

# CITY OF TIPP CITY, OHIO COMPREHENSIVE PLAN



**Adopted by Tipp City Council  
6 January 2003**

**Prepared by:**

**Miami Valley Regional Planning Commission  
40 West Fourth Street, Suite 400  
Dayton, OH 45402**



**TIPP CITY, OHIO  
COMPREHENSIVE PLAN UPDATE**

**Approved 6 January 2003  
by Tipp City Council  
Ordinance # 01-03**

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**Recommended for Approval on 10 December 2002  
by Planning Board:**

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**Prepared by Miami Valley Regional Planning Commission**

ORDINANCE NO. 01 -03

BY: Mr. Jones

**AN ORDINANCE ADOPTING A  
COMPREHENSIVE LAND USE  
DEVELOPMENT PLAN FOR TIPP CITY,  
OHIO**

**WHEREAS**, Tipp City Charter Sections 8.02 and 8.03 gives the Council the authority to adopt by appropriate legislation land use and development plans or regulations; and

**WHEREAS**, a Comprehensive Land Use Development Plan (PLAN) drafted in 2002 by the Miami Valley Regional Planning Commission (MVRPC) was presented to the Tipp City Planning Board, which body unanimously approved a motion on December 10<sup>th</sup>, 2002 recommending acceptance and approval of the PLAN by the Council; and

**WHEREAS**, the PLAN is divided into various aspects of residential, commercial and industrial life including: the planning process, community profile and population trends, housing trends, economic trends, land use trends, utilities, transportation and mobility, community facilities and services, natural features focusing on Tipp City and its surrounding areas.

**NOW, THEREFORE, THE MUNICIPALITY OF TIPP CITY HEREBY ORDAINS:**

**SECTION 1.** That the Comprehensive Land Use Development Plan (attached hereto as "Exhibit A") prepared by MVRPC and approved on December 10<sup>th</sup>, 2002, by the Tipp City Planning Board who recommended the Plan's acceptance by the Council be and hereby is adopted and approved under the auspices of charter Section 8.02 (B).

**SECTION 2.** That this Ordinance shall be in full force and effect from and after the earliest period allowed by law.

PASSED: JAN 06 2003

Wanda H. Allen  
President of Council

ATTEST: Misty Cox  
Clerk of Council

APPROVED: James P. Moore  
Law Director

(bcv/ord/ordcomp.masterdev.plan)

I certify the foregoing to be a true & certified copy of legislation adopted by the Tipp City council.

Misty Cox 1/8/03  
Clerk of Council

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# CHAPTER 1

## The Planning Process



*Municipal Building – constructed 1991*

# PLAN OVERVIEW

## PURPOSE OF THE COMPREHENSIVE PLAN

The comprehensive plan is a conscious attempt by the community to take a step back, look at itself, form ideas on its future, and determine how to get there. Although every community is constantly shaping its future through the daily decision-making process, it needs to periodically take a look at itself from a wider perspective. A community is an integrated system of many interrelated parts. Its population has unique characteristics. Its economy is built upon its location, labor force, transportation connections, and natural resources. Its housing stock reflects the community's population, household patterns, and social characteristics. This wider perspective is the function of the comprehensive plan. We do this with our own lives, and it is no less important to do it on a community scale.

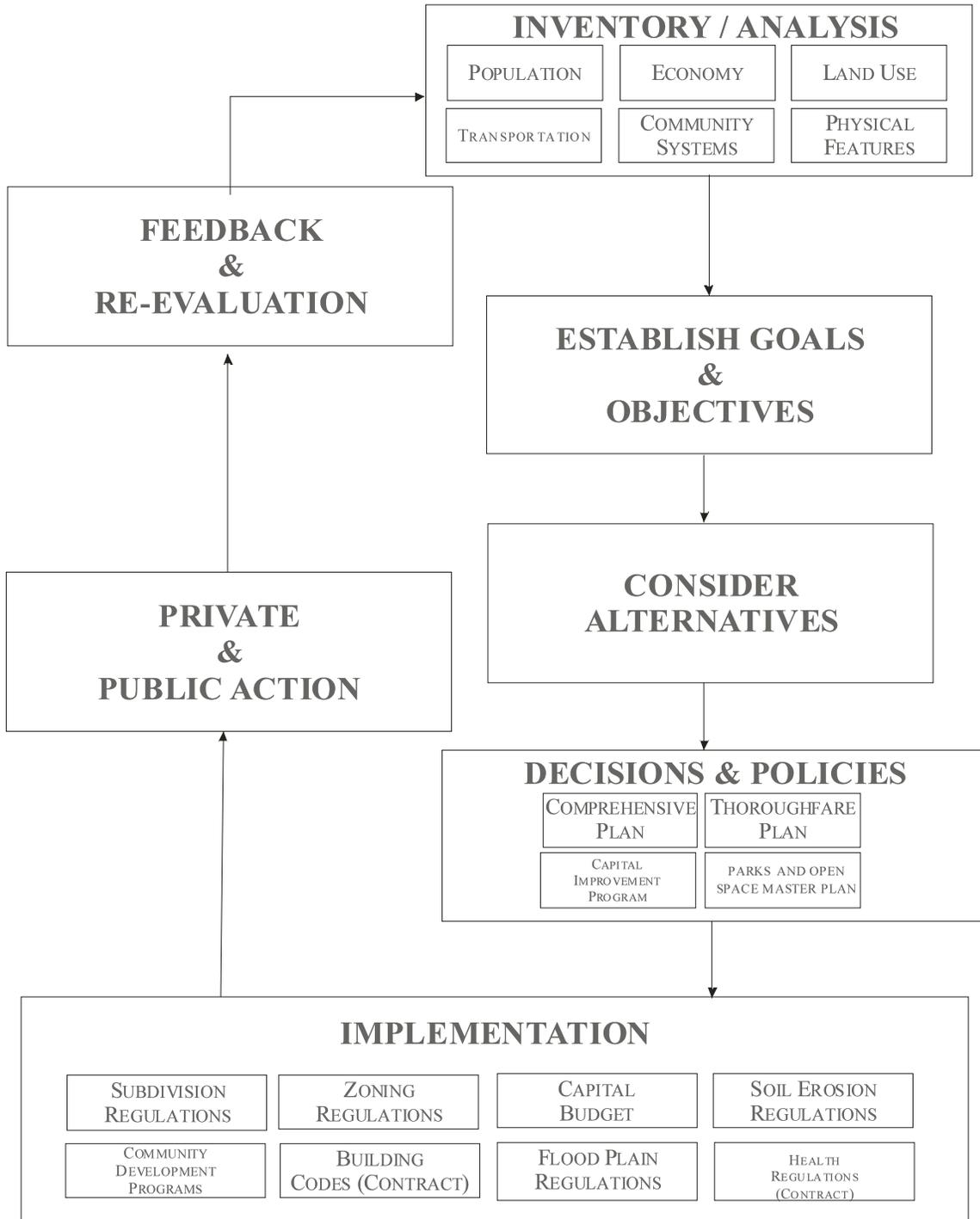
## THE PLANNING PROCESS

Figure 1-1 shows the planning process at the community level. It is not a dead-end process. It is not done once and "put on the shelf." Instead, it is an ongoing and cyclical process. Tipp City has seen planning as an ongoing activity throughout the years. The first comprehensive plan was conducted in 1967, with updated plans conducted in 1977, 1989, and now in 2002.



*Tipp City Planning Board*

# THE PLANNING PROCESS



## **WHY PLAN?**

Planning is an action continuously taken by communities, whether consciously or unconsciously. Unconsciously, planning is often accomplished in small steps from code enforcement, capital improvement and financial decisions made by the community. At periodic intervals a community such as Tipp City needs to take a step back and look at itself, where it fits into the region, what resources it has, and form a vision on what it wants to be.

This plan serves a number of purposes. First, new information is gathered together in one place for the community to investigate. The land use pattern has changed significantly over the last 20 to 30 years. Capital improvements have been made and much more environmental information, such as soil studies and hydrogeologic studies has been generated. The plan allows the community to investigate the relationship of encouraging growth, limiting growth, and controlling growth in certain areas to the necessary capital improvements required to make growth feasible or infeasible, and the environmental and social impacts resulting from its occurrence. Last but not least, the plan encourages maintaining and strengthening property values by encouraging the minimization of land use conflicts and stabilization of neighborhoods. Areas slated for change will have a common vision towards which day-to-day decisions can be evaluated.

## **WHAT IS IN THE PLAN?**

This comprehensive plan is designed to be a readable, functional document that will guide Tipp City's future development. It includes 10 chapters that cover the following:

- I. This Introduction to the Planning Process.
- II. A Profile of Tipp City; an inventory of existing conditions and trends, including Population, Economics, Housing, Land Use, Community Facilities, Utilities, and Transportation.
- III. A Future Land Use Plan, which includes:
  - An overview of existing land use;
  - Identification of General Planning Areas by type;
  - General Recommendations by Planning Area; and,
  - Future Land Use Recommendation by Location.

## **AUTHORITY TO CREATE THE PLAN**

Chapter 713 of the Ohio Revised Code gives municipal planning commissions the authority to "... make ... amend, extend, or add ... plans and maps ... of the whole or any portion of the municipal corporation..."

Section 8.02 of the City Charter gives the Planning Board the authority to review and make recommendations to Council regarding proposed comprehensive plans. The same section gives Council the authority to adopt comprehensive plans.

## **RESULTS OF THE PLANNING PROCESS**

### **VISIONING**

The nine statements below make up a collective **vision** of how the citizens of Tipp City would like to look and function in the future. The overall vision serves as the rationale for the goals listed in the next section.

#### **Small Town Character and Community Identity**

We see Tipp City as a distinct self-sustaining suburban enclave, bordered in several directions by larger cities and smaller villages, and immediately surrounded by farms, and open fields. As we approach the city limits by county roads, we note the dramatic change in character from the rural countryside to the suburban and urban streetscapes of Tipp City. As we approach by Interstate 75, we see convenient and uncluttered development to the north and south - activity that is inviting to tourists and residents alike. We appreciate the architecture that is unique to the historic Downtown, free of the plastic, fast food franchise architecture prevalent in so many other communities.

#### **Economic Development**

We see a community with many different types of quality employment opportunities, diversity in business offerings that gives its citizens choices and quality in products and services while maintaining a strong municipal income tax and property tax base. We see a city that capitalizes on its resources, assets, and advantages to create and sustain economic opportunities that support a vibrant, diverse and continually growing economy in the northern Miami Valley.

### **Downtown Tipp City**

We see a healthy, vibrant downtown with attractive streets and well maintained sidewalks filled with people and activity. We see a diverse array of shopping, dining, working, and cultural amenities housed in historic buildings. We see a downtown which is the social and cultural center of the community, and the first place where we want to take visitors. At night, we see streets filled with people and activity and the lights on in upper story apartment windows throughout the downtown area.

### **Neighborhoods**

We see safe, secure, peaceful neighborhoods in every part of the City, with litter-free streets, manicured lawns and lush gardens. We see freshly painted homes with neighbors greeting neighbors on sidewalks and front porch swings. We see families pushing baby carriages to nearby parks. We see children riding their bikes to the neighborhood corner store for a loaf of bread or a Saturday afternoon ice cream.

### **Housing**

We see a multitude of housing choices, ranging from single-family homes, to townhouses, to multi-family homes that serve niche users such as “empty nesters” and seniors. We see neighborhoods with several different well-designed housing types for all incomes where the elderly, young families, singles and others share experiences and help one another.

### **Parks, Recreation and Open Space**

We see large community parks, smaller neighborhood parks, and tiny pocket parks, all well distributed throughout the community. Larger community parks have clusters of playing fields for organized athletic leagues. Smaller neighborhood parks have multi-purpose fields for informal athletic events as well as areas for unstructured play. We see parks convenient to neighborhoods as well as to office workers during their lunch hour.

### **Water and Sewer Services**

We see a high quality water supply system, sufficient for growth, well maintained, and financially self-supporting. Our wastewater treatment facilities have been designed and strategically placed for the future to lead the planned, compact growth of our community.

### **The Arts, Entertainment, Sports and Culture**

We see an appreciation for the arts which begins with Tipp City’s historic roots, but extends to many other traditional and contemporary art forms and cultural events. We see our community as a host for a variety of cultural events, including the arts, entertainment, and sports competitions. We see gathering places for young and old alike to develop their skills and share their talents with others.

### **Dining Opportunities**

We see Tipp City with a wide range of dining opportunities, from the franchise and family restaurants that take advantage of interstate traffic, to delis and upscale restaurants that compliments nearby shops and specialty retail while promoting pedestrian traffic in the downtown.

### **Inter-governmental Cooperation/Regionalism**

We see Tipp City as an integral part of a greater region. As such, we see our City working constructively with nearby counties cities, villages and township on a collective regional vision. In particular, we see continued cooperation on issues such as water quality, air quality, transportation, education, economic development, tourism, community appearance, land preservation, and other growth management issues.

## **DETERMINED GOALS**

While not specific actions, the following **goals** are concise statements, organized by planning elements, which describe conditions to be achieved as part of the implementation process.

### **Land Use**

- Minimize conflict between land uses, developing careful relationships between and among them.
- Maintain the rural/suburban character of Tipp City, particularly in single family residential areas and in areas which are as yet undeveloped.
- Encourage the development of “niche” multi-family housing, i.e. for empty nesters and seniors.
- Encourage the reuse of older industrial buildings for high density residential, office and other appropriate uses.
- Require high standards of design, site planning, and landscaping for all development projects.
- Retain and enhance the neighborhood character, good housing condition, and aesthetic quality of existing and new residential neighborhoods.
- Enhance ability to protect and maintain environmentally sensitive areas in new developments.
- Design new projects to accommodate both pedestrian and vehicular movement within and between projects.

- Restrict development in floodplains, Agricultural Protection, Well Field Protection, designated open space and other sensitive land areas.
- Preserve historically designated areas.

### **Parks and Recreation**

- Implement the City's 2002 Parks and Open Space Master Plan, completed by Edsall and Associates.
- Continue to maintain and upgrade the City's parks and other recreational areas; encourage other appropriate jurisdictions to do the same for parks and other recreational areas outside of the City.
- Continue cooperative efforts with the Tipp City School District to provide improved recreation facilities for residents.

### **Utility Infrastructure**

- Continue to maintain current systems and upgrade as required.
- Continue to work closely with the City of Vandalia and the City of Huber Heights in efficient operation of the North Regional Wastewater Treatment Plant as part of the Tri-Cities North Regional Wastewater Authority.
- Complete and begin operation of the new joint Tipp City and Vandalia water treatment plant.

### **Economic Development**

- Retain and expand existing business.
- Fill existing vacant commercial and industrial buildings.
- Create additional employment opportunities and enrich the tax base of the City by attracting new businesses, targeting especially high-tech professional employers as well as a mix of retail, office, and light industrial businesses.
- Assist the Tipp City Chamber of Commerce in their regular business programs and economic development strategies.

## **Community Services**

- Continue to support and work closely with the Tipp City Exempted Village School District, Tipp City Library, Tipp-Monroe Community Services, Inc. and other local government and non-profit organizations that provide important services in the area;

## **HOW IS THE PLAN IMPLEMENTED?**

Adopting a comprehensive plan is the first step toward realizing the City's vision and goals. The vision is achieved when the plan is implemented. Tipp City's implementation program is comprised of a combination of tools, each with specific actions, which will help the City achieve its goals.

### **TOOLS USED FOR PLAN IMPLEMENTATION**

The following are common tools that Tipp City may use to implement the plan. Some tools can be used individually, others in conjunction with one another. Other tools, such as inter-jurisdictional agreements, may be developed during the implementation process and/or in the future as the plan is updated.

**Regulations and Guidelines** will be adopted when necessary to conform to the policies in this plan. Example actions include amendments to the Subdivision Regulations, Zoning Code, Thoroughfare Plan, etc.

**Neighborhood Planning** tailors the plan's citywide perspective to neighborhoods. Neighborhood plans can be design-based, i.e. corridor overlay districts, or include economic incentives such as low interest loans or rehabilitation assistance.

**Monitoring and Evaluation** will be done periodically to assess progress toward achieving Comprehensive Plan goals as well as to measure conditions and changes occurring in the City. Monitoring and evaluation will help ensure consistency within and among the plan elements as well as with the Miami County Comprehensive Plan. Monitoring and evaluation will lead to both plan amendments and improved ability to project future conditions. The Planning Board will assist City staff and Council in monitoring and evaluation of the plan and will advise them as to any needed amendments to the plan.

**Citizen Participation** in Tipp City processes will build upon the dialogue between government and citizens that began with the development and adoption of the plan. The City will strive to find improved means to communicate with and involve citizens in planning and decision-making. The City will strive to provide information that can be easily understood and to provide access for public involvement. This will include processes for amending and implementing the plan.

## **LONG-TERM AND SHORT ACTIONS**

The specific actions within each tool are considered either short-term or long term. Short term actions include amendment of existing regulations such as the Zoning Code and Subdivision Regulations, as well as adoption of new regulations such as commercial/industrial design guidelines. Others include Zoning Map amendments that match land use designations land use designation found within the plan. Long-term actions include monitoring, evaluating, and amending the plan as conditions change; and developing a Capital Improvement Program that allocates resources to projects that will spur the City's development in the direction envisioned in the plan.

## **CONCLUSION**

The Comprehensive Plan is intended to manage future growth and change in Tipp City. The future described in the plan cannot be achieved all at once. Over the life of the plan, growth likely will occur more slowly at times, more rapidly at others, and in somewhat different patterns and sequences than is currently foreseen. The best a plan can be is a well-educated guess about how to accommodate people and conditions that cannot be known in advance. An effective plan must be flexible enough to succeed within a range of likely conditions and be adjusted as those conditions are monitored and evaluated, while maintaining a steady aim at its ultimate goals.

This Plan demonstrates Tipp City's commitment to enhancing the quality of life for all its citizens. High-quality and efficient growth, in balance with the environment, can be achieved when supported by the appropriate legislation, ordinances, policies, and procedures. Implementation of the Comprehensive Plan can facilitate predictable and consistent treatment of growth and development proposals. It is intended to respect private property rights while enhancing, increasing, and enriching the individual freedoms and opportunities of all citizens. The Comprehensive Plan will also serve as a catalyst for further enhancements to guide growth in cooperative, regional settings.

The creation of the Comprehensive Plan has occurred during a period of increasing population, land acquisition and development in Tipp City. Present planning methods must be examined for their sustainability. New and innovative methods are needed that can preserve a high quality of life as Tipp City welcomes thousands of new residents over the coming decades. By being able to adapt to changing conditions, the City will face the challenge of maintaining this high quality of life, while accommodating substantial growth.

# CHAPTER 2

## Community Profile and Population Trends



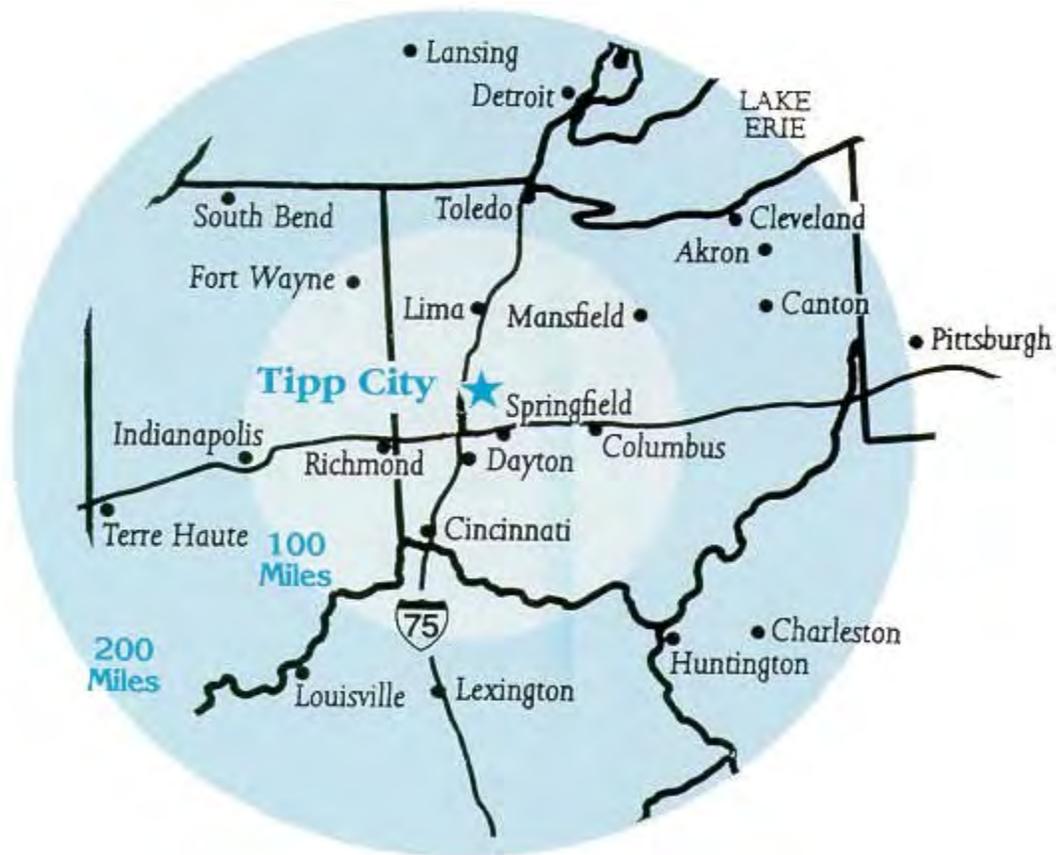
# COMMUNITY PROFILE

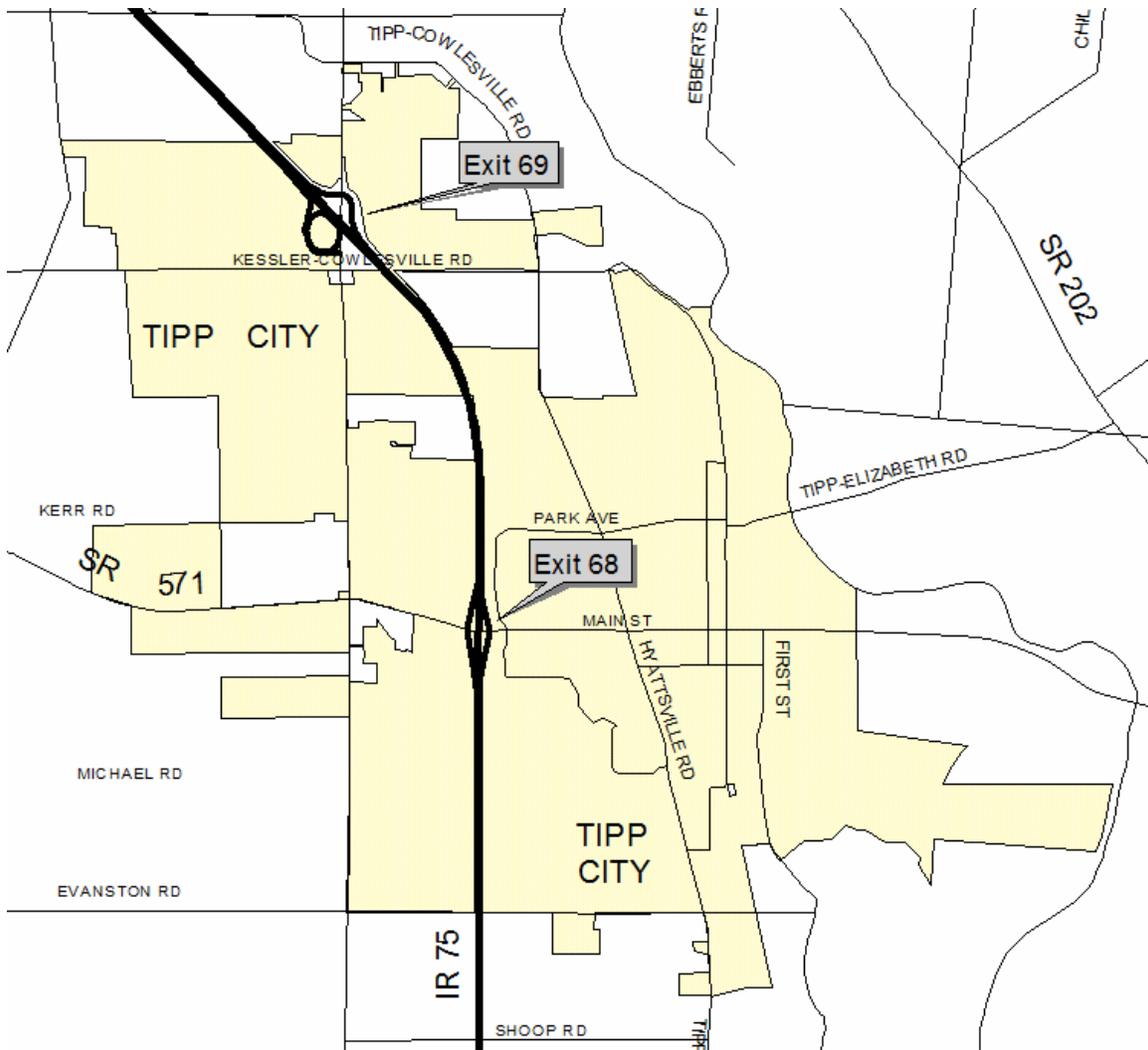
## OVERVIEW

Today, Tipp City is both traditional and diverse. The town benefits from being surrounded by vibrant farm county, and companies that have been around for generations. At the same time, new businesses and new construction has helped bring new people to the area and keep the economy strong. The City strives to maintain its small town flavor as it grows into a more urban community with a blend of diverse commerce and industry. Tipp City is well placed to meet the opportunities of tomorrow while it maintains the unique qualities of days past.

