevention and good housekeeping practices.

b) Drainage Basin Modeling

The City should complete the modeling of the following drainage basins:

i. Turtle Creek Area
ii. Tawawa Creek Area
iii. Central Area
iv. Dingsmanburg Area
v. Doorley Run Area
vi. Mill Branch Area
vii. Mill Creek Area
viii. Plum Creek Area
ix. Pt. Jefferson Rd Area
x. Riverbend Area
xi. South End Area
xii. Starrett Run Area

c) Storm Sewer System Maintenance

City staff should continue with the maintenance of the storm sewers, drainage ditches and detention basins. Adequate funding should be made available for the normal and routine activities. It is recommended that the City continue funding for Miscellaneous Stormwater Projects to quickly address stormwater issues that arise during the year.

d) Stormwater Utility Fee

Staff should explore with City Council the feasibility of increasing the Stormwater Fee to include capital projects. Staff should also explore the issuance of credits to those industries/entities that implement Best Management Practices for stormwater runoff control. At a minimum, the Stormwater Fee should generate sufficient revenue to address the Stormwater Maintenance activities and the Stormwater Monitoring activities associated with the Stormwater Management Plan. The Stormwater Fee should be evaluated periodically and adjusted accordingly.

e) River Flood Action Plan

The City should continue to update the River Flood Action Plan and to educate the public on the City's limitations on protecting property owners living adjacent to the Great Miami River.

E. Preliminary Project Cost for Planning Purposes

1. Storm Sewer Modeling

The estimated cost for hiring a consultant to perform modeling of the storm drainage basins and identification of system capacities and deficiencies is approximately $40,000 per drainage basin.

2. Storm Sewers Extension/Replacements

The following are general cost estimates for storm sewer extensions:
8 inch = $88 per linear foot on 1997 dollars. The following is a description of how these dollars are allocated.

i. 12 inch = $96 per linear foot
ii. 15 inch = $114 per linear foot
iii. 24 inch = $158 per linear foot

D. Storm Water Monitoring Plan

1. Introduction

The plan focuses on improving water quality and meeting regulatory requirements through the implementation of Best Management Practices and Minimum Controls.

2. Policies

The following summarizes the mission statement, objectives, and strategies that serve as the policy foundation for the wastewater system plan.

a) Mission Statement

The utilities' mission is to *provide water, sewer and stormwater services that meet current needs and future growth.*

b) Objectives

The following are objectives that detail the mission statement for the storm water system plan. Strategies indicating how the objectives will be satisfied are located in the Implementation Section.

Objective 1 – River Flooding Operations
a. Drainage Basin Modeling
b. River Modeling
c. Continued Flood Operations

Objective 2 – Implementation of EPA Stormwater Management Plan
a. Implementation of Six (6) Minimum Controls
b. Revisions of Codified Ordinances

Objective 3 – Stormwater Maintenance
a. Erosion Control
b. Drainage Basin Maintenance
c. Drainageway Maintenance
d. Infrastructure Improvements
e. Discharge Maintenance

Objective 4 – Stormwater Utility Fee
a. Annual Evaluation of Stormwater Fee and Adjust Accordingly
b. Explore Fee Increase to Include Capital Projects
c. Explore Stormwater Credits for Business & Industry

Objective 5 - Developer Contributions
a. Erosion Control Using Best Management Practices
b. Developer's Utility Extension Responsibilities
c. Perform Drainageway Study as Part of Development

Objective 6 – Update of Flood Damage Protection Regulations

G. Implementation

1. Introduction

The following strategies should be aggressively and systematically followed over the planning period in accordance with the Land Use Plan.

2. Strategies

The following is a detail implementation of the wastewater plan. Unlike traffic and transportation issues, the utility system is handicapped by "out of sight, out of mind" attitudes. Storm Sewer plans should be actively promoted.

Objective 1 - Clean Water Standards

Strategies

1a) Maintaining a high level of awareness in community of critical nature of the storm water system and runoff.
Written and verbal reports on an annual basis at City Council meetings should be issued. The City has a substantial investment in its storm water collection system. It is important to constantly reinforce both the investment aspect and critical nature of the system in the public arena, with an emphasis on non-crisis issues. Detail flow versus capacity issues are significant indicators of the system.

Responsibility Party: *Utilities Director (Lead)*
Timeframe: *Ongoing - Annual Basis*
Estimated Cost: *In-House Staff Time*

1b) Issuing annual technical report to the City administration on stormwater system performance versus Land Use Plan.
A key building block of the city's long term Land Use Plan is the ability of the storm water management system to keep up with city demands. This will take the form of quality and capacity elements. The City administration should stay current regarding the systems ability to consistently handle the increasing activity.