## LOCATION

Bisected by Interstate 75 and situated just six miles north of the intersection of I-70 and I-75 (commonly referred to as the "Crossroads of America)", Tipp City is easily reached from major metropolitan areas in every direction. Ten minutes from the Dayton International Airport, it lies within the nation's 90-minute air travel market, reaching nearly 75% of the U.S. and 50% of the Canadian population. Wright-Patterson Air Force Base is just a 20 minutes drive.



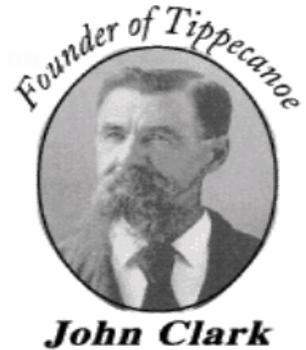


*Tipp City has two convenient interchanges along Interstate 75*

## **BRIEF HISTORY**

The central part of what is now Tipp City was once a farm of 104 acres owned by Robert Evans, who had purchased it in 1828. After working diligently for eleven years, clearing the briary and heavily wooded tract for a farm home, he traded the land in 1839 with his brother-in-law, John Clark. Born in Maryland in 1797, Clark had moved to the area with his mother and several other families in 1810, settling in Cowlesville.

Mr. Clark was able to visualize the success of a small town located on this spot, at the intersection of the Miami and Erie Canal (completed through this area about 1837) and the state road from Springfield to Greenfield, which had been established in 1813 and made a state road in 1817 (now State Route 571). Immediately he had the land surveyed for a town site.



The first plat was recorded in 1840 and contained seventeen lots; starting at the northeast corner of Main and First Streets and extending seven lots north to Plum Street; then south on the opposite side of First, for nine lots, to Main Street; and one lot west on Main Street. The Village of Tippecanoe incorporated the same year.

John Clark named his new village "Tippecanoe." The name "Tippecanoe" was derived from William Henry Harrison's presidential campaign slogan, "Tippecanoe and Tyler, too!" In honor of Mr. Harrison, John Clark called his city-to-be "Tippecanoe." A few years later (around 1850) the citizens unofficially added "City" and it was called this until 1938, when the legal name was shortened to "Tipp City."

## **MUNICIPAL GOVERNMENT AND SERVICES**

By the People for the People... Tipp City operates under the professional Council-Manager Charter form of government. The city council consists of seven members elected for four year terms on a staggered basis. Council selects one of its members every two years to serve as Mayor of the community, and also every two years, selects one of its members to serve as President of the Council.

The Mayor serves as the ceremonial head of the municipal government and the President of Council presides over all council meetings. All seven council members are elected at-large on a non-partisan basis. Day-to-day affairs of the City are managed by the City Manager who is the Chief Executive Officer of the community; he is selected by and responsible to the entire council. As a legislative body, the council determines all municipal policies not set forth in the city charter or by state law, adopts ordinances and resolutions, votes appropriations, approves the budget and determines tax rates.

Council also appoints interested citizens to serve on advisory boards, such as Planning and Restoration and Architectural Board of Review. The Tipp City Council meets the first and third Mondays of each month. At 1.25%, Tipp City's income tax is among the lowest in the area, and its combined water and sewer rates were the lowest of 65 area communities surveyed in 2002.

The residents of Tipp City enjoy the benefits of a municipally owned and operated electric utility and have since 1897. The Tipp City Municipal Power System currently provides electricity to the City's 3,300 customers at a savings of ten to forty percent. Street lighting, athletic facilities, and community buildings are provided with electricity at no charge. Electric service outside the city limits is provided by Dayton Power & Light and Pioneer Rural Electric Co-op. The city is responsible for street maintenance, snow removal and leaf pick-up. Outside the incorporated limits, these services are performed by Monroe-Township. City recycling and trash removal is provided by a contracted hauler. Handicap access ramps have been constructed at all major street intersections in the city.

Emergency (911) calls are dispatched through the county-wide emergency system for rapid response by the Tipp City Police, Fire or Emergency Medical Services Divisions. The police division currently has 18 officers, approximately one for every 511 citizens. All patrol vehicles are equipped with 800 mhz radio system communication and mobile data terminals. Tipp City's Police department has a strong service program focusing on crime prevention, education and community involvement.



*Tipp City Police Facility*

Tipp City's fire division has 25 volunteer members. Firefighters respond to approximately 400 calls per year and provide 24-hour fire protection and rescue services for Tipp City and Monroe Township. Bisected as it is by the Chassie Railroad, the City of Tipp City maintains two firehouses, one downtown at Third & E. Main Street and the other in the West Side Safety Building at W. Main and Hyatt. The fire division actively promotes fire prevention and awareness programs in the schools and industrial and commercial facilities.

The Tipp City Emergency Medical Services Division (EMS) maintains on-call 24-hour paramedic and EMT service for all of Tipp City and Monroe Township. This 25 member division, under the direction of a full time chief, is equipped with three ambulances for basic and advanced life support and provides stand-by services to many athletic and community based events.

## **CHAMBER OF COMMERCE AND DOWNTOWN MAINSTREET**

Incorporated in 1954, the Tipp City Area Chamber of Commerce is a voluntary nonprofit organization comprised of area businesses and individuals working together to insure that this community is economically sound and an attractive place to live, work, and play. The Chamber office serves as the point of contact for most inquiries about the Tipp City area. The Chamber staff provides assistance with business referrals, demographics, and community information.

A 15-member Board of Directors is elected by the membership to represent the business viewpoint and serve as the eyes and ears of the business community. They meet monthly to address issues and concerns about the local economy or the community as a whole. Board members maintain the financial stability of the Chamber, define policy, take positions on issues, and determine appropriate courses of action.

Educational and social opportunities for our members include quarterly luncheon meetings featuring speakers on pertinent business topics, Winter Gathering, Mum Festival, Business After Hours, training opportunities, the annual Tipp Open golf tournament, and the Steak Fry & Auction.

A group of Tipp's merchants and concerned citizens work to maintain the historic downtown area. The group organizes the popular Community Nights, which are held downtown on the first Friday of every month (outdoors in the summer and early fall), the Annual Trans Am National Cruise-In, and Canal Days, an annual spring event celebrating Tipp's canal town past.

## ARTS, FESTIVALS AND SPECIAL EVENTS

Begun in the fall of 1958 to showcase fields of mums growing on the edge of town, the **Mum Festival** is home to Tipp City and Miami County's oldest festival. Over the years, it has grown from a single day event with a parade to activities covering several weekends in the month of September. Today, the Mum Festival celebrates this heritage and, more so, the hometown pride instilled in the community.

The Mum Festival includes a number of activities including an annual golf tournament, Run For The Mums, the Queen's Pageant, Mum Walk, Antique Car Cruise-In & Displays and the Festival Parade.



Another popular event, **Canal Days** is a celebration of Tipp City's rich past and its link to the Miami-Erie Canal that once passed through Tipp City and Miami County. Held the third weekend in May, it boasts more than 60 specialty shops and a variety of unique restaurants. Situated in a four block historic district, the event takes the historical enthusiast down memory lane. Art shows, melodramas, period exhibits regarding the canal, surround Canal Lock 15 and the Tipp Roller Mill, where live entertainment from Rag Time and Big Band musicians complete the historical feel. Sponsored and coordinated by Tippecanoe Historic Properties, Canal Days was founded to develop a cultural base to unify the Tipp City Community and further the cause of Historic Preservation in the downtown area - it serves as a tribute to Old Tippecanoe Heritage by bringing history to life through arts, entertainment and celebratory events.

Holiday shopping begins early in downtown Tipp City with the annual **Winter's Gathering**. Dozens of shopkeepers introduce new merchandise and costumed carolers and horse-drawn carriages fill the streets to create an early holiday feel. Downtown Tipp City has a wide selection of shopping opportunities including art, crafts, clothing and antiques and collectibles. The Gathering is held the second weekend in November and has the annual ceremonial lighting of the lamp by Saint Nicholas.

The Tipp City Cruise-In is an annual informal car show held the Saturday night before the Pontiac TransAm Nationals show in Dayton. Many classic and newer Pontiac TransAm's in numerous stock and custom configurations are driven and displayed in the downtown area for the event.

## **MEDIA**

Now part of the Brown Publishing Company, the **Tipp City Herald** newspaper, known as the Tippecanoe Herald prior to 1938, operates a publication and distribution facility with a circulation 3,200 at its 1455 W. Main Street facility. The Herald also prints newspapers and advertisement inserts for a number of other news markets besides Tipp City.

**Time Warner Cable** is the cable television provider in Tipp City and surrounding communities. Time Warner's Western Ohio Division serves 420,000 customers in 28 Ohio counties stretching from Springboro in the south up to Bowling Green and beyond to the shores of Lake Erie. Besides basic cable services, Time Warner offers digital cable services that includes hundreds of additional channels, including music only channels. It has also recently added Roadrunner© broadband Internet access for residential and commercial customers.

**KIT – TV Channel 10** is a joint Tipp City - Monroe Township public access cable television station. It offers a number of local and regional programs such as the Tipp City Council, Monroe Township and Board of Education meetings, health news stories produced by the Upper Valley Medical Center and various church service broadcasts; national programs include the Soldiers Radio and Television Network and Air Force News.

The Tipp-Monroe Cable Access Commission, which consists of six voting and four "ex-officio" members, determines the type of programming to be permitted, reviews specific programs, arranges scheduling, and otherwise maintains primary responsibility for the KIT – TV station. It also establishes operating rules and procedures to be approved by the City Council and Township Trustees. Access Commission Meetings are held on the fourth Thursday of every month at 7:30PM at the Tipp City Government Center.

## HOUSING

The City offers a number of housing options, including single family and two family homes, as well as multifamily apartments. Most of the nearly 20 major subdivisions were built after 1970 and front on arterial and collector streets located throughout the City. Some of the developing subdivisions include Sycamore Woods, Curry Branch and Oak Winds; new homes range in price from \$75,000 to \$800,000.



*The Tippecanoe City Restoration Area*

## INDUSTRY

Tipp City's small town atmosphere is complimented by an industrial base that is unmatched for a city of its size in the northern Miami Valley. Uses range from warehousing to tool and die, plastic injection molding to tent manufacturing by Dayton Tent.

Tipp City is home to one of only four Distribution Centers for **Meijer, Inc.**, a family owned and operated grocery and general merchandise retailer operating over 150 stores in Illinois, Indiana, Kentucky, Ohio. The original facility began operations in Tipp City in 1992, with three major additions through the 1990s. The four primary buildings cover approximately 1.7 million square feet and serve approximately 60 Meijer stores in the region. The Distribution Facility provides almost 800 jobs within the City.



A Tipp City business since 1951, the **A.O. Smith Electrical Products Company** is an electrical motor and commercial water heater manufacturer located on N. Fourth Street. Their 390,000 square foot facility employs 475 workers within the Product Engineering Center, sales and marketing offices, U.L.-recognized motor performance test labs, distribution services, international sales and motor component fabrication plant. **Creative Extruded Products**, a worldwide supplier of plastic extrusion systems, with 250 employees at their 100,000+ square foot facility on Commerce Park Drive;

Located in a 37,500 square foot six building facility on N. Third Street, **SK Mold and Tool** employs 65 in the precision CNC machining and turning capabilities, grinding services, metal fabrication, mold building, weldments, assemblies, horizontal and vertical milling fields. **Repacorp**, a major manufacturer and supplier of custom labels, stock labels, bar codes and flexographic printing, operates a 45,000 square foot facility with over 70 employees on Industry Park Court. **Amity Mold Company** is a Injection and Die Cast Molds designer and manufacturer that has 60 employees at their 100,000 square foot facility on Commerce Park Drive.

The following are just a few more of the many industrial companies located within Tipp City and the rest of the Planning Areas:

- |                             |   |
|-----------------------------|---|
| ○ ADCO Products             | Electronic assemblies   |
| ○ Amity Mold                | Plastic injection molds   |
| ○ Champion Sign             | Wood, metal, vinyl, plastic & painted signs                             |
| ○ Dolly Inc.                | Offset and letterpress printing   |
| ○ Indian Creek Fabricators  | Custom fabrication & welding  |
| ○ Izit Cain Sheet Metal     | Sheet metal fabrication   |
| ○ Nova Steel Processing     | Steel service center & processing                                       |
| ○ Odawara Automation        | Automatic production machinery  |
| ○ OTC Daihen, Inc.          | Robotics and custom welding equipment                                   |
| ○ Pak-It                    | Packaging, inspecting, assembling                                       |
| ○ Proto Plastics            | Plastic Injection molding, fixtures and molds                           |
| ○ Tipp Machine & Tool, Inc. | Precision tooling & machining   |
| ○ Trojan Manufacturing      | Machine Shop  |
| ○ Wenrick Machine           | General machining, drilling, boring, cutting, honing, lathe & mill work |

## SHOPPING AND ENTERTAINMENT

The City is well known throughout the Miami Valley for its vibrant historic downtown, also referred to by some as “Old Tippecanoe”. Most other historic downtowns of similar size in the region cannot compare to Tipp City’s number and variety of stores and service establishments. In fact, most cities of its size and population cannot claim, as Tipp City can, that downtown is a predominate area of business activity.



The most noticeable use in Old Tippecanoe is antique and collectable shops. These include such as establishments as the Buggy Whip Antiques, Midwest Memories, Boots’ Antiques, Cairns Collectables, Angel’s Antiques, Granny’s Antiques and Collectables, Eclectic Electric Antiques, Sue’s Treasures, and Trunks and Treasures Collectables. There are also a number of galleries, arts and craft stores, including the Tippecanoe Frontier Trading Company, Hotel Gallery, Courtyard Gallery, Benkin Antique Gallery, and Conversation Pieces Art Gallery.

Gift shops are also in great number downtown, and include Carolyn's Corner, Daisy Valley Gifts, Down a Country Lane, Hallmark House of Cards, New Sensational Scents, Second Street Gallery, Tin Peddler, Valley Boutique and Sue’s Treasures. Flower and floral shops include Spring Hill Nursery, Posie Patch Studio and Garden, Angelique’s Floral and Gift Shop and Morning Sun Florist.



Old Tippecanoe is also known for retaining uses that most smaller downtowns can no longer support such as a cigar store and a bicycle shop. Tipp’s downtown also has some eclectic uses, such as Rubber Down Under (a rubber stamps store that also offers stamp making classes) and Trace Creek, which sells American chestnut art, soaps & clay sculptures.

Located outside of the downtown area on West Main, the Tipp Plaza Shopping Center offers a number of more traditional stores, including Chmiel Markets ( the largest grocery store in Tipp), Classic Cleaners, Family Dollar Store, Daisy Valley Gifts, National City Bank, CVS Drugs, and Renie's Hair & Fashions.

## RESTAURANTS AND CAFES

Tipp City offers a number of eating establishments convenient to both travelers and residents of the community. Located near the intersection of State Route 571 and Interstate 75, Tipp O' The Town Family Restaurant, Bob Evans and Frisch's Big Boy are probably the area's two most popular family eateries. Tipp City also has two Asian restaurants - Chin's Ginger Grill and the Hong Kong Chinese Restaurant - both near Interstate 75.



The City has two popular bar and grills - Hinders is a local's favorite located on State Route 571, and Bullies, a highway service establishment on Garber Road. Downtown is also known for a number of "local" restaurants, including Sam and Ethel's Restaurant, Paddy's Restaurant and Lounge and the Second Street Deli.



Two cafes are also located downtown – the Old Tippecanoe Coffee Company and the Coldwater Café, which is Tipp City

As with most cities of its size, Tipp also has a number of "fast food" establishments, including McDonald's, Burger King, Domino's Pizza, DJ Pizza, Wendy's, Arby's, Subway, Dairy Queen and Taco Bell. Cassano's, a well known pizza chain in the Miami Valley, also has a restaurant in Tipp.

# **POPULATION TRENDS**

## **INTRODUCTION**

Population trends are one of the primary factors affecting the land use pattern of communities, counties, and regions. The number of people, their age, the living arrangements in which they place themselves, the types of dwellings they choose to live in, and the places available to find employment all play an important role in how much land is needed to accommodate their choices. This chapter of the plan reviews the pertinent trends in population growth, and projected population change that are expected to affect Tipp City and its use of land. Tipp City is the southernmost city along the Interstate 75 corridor in Miami County, and is located 14 miles north of downtown Dayton. Immediate access to Interstate 75 via exits 68 and 69, a major north-south national corridor, close proximity to Interstate 70, a major east-west national corridor, and close proximity to the Dayton International Airport assures that future population trends in the Tipp City community will be influenced by changes in the metropolitan urban area.

## **HISTORICAL TRENDS IN POPULATION**

During the early 1800s, the Miami-Erie canal was the primary method of transportation for both passenger and commercial use. With the introduction of rail service in the 1850s, much of the transportation business was removed from the canal. During these two time periods, development remained compact and dense within towns, thus population increases during these periods were limited primarily to incorporated areas such as Tipp City. As the automobile became a more widespread mode of transportation in the 20th century, highways were improved which allowed people to begin to move outward from the concentrated centers of communities. Since the 1950s, this outward trend has accelerated growth in communities similar to Tipp City that are located on the edge of large urban centers such as Dayton. The dispersion has also caused development to encroach into more accessible unincorporated areas in Monroe Township, that were once used exclusively for farming. Tipp City is one of many towns in the region that were once distinctly separate, but now are becoming one more node within an increasingly larger urban area.

Figure 2-1 illustrates the changes in Tipp City's population between 1910 and 2000. Although there has been a steady increase, large increases in the total population of Tipp City began to occur between 1950 and 1970. This increase was assisted in part by three major factors: the construction of Interstate Route 75 through Miami County, the population increase brought on by the baby boom, and relocation of large segments of population from central cities to small towns and suburban areas. Monroe Township (including Tipp City) also experienced a significant growth in population during the same period. In fact, an almost equal amount of population gain was experienced in the unincorporated part of the township as was experienced in Tipp City.

	Tipp City	Monroe Township	Miami County	Tipp City % of Township	Tipp City % of County
1910	2,038	3,222	45,047	63.3%	4.5%
1920	2,426	3,612	48,428	67.2%	5.0%
1930	2,559	3,798	51,301	67.4%	5.0%
1940	2,879	4,078	52,632	70.6%	5.5%
1950	3,304	4,905	62,000	67.4%	5.3%
1960	4,267	6,785	72,901	62.9%	5.9%
1970	5,090	9,170	84,342	55.5%	6.0%
1980	5,595	11,469	90,381	48.8%	6.2%
1990	6,483	12,690	93,182	51.1%	7.0%
2000	9,221	15,339	98,868	60.1%	9.3%

Figure 2-1

Between 1970 and 2000, population growth of the Miami Valley Region remained somewhat stagnant. Monroe Township, however, was one of the areas of the region that experienced a significant gain in population during this time period. This increase can be attributed to its location on the outer fringe of the urban core, a place where adequate land was available at relatively low cost for housing development and where transportation access was convenient. During this period, only about one-third of the population gain occurred within Tipp City. Rural housing developments without water/sewer services were common in the early stages of this period, and extension of utilities to unincorporated land by both Miami County and Tipp City during the latter part of this time period contributed to this trend. Overall, construction of an adequate volume of new residential housing was maintained in both the city and the township to compensate for the decline in number of persons per household discussed later in this part of the plan.

## POPULATION DENSITY

Figure 2-2 illustrates the population density of Tipp City compared with West Milton, Piqua, and Troy - three local communities comparable in size and location to Tipp City. Tipp City has the lowest density of persons per acre when compared with these other communities. This is probably due to the fact Tipp City had larger amounts of undeveloped land annexed prior to 2000. Although it is the least dense of the four communities, it does have a compact and dense historic downtown. Also included in the density comparison is Miami County, the State of Ohio, and the United States.

	Acreage	Square Miles	Population	Persons Per Acre	Persons Per Square Mile	Acres Per Person
Tipp City	3,873	6.1	9,221	2.4	1,512	0.4
West Milton	1,398	2.2	4,645	3.3	2,111	0.3
Piqua	6,999	10.9	20,738	3.0	1,903	0.3
Troy	5,896	9.2	21,999	3.7	2,391	0.3
Miami County	260,480	407.0	98,868	0.4	243	2.6
Ohio	26,207,000	40,948	11,353,140	0.4	277	2.3
United States	2,264,000,000	3,537,441	281,421,906	0.1	80	8.0

Figure 2-2

## CITY-TOWNSHIP POPULATION RATIO

Figure 2-3 illustrates the proportion of the Tipp City population residing within Monroe Township. This percent steadily increased from 63.3% to 70.6% between 1910 and 1940. During most of this period, residential growth in the township clustered around the employment centers in town and the farm population declined. The clustering was aided by a transportation network that was not well-developed and inconvenient for commuting by auto. This trend was most dramatic between 1930 and 1940 when the unincorporated part of Monroe Township lost 40 persons while Tipp City gained 320 persons.