Responsibility Party: *Utilities Director (Lead)*
Timeframe: *Ongoing - Annual Basis*
Estimated Cost: *In-House Staff Time*

Objective 2 - Maintenance

Strategies

2a) Enforcing "clean water ordinances" for eliminating pollutant runoff
The most vulnerable side of the city's storm water system is the degree to which pollutants can be discharged either directly or indirectly into the collection system. Considerable effort must be expended to both contain and reduce the pollutant discharges. This effort must begin with the property owner. The approach to improving water quality for the typical house will vary from public education/outreach to enforcement of ordinance.

Responsibility Party: *Utilities Director* (Lead)
Timeframe: *Ongoing*
Estimated Cost: *To Be Determined*

2b) Maintenance
The storm sewers, catch basins and manholes are subject to detrimental influences. The City should continue to administer an aggressive approach in televising and inspecting all storm sewer mains.

Responsibility Party:	*Utilities Director* (Lead)
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined*

Objective 3 - Long Term Plan

Strategies

3a) Supporting the storm sewer improvement fund through adequate customer fees.
A positive cash flow should be established.

Responsibility Party:	*Utilities Director (Lead), Finance Officer, City Manager and City Council*
Timeframe:	*Ongoing*
Estimated Cost:	*Increased User Fees*

3b) Expanding the storm sewer system.
The Land Use Plan will necessitate incremental increases in capacity to handle wet weather flows.

Responsibility Party:	*Utilities Director (Lead), City Manager and City Council*
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined*

3c) Determine fiscal impact of extending utility lines north and west of the City per the land use plan.
The City should evaluate the costs of extending storm sewer service to this area versus the benefit from increased commercial and residential development. Comparison should be made between the costs of servicing development at existing densities, with the costs of servicing development under a more traditional development pattern.

Responsibility Party:	*Utilities Director (Lead), City Manager and City Council*
Timeframe:	*Short and Long Term*
Estimated Cost:	$3.00 - $4.50 per gallon of sewage flow

Objective 4 - Developer Contributions

Strategies

4a) Continuing to require developer participation in utility improvements.
The City should continue to require developers to participate in utility improvements as necessitated by their developments. Such contribution should be determined on a pro rate basis, and applied equally to all projects. When appropriate, utility lines should be oversized to accommodate planned future development, above and beyond the subject development under current over-sizing regulations. This strategy is not intended to conflict with Land Use Plan Objective 1e.

Responsibility Party:	*City Manager (Lead), Utilities Director and City Council*
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined On A Project Specific Basis*

Objective 5 – Industrial Park Development

Strategies

5a) Identifying potential areas west of I-75 for development into industrial parks.

Responsibility Party:	*Utilities Director (Lead), City Manager and City Council*
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined On A Project Specific Basis*

5b) Apply for state and federal grants for the development of industrial parks.

Responsibility Party:	*City Manager (Lead), Planning Director, Utilities Director and City Council*
Timeframe:	*Ongoing*
Estimated Cost:	*To Be Determined On A Project Specific Basis*

IMPLEMENTATION

12. Implementation

A. Introduction

The Comprehensive a working document that results in concrete changes to the way Sidney manages growth.
In a sense, the Plan presents a ***blueprint for action,*** which provides direction and assists in decision-making processes over the next 10 to 15 years. The intent is to fulfill the goals, objectives and strategies embodying the civic contract. Implementation will involve a host of departments and agencies working individually, and in partnership. The primary responsibilities will fall to the City Council, Planning Commission, City Manager, Public Works Director and Community Services Director.

Specifically this chapter addresses the following topics:

- **How to Use the Comprehensive Plan**
- **Updating the Comprehensive Plan**
- **Summary of Strategies**

B. How to Use the Comprehensive Plan

The Comprehensive Plan is intended to be used on a daily basis, as public and private decisions are made concerning development, public improvements, land acquisition and other matters affecting the built environment. In addition, the Plan provides guidance to City departments regarding public services and programs.

1. Planning

The Comprehensive Plan recommends a number of follow-up planning efforts and studies that implement various objectives and strategies. The following is a list of these recommendations:

a) Parks, recreation and open space master plan
b) North end fire station feasibility study
c) Technology master plan
d) Update downtown strategic plan
e) Residential market study
f) Downtown streetscape standards
g) Design standards for public places
h) SR 47 landscape plan

2. Development Regulations and Guidelines

The City has recently updated portions of its development regulations. The Plan calls for further changes, and the addition of certain guidelines as implementation tools. These include the following:

a) Revising mandatory land dedication requirements
b) Strengthening site planning requirements
c) Preparing downtown development guidelines
d) Strengthening on-site lighting guidelines.
e) Strengthening urban design components of zoning code.