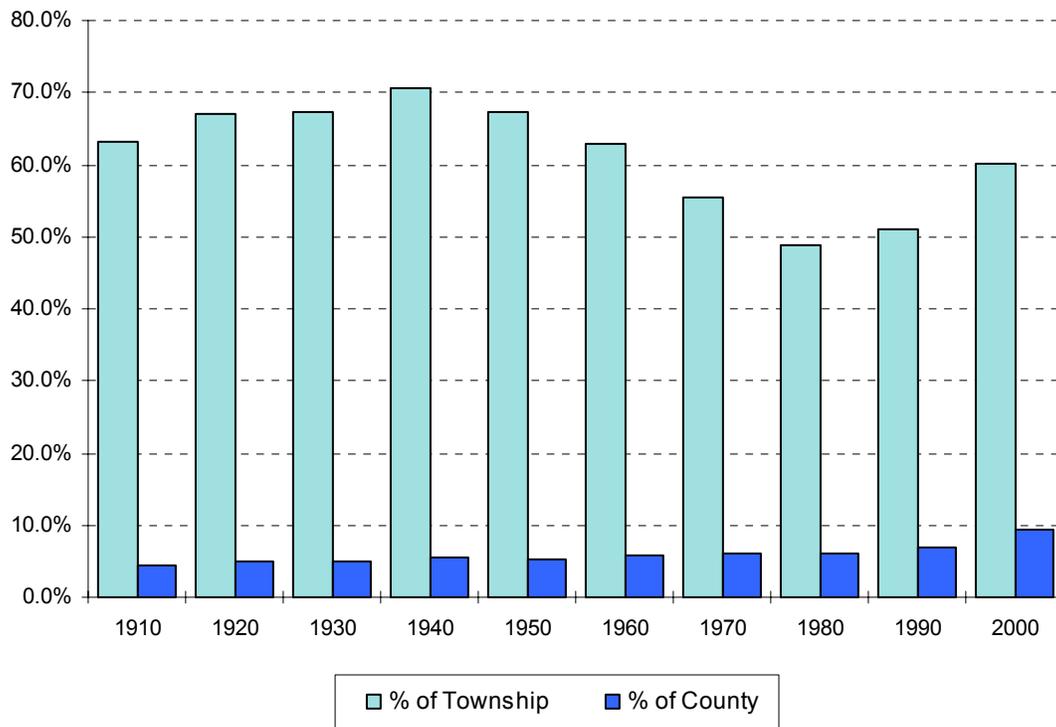


Figure 2-3

The percent of the Tipp City population within Monroe Township dropped steadily between 1940 and 1980 from 70.6% to 48.8%. This drop reflects a trend of dispersal from established communities that has resulted from societal changes in transportation from a railroad/pedestrian orientation to an automobile orientation. Dispersal of growth to suburban areas around large central cities and accessible rural areas has increased because of the extension of utilities to unincorporated areas, rural housing financing, and continued improvement of the rural thoroughfare network.

Between 1990 and 2000, the trend reversed again with Tipp City at 60.1% of the Monroe Township population in 2000. This trend reversal was assisted by a impending change in the State of Ohio annexation law and increased housing construction within the city.

## CITY-COUNTY POPULATION PROJECTIONS

Figure 2-4 shows Tipp City's projected population through 2020. The Ohio Department of Development has projected Miami County's population to be 109,200 in the year 2015. The red graph line shows Tipp City's population projection assuming that its year 2000 percentage of the County's population (9.3%) remains the same through 2020. The green graph line shows the population projection assuming that Tipp City's population will increase at a rate proportionate to its percentage of the County's population from 1970 to 2000. The blue graph line shows the projection assuming that Tipp City's population will increase at a rate proportionate to the City's number change between 1970 and 2000. In all three projections the population is proposed to remain under 13,000 by 2020.

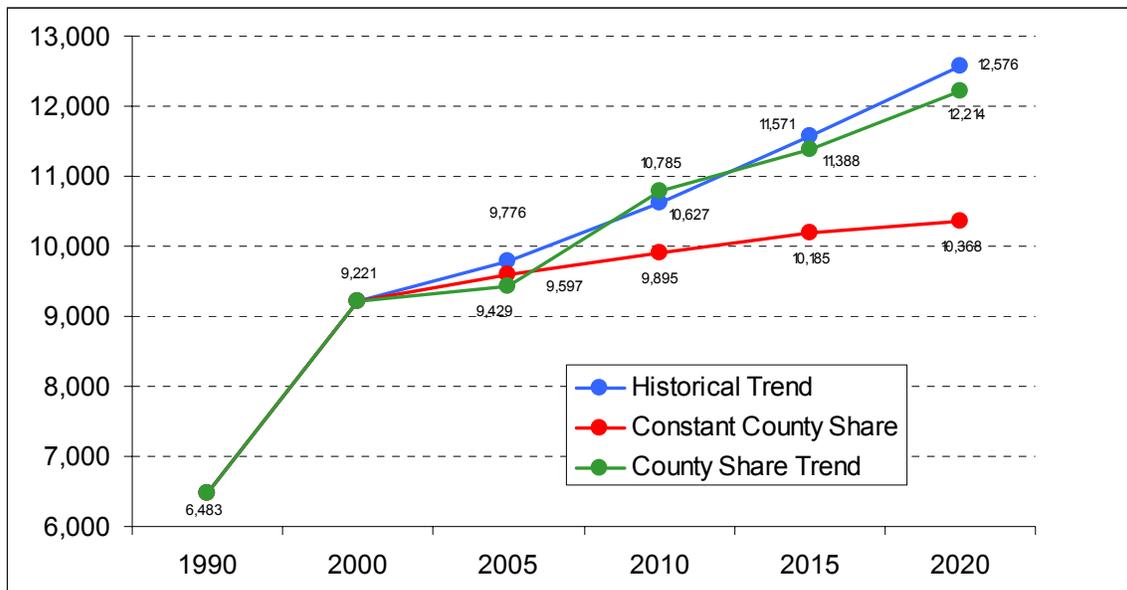


Figure 2-4

## AGE CHARACTERISTICS

The age profile of the population within a community influences the labor supply, the demand on education facilities, the need for various types of social services, and the demand for different types of housing. Figure 2-5 provides a look at the pattern of age distribution of the Tipp City population between 1960 and 2000. Two trends are evident - the appearance and aging of the baby-boom population, and the continued prominence of the 65+ age group. As life spans continue to increase and as the baby-boom generation ages, this bracket will continue to grow tremendously. Social services and housing types to fit the needs of this segment of the population will be important development factors. In addition, many within the 5-14 age group will soon begin to enter the labor force.

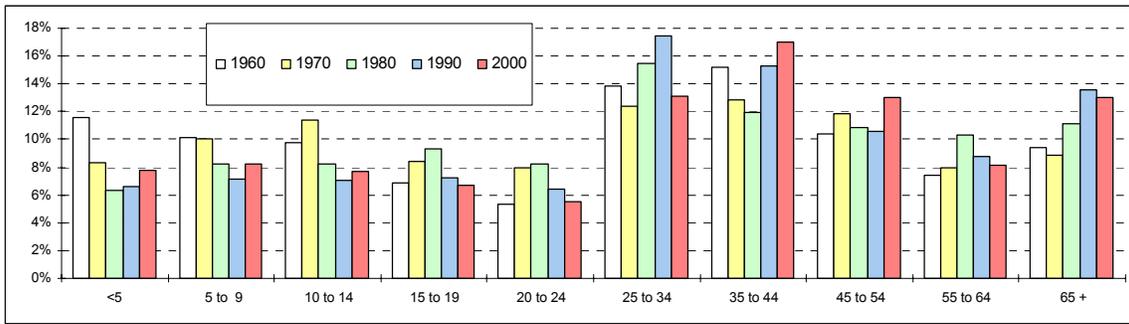


Figure 2-5

Figure 2-6 shows how the age distribution of the Tipp City population compares to the population of Troy, Piqua, Miami County, and the Dayton Metropolitan Statistical Area (MSA) which consists of Clark, Greene, Miami, and Montgomery Counties. Tipp City's population is more concentrated in the 25-44 and 65+ age brackets. The 25-34 and 35-44 age groups represent the baby boomers, which suggests that Tipp City possesses housing, schools, and access to employment opportunities that have been able to attract this major market segment of the population. Tipp City has also been able to attract its share of the 65+ age bracket, although both Troy and Piqua have slightly higher percentages of their population within this age group. Although Tipp City has built additional housing oriented to this age bracket, i.e. at Springmeade, its slightly lower percentage may be due in part to better accessibility to hospital, medical, and social services in the central and northern parts of the county.

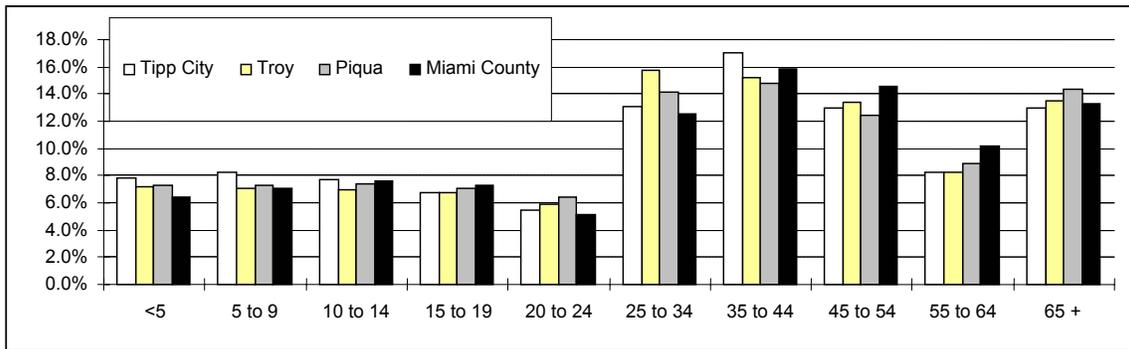


Figure 2-6

As shown in Figure 2-7, Tipp City has a higher median age (35.7) than Troy (35.2), Piqua (35.3), and the Miami Valley Region (35.3). This higher-than-average median age is due in part to its attraction to the baby boom and elderly parts of the population. The only area that has a higher median age is Miami County (37.7), which still has a substantial rural farm population, a population that is characteristically older than average.

<b>Median Age</b>	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>
<b>Tipp City *</b>	<b>28.4</b>	<b>31.6</b>	<b>33.9</b>	<b>35.7</b>
Troy	27.3	29.8	33.3	35.2
Piqua	28.6	29.8	32.1	35.3
Miami County	28.0	30.9	34.3	37.7
Miami Valley Region	27.8	30.1	33.4	35.3

Figure 2-7

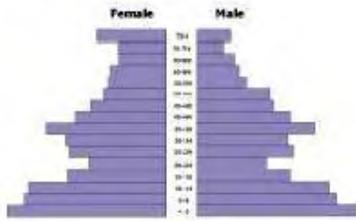
## **AGE - GENDER CHARACTERISTICS**

Each bar graph within Figure 2-8 shows Tipp City's combined age and gender trends for 100% of the population at 1960, 1970, 1980, 1990 and 2000. An explanation of the key demographic characteristic for each decade is also provided. As with Figure 2-5, the 40 year period shows the increase of the middle aged and senior population. Figure 2-9 further shows that Tipp's City's oldest citizens has predominately been females; a trend consistent with the rest of the United States.

Figure 2-9 compares age and gender distribution for Tipp City, Miami County and Ohio in 2000. Tipp City's percentage of female population is greater than Miami County and Ohio in the 0-14, 30-39 and 70+ year categories. In addition, its percentage of male population leads in the 0-9, 30-39 and 80+ year categories. However, both Tipp City's male and female population trails Miami County and Ohio in the 25-29, 40-54 and 60-74 year categories.

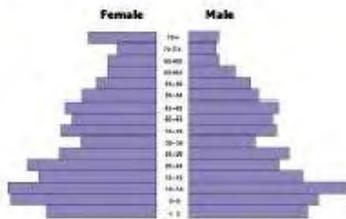
## CHANGE IN TIPP CITY AGE-SEX DEMOGRAPHICS 1960 - 2000

### Age-Sex Pyramid – 1960



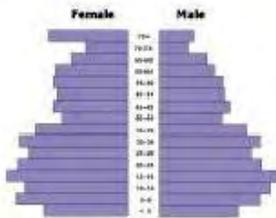
Children in the baby-boom age brackets (under-15) constitute the highest percentages within the Tipp City population. Baby-boomers' parents are the higher percentages within the middle brackets.

### Age-Sex Pyramid – 1970



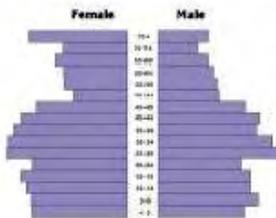
The baby-boom winds down and the highest percentages migrate up the pyramid to the age brackets between 5 and 25 years old.

### Age-Sex Pyramid – 1980



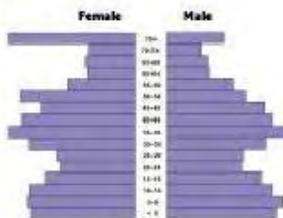
A baby-bust decreases the percentage of population under 5 years. The migration of baby-boomers up between 15 and 35 years old, as well as increases in life span for the higher age brackets, flattens out the percentage differences.

### Age-Sex Pyramid – 1990



The percentages between age brackets is flattened even more due to the ending of the baby-bust and beginning of a new baby-boom, migration of baby-boomers up the pyramid to between 25 and 45 years old, and longer life spans.

### Age-Sex Pyramid – 2000

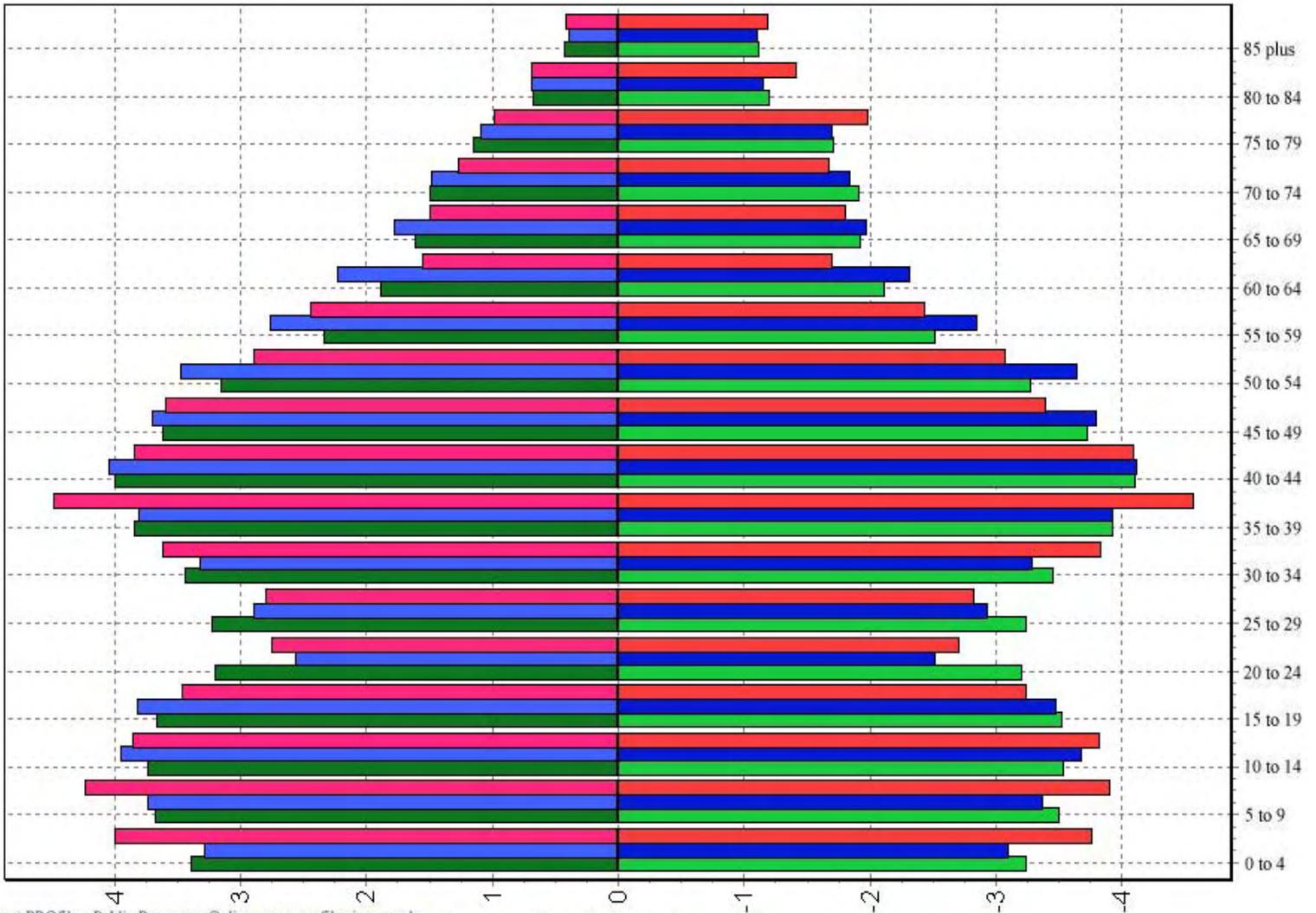


The pyramid has a more variegated look due to the new smaller baby-boom, the baby-busters (Generation X) between the 15-30 age brackets, the baby-boomers between the 35 to 55 age brackets, and a big increase in the highest age bracket.

Figure 2-8

## AGE-SEX DEMOGRAPHICS FOR TIPP CITY, MIAMI COUNTY AND OHIO IN 2000

<p style="color: red; margin: 0;"><b>Tipp City Male</b></p> <p style="margin: 0;">2000 Population: 4,465</p> <p style="color: blue; margin: 0;"><b>Miami County Male</b></p> <p style="margin: 0;">2000 Population: 48,479</p> <p style="color: green; margin: 0;"><b>State of Ohio Male</b></p> <p style="margin: 0;">2000 Population: 5,512,262</p>	<p style="color: red; margin: 0;"><b>Tipp City Female</b></p> <p style="margin: 0;">2000 Population: 4,756</p> <p style="color: blue; margin: 0;"><b>Miami County Female</b></p> <p style="margin: 0;">2000 Population: 50,389</p> <p style="color: green; margin: 0;"><b>State of Ohio Female</b></p> <p style="margin: 0;">2000 Population: 5,840,878</p>
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Midwest PROfiles, Public Resources Online, [www.profiles.iastate.edu](http://www.profiles.iastate.edu)  
Department of Economics, Iowa State University, Ames, Iowa

Figure 2-9

## RACE CHARACTERISTICS

Historically, the Tipp City population has not been racially diverse. As shown by Figure 2-10, the non-white population of Tipp City rose from 0.7% in 1960 to 2.5% in 2000. In terms of actual numbers, the non-white population has increased from 32 in 1960 to 227 in 2000. In comparison, the non-white population in unincorporated Monroe Township has increased from 0 in 1960 to 117 in 2000. Tipp City and Monroe Township both have less diversity than Miami County as a whole. Also, when compared to the Dayton MSA, Ohio and the United States, both Tipp City and Monroe Township are much less racially diverse.

Non-White Percent of Total Population	1960	1970	1980	1990	2000
TIPP CITY	0.7%	0.1%	0.4%	0.8%	2.5%
MONROE TOWNSHIP	0.5%	0.1%	0.4%	0.9%	2.2%
MIAMI COUNTY	1.9%	2.1%	2.4%	2.9%	4.2%
DAYTON MSA	10.2%	11.4%	13.7%	14.8%	17.7%
STATE OF OHIO	8.2%	9.4%	11.1%	12.0%	15.0%
UNITED STATES	11.4%	12.5%	14.0%	19.7%	24.9%

Figure 2-10

## HOUSEHOLD CHARACTERISTICS

As shown in Figure 2-11, all types of households within Tipp City increased in number between 1970 and 2000. The number of households increased approximately 22% between 1970 and 1980, 14% between 1980 and 1990 and 32% between 1990 and 2000. Changes in lifestyle over the past 20 years have resulted in many changes to household patterns. Even though the number of family households has increased, their percentage of all households has been in decline. There has been a growth in both numbers and percentage of single-parent families, one-person households, and non-family households. The percentage of non-family households has doubled in terms of percentage from 1970 to 1990. These trends have resulted in a significant drop in average household size from 3.11 persons in 1970 to 2.51 persons in 2000.

The total number of children living in Tipp City increased from 1,788 to 2,596 between 1970 and 2000. While the proportion of those children living with parents varied less than 1% during the same period, the number of children living with only one parent increased from 8.8% of the 1970 total to 18.8% of the 2000 total. In addition, the number of persons 65+ increased from 452 in 1970 to 1,195 in 2000. Of these individuals, the number living in a family decreased from 65.4% of the 1970 total to 57.5% of the 2000 total. Those living in a non-family group environment, i.e. a nursing home, increased from 2.2% to 7.6% during the same period.

Household Type	1970		1980		1990		2000	
	Number	% Total						
Total Households	1,634	100.0%	2110	100.0%	2,470	100.0%	3,623	100.0%
Family Households	1,386	84.8%	1,580	74.8%	1,713	69.3%	2,541	70.1%
Married Couple	n/a	n/a	1,363	64.5%	1,419	57.4%	2,057	56.8%
Single Female Head	n/a	n/a	189	8.9%	219	8.8%	349	9.6%
Single Male Head	n/a	n/a	28	1.3%	75	3.0%	135	3.7%
Non-Family Households	248	15.1%	520	24.6%	757	30.6%	1,091	30.1%
One Person	n/a	n/a	n/a	n/a	682	27.6%	910	25.1%
Male	n/a	n/a	n/a	n/a	233	9.4%	359	9.9%
Female	n/a	n/a	n/a	n/a	449	18.1%	551	15.2%
Two+ Persons	n/a	n/a	n/a	n/a	75	3.0%	181	5.0%
Persons per Household	3.11		2.65		2.44		2.51	

Group Quarters Population								
Total	13	100.0%	13	100.0%	0	0.0%	107	100.0%
Institutional	0	0.0%	13	100.0%	0	0.0%	95	88.8%
Other	13	100.0%	0	0.0%	0	0.0%	12	11.2%

Children & Family Structure	1970		1980		1990		2000	
	Number	% Total	Number	% Total	Number	Number	% Total	Number
Total Children (under age 18)	1,788	100.0%	1,592	100.0%	1,526	100.0%	2,596	100.0%
Living with Parents	1,732	96.8%	1,492	93.7%	1,432	93.8%	2,489	95.9%
Married Couple Families	1,573	87.9%	1,265	79.4%	1,178	77.1%	2,010	77.4%
Single Parent Families	159	8.8%	227	14.2%	254	16.6%	479	18.5%
Not Living with Parents	56	3.1%	100	6.2%	94	6.1%	107	4.1%

Elderly & Family Structure								
Total Persons Age 65+	452	100.0%	624	100.0%	817	100.0%	1,195	100.0%
Living in Family	296	65.4%	394	63.1%	487	59.6%	687	57.5%
Head of Family	152	33.6%	207	33.1%	275	33.6%	369	30.9%
Spouse/Other Relative	144	31.8%	180	28.8%	188	23.0%	318	26.6%
Living Outside of Families	156	34.5%	230	36.8%	330	40.3%	417	34.9%
Living Alone	136	30.0%	n/a	n/a	325	39.7%	320	26.8%
Multi-Person Household	20	4.4%	n/a	n/a	5	0.6%	6	0.5%
Group Quarters	10	2.2%	13	2.0%	0	0.0%	91	7.6%

Figure 2-11

Figure 2-12 compares Tipp City's 2000 household profile and with those of Troy, Piqua, Miami County, and the Dayton MSA. Tipp City has a higher percentage of married couples when compared to Troy, Piqua and the Dayton MSA, while having a smaller percentage of one-person households than any of the other areas except Miami County. In addition, despite its significant decline from 1970 to 2000, Tipp City still has a greater average household size than all the areas except Miami County.

<b>Household Type</b>	<b>Tipp City</b>	<b>Troy</b>	<b>Piqua</b>	<b>Miami County</b>	<b>Dayton MSA</b>
Total Households	100.0%	100.0%	100.0%	100.0%	100.0%
Family Households	70.1%	66.0%	67.6%	72.7%	66.7%
Married Couple	56.8%	49.8%	50.4%	59.5%	50.3%
Single Female Head	9.6%	12.7%	12.9%	9.7%	12.7%
Single Male Head	3.7%	3.4%	4.4%	3.6%	3.8%
Non-Family Households	30.1%	34.0%	32.4%	27.3%	33.3%
One Person	25.1%	29.1%	27.3%	23.2%	27.9%
Male	9.9%	12.0%	10.4%	9.8%	11.9%
Female	15.2%	17.1%	16.8%	13.4%	16.0%
Two+ Persons	5.0%	4.9%	5.1%	4.1%	5.4%
Persons Per Household	2.51	2.40	2.47	2.54	2.43

Figure 2-12

# CHAPTER 3

## Housing Trends



*Home on Greensward Drive*

## INTRODUCTION

Analysis of the housing stock of a community is an important factor in developing a community plan. The types of dwelling units, their age, condition, and cost all play into the desirability of preservation, rehabilitation, or demolition of existing housing and into the demand for vacant land to construct new housing. This part of the plan presents a brief look at Tipp City's housing stock.

## TYPE OF DWELLING UNIT

Like most other communities and the region as a whole, the dominant type of dwelling unit in Tipp City is the single-family home. As shown in Figure 3-1, single-family dwellings account for over two-thirds of the total housing stock of the community. Condominiums, doubles, and apartments in buildings with less than ten units make up about 28% of the housing stock, and about 5% are in large apartments with ten or more units in a structure. Tipp City's percentage of single-family housing is less than that of Piqua and Miami County as a whole, but is comparable to Troy and West Milton. Figure 3-1 also shows Tipp City's single-family/multiple-family mix is in the middle of the range for the northern suburbs in the Dayton area.

	Single Family	Two Family*	Small Apartments*	Large Apartments*	Mobile Homes
<b>Tipp City</b>	<b>68.0%</b>	<b>12.1%</b>	<b>14.0%</b>	<b>5.5%</b>	<b>0.4%</b>
Union	86.6%	9.5%	2.4%	1.4%	0.0%
Huber Heights	82.5%	3.9%	12.0%	1.6%	0.1%
Piqua	72.2%	11.0%	10.6%	5.8%	0.4%
Troy	67.6%	10.1%	16.4%	5.3%	0.1%
Englewood	69.4%	10.5%	13.8%	6.0%	0.3%
West Milton	68.3%	12.8%	13.9%	4.2%	0.9%
Vandalia	63.9%	7.0%	22.2%	6.8%	0.0%
Trotwood	66.8%	5.5%	13.0%	12.6%	2.0%
Dayton	59.5%	11.3%	15.2%	13.0%	1.1%
Fairborn	54.5%	11.3%	17.4%	14.3%	2.5%
Dayton MSA	68.9%	8.6%	12.2%	8.1%	2.1%
Miami County	77.7%	7.9%	9.2%	3.2%	1.9%
Ohio	67.4%	9.0%	9.6%	9.4%	4.6%

NOTE: Does not include miscellaneous types of housing (rail cars, campers, RVs, etc.)

\* Two-Family includes single-family attached, small apartments include buildings with 3-9 units, and large apartments include buildings with 10+ units.

Figure 3-1

Tipp City has approved many new residential developments during the 1990s, adding approximately 1,000 new dwelling units to the total housing stock. Of this new housing, approximately 60% is single-family homes, about 30% consists of

doubles or small apartments, and about 10% of the units are in apartment buildings with ten or more units. These new developments, therefore, have not brought about any significant change in the housing mix.

## AGE OF HOUSING STOCK

The age of the housing stock is an indicator of the need for property maintenance incentives/codes to maintain the overall character and general condition of a community. Figure 3-2 shows the relative age of housing units within Tipp City. The greatest number of dwelling units is now found within structures built in Tipp City since 1990, accounting for approximately 30% of the total. This situation reflects the community's growth during the 1990s and supports the fact that Tipp City is in an area now being affected by the expansion of the Dayton urban area. The second largest part of the housing stock, about one-fifth of all the housing structures, was built before 1939. This older part of the housing stock is more than 60 years old now. Property maintenance incentives/codes should be used to keep this older housing inventory in good shape.

	NUMBER		PERCENT OF TOTAL	
	1990	2000	1990	2000
1939 or Earlier	655	781	24.8%	20.6%
1940 to 1959	505	505	19.1%	13.3%
1960 to 1969	380	410	14.4%	10.8%
1970 to 1979	564	591	21.3%	15.6%
1980 to 1989	538*	366	20.4%	9.6%
1990 to 2000	-	1,142	-	30.1%
TOTAL	2,642	3,795	100.0%	100.0%

\* Includes units built up to March 2000.

Figure 3-2

## HOUSING TENURE

Housing tenure refers to the status of the householder in an occupied housing unit, either as an owner or a renter. Figure 3-3 shows the trend for Tipp City between 1960 and 2000, as well as a comparison between Tipp City and selected areas. Homeownership in Tipp City gained in 2000 after dropping since 1960. In 2000, the housing tenure of Tipp City was comparable to the region as a whole, with about 63% owner-occupied units and about 32% renter-occupied units. When compared with the other selected areas in the northern part of the region, Tipp City has an average percentage of owner-occupied housing. Only Troy, Trotwood and Piqua have significantly lower ownership rates. The gain in homeownership over the last decade can be attributed to the significant number of new single-family homes added to the housing stock.

	OCCUPIED UNITS		VACANT UNITS
	OWNER	RENTER	
<i>Tipp City - 1960</i>	74.0%	21.9%	4.1%
<i>Tipp City - 1970</i>	66.8%	29.0%	4.2%
<i>Tipp City - 1980</i>	66.5%	29.3%	4.2%
<i>Tipp City - 1990</i>	58.3%	35.2%	6.5%
<b>Tipp City - 2000</b>	<b>63.2%</b>	<b>32.4%</b>	<b>4.4%</b>
Union	82.3%	13.7%	4.0%
Englewood	69.4%	25.9%	4.7%
Huber Heights	69.4%	26.9%	3.7%
Miami County	68.6%	26.2%	5.2%
Ohio	64.2%	28.7%	7.1%
Vandalia	62.6%	33.5%	3.9%
Dayton MSA	62.5%	30.5%	7.0%
West Milton	62.2%	32.4%	5.4%
Piqua	58.8%	34.1%	7.0%
Trotwood	57.8%	34.6%	7.6%
Troy	56.6%	37.3%	6.1%

Figure 3-3

## MOBILITY OF RESIDENTS

Mobility of residents refers to how often they move from place to place. One myth about neighborhoods was typically the longer residents stay in one residence, the more rounded and stable the neighborhood. Figure 3-4 shows the mobility of Tipp City residents compared with other selected areas for the 2000 Census. Of the occupied housing units in 2000, 55% had the same household residing in them for less than 5 years. About 16% of the housing units have had the same household for 5 to 10 years, and about 26% for 11 years or more. Although no block group information was available for this study, other similar studies have shown a 50% turnover within five years is prevalent even in many stable neighborhoods, and a strong correlation cannot usually be made between length of stay at a particular residence and stability of the neighborhood. Tipp City has the highest mobility rate for the compared areas, primarily due to the large number of housing units constructed during the 1990s.

	YEARS IN CURRENT HOUSING UNIT				
	>30	21-30	11-20	5-10	<5
<b>Tipp City</b>	<b>8.7%</b>	<b>7.8%</b>	<b>9.2%</b>	<b>16.3%</b>	<b>55.0%</b>
Troy	10.1%	8.2%	13.9%	14.3%	53.4%
Vandalia	10.1%	10.6%	13.8%	14.0%	51.5%
West Milton	7.2%	10.6%	16.8%	14.2%	51.3%
Union	9.0%	10.2%	15.9%	15.1%	49.7%
Dayton	12.1%	10.0%	14.1%	14.1%	49.7%
Piqua	14.0%	10.8%	12.3%	13.4%	49.5%
Englewood	7.7%	11.9%	18.2%	15.5%	46.8%
Dayton MSA	11.6%	11.4%	15.3%	15.4%	46.2%
Huber Heights	7.9%	13.7%	17.0%	16.0%	45.3%
Ohio	12.5%	11.1%	15.4%	16.0%	45.1%
Miami County	12.3%	12.2%	15.8%	15.5%	44.3%
Trotwood	10.8%	15.8%	14.1%	15.0%	44.2%

Figure 3-4

## VALUE OF HOUSING AND MEDIAN RENT

The housing value in Tipp City, as shown in Figure 3-5, is significantly higher than the selected areas for comparison, including the Dayton MSA. The median value of housing in Tipp City is \$129,400, compared with Miami County's median housing value of \$109,600. The Dayton MSA has a median housing value of \$99,000. The value of housing in Tipp City is also significantly higher than Piqua (\$84,000) and Troy (\$98,700). High housing value and affluence of a community are related, in this case as homebuyers looking to move into new areas on the northern edge of the Dayton urban area found Tipp City during the 1990s. Tipp City has an advantageous location in relation to employment centers and is not far from major shopping areas in Troy and Huber Heights. Its location provides for convenient access to downtown Dayton and the remainder of the metropolitan area, which in turn increases the demand and value for housing. Generally, the newer the housing stock, the higher the value. As mentioned previously, over 40% of the Tipp City housing stock is less than 20 years old, which also tends to contribute to its relatively high median value.

	MEDIAN HOUSE VALUE			MEDIAN GROSS RENT		
	1980	1990	2000	1980	1990	2000
<b>Tipp City</b>	<b>\$46,300</b>	<b>\$71,300</b>	<b>\$129,400</b>	<b>\$171</b>	<b>\$352</b>	<b>\$524</b>
Vandalia	\$50,500	\$76,600	\$115,200	\$191	\$333	\$506
Englewood	\$56,100	\$78,800	\$113,600	\$199	\$360	\$559
Miami County	\$43,300	\$64,400	\$109,600	\$158	\$291	\$522
Ohio	\$44,900	\$63,200	\$103,700	\$167	\$296	\$515
Dayton MSA	\$43,200	\$65,300	\$99,000	\$163	\$310	\$526
Troy	\$41,800	\$60,300	\$98,700	\$166	\$303	\$537
West Milton	\$42,400	\$61,900	\$96,900	\$166	\$266	\$514
Huber Heights	\$45,000	\$64,900	\$92,600	\$234	\$438	\$651
Union	\$41,600	\$58,600	\$90,700	\$226	\$352	\$642
Piqua	\$33,600	\$46,200	\$84,000	\$152	\$282	\$504
Dayton	\$28,000	\$43,200	\$67,300	\$135	\$252	\$448

Figure 3-5

Median gross rent in Tipp City does not follow the same basic pattern as the value of housing. Figure 3-5 shows the median gross rent in Tipp City to be \$524, with the highest being Huber Heights at \$651 and Union at \$642. Also, with a very high ownership percentage, the smaller market available to rent probably causes the higher rents in Union. Communities with higher median rents typically have a number of single-family structures for rent, larger duplex units, and apartment complexes with finer amenities. Tipp City, on the other hand is more typical of communities that have not attracted the larger duplexes or upscale apartments.

# CHAPTER 4

## Economic Trends



*Downtown Tipp City*

## INTRODUCTION

The economy plays a central role in maintaining the vitality and quality of life within a community. A healthy economy creates good paying jobs, providing economic opportunities to all citizens. The economy also supports the tax base, providing for schools, police, fire protection, parks and many other community facilities and services.

## LABOR FORCE PARTICIPATION

The labor force is composed of all persons 16 years of age and older who are classified as either employed or unemployed. According to US Census Bureau definitions, employed individuals are those “at work” or “with a job but not at work” and unemployed persons are those “looking for work” or “available to accept a job.” The following brief analysis provides a look at the Tipp City labor force, which has grown along with the community’s population total. Figure 4-1 shows the labor force participation rates by gender for Tipp City and other selected areas in 1980, 1990 and 2000. Tipp City has a higher participation rate than all of the selected areas except West Milton. Figure 4-1 also shows a continued increase in the percentage of females participating in the labor force, with a dramatic increase between 1990 and 2000.

	Males Age 16+			Females Age 16+			Total Age 16+		
	1980	1990	2000	1980	1990	2000	1980	1990	2000
<b>Tipp City</b>	<b>77.5%</b>	<b>79.9%</b>	<b>79.1%</b>	<b>55.4%</b>	<b>58.0%</b>	<b>65.4%</b>	<b>65.6%</b>	<b>68.3%</b>	<b>71.9%</b>
Piqua	77.9%	75.8%	75.9%	47.8%	55.2%	59.2%	61.6%	64.6%	66.9%
Troy	78.9%	75.2%	73.3%	50.4%	58.2%	63.4%	63.6%	66.2%	68.1%
West Milton	77.9%	76.6%	79.9%	53.0%	53.1%	69.0%	64.7%	64.0%	74.0%
Miami County	78.7%	77.4%	75.7%	49.6%	57.3%	62.2%	63.4%	66.9%	68.7%
Dayton MSA	77.8%	74.3%	71.2%	49.5%	56.0%	59.3%	63.0%	64.7%	64.9%
Ohio	76.0%	73.2%	71.7%	48.0%	54.7%	58.5%	61.3%	63.5%	64.8%
USA	77.9%	76.1%	70.7%	51.6%	57.5%	57.5%	64.2%	66.4%	63.9%

Figure 4-1

Figure 4-2 shows the labor force size of Tipp City and other selected areas in 2000, as well as the percent unemployed of the civilian labor force, and percent of total labor force in the armed forces. Tipp City's 2.0% unemployment rate was lowest among all the jurisdictions surveyed, which can be attributed to its ability to attract working households as well as commercial and industrial facilities.

	Total Persons 16+ Years of Age	In Civilian Labor Force	Percent Unemployed	Percent In Armed Forces
<b>Tipp City</b>	<b>6,939</b>	<b>4,986</b>	<b>2.0</b>	<b>0.1</b>
Troy	17,013	11,565	3.3	0.1
Piqua	15,897	10,641	4.3	0.0
Englewood	9,719	6,271	3.4	0.1
Union	3,996	3,017	3.3	0.2
Vandalia	11,620	7,837	2.8	0.1
Sidney	15,161	10,231	4.1	0.0
Huber Heights	29,022	19,933	4.6	1.3
Miami County	76,287	52,347	3.1	0.0
Dayton	128,872	76,216	9.3	0.4
Dayton MSA	741,911	481,743	3.3	0.7
State of Ohio	8,788,494	5,684,790	5.0	0.1
USA	217,168,077	137,668,798	3.7	0.5

Figure 4-2

Figure 4-3 shows the increase in the size of the Tipp City labor force between 1970 and 2000, and the increasing percentage of the workforce that is female. Both trends are consistent with general society trends. About 55% of the increase in the Tipp City labor force since 1970 has been female. After changing dramatically in the 1970s, the male-female ratio of the labor force remained somewhat the same.

	Male	Female	Total	% Male	% Female
1970	1,361	843	2,204	61.8%	38.2%
1980	1,504	1,263	2,767	54.4%	45.6%
1990	1,737	1,438	3,175	54.7%	45.3%
2000	2,637	2,359	4,986	52.9%	47.3%

Figure 4-3

## EDUCATIONAL ATTAINMENT

Educational attainment is often used by business to assess the type of labor force available in an area. For example, engineering and research establishments tend to gravitate toward areas with sufficient numbers of persons with higher levels of educational attainment. Figures 4-4 illustrates the educational attainment of persons 25 years or older in Tipp City and other selected areas from 1970 to 2000. Tipp City has a higher percentage of high school graduates than Piqua, Troy, Miami County, Dayton SMA, Ohio, and the nation. Only Monroe Township has a higher percentage of high school graduates. While educational attainment has generally risen between 1980 and 2000 in all areas, Figure 4-4 shows a significant gain in the educational attainment of Tipp City's adult population. This gain can be attributed in part to the new residential growth attracted to the community during that time period. New single-family housing starts, usually with higher values than the remainder of the housing stock, are usually generated by people with higher income and educational attainment. This seems to be especially true for Monroe Township.

		Tipp City	Piqua	Troy	Monroe Township	Miami County	Dayton MSA	Ohio	USA
1970	High School Graduates	66.3%	49.1%	59.0%	64.5%	55.5%	56.2%	53.2%	52.3%
1970	Bachelor's Degree Or Higher	9.7%	5.5%	8.8%	9.3%	6.9%	11.0%	9.3%	10.7%
1980	High School Graduates	69.6%	60.5%	66.9%	74.1%	66.9%	69.9%	67.0%	66.3%
1980	Bachelor's Degree Or Higher	10.6%	7.4%	13.1%	14.1%	15.8%	15.8%	13.7%	17.0%
1990	High School Graduates	80.0%	69.5%	76.5%	84.5%	76.6%	77.6%	75.7%	75.2%
1990	Bachelor's Degree Or Higher	13.1%	9.0%	16.9%	19.0%	14.1%	19.1%	17.0%	20.3%
2000	High School Graduates	89.4%	74.6%	81.4%	89.6%	82.7%	83.7%	83.0%	80.4%
2000	Bachelor's Degree Or Higher	23.2%	9.9%	17.1%	22.9%	16.3%	22.1%	21.1%	24.4%

Figure 4-4

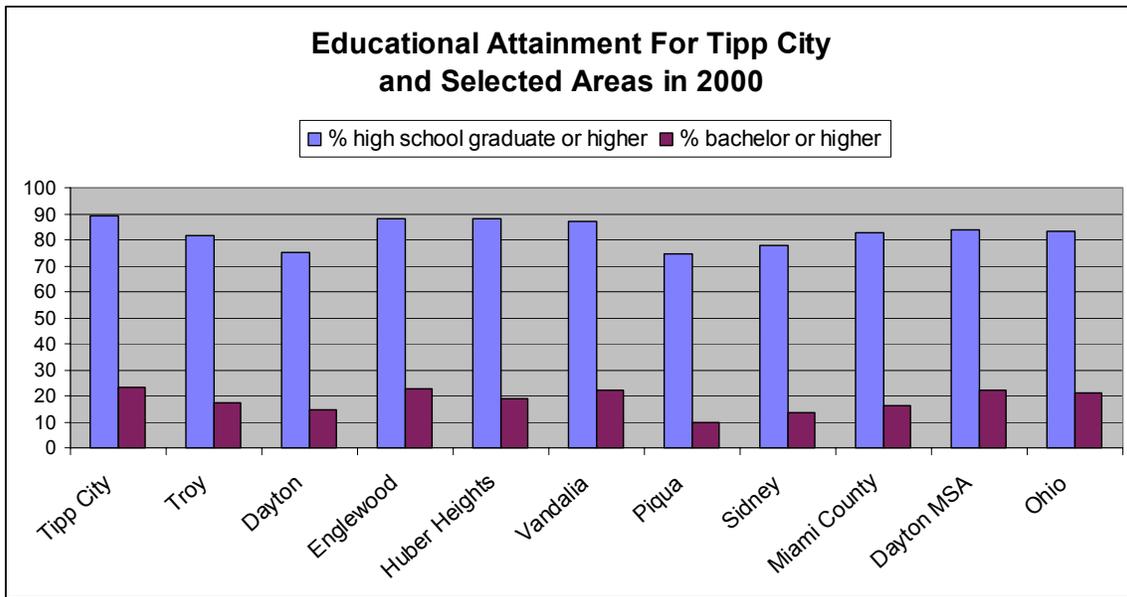


Figure 4-5

Figure 4-5 shows that compared with many other jurisdictions in the northern Miami Valley Region, Tipp City had one of the higher percentage of high school graduates in 2000. It also had one of the higher percentage of persons with an educational attainment at a bachelor degree level or higher. Tipp City's percentage of college graduates with at least a Bachelor's degree increased from 13.1% in 1990 to 23.2% in 2000.

## INDUSTRY OF EMPLOYED RESIDENTS

Manufacturing has traditionally been the principal sector for employed residents of Tipp City. Because significant economic changes have occurred in society over the last few decades, industrial sectors shown in the 2000 Census are not comparable to previous years. The new classification scheme is shown in Figure 4-6. It shows the Tipp City labor force is more aligned with regional and national trends than Miami County as a whole. The service sector is the largest sector at just over 42%. Manufacturing and retail trade are second and third, respectively, followed by the transportation, communications, utilities, and information sector. The Meijer Distribution Center helps to make Tipp City more concentrated in the wholesale trade sector. Diversification is considered healthy for the local economy, since extreme dependence upon the fluctuations of a given sector like manufacturing is risky. Tipp City is following the national trend of moving from a manufacturing-based economy to one of information delivery, research and development, service and freight movement. The housing boom in the 1990s allowed many workers in these sectors to make Tipp City their home.

	YEAR 2000 COMPARISON				
	Tipp City	Miami Co.	Dayton MSA*	Ohio	USA
	Pct.	Pct.	Pct.	Pct.	Pct.
Agriculture, Forestry, Fishing & Mining	0.0%	1.2%	0.5%	1.1%	1.9%
Construction	3.8%	5.9%	5.4%	6.0%	6.8%
Manufacturing	23.4%	29.4%	19.1%	20.0%	14.1%
Wholesale Trade	5.1%	3.7%	3.2%	3.6%	3.6%
Retail Trade	13.1%	11.7%	12.0%	11.9%	11.7%
Transportation, Warehousing, Utilities & Information	7.4%	6.6%	7.1%	7.3%	8.3%
Finance, Insurance, & Real Estate	3.6%	4.0%	5.0%	6.3%	6.9%
Services	42.1%	33.7%	41.7%	39.7%	42.0%
Professional, Scientific, Management, Administrative & Waste Management	10.0%	6.7%	9.0%	8.0%	9.3%
Educational, Health & Social	15.6%	15.8%	20.8%	19.7%	19.9%
Arts, Entertainment, Recreation, Accommodation & Food	7.7%	6.8%	7.5%	7.5%	7.9%
Other Services	5.2%	4.4%	4.4%	4.5%	4.9%
Public Administration	3.0%	3.8%	5.9%	4.1%	4.8%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%

Figure 4-6

## OCCUPATION OF EMPLOYED RESIDENTS

Several factors affect the occupations of a given population. They include the demand for specific disciplines in the overall metropolitan employment market, the need for industries to support the basic manufacturing activities of that overall market, and the community's attractiveness as a place to live. As shown in Figure 4-7, the occupational profile of employed residents of Tipp City was unique in the year 2000. As with the industrial sector examination, comparison with previous years is not made due to changes in classification by the US Census Bureau. Management, professional and related occupations was the largest category, with the second largest being sales and office. Tipp City also has a significant concentration in the production, transportation and material moving category, reflecting the traditional manufacturing base in Ohio and the region. Tipp City, however, has diversified from that sector significantly more than Miami County. Again, the interrelatedness between the local housing boom of the 1990s and the local economy is evident.