3. Land Use Decisions

Decisions are made on a regular basis by property owners, businesses and government agencies. These decisions involve long term planning for the development of individual sites, consideration of market trends, arranging financing and preparing architectural and engineering designs. In all cases, individuals and organizations should use the Comprehensive Plan early in this process to provide guidance to the City for prioritizing development. All parties involved in the planning process, are strongly encouraged to meet with the City Administration early to review the Plan's recommendations, and discuss development proposals,

prior to formal submittal of an application for development approval. In particular, the extension of City water and sewer will be undertaken during the guidance of this planning document. If a proposal is contrary to, or conflicts, with a literal interpretation of the Plan, the proposer should clearly document the reasons why the City should take an action.

4. Capital Improvements

The City has an ongoing capital improvement planning process, and it is expected future plans and priorities will be established under the guidance of the Comprehensive Plan. An urban services boundary is proposed that defines the limit of City water and sewer services. This is an important public policy that defines the investment necessary to construct and maintain the City's key services.

5. Economic Incentives

The Economic Development Plan recommends strategies to encourage additional investment and expansion within the City. This includes retention of existing businesses, and attraction of new additions to the City's economic base, specifically in particular economic sectors. Incentives are identified in the plan to enhance the City's ability to encourage additional economic development.

6. Housing

The Housing Plan recommends strategies to expand Sidney's housing stock upon the City's successes, especially relative to State housing grants. Expanding the housing stock will provide opportunities for increased homeownership and will support further economic development, by ensuring future workers and managers can locate a home within the City (and within close commuting distance of their place of employment).

C. Updating the Comprehensive Plan

The Comprehensive Plan by its very definition is a “living” document, which must reflect current conditions and priorities. As part of the ongoing implementations, the mission statements, objectives and strategies of the Plan should be evaluated on an annual basis. When appropriate, existing conditions data should also be updated. City Council should also schedule a major update to the Plan every five years from its adoption.

D. Summary of Strategies

Recommended strategies, based on the timeframe indicated for individual strategies, are summarized in Table 13.1. This serves as a menu of actions and should be referenced to individual elements for details. Each strategy is listed by element and identifies lead responsible party, supporting parties, time frame and estimated costs.

City of Sidney, Ohio
2009 Comprehensive Plan Update

2003 Comprehensive Plan Strategy Assessment

	Specific Strategies*	Completed	Underway	Ongoing	Not Started	Strategy Requested for Removal
Community Facilities and Services	20	3	3	14	0	2
Downtown	21	0	2	13	6	0
Economic Development	4	0	1	1	2	0
Housing	7	0	1	4	2	0
Land Use	17	0	0	14	3	0
Natural Resources	11	0	6	4	1	0
Transportation	27	2	5	10	10	5
Urban Design	13	0	0	7	6	0
Wastewater	8	0	0	7	1	0
Water	13	0	0	9	4	1
Totals	**141**	**5**	**18**	**83**	**35**	**8**
Percent of Total	**100%**	**4%**	**13%**	**59%**	**25%**	**6%**

* Strategies were classified as Short Term (1997-2001), Mid Term (2002-2006) and Long Term (2007-2011)

CH.	Pg	#	STRATEGY	LEAD	TIME FRAME	ESTIMATED COST
Community Facilities	3-24	1a	Implement Parks and Recreation Master Plan	Parks Director	O	In-House
	3-24	1b	Studying the City's parkland dedication requirements in the Subdiv. Regs.	Community Services Director	O	In-House
	3-24	1c	Improving Linkages between parks and neighborhoods	Parks Director	O	Project Specific
	3-25	2a	Implement Parks and Recreation Master Plan	See Community Facilities Objective 1a.1		
	3-25	3a	Providing teen/older youth activities	Parks Director	IP	In-House
	3-25	3b	Expanding summer and winter activities	Parks Director	IP	In-House
	3-26	4a	Expand community based policing	Police Chief	O	In-House
	3-26	4b	Improving police technology through on-board computers in police vehicles.	Police Chief	O	$210,000 for data terminals
	3-26	4c	Complete a hazard analysis & standard of coverage response	Fire Chief	IP	
	3-26	4d	Build a fire station to serve City's northend (contingent upon result of 1d3.1)	Fire Chief	MT	$1 million
	3-27	5a	Maintaining and operating the senior center	Parks Director	O	Annual Budget
	3-27	6a	Continuing the street tree program and studying its expansion	Public Works Director	O	Annual Budget
	3-27	6b	Improving enforcement of trash and litter regulations	Community Services Director	O	In-House
	3-27	6c	Continue to evaluate the property maintenance code and boosting enforcement	Community Services Director	O	In-House
	3-28	7a	Preparing technology master plan	IT Manager	IP	In-House
	3-28	8a	Supporting historical landmarks and cultural sites	Community Services Director	O	In-House
Downtown	4-4	1a	Continue revitalization efforts	City Manager	ST	In-House
	4-5	2a	Encouraging off-street parking	Community Services Director	ST	Project Specific $10,000-15,000 for basic study
	4-5	2b	Addressing tax delinquent, deteriorated properties.	Community Services Director	O	Project Specific
	4-5	2c	Retaining and attracting government offices in downtown and providing parking	City Council	O	Project Specific
	4-5	2d	Maintaining the number and duration of community activities downtown	Downtown Sidney	O	Project Specific
	4-6	2e	Expanding the library	Library Board	IP	Project Specific
	4-6	2f	Visually connecting downtown to I-75 through streetscape improvements and decorative signage	see Urban Design chapter		
	4-6	2g	Continuing the river corridor project through the downtown with pedestrian connections	see Downtown Objective 1a.1		
	4-6	3a	Maintaining Downtown Sidney's role in promoting and utilizing coordinated retail marketing	Downtown Sidney	ST-IP	Project Specific

Key: ST = Short Term (2010 - 2015); MT = Mid Term (2016 - 2020); LT = Long Term (2021 - 2025); O = Ongoing; IP = In Progress

CH.	Pg	#	STRATEGY	LEAD	TIME FRAME	ESTIMATED COST
Downtown	4-6	3b	Attracting specialty shops and small businesses and tourism-related attractions.	Community Services Director	O	In-House
	4-7	3c	Encouraging quality downtown housing	Community Services Director	O	In-House
	4-7	3d	Expanding incentives for downtown businesses	Community Services Director	MT	In-House
	4-7	3e	Increasing safety downtown	see Community Facilities Objective 1d.1		
	4-7	3f	Encouraging owner's responsibility for maintaining buildings	see Community Facilities Objective 1f.3		
	4-7	3g	Developing civic multi-purpose facility	City Manager	MT	Project Specific
	4-8	3h	Creating meeting or conference venue	Downtown Sidney	MT	Project Specific
	4-8	3i	Increasing number of restaurants	Downtown Sidney	O	In-House
	4-8	3j	Enhancing tourist attraction/entertainment	Downtown Sidney	O	Project Specific
	4-9	3k	Developing family entertainment center	Downtown Sidney	ST	Project Specific
	4-9	4a	Capital rehabilitation & equipment program	Chamber of Commerce and Sidney Visitor Bureau	ST	In-House
	4-9	4b	Developing tourism	City Manager and Downtown Sidney	ST	In-House
	4-9	4c	Implementing Tax increment financing (TIF) district	Asst City Manager	ST	In-House
Economic Development	5-17	1a	Create Sidney Business Competitiveness Initiative (SBCI)	WODC	ST	In-House
	5-17	1b	Implementing Tourism Marketing Strategy	Visitors Bureau & Community Services Director	O	$27,500
	5-17	1c	Implementing New Business Recruitment	WODC	O	$40,000
	5-17	1d	Implementing Entrepreneurial Development Strategy	Community Services Director	MT	$25,000 annually
Housing	6-9	1a	Encouraging rehabilitation and maintenance of existing housing and target existing, depressed neighborhoods with incentive package to encourage reinvestment and homeownership.	Community Services Director	O	In-House
	6-10	1b	Preparing a residential market study to identify current and future gaps in housing stock, and targeting the State average on affordability	Community Services Director	O	In-House
	6-10	1c	Pursuing Comprehensive Housing Improvement Program (CHIP) grants	Community Services Director	O	In-House
	6-10	1d	Implement Housing Marketing Plan to ensure an adequate supply of move-up housing	City Manager	O	$20,000 marketing budget and In-House
	6-10	2a	Developing an education program that promotes current affordable housing incentives	Community Services Director	ST	In-House
	6-11	2b	Studying the role of the City's development regulations	Community Services Director	MT	In-House
	6-11	2c	Implementing the Comprehensive Housing Improvement Strategy	Community Services Director	O	In-House