	Tipp City	Miami Co.	Dayton MSA*	Ohio	US
	Pct.	Pct.	Pct.	Pct.	Pct.
Management, Professional & Related	34.6%	29.1%	32.8%	31.0%	33.6%
Service	11.2%	12.8%	14.6%	14.6%	14.9%
Sales & Office	28.1%	25.5%	26.3%	26.4%	26.7%
Farming, Fishing & Forestry	0.2%	0.6%	0.2%	0.3%	0.7%
Construction, Extraction & Maintenance	6.2%	8.0%	7.9%	8.7%	9.4%
Production, Transportation & Material Moving	19.8%	24.1%	18.1%	19.0%	14.6%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%

Figure 4-7

## COMMUTING PATTERNS

At the time of this plan update, the US Census Bureau had not released the Year 2000 data from the U.S. Census Transportation Planning Package (CTPP) As shown by Figure 4-8, 835 people both lived and worked in Tipp City in 1990. This constitutes 28.5% of the working residents of the city and 21.5% of those who worked in the city. A large portion of working Tipp City residents, approximately 41%, commuted to jobs in Montgomery County and about half of those worked in the City of Dayton. West Milton is the only other large Miami County community having a higher percentage of working residents who commute to Montgomery County (53%) than Tipp City. Troy was the only other significant destination from Tipp City in 1990, capturing about 14% of the commuters. According to the 1990 CTPP, no working residents of Tipp City commuted to either Darke County or Champaign County.

Figure 4-8 also illustrates the 1990 commuting patterns for people who work in Tipp City. Of the 3,877 people who work in Tipp City, 71% are residents of Miami County and about 22% are residents of Tipp City. The only other areas significantly contributing to the Tipp City workforce are Montgomery County with about 18% and Troy with about 15% of the total. Just over 5% commute in from Clark County.

Summarizing the data in Figure 4-8, Tipp City has a significant number of worker-residents, pulls more workers from Troy than it exports, and exports a significant number of workers to Montgomery County, despite pulling about one-fifth of its workforce from Montgomery County.

Working Residents of Tipp City			Persons Working in Tipp City		
Place of Work			Place of Residence		
	Number	Percent		Number	Percent
Miami County	1,560	53.3%	Miami County	2,754	71.0%
Tipp City	835	28.5%	Tipp City	835	21.5%
Troy	408	13.9%	Troy	591	15.2%
Piqua	34	1.2%	Piqua	97	2.5%
West Milton	18	0.6%	West Milton	64	1.7%
Covington	33	1.1%	Covington	18	0.5%
Montgomery County	1,191	40.7%	Montgomery County	711	18.3%
Dayton	637	21.8%	Dayton	70	1.8%
Shelby County	9	0.3%	Shelby County	23	0.6%
Greene County	42	1.4%	Greene County	43	1.1%
Clark County	67	2.3%	Clark County	196	5.1%
Darke County	0	0.0%	Darke County	57	1.5%
Champaign County	0	0.0%	Champaign County	39	1.0%
Other	56	1.9%	Other	54	1.4%
Total Working Residents	2,925	100.0%	Total Workers	3,877	100.0%

Year 2000 Census CTPP data was not available at time of publication.

Figure 4-8

## RELATIVE IMPORTANCE OF SELECTED ECONOMIC SECTORS

Figure 4-9 shows the importance of the major sectors of the Tipp City economy during the period from 1982 to 1997. These major sectors include manufacturing, wholesale trade, retail trade, and selected services. Manufacturing and retail trade have historically been the most significant of the four selected sectors. Manufacturing has remained the most dominant part of the local economy and Tipp City increased its share to almost 10% of the Miami County manufacturing sector in 1997. Although retail trade is also significant, it has maintained only a flat growth rate since 1982. In addition, Tipp City's share of the Miami County retail trade sector has continually decreased since 1982. Its share decrease can be attributed to the significant growth of the retail concentration in Troy to the west of the State Route 41 interchange at I-75 since 1987. The services sector in Tipp City experienced significant growth and an increased share of Miami County's total between 1982 and 1992. The 1997 services data, however, is not comparable to earlier years. Wholesale trade has traditionally been less significant in Tipp City because of the tendency for large wholesalers to locate in more populous counties. That trend, however, reversed with the construction of the Meijer Distribution Center, and the disclosure restrictions on the 1997 wholesale trade data for Tipp City probably result from its dominance. Additional wholesale sector growth is a possibility in Tipp City due to northward growth of the Dayton urbanized area and its proximity to the Dayton International Airport and the I-70/I-75 interchange.

	1982		
	Receipts (\$1,000)*	Percent of Tipp City Total	Percent of Miami Co. Total **
Manufacturing	77,700	45.4%	7.9%
Wholesale Trade	19,315	11.3%	8.7%
Retail Trade	68,698	40.1%	18.8%
Selected Services	5,513	3.2%	8.8%
TOTAL	171,226	100.0%	

	1987		
	Receipts (\$1,000)*	Percent of Tipp City Total	Percent of Miami Co. Total **
Manufacturing	130,700	62.4%	8.2%
Wholesale Trade	19,245	9.2%	5.9%
Retail Trade	49,870	23.8%	9.3%
Selected Services	9,709	4.6%	9.2%
TOTAL	209,524	100.0%	

	1992		
	Receipts (\$1,000)*	Percent of Tipp City Total	Percent of Miami Co. Total **
Manufacturing	151,500	60.7%	7.9%
Wholesale Trade	23,283	9.3%	4.2%
Retail Trade	54,728	21.9%	8.6%
Selected Services	19,876	8.0%	11.2%
TOTAL	249,387	100.0%	

	1997		
	Receipts (\$1,000)*	Percent of Tipp City Total	Percent of Miami Co. Total **
Manufacturing	257,963		9.9%
Wholesale Trade	(D)		
Retail Trade	53,214		6.3%
Selected Services			
TOTAL			

\* Data is "value of shipments" for manufacturing sector, "receipts" for selected services sector, and "sales" for wholesale and retail trade sectors.

(D) = Information withheld for disclosure purposes.

Shaded cells mean no information available or comparable

Figure 4-9

## HOUSEHOLD, FAMILY AND PER-CAPITA INCOME

Income is linked to many other economic factors such as housing, labor force profile, industrial mix, access to employment areas, and ability to attract commercial and service enterprises. As illustrated in Figure 4-10, a significant share of households in Tipp City was skewed toward the higher income brackets in 2000. The share of Tipp City households in the \$75,000 and above income range is significantly higher than Troy or Piqua and higher than Miami County, the Dayton MSA and Ohio. Such was not the case in 1990, where Tipp City was below all the selected comparison areas, except Piqua. Monroe Township has maintained a higher share in the upper income brackets as compared to Tipp City, but the gap narrowed significantly over the last decade. This shows that affluent households have been concentrating in the southern part of Miami County's I-75 corridor, and have switched from primarily locating outside of the incorporated area to inside the city.

	TIPP CITY	PIQUA	TROY	MONROE TWP.	MIAMI COUNTY	DAYTON MSA	OHIO
< \$10,000	5.0%	10.0%	7.2%	3.6%	6.1%	8.9%	9.1%
\$10,000-14,999	6.5%	7.4%	7.0%	5.2%	5.8%	5.8%	6.4%
\$15,000-24,999	10.4%	16.9%	15.2%	8.8%	12.6%	13.3%	13.4%
\$25,000-34,999	12.0%	14.6%	15.3%	10.8%	13.8%	13.5%	13.6%
\$35,000-49,999	17.1%	20.3%	18.7%	18.7%	18.7%	17.3%	17.3%
\$50,000-74,999	20.6%	19.2%	21.0%	24.1%	22.7%	20.6%	20.4%
\$75,000-99,999	14.4%	6.0%	9.2%	13.4%	10.8%	10.5%	10.0%
\$100,000+	14.0%	5.5%	6.5%	15.4%	9.5%	10.0%	9.8%
TOTAL	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Figure 4-10

Figure 4-11 shows the median household, median family, and median per-capita incomes for Tipp City and selected areas for 2000. Tipp City's median household income of \$48,675 was lower than Monroe Township, but higher than all of the other compared areas. Miami County had a higher median household income in 1990, but not in 2000, showing Tipp City attracting higher income households over the last decade. Tipp City's median family income was the highest for the compared areas in 2000, including Monroe Township. In 1990, it was lower than both Monroe Township and Miami County. This shows the income increase in Tipp City households over the last decade was strongly affected by attracting higher-income families. The median per-capita income for Tipp City was significantly higher than all of the compared areas except Monroe Township in 2000. The population chapter indicated the elderly in Tipp City were not in group quarters such as nursing homes. This situation could offset the lower incomes associated with younger single-person households to elevate the median per-capita income.

In looking at all three income comparisons, Tipp City has become one of the more affluent areas in Miami County, as well as the northern part of the region. It has also experienced a widening income gap with Troy and Piqua, the other two major communities in Miami County.

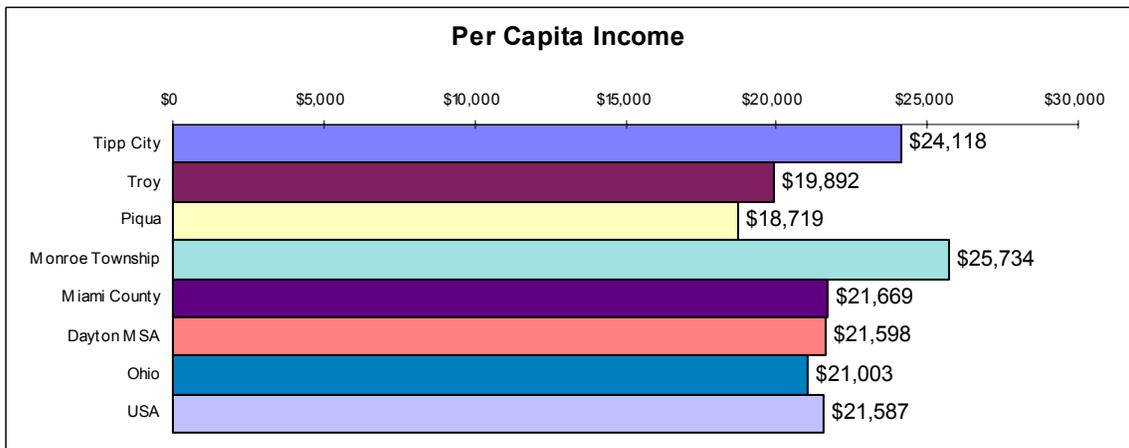
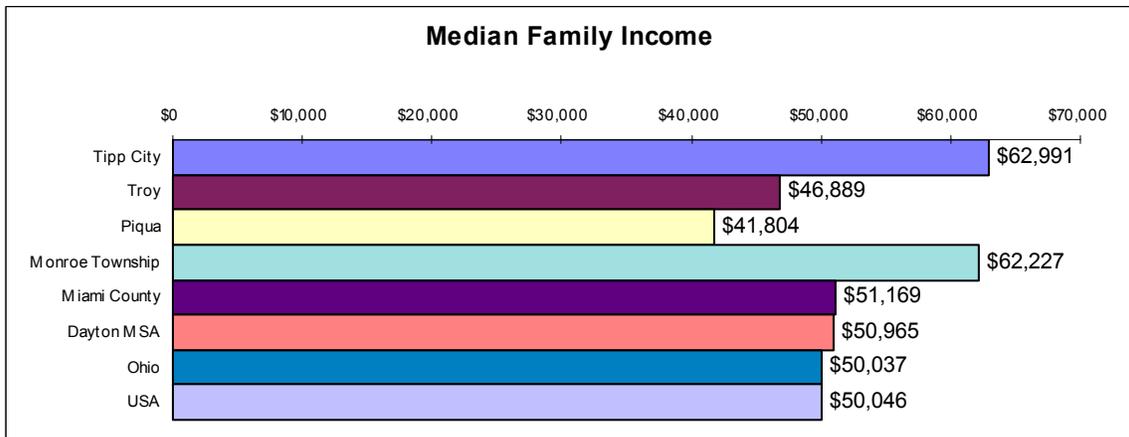
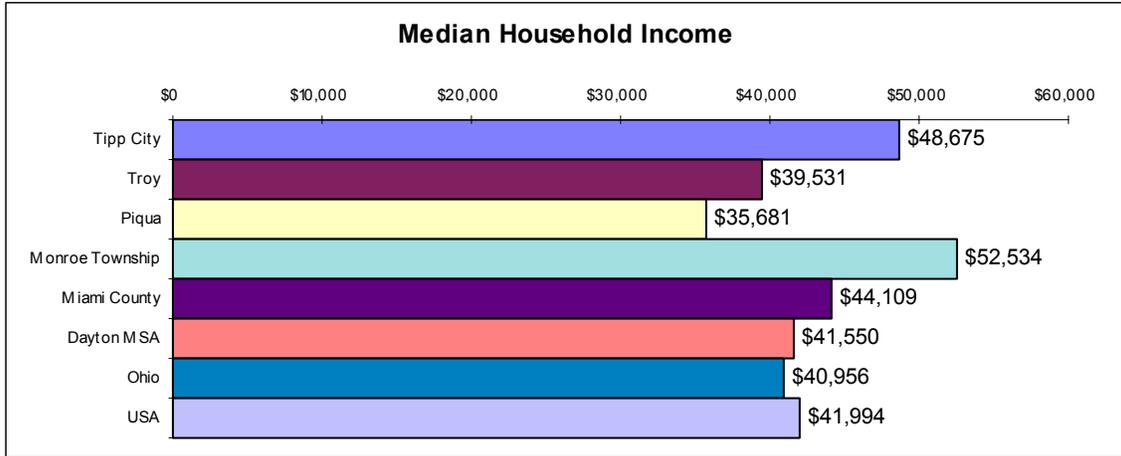


Figure 4-11

# CHAPTER 5

## Land Use Trends



## INTRODUCTION

Land use data is the most basic and widely-used information in the community planning process. The existing land use study consists of an inventory of the present use of land within the corporate limits and surrounding areas of potential growth. Also, maps and charts illustrating the land use pattern assist in the discussion of many everyday issues regarding community development. The land use inventory for this comprehensive plan update was conducted in September 1995. MVRPC completed the inventory using existing aerial photos of the city and conducting a “windshield survey” in February 2002 to verify the use of each property. The information was then transferred to a computerized base map for calculation of acreage and display purposes.

## LAND USE CLASSIFICATION

For the purposes of the comprehensive plan update, land uses were classified into 12 categories, as follows:

**Agricultural / Vacant:** Also considered undeveloped land. Areas free of urban development, including land that is used for farming and other agricultural purposes. Vacant land also refers to land that is not currently classified in any of the other categories listed below.

**Single-Family Residential:** Property used for an unattached structure housing a single dwelling unit.

**Two-Family Residential:** Property used for two dwelling units within a structure.

**Multi-Family Residential:** Property used for one or more structures housing a total of three or more dwelling units.

**Office:** Property used for professional offices and business office services.

**Commercial / Retail:** Property that involves the retailing of consumer goods and services such as stores, restaurants, etc., and commercial, which deals with providing personal and business services.

**Industrial:** Property used for manufacturing and processing establishments, warehouses, and bulk distribution or storage facilities.

**Institutional:** Property used for governmental purposes and those providing for the educational, social, cultural, religious, and health needs of the community.

**Open Space:** Property used primarily for recreational purposes, whether public as in the case of community parks and land preserves, semi-public as in the case of institutional facilities, or private as in the case of camps and retreats.

**Utilities:** Property used for public utilities such as well fields, sewage plants, power stations and substations, pipelines, etc.

**Right-of-Way:** Property used for public streets and railroad transportation.

Map 1 shows these existing land uses as of February 2002.

## **EXISTING TIPP CITY LAND USE PATTERN**

Figure 5-1 shows acreage totals by land use category for the incorporated area of Tipp City, the percentages of developed land versus undeveloped land, and the available historical totals of each specific land use type. As of June 2002, Tipp City's land area was approximately 66% developed, with 2,697 acres developed and 1,404 acres remaining vacant or in agricultural use. The total area of the City has quadrupled since 1967; the developed area has grown five times during the same period. This significant increase reflects the attraction of Tipp City's location for urban development. Additional discussion regarding land consumption rates is found later in this chapter.

	1967 LAND USE			1988 LAND USE			1995 LAND USE			2002 LAND USE		
	Acres	Percent Developed Area	Percent Total Area	Acres	Percent Developed Area	Percent Total Area	Acres	Percent Developed Area	Percent Total Area	Acres	Percent Developed Area	Percent Total Area
<b>RESIDENTIAL</b>	<b>300</b>	<b>54.0%</b>	<b>32.6%</b>	<b>448</b>	<b>50.9%</b>	<b>28.1%</b>	<b>763</b>	<b>34.6%</b>	<b>20.4%</b>	<b>869</b>	<b>32.2%</b>	<b>21.2%</b>
Single-Family	282	50.7%	30.6%	380	43.2%	23.9%	677	30.7%	18.1%	783	29.0%	19.1%
Multi-Family	18	3.2%	2.0%	68	7.7%	4.3%	86	3.9%	2.3%	86	3.2%	2.1%
Two-Family							42	1.9%	1.1%	37	1.4%	0.9%
3+ Family							44	2.0%	1.2%	49	1.8%	1.2%
<b>COMMERCIAL</b>	<b>23</b>	<b>4.1%</b>	<b>2.5%</b>	<b>52</b>	<b>5.9%</b>	<b>3.3%</b>	<b>101</b>	<b>4.6%</b>	<b>2.7%</b>	<b>133</b>	<b>4.9%</b>	<b>3.2%</b>
Commercial/Retail							82	3.7%	2.2%	100	3.7%	2.4%
Office							19	0.9%	0.5%	33	1.2%	0.8%
<b>INDUSTRIAL</b>	<b>46</b>	<b>8.3%</b>	<b>5.0%</b>	<b>148</b>	<b>16.8%</b>	<b>9.3%</b>	<b>359</b>	<b>16.3%</b>	<b>9.6%</b>	<b>477</b>	<b>17.7%</b>	<b>11.6%</b>
<b>PUBLIC AND SEMI-PUBLIC</b>	<b>47</b>	<b>8.5%</b>	<b>5.1%</b>	<b>232</b>	<b>26.4%</b>	<b>14.6%</b>	<b>401</b>	<b>18.2%</b>	<b>10.7%</b>	<b>676</b>	<b>25.1%</b>	<b>16.5%</b>
Utilities							39	1.8%	1.0%	41	1.5%	1.0%
Insitutional							123	5.6%	3.3%	219	8.1%	5.3%
Open Space				107	12.2%	6.7%	202	9.1%	5.4%	419	15.5%	10.2%
<b>RIGHT-OF-WAY</b>	<b>140</b>	<b>25.2%</b>	<b>15.2%</b>				<b>468</b>	<b>21.2%</b>	<b>12.5%</b>	<b>542</b>	<b>20.1%</b>	<b>13.2%</b>
<b>TOTAL DEVELOPED</b>	<b>556</b>	<b>100.0%</b>	<b>60.4%</b>	<b>880</b>	<b>100.0%</b>	<b>55.2%</b>	<b>2,208</b>	<b>100.0%</b>	<b>59.0%</b>	<b>2,697</b>	<b>100.0%</b>	<b>65.8%</b>
<b>AGRICULTURE &amp; VACANT</b>	<b>365</b>		<b>39.6%</b>	<b>713</b>		<b>44.8%</b>	<b>1,536</b>		<b>41.0%</b>	<b>1,404</b>		<b>34.2%</b>
<b>TOTAL</b>	<b>921</b>		<b>100.0%</b>	<b>1,593</b>		<b>100.0%</b>	<b>3,744</b>		<b>100.0%</b>	<b>4,101</b>		<b>100.0%</b>

Figure 5-1

Tipp City has annexed adequate land area to maintain a relatively constant ratio of developed and undeveloped acreage. The ratio has been maintained at 66% or lower. The agricultural and vacant areas of Tipp City are primarily found west of Interstate Route 75, along the northern edges of the city, east of the old canal, and east of Interstate Route 75 at the southern edge of the City. The developed part of Tipp City consists of two main parts, a concentration of uses around the original town center east of Interstate Route 75 and a more scattered pattern of uses west of the freeway. The three most extensive developed land uses are single-family residential, right-of-way, and industrial.

Figure 5-1 also shows that residential uses are the most predominant developed land use, occupying 869 acres and accounting for approximately 21% of the overall Tipp City land area, and 32% of its developed land area. Residential land uses are primarily located east of Interstate Route 75, including the old center of town and infill westward to the freeway and southward to Evanston Road. The primary residential area west of the freeway is found north of Kessler-Cowlesville Road. About 570 acres of residential land has been developed in the span between 1967 and 2002. Approximately 88% of this additional acreage has been single-family residential development.

Although the lots are small and the density is the highest in the city, single-family housing has remained dominant in the historic area between Hyatt Street and the old canal. Comparatively high densities are also found in the area between Hyatt Street and Interstate Route 75 north of Main Street. The largest single-family lots are located between Peters Road and Interstate Route 75 north of Kessler-Cowlesville Road and between Hyatt Street and Interstate Route 75 north of Evanston Road.

Multi-family residential uses (two-family and 3+ family housing) occupy 86 acres, which is 2.1% of the overall Tipp City land area, and 3.2% of its developed land area. The majority of developed multi-family land is in the form of two-family residences generally dispersed over the city. SpringMeade retirement community is the largest multi-family development and is found west of Interstate Route 75 north of Floral Acres Drive. The four concentrations of multi-family development are located along the west side of Hyatt Street between Arapaho Trail and Comanche Lane, south of Main Street west of Rorher Drive, along Walnut Street between Hyatt Street and Bowman Avenue, and the Tweed Woods area west of Interstate Route 75.

Commercial land uses occupy 133 acres, which is 3.2% of the overall Tipp City land area, and 4.9% of the developed land area. An increase of 110 acres of commercial land has been developed in the span between 1967 and 2002. Most of the land uses in this category are commercial/retail, occupying 100 of the 133 total acres. The three primary areas of commercial/retail land use in Tipp City are the old downtown area along Main Street east of Third Street, around the interchange of Interstate Route 75 and Main Street, and the Spring Hill Nursery complex on Hyatt Street south of Elm Street. There is also a small commercial area at the intersection of Hyatt Street and Main Street and a public storage facility on County Road 25A north of Interstate Route 75. Office uses occupy the remaining 33 acres and are located primarily at four locations throughout the city. They are located along County Road 25A at Commerce Park Drive, the south side of Garber Drive, at the southeast corner of the intersection of Hyatt Street and Park Avenue, and on the west fringe of the old downtown area.