Key: ST = Short Term (2010 - 2015); MT = Mid Term (2016 - 2020); LT = Long Term (2021 - 2025); O = Ongoing; IP = In Progress

CH.	Pg	#	STRATEGY	LEAD	TIME FRAME	ESTIMATED COST
Land Use	7-69	1a	Establish an urban services area.	Utilities Director	ST	In-House
	7-69	1b	Encouraging the positive and sensitive integration of new non-residential development with existing neighborhoods and business areas	Community Services Director	O	In-House
	7-69	1c	Encouraging infill development and mixed-use development in the downtown with strong pedestrian linkages	Community Services Director	O	In-House
	7-70	1d	Adopting a capital improvements plan that complies with the urban services area.	Utilities Director & Community Services Director	O	In-House
	7-70	1e	Assisting developers where needed to extend utilities to difficult areas in order to promote growth in those areas	Utilities Director	O	In-House
	7-70	1f	Timing infrastructure to support moderate growth rate.	Utilities Director	O	In-House
	7-70	1g	Preserving Agriculture	City Manager	O	In-House
	7-71	2a	Protecting residential development from industrial encroachment	Community Services Director	O	In-House
	7-71	2b	Designating sufficient undeveloped property for new residential development	Community Services Director	O	In-House
	7-71	3a	Designating sufficient undeveloped property for new commercial development.	Community Services Director	O	In-House
	7-71	3b	Continuing downtown revitalization	See Downtown Objective 1a		
	7-71	3c	Encouraging redevelopment and reinvestment for business	See Economic Development Plan		
	7-71	3d	Being a pro-business community	See Economic Development Plan		
	7-72	4a	Designating sufficient undeveloped property for new industrial development	Community Services Director	O	In-House
	7-72	4b	Strengthening role of airport.	City Manager	O	Project Specific
	7-72	5a	Revise Zoning Code to create new Planned Mixed-Use District	Community Services Director	ST	In-House
	7-72	5b	Prepare set of design guidelines for Planned Mixed-Use District	Community Services Director	ST	In-House
Natural Resources	8-6	1a	Minimizing environmental impacts of new development	Community Services Director	MT	In-House
	8-7	2a	Improving traffic flow and reducing congestion, and encouraging car pooling and Shelby Public Transit participation	Transit Manager	O	Project Specific
	8-7	2b	Reviewing and amending if necessary on-site lighting guidelines and signage stds	Public Works Director	O	In-House
	8-7	2c	Focusing economic incentive on light manufacturers and research & develop.	City Manager	O	In-House

Key: ST = Short Term (2010 - 2015); MT = Mid Term (2016 - 2020); LT = Long Term (2021 - 2025); O = Ongoing; IP = In Progress

CH.	Pg	#	STRATEGY	LEAD	TIME FRAME	ESTIMATED COST
Natural Resources	8-7	2d	Expanding the urban forest	See Community Facilities Objective 1f.1		
	8-8	3a	Purchasing additional public parkland within the Great Miami River corridor.	Parks Director	O	Project Specific
	8-8	3b	Obtaining conservation easements for private land within the 100-year floodplain	Parks Director	O	Project Specific
	8-8	3c	Maintaining and reforesting public lands along the Great Miami River and its tributaries	Parks Director	O	Project Specific
	8-8	3d	Encouraging residential development along the river corridor through an incentive package	Community Services Director	LT	In-House
	8-8	3e	Preparing and implementing an open space master plan for the Great Miami River and its major tributaries	See Community Facilities Objective 1a.1		
	8-8	3f	Providing strong pedestrian linkages between the public river corridor and the downtown	See Community Facilities Objective 1a.1		
Transportation	9-9	1a	Extending Hoewisher Road	Public Works Director	IP	$4.5 million
	9-9	1b	Improving intersections at SR 47-Fourth Ave and Russell Road - Wapakoneta Avenue	Public Works Director	IP	Project Specific
	9-9	1c	Extending Stolle Avenue	Public Works Director	MT	$80/lane-ft
	9-9	1d	Extending McCloskey School Road	Public Works Director	LT	$80/lane-ft
	9-10	1e	Extending Fourth Avenue	Public Works Director	LT	Project Specific
	9-10	2a	Enforcing truck weight limits	Police Chief	O	In-House
	9-10	2b	Providing alternate truck routes	City Engineer	IP	Project Specific
	9-10	2c	Reducing number of turns	City Engineer	IP	$210,700
	9-10	3a	Providing transportation needs for elderly	Transportation Director	MT	Project Specific
	9-11	4a	Developing parking garage	Public Works Director	MT	Project Specific
	9-11	5a	Restoring and maintaining alleys	Public Works Director	O-IP	Project Specific
	9-11	5b	Requiring the implementation of road infrastructure (new or improvement to existing) concurrent with development	Public Works Director	O	Project Specific
	9-11	5c	Establishing alternative funding sources	City Manager	O	In-House
	9-11	5d	Implementing roadway standards for development	City Engineer	O	In-House
	9-12	6a	Preparing and implementing a bike master plan.	Parks Director	O	In-House
	9-12	6b	Extending the Great Miami River bike path (Veteran's Memorial Walkway).	See Transportation Objective 7a		
	9-12	6c	Requiring bike racks and on-site connections to bike paths in major developments	Parks Director	LT	In-House
	9-12	7a	Construct new arterial roadway to join Michigan St. and Russell Rd.	City Engineer	MT	TBD
	9-12	7b	Extend and improve Hoewisher Road	City Engineer	MT	TBD

Key: ST = Short Term (2010 - 2015); MT = Mid Term (2016 - 2020); LT = Long Term (2021 - 2025); O = Ongoing; IP = In Progress

CH.	Pg	#	STRATEGY	LEAD	TIME FRAME	ESTIMATED COST
Trans.	9-12	7c	Extend and improve the above arterial from Russell Rd. to St. Mary's Ave.	City Engineer	MT	TBD
	9-13	7d	Extend and improve the above arterial from St. Mary's Ave. to the intersection of Mason Rd.	City Engineer	LT	TBD
	9-13	7e	Provide additions off the Hoewisher Rd extension	City Engineer	LT	TBD
Urban Design	10-9	1a	Continuing the annual award for commercial beautification	Chamber of Commerce	O	In-House
	10-9	1b	Establishing an annual award for single-family residential beautification	Community Services Director	ST-O	In-House
	10-9	1c	Strengthening urban design components of the City's zoning code.	Community Services Director	ST	In-House
	10-10	1d	Requiring the landscaping of new industry, businesses & off-street parking areas along major arterials and I-75	Community Services Director	O	In-House
	10-10	1e	Establishing design standards for public spaces	City Manager	MT	$25,000-$35,000
	10-10	1f	Linking the downtown and I-75 through beautification of the major roadway corridors, i.e. SR 47, 25A, SR 29 and Fair Rd	Public Works Director	LT	Project Specific
	10-10	1g	Adopting and enforcing residential maintenance standards	See Community Facilities Objective 1f.3		
	10-10	1h	Expanding the City's urban forestry program	See Community Facilities Objective 1f.1		
	10-11	2a	Adopting an incentive package to encourage historic rehabilitation adaptive reuse in targeted neighborhoods and the downtown	See Downtown Objective 3		
	10-11	3a	Adopt design standards for residential neighborhoods	Community Services Director	ST	In-House
	10-11	3b	Adopt design standards for commercial corridors	Community Services Director	ST	In-House
	10-11	3c	Adopt standards for key gateways	Community Services Director	ST	In-House
	10-11	3d	Adopt standards to incorporate native landscaping	Community Services Director	ST	In-House
Utilities - Sanitary Sewer	11-11	1a	Maintaining a high level of awareness in community of critical nature of the wastewater system	Utilities Director	O	In-House
	11-11	1b	Issuing annual technical report to the City administration on wastewater system performance versus Land Use Plan	Utilities Director	O	In-House
	11-11	2a	Enforcing "clean water ordinances" for inflow/infiltration (I/I) containment on a homeowner basis	Utilities Director	O	$3,000/house I/I reduction
	11-11	2b	Managing and/or eliminating system inflow/infiltration (I/I)	Utilities Director	O	$75,000+ per year
	11-12	3a	Supporting the sewer improvement fund through adequate customer fees	Utilities Director	O	Increased user fees

Key: ST = Short Term (2010 - 2015); MT = Mid Term (2016 - 2020); LT = Long Term (2021 - 2025); O = Ongoing; IP = In Progress