As shown on Figure 5-1, industrial uses occupy 477 acres, accounting for 11.6% of the total area of the City and 17.7% of the developed area. Of the 431 acre increase between 1967 and 2002, the most (211 acres) occurred between 1988 and 1995. Most of this increase is attributable to the Meijer Distribution Center at the southwest corner of Kessler-Cowlesville Road and County Road 25A. There are two large concentrations of industrial land use in addition to the smaller scattered sites in the older part of the city - the Meijer Distribution Center and the concentration of industrial uses between Third Street and the CSXT Railroad north of Park Avenue. Other industrial uses are located around Commerce Park Drive, North Second Street, First Street at Broadway Avenue, and along the CSXT Railroad at Park Avenue, Franklin Street, Clark Street, and Maple Hill Road. This represents the intermix of mature industries within Tipp City, generally located between Canal and Fifth Streets.

Public/Semi-Public land uses occupy 676 acres which is 16.5% of the total land area of Tipp City and 25.1% of the developed land. Public/semi-public uses include churches, schools, cemeteries, municipal facilities, open space/parks, and utilities. These types of land uses are scattered throughout the city with no particular overall pattern. The largest single public/semi-public uses are Kyle Park, the Park north of Tipp-Elizabeth Road, the school complex on North Hyatt Street and the cemetery and Dayton Power & Light substation on the east side of Tipp-Cowlesville Road near Evanston Road. Also, there are several small parks and open space areas scattered throughout the city.

Right-of-Way occupies 542 acres which is 13.2% of the total land area and 20.1% of the developed land area of the city. The figure includes the rights-of-way of public streets, alleys, sidewalks, and the CSXT railroad. The railroad right-of-way accounts for a very small portion of the acreage and the single largest part is Interstate Route 75. Since 1967, 375 acres of right-of-way has been added.

## **LAND USE WITHIN THE STUDY AREA**

Within the study area, land use outside of Tipp City is composed mostly of single family residential and agricultural. The areas with the most use are located north and south of the city limits. They are clustered along either side of I-75. To the west the land is primarily used for either agricultural or low density housing. Much of the land is vacant or was not in use at the time of the survey. To the east the land lies within the Great Miami River's flood plane. Much of this land is vacant and undevelopable except for agricultural, recreational, or conservation use. The prime developable vacant land lies to the west of the city.

## **LAND ABSORPTION RATE**

The land absorption rate is the number of acres of land used for a particular purpose for a given population. Knowledge of the land absorption rate is needed in order to project the amount of land needed for various uses in the future. Many factors play a role in the rate of land absorption. Household size, choice of housing type (single-family/multi-family), and the availability of public utility services affect the residential land absorption rate. Household size has been decreasing, causing more housing units to be built for an equal population size. Suburban and rural housing, with large lot sizes for landscaping and/or on-site water and sewer systems, has been the choice over small and compact central city lots. New commercial uses have been locating in one-story shopping centers and "big box" buildings (not appropriate in Tipp City), both with landscaping and large parking areas, rather than compact centers of older areas which were designed for pedestrians. Industrial uses have also located on the fringe of urban areas where relatively cheap land has allowed more expansive horizontal layouts with landscaping and parking. Also, expansive outdoor public and semi-public uses such as golf courses, churches, schools, and government service centers have been built to accommodate our increasing leisure, social, educational, and service needs. This trend to locate in more spacious surroundings than in the past and a need for additional recreational land will maintain the demand for a substantial amount of additional land to develop.

Figure 5-2 shows the 2002 land absorption rates for Tipp City by land use category and total developed land. These rates were calculated from the amount of acreage reported in the 2002 land use survey and population reported in the 2000 census. Figure 5-2 also illustrates the increase in land absorption rate for Tipp City, Troy, and Greenville for different time periods, as well as the 1990 rates for Monroe Township and Miami County.

The developed land absorption rate for Tipp City has more than doubled from 1967 to 2002. The greatest proportional rate changes have been in the Public/Institutional category, increasing over seven-fold, and the Industrial category, increasing over five-fold. The greatest number change has also been Public/Institutional category, increasing from 10 to 73 during the same period.

The 29 point land absorption rate increase in right-of-way and 41 point increase in industrial property for the 1967 to 2002 period reflects the westward annexation across Interstate Route 75 with the addition of more spacious industrial facilities to the smaller and more compact facilities located in the older parts of town. The 31 point increase for residential land absorption reflects the larger lot sizes in the newer subdivisions and the increase in commercial land absorption reflects movement from the old downtown to shopping centers and auto-oriented businesses near the freeway. The 63 rate increase in the public/institutional land absorption rate has been influenced by the movement of schools to the campus on North Hyatt Street, movement of city and post office facilities out of the old downtown, and the addition of much parkland.

Of all the areas in the comparison, Tipp City has the highest absorption rate for industrial uses, reflecting newer large facilities and a smaller population base. It also has the highest absorption rate of the three cities for residential land, public and institutional land, and right-of-way. These higher rates reflect a greater percentage of newer housing development on larger lots than in the other communities, and the significant impact of Interstate Route 75 on the smaller land area of Tipp City. All three communities, Monroe Township, and Miami County have comparable absorption rates for commercial land use.

Land Use Type	TIPP CITY				TROY			GREENVILLE		MONROE TWP.	MIAMI COUNTY
	1967 RATE	1988 RATE	1995 RATE	2002 RATE	1960 RATE	1970 RATE	1986 RATE	1965 RATE	1990 RATE	1990 RATE	1990 RATE
RESIDENTIAL	62	76	109	93	51	65	66	52	84	339	425
COMMERCIAL	5	9	14	14	6	8	10	6	15	16	10
INDUSTRIAL	10	25	50	51	10	10	19	13	22	11	34
PUBLIC & INSTITUTIONAL	10	39	51	73	19	19	24	16	27	24	83
RIGHT-OF-WAY	29	N/A	71	58	33	37	39	40	33	N/A	N/A
TOTAL DEVELOPED	115	149	295	290	118	140	159	129	183	390	551

Figure 5-2

## PROJECTED ACREAGE BY LAND USE

Figure 5-3 shows the additional acreage Tipp City will need by land use type in five year increments through 2020. The Higher Growth Scenario assumes that Tipp City's population will increase at rate proportionate to the change between 1970 and 2000. The Lower Growth Scenario assumes that that Tipp City's current 2002) percentage of the County's population (9.3%) remains the same for 2000-2020.

<b>HIGHER GROWTH SCENARIO</b>						
	Residential	Commercial	Industrial	Public & Institutional	Right-of-Way	Total Developed
2002 to 2005	40	4	22	38	34	138
2005 to 2010	79	12	43	61	40	235
2010 to 2015	88	13	48	69	55	274
2015 to 2020	94	15	51	74	58	291
<b>2002 to 2020</b>	<b>301</b>	<b>44</b>	<b>164</b>	<b>242</b>	<b>187</b>	<b>938</b>

<b>LOWER GROWTH SCENARIO</b>						
	Residential	Commercial	Industrial	Public & Institutional	Right-of-Way	Total Developed
2002 to 2005	24	1	12	25	15	77
2005 to 2010	27	4	16	21	17	85
2010 to 2015	27	5	14	22	15	83
2015 to 2020	17	2	10	12	10	51
<b>2002 to 2020</b>	<b>95</b>	<b>12</b>	<b>52</b>	<b>80</b>	<b>57</b>	<b>296</b>

Land use projections generated by applying the 2002 Land Absorption Rate to population projections.

Figure 5-3

# CHAPTER 6

## Utilities



## INTRODUCTION

This section presents an overview of the current utility services for Tipp City. The location and capability of utility services are usually two of the most important factors linking what future development could occur, as well as what actually happens in the community.

The City of Tipp City operates electric and water utilities and provides street maintenance and supervision of the parks system. Tipp City's water and electric rates rank among the lowest in the entire Miami Valley area, and the close maintenance of the streets and parks has projected a positive image for the community and its residents. Using the most up-to-date equipment that is to be used for any type of service that is needed, the employees of the Utilities/Service Department are committed to providing high quality service at a low and affordable cost to residents.

Tipp City along with the City of Vandalia and the City of Huber Heights jointly own and operate the North Regional Wastewater Treatment Plant at 3777 Old Needmore Road in Riverside as part of the Tri-Cities North Regional Wastewater Authority. The three cities employ a general manager to oversee the day-to-day operations and maintenance of the plant, under contract to a private company, while also utilizing existing finance and public works staff to advise the manager and joint operating board.



In a 2002 City of Englewood study of 70 local communities, Tipp City's water rates were the 4th lowest, with an average quarterly charge of \$39.02. This compares to \$80.40 for Troy, \$85.14 for Piqua and \$91.95 for West Milton. Of 65 communities surveyed the same year, its sewer rates ranked 6th lowest, with an average quarterly charge of \$49.24. This compares to \$69.99 for Troy, \$93.03 for Piqua and \$120.75 for West Milton. Tipp City's combined water and sewer rates were the lowest of all 65 communities surveyed.

## **WATER MANAGEMENT**

The City of Tipp City provides water to approximately 3,800 customers. As shown on Map 2, the City owns and operates five main water wells, three near the east corporation limit on the north side of Main Street, and two more to the east on the south side of State Route 571 in Monroe Township. All five water wells average 100-150 feet in depth and pump approximately 1.8 million gallons (MG) per day. The only treatment that the City currently provides itself is the chlorinating of the water.

The Tipp City and Vandalia City Councils voted in 2002 to approve an agreement to create a joint venture water authority. The Northern Area Water Authority (NAWA) will provide two primary benefits to Tipp City residents, 1) cost savings, and 2) softened water to that meets the Environmental Protection Agency's secondary water treatment standards. The agreement will be similar to the Tri-Cities Wastewater Authority. Construction of the plant on Tipp-Canal Road in Tipp City is scheduled to begin in early 2003 with the plant being operational in 2004. The anticipated cost of the 7 Million Gallon Per Day (MGD) plant, well field improvements and transmission line is estimated at \$15 million. The cost sharing will be based on a proportional use approach, with Vandalia estimated to use 60% of the plant's capacity and Tipp City 40%

The City also owns and operates two main water towers. A one million gallon tower was built in 1988 and is located just west of the Tweed Woods Subdivision. The first tower was built in 1920 and is located between the Bell View and Westedge Subdivisions on the north side of Main Street near Downtown, and contains 350,000 gallons of water. A booster pump station located along W. Main Street pushes water from the low pressure to high pressure areas of Tipp City.

### ***Groundwater Resources***

Map 3 shows the capacity of existing groundwater resources in Tipp City. The greatest capacities, 500 to 1,000+ and 100 to 500 GPM, are found within and proximate to the Great Miami River, located on the east side of the planning area. The areas also contain the majority of the Priority 1 and 2 Drinking Water Protection Areas, as well as the two Well Field Protection areas located near State Route 571. The lower capacities, less than two gallons per minute, extend through the central parts of the planning area, just west of the Great Miami River. Capacities between 3 and 75 gallons are predominately found on the mid-west and western parts of the Tipp City planning area.

## ***Groundwater Protection***

Map 4 shows the High Pollution Potential area, which includes the Great Miami River and a large amount of land to the east of Tipp City. Besides including the City's two well fields, the High Pollution Potential area also contains most of the Wellhead Protection Area, which was delineated by MVRPC in 1993 using groundwater-flow modeling and hydrogeologic mapping.

The Environmental Protection Agency (OEPA) strongly recommends that jurisdictions adopt "protective strategies" for well field protection areas and other areas that are vulnerable to groundwater contamination. Protective strategies are activities that help protect a drinking water source from becoming contaminated or further contaminated. Implementing these activities can provide a number of long-term benefits, including protecting the health of the consumers; preserving water resources for future generations; avoiding the expense of cleaning up a contaminated water supply or finding alternative sources of water; and preserving or enhancing the economic value of the area by securing an abundant supply of clean water.

As part of their Source Water Assessment and Protection Program the OEPA completed a Drinking Water Source Assessment for Tipp City in 2001. The assessment recognized that Tipp City outlined some protective strategies in the 1994 "Well Field Pollution Prevention Report" and 1995 "City of Tipp City Adopted Well Field Protection Regulations" publications. However, that Tipp City should place a priority on developing additional protection strategies for contaminant sources assigned a high relative risk in the Well Field Pollution Prevention Report. Additional recommendations within the OEPA's Assessment included:

1. Use educational outreach programs to Informing people who live, work, or own property within the Tipp City community about the benefits of drinking water protection.
2. Encourage surrounding jurisdictions to adopt and/or update well field protection regulations.
3. Use signage and other forms of communication to make road travelers aware of the potential and seriousness of spills in the High Pollution Potential areas, especially proximate to the SR 571 and 202 intersection.
4. The existing well field protection ordinance and ground water monitoring plan should be supplement by a protection plan.

### ***Water Pressure Zoning***

The Tipp City water system is separated into two zones, each with equal pressure. The lower zone includes the wellhead pumps that pump the water to the older 350,000 gallon tank. Float levels in this water tower control the operation of the well pumps. One large booster station feeds the supply to the upper zone and the one-million gallon storage tank. The booster station receives its water supply from the lower zone via 16" water mains. Level sensors in the one-million gallon tank control the pump operation of the booster pumps. The two zones are also inter-connected with pressure sustaining valves that will open to supply the lower zone with water supply from the larger one-million gallon storage tank if there is ever a reduced pressure in the lower zone, due to a serious fire, water main break or shut down of the well pumps in the lower zone. The water surface elevations of the two water storage tanks vary 52 feet at any given time.

### ***Water Distribution and Usage***

Map 2 shows the generalized water distribution system for the City, including existing trunk mains, water storage facilities, well fields and service boundaries.

The distribution system is composed of primarily 8-inch through 12-inch piping. There are larger trunk lines which connect major sections of the city. These lines provide access to all existing subdivisions within Tipp City. The majority of these lines are located in the central and northwest sections of the city, where the majority of growth has occurred

The remaining lines are networked throughout the City. These smaller lines are between 6-inch to 12-inches, their size primarily dependent on the type (and capacity) of use the line directly or indirectly connects to, i.e. industrial, commercial, or residential.

Water usage has increased over the years due to the increase in the amount of new development. As the population and development increases the demand for water will increase. At the current capacity, the storage and pumping facilities can meet anticipated demand.

## **STORM WATER MANAGEMENT**

The storm water management system, how it is designed, operated and managed, is directly related to flooding and flood control. The storm water management system plays an important role in controlling discharge to minimize flooding potential within drainage areas.

Tipp City's storm water drainage and detention system is both natural and man-made, comprised of a network of storm water lines, creeks and ditches. The water that cannot reach the system is fed into detention ponds located primarily in the newer construction throughout the City.

Despite the capabilities of the City's existing storm water management system, larger storms sometimes result in yard, street, and sometimes structure flooding. To minimize existing and anticipated flooding due to excessive storm discharge, Tipp City has adopted a storm water management plan.

The City also experiences flooding hazards within natural floodplains running along and proximate to the Great Miami River. To mitigate this type of flooding, Tipp City and neighboring communities participate and comply with the Federal Emergency Management Agency (FEMA) National Flood Insurance Program.

## **SANITARY SEWER/WASTEWATER SYSTEM**

The sanitation/wastewater system is essential to insuring the health and welfare of the community's environment. A central system is used to collect, treat, and dispose of the wastewater at a low risk to environmental hazards. Some areas in small rural communities also have individual disposal units (i.e. septic tanks).

Map 5 shows the existing sanitary sewer system for Tipp City. All wastewater that terminates at the North Regional Wastewater Treatment Plant is collected and moved through this system of sewer trunk lines via the four internal lift (wastewater pumping) stations and force mains. The extension of existing sewer trunks closely follows the footprint of existing water trunks. Three lift stations and adjoining north-south force mains exist in the city. Two are located on the northwest side of town, another on the south side near Curtwood Drive, and the third on the south side of Main Street, just east of downtown.

The North Regional Wastewater Treatment Plant uses physical, biological and chemical processes to treat wastewater collected for Tipp City, Huber Heights and Vandalia. The plant has a design flow (treatment capacity) of 11.2 million gallons per day (GPD) for the three cities. The current six month average intake is 9.7 million GPD collectively, of which Tipp City's part is 1.9 million GPD, or 19.6% of the total.

While current and future treatment plant capacity is sufficient, deficiencies in the existing Ross Road pump station located near Tipp City has resulted in its planned replacement by early 2003. Old Springfield Road in Vandalia will be the site for a new wastewater pump station with a 16 million MGD capacity to serve all of Tipp City and the northern part of Vandalia. Wastewater will flow from Tipp City to the new facility via a 24" line, while utilizing a 20" force main for the eight mile distance from this new pump station to the treatment plant.

## MUNICIPAL POWER

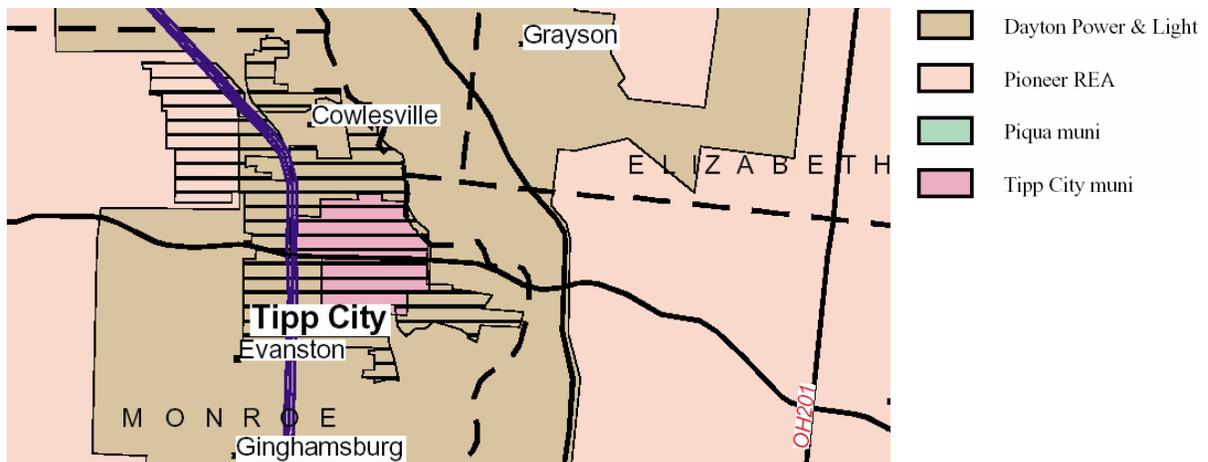
Tipp City along with 78 communities throughout the state of Ohio is a member of AMP-Ohio. American Municipal Power-Ohio is a Columbus-based nonprofit wholesale power supplier and services provider for municipal electric systems (for more information about AMP-Ohio, go to <http://www.amp-ohio.org>). The Electric Division handles all of the distribution of electric power to residents/customers and owns three main substations for electric power.

American Municipal Utilities



Your Community Utility Partner

Residents/customers of Tipp City enjoy the benefits of a municipally owned and operated electric utility and have since 1897. The Tipp City Municipal Power System currently provides electricity to the City's customers at a savings of ten to forty percent below Dayton Power & Light and Pioneer Rural Electric Co-Op, which is provided outside the city limits.



*The Distribution of Power Service in the Tipp City Area*

Street lighting, athletic facilities and community buildings are provided with electricity at no charge. A total of 5,611 electric meters are in use throughout Tipp City limits, with 5,041 meters classified as residential, 530 commercial and 40 industrial.

## **STREET MAINTENANCE**

The Street Maintenance Division maintains a total of 52 lane miles of roads within the municipality, as well as the maintenance of the 12 traffic signals and flashers that are throughout the city. Nearly all of the major streets within Tipp City have been redone and the city inspection program has helped keep Tipp City's streets clean and well maintained.

The Street Maintenance Division is responsible for leaf and snow removal, as well as a new brush drop-off program. This free service is offered for Tipp City residents only and is available on the third Saturday of each month from May through October at the old sewer plant on South First Street at the Kyle Park entrance from 8:30 AM to 12:30 PM.

## **GAS AND TELEPHONE**

**Vectren Corporation** supplies natural gas service in Tipp City and the remainder of Miami County. This diversified energy and applied technology company serves 953,000 customers in Ohio and Indiana. Vectren offers energy conservation and planning services to Tipp City customers at its Troy office on Experiment Farm Road.

**Verizon** provides telephone service in the greater Tipp City area. Verizon offers high speed data transmission over fiber optic telephone lines. Verizon also provides network consulting services, data consulting services, architects and builders service/building wiring, and sales and service on both leased and direct sales telephone systems.

# CHAPTER 7

## Transportation and Mobility



W. Main Street



Plum Street



W. Dow Street

*Railroad Crossings in Tipp City*

# INTRODUCTION

Maintenance of existing developed areas as well as any future growth and expansion within Tipp City are dependent upon an efficient transportation network. Such a network allows goods and services to be moved in and out of the city for economic health and prosperity. Lack of an adequate transportation network will lead to a stagnant or declining economy. Thoroughfares, the most dominant mode of travel for people and cargo, provide access to the entire study area, as well as links to the remainder of the Miami Valley Region. Six modes of transportation are currently important to the immediate Tipp City area: 1) air, 2) rail, 3) bikeway, 4) pedestrian transportation systems, 5) public transit, and 6) thoroughfares.

## AIR

The major point of entry for passenger and freight flights into the Miami Valley Region is the Dayton International Airport (DAY), which connects to both national and international destinations. The airport is located on almost 4,000 acres of land approximately five miles from the center of Tipp City, near the interchange of Interstates 70 and 75.

The airport offers a tremendous economic asset to Tipp City and the Miami Valley region as a whole, linking it to distant markets around the globe.

It is the 10<sup>th</sup> largest cargo hub in the United States and 19<sup>th</sup> in the world. Emery Air Freight is the major freight operation and has significant growth potential. In 1998, Emery processed 1.24 billion pounds of freight and employed 4,207 people. Emery is anticipated to provide over 10,000 direct regional jobs by the year 2018.

Dayton International is one of the top 100 airports in the United States in terms of air passenger traffic. During 1998, the airport handled almost 1.1 million passengers. It is anticipated that passenger traffic will increase to almost 1.5 million passengers by the year 2018. Commercial passenger carriers at DAY include Delta, American, AirTran, Continental, Northwest, TWA, United, US Airways and Air Canada.





*Dayton International Airport*

While the Airport was initially located in a sparsely populated area, its economic function has exerted a pull on a variety of land uses to locate in close proximity, including Tipp City. As more development occurs around the airport, especially residential development, complaints increase about noise from aircraft.

A voluntary Noise Study Update was completed as part of the City of Dayton's 1998-2001 Airport Master Plan Update (aircraft noise studies, which help airports evaluate and update noise programs, are regulated by Federal Aviation Regulations Part 150 - Airport Noise Compatibility Planning). The City of Dayton hopes that the Update will aid in the development of future noise programs based on anticipated Airport growth through the year 2018.

Tipp City needs to continually monitor existing and proposed development at Dayton International. Specifically, how airport development will affect the existing 65 decibel Day/Night Noise Level (DNL) Contour, which is the maximum noise level recommended by the Federal Aviation Administration as compatible without restrictions on land use and structures\*.

Map 6 shows how the DNL Contour affects the Tipp City planning area. The Contour extends northwest from Dayton International to the southern portion of the planning area. While only 60 decibel levels currently affect two southwest parts of the City, further annexation to the south could result in a greater noise impact.

\*The DNL Contour is the "map" of noise exposure around an airport. It is computed through an FAA model called the Integrated Noise Model (INM) which calculates the annual noise exposure from an input consisting of the actual fleet operated at the airport, the runway use, number of operations, and time of day. The FAA defines significant noise exposure as any area within the 65dB DNL contour; that is the area within an annual average noise exposure of 65 decibels or higher.

## RAIL

The one active railway serving Tipp City is a CSXT “Class A” mainline. This line is a major north-south line for the United States, handling greater than 20 million tons of freight a year - mainly agricultural products, metals and minerals - compared to the 46 million tons it moves each year throughout the state. This particular line follows Interstate 75 and the Great Miami River through Miami County, passing through Tipp City; it is used for freight and cargo without passenger service. CSXT has 3,600 employees in Ohio and moves approximately 46 tons million a year valued at \$46 billion throughout the state.

Tipp City has 10 of the railroad’s 2,944 grade crossings located within Ohio. Of those 10, all but three have gates and all but two have warning lights. Map 7 illustrates the location of this rail corridor within the Tipp City planning area.

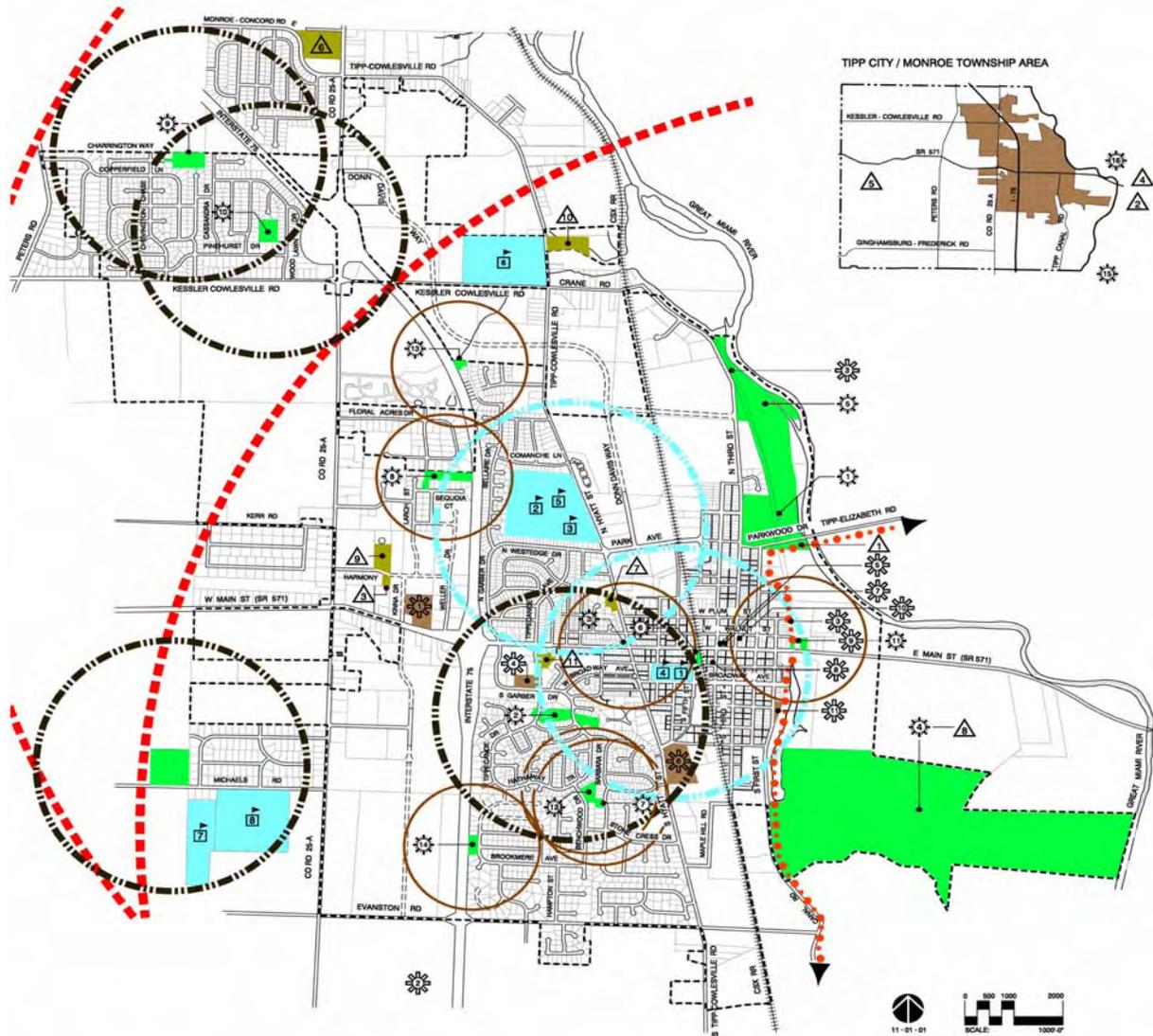


*The CSXT crossing at Maple Hill Road*

## BIKEWAYS

Currently there are no active complete bikeways within the corporation limits of Tipp City. Based on the national standard of one mile of biking trails for every 1,500 citizens, the recently completed Parks and Open Space Master Plan recommends 13 miles of new bikeways by the year 2010. The Plan further recommend that these new bikeways be part of joint bikeway and recreational trail system consisting of marked bike paths, sidewalk bike routes and on-street bile lanes linked with existing city parks, the YMCA and new resting/staging areas. The Master Plan also suggests a number of funding options, including partnerships with Monroe Township, the Miami County Park District and the Miami Conservancy District. The map excerpt from the Parks and Open Space Master Plan on the following page shows the recommended bike trails within Tipp City and Monroe Township.

# Parks and Open Space Master Plan Map



## GENERAL LEGEND

- TIPP CITY CORPORATION LIMIT
- EXISTING PARK AND RECREATION FACILITIES
- CITY SCHOOLS
- PRIVATE/COMMERCIAL FACILITIES
- SPECIAL FACILITIES
- OHIO BUCKEYE TRAIL
- MINI-PARK = .25 MILE RADIUS
- NEIGHBORHOOD PARK = .50 MILE RADIUS
- COMMUNITY PARK = 3 MILE RADIUS
- ELEMENTARY SCHOOL = .5 MILE RADIUS

## FACILITIES LEGEND

- PARK AND RECREATION FACILITIES**
  - 1 CITY PARK
  - 2 HATHAWAY VILLAGE PARK
  - 3 HYATTSVILLE GARDEN PARK
  - 4 KYLE MEMORIAL PARK
  - 5 NATURE CENTER
  - 6 RAILROAD DEPOT
  - 7 SPRINGHILL PARK
  - 8 TWEED WOODS PARK
  - 9 WINDMERE PARK
  - 10 WOODLAWN VILLAGE PARK
  - 11 CANAL LOCK PARK
  - 12 HAMPTON WOODS PARK
  - 13 MANCHESTER CHASE PARK
  - 14 SYCAMORE WOODS PARK
  - 15 MCPD - CHARLESTON FALLS PRESERVE
  - 16 MCPD - HONEY CREEK PRESERVE

## CITY SCHOOLS

- 1 BROADWAY ELEMENTARY SCHOOL
- 2 L.T. BALL JUNIOR HIGH SCHOOL
- 3 NEVIN COPPOCK ELEMENTARY SCHOOL
- 4 TIPPECANOE CENTRAL SCHOOL
- 5 TIPPECANOE HIGH SCHOOL
- 6 NEW HIGH SCHOOL SITE
- 7 COPPOCK WOODS
- 8 SCHOOL LAND

## PRIVATE/COMMERCIAL FACILITIES

- 1 BAREFOOT CANOES
- 2 CLIFFSIDE GOLF COURSE
- 3 GEM CITY GYMNASTICS
- 4 HIDDEN LAKE GOLF COURSE
- 5 HOMESTEAD GOLF COURSE
- 6 MIAMI COUNTY YMCA ROBINSON BRANCH
- 7 PATRICE LINK DANCING SCHOOL
- 8 PIN HIGH DRIVING RANGE & LEARNING CENTER
- 9 SCHROEDER TENNIS CENTER
- 10 TIPP CITY EAGLES RECREATIONAL PARK
- 11 TIPP CITY MARTIAL ARTS CENTER

## SPECIAL FACILITIES

- 1 CHURCH OF THE NAZARENE - TIPP CITY
- 2 GINGHAMSBURG CHURCH
- 3 MIAMI-ERIE CANAL
- 4 MUNICIPAL BUILDING
- 5 OLD TIPPECANOE VISITORS CENTER/ TIPP-MONROE COMMUNITY SERVICES
- 6 SPRING HILL DISPLAY GARDEN
- 7 TIPP CITY PUBLIC LIBRARY
- 8 TIPP CITY UNITED METHODIST CHURCH
- 9 TIPP ROLLER MILL AND THEATER
- 10 TIPPECANOE HISTORICAL MUSEUM
- 11 TIPPECANOE SENIOR CITIZEN, INC.

Source: 2002 Parks and Open Space Master Plan

## PEDESTRIAN

The pedestrian transportation network in the Tipp City Study area is limited to the existing sidewalk network and certain recreational areas. Improved sidewalks are provided along most of the local streets within subdivisions and in the downtown area.

Unimproved (natural) walkways are provided at City Park, Kyle Memorial Park, the Nature Center, Springhill Park and other a number of other recreational facilities within the City.

The Parks and Open Space Master Plan also suggests a number of pedestrian walkways improvements, including:

- Paved walk connections to all playgrounds (p. 29).
- Paved path system at City Park (p. 37).
- Revisit (1-5 years) the Plan concerning walk development at Kyle Memorial Park (p. 37).
- Develop (six years and beyond) a path system integrated with the bikeway plan at the Nature Center, Manchester Chase Park, Hathaway Village Park, (p. 38).
- Complete walkway loop system at Woodlawn Village Park (p. 41).
- Develop (six years and beyond) a paver wall along east side of South Fifth Street (p. 41).
- Develop walk linkage from Hampton Woods Park to Springhill Park (p. 41).

Map 8 shows existing sidewalks and walking trails dedicated for pedestrian and bike traffic within the community. Most exist downtown and the neighborhoods immediately surrounding downtown. The map also borrows information from the Parks and Open Space Master Plan and the Great Miami River Corridor Bikeway to show proposed bike routes. The proposals extend existing rights-of-way on all four sides of the planning area, with an emphasis on connecting residential subdivisions located on the west side of the city.

# PUBLIC TRANSIT

## History in Miami County

In 1968, the Miami County Community Action Council (CAC) was established as a non-profit agency to develop, implement, and operate human services to the county. Within this mission, CAC was established as a human service transportation provider. As a result, the CAC emerged as the major organizational entities offering transit in Miami County. However, during this time CAC confined its transit delivery to contracted human service organizations throughout parts of the County.

In 1975 the County attempted to establish the Miami County Regional Transit Authority by combining resources from several agencies to offer public transit on a countywide basis. However, a year later this initiative failed and the CAC remained the major provider of transit for the entire County.



Beginning in 1980, the Ohio Department of Transportation ODOT awarded Section 5311 (then Section 18) capital and operating grants to the City of Piqua for public transportation service within the city limits. The City bid out the service and awarded it to a private for profit provider. Also, in the 1980s, the City of Troy applied for capital assistance to purchase vehicles that would be operated within the City of Troy. No operating funds were applied for. Troy then contracted with the Miami County Community Action Council (CAC) to operate the service. In 1986, the Miami County Commissioners applied for capital and operating funds to begin countywide service. However, the City of Piqua service was administered and operated separately.

The Miami County Commissioners remained the Section 5311 grantee for the County service until 1995, when they conducted ODOT's Designated Grantee Process and designated the CAC as the Section 5311 grantee. Meanwhile, in 1994, the CAC won the competitive bid for the City of Piqua service and became the Section 5311 provider. In 1998, the City of Piqua also conducted the Designated Grantee Process and designated the CAC as the Section 5311 designated grantee for Piqua. Eventually, the CAC began submitting combined grant applications for the two services.

## **Current Services in Tipp City and Miami County**

The Miami County Transit Service (MCTS) is the only current public transit provider in Tipp City and Miami County. The MCTS is partially financed through the Miami County CAC by a grant from the Federal Transit Administration and the Ohio Department of Transportation. Their budget for 2002 was almost \$517,000, of which approximately two-thirds came from Federal and State dollars. The Miami County Commissioners serves as the preemptive board for the Transit Service.

The MCTS provides curb to curb transportation service by van, with routes between Tipp City and the Upper Valley Medical Center, Troy, Covington, Piqua and other parts of Miami County. The (2002) fare is \$2.00 within Tipp City and \$3.00 for travel between cities; the elderly and disabled ride for \$2.00. Pick up and delivery routes that include Tipp City start and end at even hours between 6:00 a.m. and 4:00 p.m.

The Transit Service includes nineteen (19) vehicles, seventeen (17) part-time drivers, three (3) dispatchers and four (4) administrative staff.

## **THOROUGHFARES**

Auto and truck travel has increased dramatically over the past 50 years. As a result, our society's transportation network has become dominated by highway travel. The Tipp City area is no exception. The most heavily traveled roadway in the planning area is Interstate 75. MVRPC's latest traffic volume map indicates the 1994 ADT (Average Daily Traffic) for I-75 passing through Tipp City was 56,000 vehicles.

In addition to Interstate 75, State Route 571, a north/south bisector within the Tipp City planning area, and County Road 25A are the primary roads. Evanston Road, Tipp-Cowlesville Road, Tipp Canal, and Crane Road/Third Street are other important thoroughfares within the Tipp City area.

## **THOROUGHFARE CLASSIFICATION**

The type of street upon which a property fronts significantly determines how intensely it may develop without creating undue congestion or safety hazards. Thoroughfares are broken into functional classifications according to the function they serve within the overall transportation network. Traffic volumes and intensity, continuity of travel movement, the proportion of through traffic to local traffic, and the number of necessary access points, both to other thoroughfares and to adjacent land all play key roles in the design of each segment of the thoroughfare network. The functional classification definition system used for the Tipp City Study Area Thoroughfare Plan is based upon Volume 20, Appendix 12 of the Highway Planning Program Manual (Revised March 1989) prepared by the Federal Highway Administration, US Department of Transportation.

The thoroughfare functional classification system for the Tipp City study area is shown on Map 9 and reflects the following rural and urban thoroughfare networks.

### **RURAL THOROUGHFARE NETWORK**

#### **Major Rural Collectors**

Rural collector routes, in general, serve travel of primarily intra-county rather than statewide importance and constitute those routes on which predominant travel distances are shorter than on arterial routes, regardless of traffic volume. Consequently, more moderate speeds may be typical, on the average.

Major rural collectors should provide service to any county seat not on an arterial route, to the larger towns not directly served by the higher systems, and to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc. They should also link these places with nearby larger towns or cities, or with routes of higher classification. Major rural collectors should also serve the more important intra-county travel corridors.

Major rural collectors within the unincorporated Tipp City study area are as follows:

- Lightner Road
- State Route 202
- State Route 571 between Peters Road and just west of David Drive

### **Minor Rural Collectors**

Rural collector routes, in general, serve travel of primarily intra-county rather than statewide importance and constitute those routes on which predominant travel distances are shorter than on arterial routes, regardless of traffic volume. Consequently, more moderate speeds may be typical, on the average.

Minor rural collectors should be spaced at intervals, consistent with population density, to collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They should also provide service to the remaining smaller communities and link the locally important traffic generators with their rural hinterland.

Minor rural collectors within the unincorporated Tipp City study area are as follows:

- Ginghamburg-Frederick Road from County Road 25A, westward
- Peters Road
- Tipp-Elizabeth Road
- The unincorporated portion of Kessler-Cowlesville Road

### **County-Designated Collectors**

County-designated collectors, in general, are similar to minor rural collectors and serve intra-county travel. They constitute those routes which are not on ODOT's functional class system, but which Miami County has determined to be important collector roads when looking at the system from a county-level perspective. County-designated collectors should collect traffic from local roads and bring all developed areas within a reasonable distance of a collector road. They should also provide service to smaller developments and link the rural hinterland with roads with a higher functional class. County-designated collectors within the unincorporated Tipp City study area are as follows:

- Maple Hill Road
- Third Street from State Route 571, southward

## **URBAN THOROUGHFARE NETWORK**

### **Principal Urban Arterials**

The principal urban arterial system is a system of streets and highways which can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel it serves. In smaller urban areas (under 50,000) these facilities may be very limited in number and extent and their importance may be primarily derived from the service provided to travel passing through the area. In larger urban areas its importance also derives from service to rural oriented traffic, but equally or even more important, from service for major movements within the urbanized area.

This system of streets and highways should serve the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires. It should carry a high proportion of the total urban area travel on a minimum of mileage. The system should be integrated, both internally and between major rural connections.

The principal urban arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intra-area travel, such as between central business districts and outlying residential areas, between major inner-city communities, or between major suburban centers should be served by this system. Frequently, the principal urban arterial system will carry important intra-urban as well as intercity bus routes. Finally, this system in small urban and urbanized areas should provide continuity for all rural arterials which intercept the urban boundary.

Because of the nature of the travel served by the principal urban arterial system, almost all fully and partially controlled access facilities will be part of this functional system. However, this system is not restricted to controlled access routes. In order to preserve the identification of controlled access facilities, the principal urban arterial system is stratified as follows: (1) Interstate Routes, (2) Other Freeways and Expressways, and (3) Other Principal Urban Arterials (with no control of access).

The spacing of principal urban arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas. While no firm spacing rule can be established which will apply in all, or even most circumstances, the spacing of principal arterials (in larger urban areas) may vary from less than one mile in the highly developed central business areas to five miles or more in the sparsely developed urban fringes.

For principal urban arterials, the concept of service to abutting land should be subordinate to the provision of travel service to major traffic movements. It should be noted that only facilities within the "Other Principal Urban Arterial" system are capable of providing any direct access to adjacent land, and such service should be purely incidental to the primary functional responsibility of this system.

Urban principal arterials within the Tipp City study area are as follows:

### **Urban Interstate System**

The Interstate System consists of all presently designated routes of the Interstate System.

- Interstate Route 75

### **Minor Urban Arterials**

The minor urban arterial street system should interconnect with and augment the principal urban arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The minor urban arterial street system includes all arterials not classified as a principal, and contains facilities that place more emphasis on land access than the higher system and offer a lower level of traffic mobility. Such facilities may carry local bus routes and provide intra-community continuity, but ideally should not penetrate identifiable neighborhoods. This system should include urban connections to rural collector roads where such connections have not been classified as principal urban arterials.

The spacing of minor urban arterial streets may vary from 1/8 to 1/2 mile in the central business district to 2 - 3 miles in the suburban fringes, but should normally be not more than 1 mile in fully developed areas.

Minor urban arterials within the Tipp City study area are as follows:

- County Road 25A
- Tipp-Cowlesville Road
- Crane Road/Third Street from Tipp-Cowlesville Road, south to State Route 571
- State Route 571

### **Urban Collectors**

The urban collector street system provides both land access service and traffic circulation within residential neighborhoods, and commercial and industrial areas. It differs from the urban arterial system in that facilities on the urban collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Conversely, the urban collector street also collects traffic from local streets in residential neighborhoods and channels it into the urban arterial system. In the central business district, and in other areas of like development and traffic density, the urban collector system may include the street grid which forms a logical entity for traffic circulation.

Urban Collectors within the Tipp City study area are as follows:

- Barbara Drive
- Broadway Avenue
- Evanston Road from County Road 25A, east to Tipp Canal Road
- Tipp-Cowlesville between County Road 25A and Concord Road East
- Douglas Way Drive
- Evanston Road
- Fourth Street
- Garber Drive
- Kessler – Cowlesville Road from the west end of the unincorporated portion of Kessler-Cowlesville Road, east to County Road 25A
- North Drive
- Parkwood Drive
- South Garber Drive
- Tipp Canal Road
- West Edge Drive North

### **Urban Local Streets**

The urban local street system is comprised of all facilities within urban areas not designated as an arterial or collector. Urban local streets have a primary function to service abutting properties rather than providing through trip capacity, thus offering the lowest level of mobility. They have the smallest cross-section width, often allow on-street parking, and usually contain no bus routes. Street segments are numerous and normally short in length to discourage through movements. Service to through traffic movement usually is deliberately discouraged. Older developed areas of the County's local thoroughfare network were usually based upon the gridiron layout. However, newer subdivisions usually employ a curvilinear street pattern with many cul-de-sacs to break up through movements.

### **Municipal-Designated Collectors**

Municipal designated collectors are roads not classified under the Federal Highway Administration (FHA) Classification System by the Ohio Department of Transportation (ODOT), however, Tipp City feels these roads play a significant role in moving traffic within the borders of the municipality.

#### **Municipal-Designated Collectors**

- Maple Hill Road
- Third Street from State Route 571, southward

# CHAPTER 8

## Community Facilities And Services



## INTRODUCTION

There are a variety of community facilities and services located throughout Tipp City to serve its residents through recreational, institutional, educational, service, religious, and utility services that help enhance livability of citizens, and are conveniently located within city limits.

## PUBLIC

A majority of community facilities are classified under public use, and are open to use of all residents. These include educational uses, governmental uses such as schools, libraries, civic buildings, and safety service facilities.

### Municipal Building

Built in 1991, the Government Center is the one of the most used public buildings in Tipp City. The Government Center involved the adaptation of a 14,300 square foot office building into the government center building for the City. The facility houses the City Manager's Office, Service Department, Engineering Department, Community and Economic Development Department, Utilities Department, Finance Department and Police Department. The Council Chamber is used to hold public meetings for City Council, Civil Service Commission, Planning Board, Board of Zoning Appeals, Restoration Board, Tree Board, Cable Access Commission and Parks Advisory Committee.



In 2002, the Tipp City Police Department dedicated a new 10,000+ square foot facility on the former Tyler Place property, located next to the Government Center building. Some of the more significant enhancements to the new police facility are in the sally-port, prisoner processing and temporary holding areas. The new sally-port allows for prisoner transfer from the police cruiser to a processing area within a totally confined and secured area.

## Municipal Swimming Pool

Located at City Park, the Tipp City Pool is in operation beginning Memorial Day weekend in May and is open seven days a week, from noon to 8 PM Monday through Friday, and from noon to 6 PM on weekends and holidays in June, July, and August. The facility is used by Tipp-Monroe Community Services who operate a swimming lesson program. Tipp-Monroe Swim Team, Inc. also uses the facilities for its swim meets. The Pool is supervised by a Pool Manager and an Assistant Pool Manager, as well as nine (9) lifeguards and numerous part-time substitutes. The Swimming Pool Complex includes two pools and a wading pool. Special family nights are held to promote family swimming on Monday, Wednesday, and Friday evenings. Children will not be admitted unless accompanied by their parent or guardian. The swimming pool is located at 35 Parkwood Drive.



## Schools

The Tipp City Exempted School District includes the City of Tipp City and Monroe Township, which have a combined population of about 15,000. The Tipp City School District has approximately 2,500 students composed of -

<u>Name</u>	<u>Grades</u>	<u>2002 Enrollment*</u>
Broadway Elementary	K-4	503 (258 Male; 245 Female)
Nevin Coppock Elementary	K-4	421 (217 Male; 204 Female)
Tipp Central	5-6	431 (226 Male; 205 Female)
L.T. Ball Junior High	7-8	392 (186 Male; 206 Female)
Tippecanoe High School	9-12	736 (365 Male; 371 Female)

*\*Provided by the 2002 School Building Report Card, Ohio Department of Education*

Tipp City students consistently rank among the top in the Miami Valley area in proficiency and achievement tests. Ninety-three percent of year 2000 graduates (including three National Merit Scholars) continued their educations at colleges, universities or vocational schools.