CH.	Pg	#	STRATEGY	LEAD	TIME FRAME	ESTIMATED COST
Utilities - Sanitary Sewer	11-12	3b	Expanding the Wastewater Treatment Plant	Utilities Director	O	$3-$4.50 per gallon of sewage flow
	11-12	3c	Determine fiscal impact of extending utility lines north and west of the City per the Land Use Plan	Utilities Director	ST - LT	$3-$4.50 per gallon of sewage flow
	11-12	4a	Continuing to require developer participation in utility improvements	City Manager & Utilities Director	O	Project Specific
	11-13	5a	Indentify potential areas west of I-75 for development into industrial parks	Utilities Director	O	Project Specific
	11-13	5b	Apply for state and federal grants for the development of industrial parks	City Manager & Utilities Director	O	Project Specific
Utilities - Water	11-21	1a	Maintain a high level of awareness in community of critical nature of the water system	Utilities Director	O	In-House
	11-21	1b	Issue technical report to the City administration on water system performance versus Land Use Plan	Utilities Director	O	In-House
	11-22	2a	Complete a water source expansion and distribution improvements	Utilities Director	ST	Project Specific
	11-22	2b	Aggressively protect the Tawawa Creek and Great Miami River water sources	Utilities Director	O	Project Specific
	11-23	2c	Plan and build above ground storage tanks	Utilities Director	O	$2 - 3/gal
	11-23	2d	Continue with in-house water modeling capability	Utilities Director	ST	$12,000 for training, hardware & software $1,000 annually for system upgrades and maintenance
	11-23	2e	Aggressively loop existing dead end mains and require new developments to loop water mains	Utilities Director	O	Project Specific
	11-23	3a	Adequately support the reserve water improvement fund through adequate customer fees	Utilities Director & Finance Officer	O	Increased user fees
	11-23	3b	Seek alternative water source	Utilities Director	LT	$15-18 million
	11-24	3c	Water system build-out	Utilities Director	MT	In-house
	11-24	3d	Determine fiscal impact of extending utility lines north and west of the City per the Land Use Plan	Utilties Director	O	in-house
	11-24	4a	Continue to require developer participation in utility improvements.	City Manager, Utilities Director, Finance Offficer	O	Project Specific
	11-24	4b	Adequately support the reserve water improvement fund with annual appropriations	City Council	O	$150,000 annually

Key: ST = Short Term (2010 - 2015); MT = Mid Term (2016 - 2020); LT = Long Term (2021 - 2025); O = Ongoing; IP = In Progress

CH.	Pg	#	STRATEGY	LEAD	TIME FRAME	ESTIMATED COST
Utilities - Storm Water	11-31	1a	Maintain a high level of awareness in community of critical nature of the storm water system	Utilities Director	O	In-house
	11-31	1b	Issue annual technical report to the City administration on storm water system performance vs Land Use Plan	Utilities Director	O	In-House
	11-31	2a	Enforce clean water ordinances for elimination of pollutant runoff	Utilities Director	O	In-House
	11-31	2b	Continue to monitor and inspect all storm water mains	Utilities Director	O	In-House
	11-31	3a	Support the storm sewer improvement fund through adequate customer fees	Utilities Director, Finance Officer	O	Increased user fees
	11-32	3b	Expand the storm sewer system	Utilities Director, Finance Officer	O	Project Specific
	11-32	3c	Determine fiscal impact of extending utility lines north and west of the City per the land use plan	Utilities Director, Finance Officer	ST - LT	$3.00 - $4.50 / gallon of sewage flow
	11-32	4a	Continue to require developer participation in utility improvements.	City Manager, Utilities Director, Finance Officer	O	Project Specific
	11-32	5a	Identify potential areas west of I-75 for development of industrial park	Utilities Director	O	Project Specific
	11-32	5b	Apply for state and federal grants for the development of industrial parks	City Manager, Utilities Director, Finance Officer	O	Project Specific

Key: ST = Short Term (2010 - 2015); MT = Mid Term (2016 - 2020); LT = Long Term (2021 - 2025); O = Ongoing; IP = In Progress

APPENDIX

A. Glossary

1. Overview

Comprehensive plans are technical documents that establish public policies and programs to help a community manage its future. But reading such technical language can be distracting and negatively affects a plan's success because of poor communication. That is why this glossary is provided - to aid the reader in understanding the jargon and concepts presented in the Sidney Comprehensive Plan.

2. Glossary

Build-Out
Build-out is the point at which a community's total land area is completely developed.

City
A city is an incorporated community under the Ohio Revised Code with a population of at least 5,000 persons.

Commercial Development
Commercial development is defined as typical commercially related uses, such as retail, auto-oriented businesses, personal services and professional offices.

Conservation Easement
An easement precluding future or additional development of the land.

Density, Residential
Residential density is a measure of the amount of housing on a parcel. It is measured in dwelling units. A density of 4.0 dwelling units per acre is translated into a 10,890 square-foot lot.

Floor Area Ratio (FAR)
Floor Area Ratio measures gross floor area of nonresidential structures proportionally to the size of parcel on which the structure is located. If a one-acre site has a FAR of 0.25 then a building with a gross floor area of 10,890 square feet would meet this standard (43,560 x 0.25 = 10,890). FAR is a means of measuring the intensity of development.

Goal
Is a broad policy statement that indicates preferences for specific subject areas or planning values.

Land Use
The way in which land is used or occupied by people.

Light Industrial Development
Light industrial development is defined as comprising uses that are non polluting and low impact, such as research and development, high tech manufacturing, light assembly, and warehouse and distribution.

Natural Resources
Elements of the physical environment such as forests, meadows, wetlands, minerals, water, air, plants and animals in their natural habitat.

Objective
Is a refinement of a goal and indicates a policy direction and action to implement the related goal.

Open Space
Areas not built upon, such as woodlands, wetlands, fields, meadows, stream corridors, fence rows, species habitats, lawns and landscape. The term “greenspace” is interchangeable with the term “open space”.

Residential Density, Gross
Gross residential density is a measure of total residential units compared to the total site.

Residential Density, Net
Net residential density is a measure of the total residential units compared to the total site minus land set aside for roads, parks and greenspace.

Rural
A sparsely developed area where the land is predominantly undeveloped or primarily used for agricultural purposes.

Sprawl
An uncontrolled or unmanaged form of urban/suburban growth that uses land inefficiently and which results in traffic congestion, land use conflicts, excessive infrastructure costs and environmental impacts.

Strategy
A strategy details the steps necessary to initiate and complete an objective.

Village
A village is an incorporated or unincorporated community under the Ohio Revised Code with a population of less than 5,000 persons.

Wetlands
Those areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.

B. Bibliography

The following sources were consulted in the preparation of this Plan.

Becker, Dan, Their Buildings Now, Sidney Courthouse Square, Sidney, Ohio, 1987.

City of Sidney, Building Permit Data, Sidney, Ohio, 1997.

City of Sidney, Community Housing Improvement Strategy, Sidney, Ohio, 1994.

City of Sidney, Community Housing Improvement Strategy Update, Sidney, Ohio, 1997.

City of Sidney, Community Reinvestment Area, Sidney, Ohio.

City of Sidney, Development Plan, Sidney, Ohio, 1982.

City of Sidney, Development Plan Update, Sidney, Ohio, 1994.

City of Sidney, Enterprise Zone Policy, Sidney, Ohio.

City of Sidney, Five-Year Financial Plan, Sidney, Ohio, 1997.

City of Sidney, Planning and Zoning Code, Sidney, Ohio, 1997.

City of Sidney, Traffic Flow Map, Sidney, Ohio, 1995.

Commerce Register, Inc., 1995-1996 Ohio Register of Manufacturers, Midland Park, New Jersey, 1997.

DeChiara et al, Time-Saver Standards for Housing and Residential Development, McGraw-Hill, New York, New York, 1995.

DRI/McGraw Hill, US Market Reviews, New York, New York, 1996.

Jones & Henry Engineers, Ltd., West End Sewer Study, Draft, Toledo, Ohio, 1997.

Metropolitan Planners, Inc., Comprehensive Plan Report, Indianapolis, Indiana, 1957.

National Recreation and Park Association, Park, Recreation, Open Space and Greenway Guidelines, Washington, D.C., 1996.

Ohio Department of Development, Office of Strategic Research, Ohio Site Selection List, 1994-1996, Columbus, Ohio, 1997.

Ohio Department of Natural Resources, Division of Natural Areas and Preserves, Natural Heritage Database, Columbus, Ohio, 1997.

Ohio Environmental Protection Agency, Water Quality Permit Support Documentation for Sidney WWTP, Columbus, Ohio, 1996.

Segoe, Ladislas & Associates, Recommendations on Thoroughfares, Parks, Capital Program & Zoning, Cincinnati, Ohio, 1967.

Sidney City Schools, Education for Excellence Vision and Strategy, Sidney, Ohio, 1996.

Shelby County Historical Society, A Historic Tour of Downtown Sidney, Sidney, Ohio, 1995.

Sidney-Shelby County Chamber of Commerce, Community Statistics, Sidney, Ohio, 1996.

United States Department of Agriculture, Soil Conservation Service, Soil Survey of Shelby County, Columbus, Ohio, 1977.

United States Department of Commerce, Census Bureau, Census of Population and Housing, Washington, D.C., 1990.

West Ohio Development Council, Sidney, Ohio Industrial Parks, Sidney, Ohio.

WEFA Group, Regional Economic Service Report, 1996.