*Tipp Central*

The nickname of the school district is the Red Devils.

## **Museum**

The history of Tipp City as well as Monroe Township and Bethel Township is preserved in the Tippecanoe Museum. Concentrating on Tipp City and Monroe Township, the museum and its research archives illustrate the change and growth of the community. The museum is located a short distance from the Tippecanoe National Register Historical District at 20 N. Third Street. On display are antique clothes as well as artifacts from the old Tipp school known as The Castle. There also are rotating exhibits and photographs from the 19th century and the early 20th Century.

## **Parks and Recreation**

Tipp City has an extensive network of over 20 public parks, sports complexes, greenways and natural resource areas/preserves. The two largest parks are City Park, founded on 14 acres in 1884, and Kyle Park, home of the Timmer Pavillion and containing the most group picnicking and nature preserve space of all the parks. These two park collectively account for approximately 346 of the almost 400 total acres in the park system.

Collectively, Tipp City offers a number of sport and recreational activities, including playgrounds with handicap-accessible play structures, golf, swimming, baseball, football, soccer, hiking, jogging, picnics, boating, fishing and other activities. The City is continually improving recreation opportunities; Canal Lock Park, a one and a half acres development of trails and open space, is near completion. In



In addition, in 2002, the City completed a comprehensive parks and open space master plan to help address both short and long demand for indoor and outdoor recreational opportunities within the community.

The Parks and Open Space Master Plan (pp. 15-16) include the following inventory of existing public parks, recreational facilities and open space in Tipp City:

**Mini Parks:** The smallest park type may be as small as 2,500 S.F. to one (1) acre or less than five (5) acres. Mini parks typically serve a residential area 1/4 mile or less in radius. The development character of mini parks is characterized by passive facilities including landscaped areas, seating areas, playgrounds or unique recreational needs/sites. Mini parks usually are not large enough to accommodate off-street parking or programmed activities. Mini parks include:

• Canal Lock Park (Being Developed)	1.50 Acres
• Hampton Woods Park (ND)	2.10 Acres
• Hyattsville Garden Park	.25 Acres
• Manchester Chase Park (ND)	.80 Acres
• Railroad Depot	1.00 Acres
• Springhill Park	.50 Acres
• Sycamore Woods Park (ND)	1.75 Acres
• Tweed Woods Park	<u>1.50 Acres</u>
Total Acres	9.40 Acres

**Neighborhood Parks:** Serves as the basic unit for a City's park system. Minimum size should be at least five (5) acres, up to ten (10) acres. Neighborhood parks serve a 1/4 mile to 1/2 mile radius area uninterrupted by non-residential streets. Neighborhood parks are not large enough to be used for programmed activities. Neighborhood parks usually include 50% active and 50% passive activities and may include seven (7) to ten (10) parking spaces. Neighborhood Parks include:

• Hathaway Village Park	7.00 Acres
• Windmere Park	4.70 Acres
• Woodlawn Village Park	<u>4.10 Acres</u>
Total Acres	15.80 Acres

**Community Parks:** Community parks typically serve a broader purpose than neighborhood parks and more than two (2) neighborhoods within a 1/2 to 3 mile radius. Community parks are served by non-local streets, arterial or collector streets and are usually thirty (30) to fifty (50) acres in size. Community parks include active and passive activities, especially group activities. Community parks are not designed, however, for programmed athletic field events. Due to their size, off-street parking is an integral part of the community park development.

• City Park	69.50 Acres
• Kyle Memorial Park (Per Master Plan 50 Acres in Nature Preserve and 50 Acres Designated Group Picnicking)	<u>276.00 Acres</u>
Total Acres	345.50 Acres

**School Park:** Parks combined with school sites. School parks may satisfy Neighborhood, Community or Sports Complex needs. Optimal size depends on intended use. Athletic field development should be oriented to youth versus adult uses. Currently there are no formally designated School Parks presently in the City. The location of the City's existing elementary schools do service many of the City's neighborhoods but are presently restricted for use by the public.

**Sports Complex:** Consolidates heavily programmed athletic fields with associated recreation facilities. Desired size is a minimum of twenty-five (25) acres. Forty (40) to eighty (80) acres are more desirable. Fields are often illuminated. Kyle Park serves as both a Community Park and Sports Complex.

**Natural Resource Areas/Preserves:** Lands set aside for preservation of significant natural resources, remnant landscapes, open space and visual aesthetics/buffering. Designated areas include:

- Nature Center 17.00 Acres  
Total Acres 17.00 Acres

**Greenways:** Greenways link park system components together to form a continuous park environment. Greenways may include park trails, connector trails or on-street bikeways.

The City currently has 387.70 acres of park land. Of that total, three (3) mini parks are not developed and one (1) park, Canal Lock Park, is currently in Phase I development. In terms of current total acreage and current population, it would appear the City has adequate park land. However, both of the City's Community Parks are within the 100 year flood plain except for 4.5 acres at City Park. Currently there is a deficiency of Neighborhood Parks in both the City and growing Township areas.

## Hospitals

Upper Valley Medical Center is the closest hospital to Tipp City. Just a short drive to the north of Troy, UVMC opened in July of 1998 with the goal of preserving long-term access to quality health care, this acute care facility was designed for optimum accessibility and flexibility to best serve the Miami County area communities' changing health care needs. Approximately 222,000 sq. ft. in size, Upper Valley Medical Center has a total of 128 inpatient beds: 71 individual medical/surgical, 20 semi-private medical/surgical, 10 intensive care, 11 rehabilitation, and 16 maternity (labor/delivery/recovery/postpartum).

There are also a number of other local hospitals to the south of Tipp City, including Childrens Medical Center, Charles F. Kettering Medical Center and Good Samaritan, the Dayton Heart Hospital, Grandview and Miami Valley Hospitals in Dayton.

## Library

The Tipp City Public Library was established in 1922 under the sponsorship of the Women's Civic Club. It was located in the upstairs of the municipal building, then at the corner of Main and Third Streets. The original collection included 1,500 books for local readers to share. After several transformations, today's Tipp City Public Library is located at 11 East Main Street in downtown. It is affiliated with the Southeastern Ohio Library Consortium (SEO). The local collection is nearing 100,000 items, and the Tipp City Library card can open the collections of more than 65 library systems with approximately six million holdings.



The Library also has quality programs for toddlers, preschoolers and students from grades K through 12. Also, the library hosts a variety of adult programs, which include book discussions and computer training.

Summers are the Library's busiest time with weekly activities for the whole family. A combination of activities, programs and prize giveaways makes summer reading fun. Library visitors may also use public copiers, computers and Internet access and color printers. It is a convenient site for Ohio's Kid Card, Golden Buckeye and voter registration. Other options include availability of a Notary Public, fax services and the use of a public meeting room. The Tipp City Public Library can be found on the Internet at [www.tippcity.org/tipplib/index.html](http://www.tippcity.org/tipplib/index.html). Visitors to the sites can review their library records, and have items sent to the local library for easy pick-up.

## Tipp-Monroe Community Services, Inc.

Tipp-Monroe Community Services, Inc. is a non-profit agency that has served the area since 1970. It coordinates or provides activities such as swimming lessons, CPR classes, women's self defense classes, mobile meals, and summer recreational programs for children. In addition, its Internet web site provide links to other community organizations such as Tipp City Youth Soccer, Tippecanoe Community Band, Tipp City Newcomers and Neighbors and the Mum Festival. The Community Service office is located at 3 East Main Street.

## **SEMI-PUBLIC**

Semi-public uses are open for use of the community, but may be privately owned or are not as accessible as fully public facilities. These include religious facilities such as churches and retirement and nursing facilities serving the elderly.

### **Religious Institutions**

Many of the churches in Tipp City have been located in the town center, with small footprints, as their congregations would typically walk from their homes nearby to services. However, as Tipp City has grown outward, new churches have been built on larger sites with larger structures, parking lots, and private open space to better serve their wide spread, larger congregations.

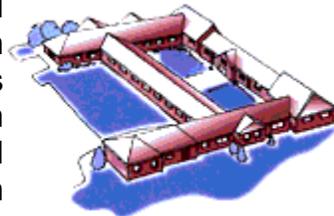
Over 20 religious worship facilities are provided within Tipp City and Monroe Township. Options are many, from Baptist to Lutheran to Jehovah's Witness. Some institutions, like Ginghamburg United Methodist, provide additional religious spiritual, community and youth services via other facilities, the media and/or the Internet.



St. John's Church

### **Health Services**

There are a number of health care facilities and service providers within and proximate to Tipp City. Located on County Road 25A, SpringMeade is a 99-bed nursing home operated by Upper Valley Medical Center. It offers a recuperative, rehabilitative health center and convalescent and extended care services including a dedicated Alzheimer's unit. This location provides care for Medicaid, Medicare, insurance and private pay patients. Eighty retirement living coach homes have recently been developed.



SpringMeade

The Hyatt Center is another UVMC facility operated in Tipp City, located at 450 N. Hyatt Street. This full-service outpatient center makes a wide range of advanced medical care accessible to residents of Miami and northern Montgomery counties, including “after hours” physician care and outpatient surgery; the facility also includes the Center for Sports Medicine and laboratory/radiological services.



The Hyatt Center

# CHAPTER 9

## Natural Features



*The Great Miami River*



*Hyattsville Garden Park*

# INTRODUCTION

The natural capability of the land to accommodate development is a significant factor in land use planning. Natural environmental conditions determine the suitability of a site for various land uses. Development becomes costly and public hazards are introduced when development occurs in areas unsuited for a particular use. Information on soil types and their characteristics has been extracted from the Soil Survey of Miami County, Ohio.

This chapter applies to the entire Tipp City planning area, but especially unimproved areas of Monroe Township where central water and sewer services are not yet available.

## DEVELOPMENT SUITABILITY ANALYSIS

Development suitability analysis is a process whereby the natural characteristics of the land are matched with the physical development needs of individual land uses. Table 1 contains the Development Suitability Analysis for Soils conducted by MVRPC for the Tipp City planning area. Development suitability for both residential and commercial/industrial land use types is broken into the following four categories:

### Prime Rating

A prime suitability rating for residential development requires slopes less than 12%, adequate bearing strength, good natural drainage, adequate depth to bedrock, and no flood hazard. Similar ratings apply for commercial/industrial development, except only slopes less than 6% are included.

### Suitable Rating (improvements needed to overcome constraints)

A suitable rating for residential development requires slopes less than 12%, adequate bearing strength, and no flood hazard. These areas have constraints requiring moderately extensive efforts to insure adequate subsurface drainage and to prevent frost-heave where bedrock is less than five feet from the surface.

### Marginal Rating (improvements needed to overcome constraints)

Areas rated as marginal for residential development have slopes less than 12%, adequate bearing strength, and no flood hazard. However, the very poor natural drainage characteristics of soils within these areas cause wetness problems of a more severe nature than those ranked suitable. More extensive drainage corrections such as grading of building sites and artificial drainage installations are required for these areas before they can be made suitable for development. Similar ratings apply to commercial/industrial uses, except that areas rated as prime or suitable for residential development and having slopes between 6%-12% are rated as marginal. Extensive earth-moving for large structures and parking lots makes those areas less suitable

## Not Recommended

Areas not recommended for either residential or commercial/industrial development possess one or more of the following characteristics: a flood hazard, low bearing strength, and/or slope greater than 12%. Development should not be located within an area having this rating unless adequate, and usually prohibitively expensive, measures are undertaken to overcome the hazard.

A number of soils are Prime for both residential and commercial/industrial development. This includes single types and variations of Eldean Loam, Eldean Silt Loam, Eldean-Miamian-Complex Silt Loam, Martinsville and Ockley Loams, Ockley Silt Loam, Miamian Silt Loam, Warsaw Silt Loam, and Wee Silt Loam. A number of variations of Celina Silt Loam, Glynwood Silt Loam, Glynwood Clay Loam and Miamian Silt Loam are classified Suitable for development. Over 50 others listed in this table are not suitable (Marginal or Not Recommended classifications) for development.

Map 12 shows the location of soils based on quality and classification of development. Soils Prime for Residential and Commercial development are generally concentrated on the east side of downtown and areas east and south of downtown along the Great Miami River. Soils Prime for Residential and Marginal for Commercial development are scattered within the south and east parts of the planning area and account for less than one percent of all the soils surveyed.

Soils Suitable (less than prime) for Residential and Commercial development are mainly found on the west side of the planning area, a comparable amount found within and outside Tipp City's existing corporate limits. Soils Suitable for Residential and Marginal for Commercial development are also found on the west side of the planning area, and account for less than one percent of all the soils surveyed.

Soils Marginal (less than suitable) for Residential and Commercial development are the predominate type and can be found throughout the planning area. Soils Not Recommended for Residential or Commercial development can be found in small pockets to the north and south of the existing corporate limits.

# TOPOGRAPHY

Topography is the general configuration of land surface, including its relief and the position of its natural features. Topography and slope are important development considerations because they impact construction costs, risks from natural hazards such as flooding, as well as natural resources such as soils, vegetation and water systems.

## SLOPE

While topography is a measurement of elevation, slope is the percentage change in the elevation over a certain distance. Map 10 shows the general topography of the Tipp City planning area, which is basically flat, with slopes of less than six percent covering almost its entire land area. A few small areas with slopes between six and 12 percent are clustered along County Road 150 in the southernmost part of the City. Other small concentrations are found on the east and west side of Interstate 70 just south of State Route 571 (Exit 68), and around Crane Road in the northeast part of the City. Slopes greater than 12 percent are those which pose a significant constraint to development, are located in the same general locations as stated above. These areas are rather small, however, and are not a major limiting factor relating to the overall development pattern of the community.

## DRAINAGE

Due to the generally flat nature of the planning area, much of it is not well drained. Specifically, Map 10 shows that a great deal of acreage is rated as either Somewhat Poorly Drained or Very Poorly Drained according to the Soil Survey of Miami County, Ohio. Very Poorly Drained Areas include soils such as Brookston Silty Clay Loam, Edwards Muck, Linwood Muck, Millsdale Silt Loam (MnA and MnB), Millsdale Silty Clay Loam (MoA and MoB), Montgomery Silty Clay Loam, Pewamo Silty Clay Loam, Walkkill Silt Loam and Westland Silty Clay Loam. These areas have a high water table and/or slow permeability. A number of other soils are Somewhat Poorly Drained, having a temporary high water table.

Soils with a Very Poorly Drained classification present moderate to severe limitations for both rural and urban development. Such soils require additional development expense to insure storm runoff does not pond in a manner to cause damage and high water tables do not become a nuisance or hazard to structures. When development occurs on soils with poor natural drainage, the installation of a system of tile drains and/or open ditches is required to improve drainage. An adequate drainage outlet for such a system must also be available within a reasonable distance. On-site wastewater disposal systems will require lowering the water table with curtain drains around the leach field and often require additional length of leach line.

The additional cost of installing artificial drainage systems in areas with Somewhat Poorly Drained soils is also a major limiting factor, especially when the natural drainage outlet is through an area that is already developed. Improper drainage may result in problems such water seepage into basements and utility lines or foundation heaving during freeze/thaw conditions.

In Miami County, the soils listed as Very Poorly Drained are also classified as “hydric” soils. Hydric soils are formed from water-related processes such as flooding, ponding, and/or a water table at or near the surface for significant periods throughout the year. Hydric soils are also good indicators of conditions favorable for wetlands. The limitations mentioned above are less serious for soils rated as Somewhat Poorly Drained.

## **FLOODING HAZARD**

Flood plains present severe limitations for development because they must employ costly building and landscape measures to insure that destructive damage does not occur to structures and property during a flood event. Flood hazard insurance for developments within flood plains can be expensive or even unavailable to property owners.

Two flood hazard indicators have been used in the development suitability assessment for Tipp City: 1) alluvial soils (soils developed on a flood plain having only the characteristics of the [alluvium](#) - clay, silt, sand, gravel or similar material deposited by running water) which are formed over time by periodic flooding according to the [Soil Survey of Miami County, Ohio](#); and 2) flood hazard areas designated under the Federal Emergency Management Agency’s (FEMA) National Flood Insurance Program (NFIP), in which Tipp City is an active participant. Eight soil types are found in areas subject to flooding - Algiers Silt Loam, Eel Silt Loam, Genesee Silt Loam, Medway Silt Loam, Ross Silt Loam, Ross Silt Loam (shallow variant), Shoals Silt Loam, and Shoals silt loam (moderately shallow variant).

The extent of alluvial soil and FEMA-designated flooding hazard areas are also shown on Map 11. Both hazard areas were delineated separately because they do not have the same boundaries. The only large flood area within Tipp City is located northeast, contiguous to the Great Miami River and continuing through and around Kyle Park to the south. Smaller flood areas can be found within the Sycamore Woods, Hampton Woods and Cottonwood Creek Estates Subdivisions to the south and the Tall Oaks Subdivision in the northwest part of the City. Alluvial soils can be found in small amounts within the Sycamore Woods, Hampton Woods and Cottonwood Creek Estates Subdivisions to the south and proximate to the Bell View Subdivision in the central part of the City.

Tipp City is also influenced by a second flood protection program sponsored the Miami Conservancy District (MCD). MCD is the local agency responsible for a system of dams and retarding basins within the Great Miami River basin. Taylorsville Dam on the Great Miami River is located in Montgomery County, but its retarding basin affects large areas within Tipp City and Miami County as a whole. The flood hazard area of this retarding basin is derived from spillway elevations of the dams and is represented in the FEMA flood insurance study for Miami County. The spillway elevation of the Taylorsville Dam is 818 feet above mean sea level.

In addition, MCD has district flood easements that follow property lines and sometimes extend beyond the designated flood plain boundary on the flood insurance study. MCD has indicated that as land is subdivided, the boundary of such easements is changed to more closely match property lines with the flood hazard area of each retarding basin. Development is permitted as long as it is above the spillway elevation.

The flood protection levees protect the City from water stored behind Taylorsville Dam. The Official Plan Flood (OPF) pool elevation behind Taylorsville Dam is 820 feet. There are 3 OPF openings in the Tipp City flood protection feature. Third Street crosses the levee at the north end of town 1.5 feet below the OPF elevation for a distance of 70 feet. Main Street (S.R. 571) passes through a 82 feet wide floodwall opening at an elevation 3 feet below the OPF pool level. First Street crosses the levee at the south end of town 2.7 feet below the OPF elevation for a distance of 48 feet.

The Miami Conservancy maintains 1.2 miles of levee at Tipp City. The levee begins on the south bank of Miller Ditch at Third Street. It goes for 800 feet, then turns south and runs along the eastern edge of the city ending at high ground west of First Street near the entrance to Kyle Park. A floodwall replaces the levee section in the Main Street area.

During high water events, the levees are periodically observed for evidence of seepage, erosion, movement, slumping and other indications of a problem. The levee top at Tipp City is 0.5 to 2 feet above the OPF pool elevation. The levee along the southern portion of the city, from Dow Street to Kyle Park has a high land side slope.

The Miami Conservancy maintains and operates 4 floodgates in Tipp City. The Miami Conservancy owns the pump station at the east end of Broadway Avenue. A storm sewer beneath the levee intercepts drainage between Ford Avenue and the south end of the levee, and discharges it through floodgate 8 near the south end of the levee. Floodgates 4, 6 and 7 have overflow chambers that allow the drainage to divert to the interceptor sewer when the floodgates are closed. The Miami Conservancy operated pump station on Broadway Street will lift the drainage from the interceptor sewer when floodgate 8 is closed.

Miller Ditch, also known as Bull Run Ditch, enters the river near the north end of the city. The Miami Conservancy owns and maintains a section of Miller Ditch. The ditch begins east of Hyatt Street and north of Plum Street, and flows east and north, passing through culverts under the CSX Railroad, Fourth Street, Third Street and Second Street at the north end of the Miami Conservancy levee. This ditch was built to divert runoff from undeveloped land west of the city so it would not flow into the protected area and overwhelm the storm sewer systems. It is not designed to provide flood protection and has not been improved to provide capacity for runoff from new development in the area.

# NATURAL RESOURCES

Any time a new development is constructed, it affects the environment around it. Natural resources such as farmland and mineral resources should be respected and integrated into the design of the community.

## PRIME FARMLAND

Located in the fertile Miami Valley Region, Tipp City contains some of the richest and most productive cropland in Ohio. It is important to note that when prime farmland is lost to other land uses, pressures are placed upon the farming community to cultivate marginal lands that tend to be more erodible, drought-prone, and less productive. Cultivation of these marginal lands results in higher costs to the farming community and society as a whole in order to maintain the productivity levels formerly obtained on prime farm lands. Table 1 indicates the soils classified as Naturally Prime Farmland and Prime Farmland Where Drained.

Soils considered Naturally Prime Farmland are level or nearly-level and are not highly erodible. During the growing season, the soils are typically well drained and are not frequently flooded. The level of acidity or alkalinity is acceptable for healthy crop production. The soil is also permeable to water and air with few or no rocks found within its composition.

Prime Farmland Where Drained soils contain seasonally high water tables that can affect growing season activity. With acceptable drainage practices applied, these soils qualify as prime farmland. An on-site inspection is required to determine if the limitations of these soils have been or can be overcome with the proper corrective measures.

## MINERAL RESOURCES

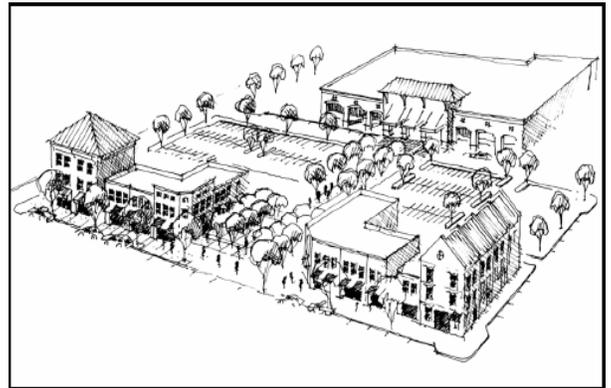
The primary mineral resources found within Miami County as a whole are limestone, sand, and gravel. The importance of knowing the locations of these resources in land use planning is the fact they can only be mined where they are located. They cannot be moved like other land uses. Development over areas where these resources are located will preclude their use at a later time, unless relocation of the overlying land uses is accomplished.

The Soil Survey of Miami County, Ohio indicates soils which are a Probable Source Of Sand and Gravel. These include the various Eldian Loams, Ockley Silt Loams and many others. Soils that were formed from glacial outwash are considered a probable source of sand and gravel. Sand and gravel usually contribute to the stability of soil in the absence of water. However, water readily flows through sand and gravel. Thus, the presence of water in soils can reduce its stability when sand and gravel is prevalent. Much like the areas prone to flooding, Map 13 shows these soils are concentrated almost exclusively on the east side of the Tipp City planning area.

Map 13 also shows Soils with a Shallow Depth To Bedrock (less than five feet), which include the Miamian, Millsdale, Milton, Randolph, Ritchey and Ross Loams. This area is concentrated almost exclusively on the west side of the Tipp City planning area. Shallow bedrock requires more expensive excavation techniques to install utilities and building foundations/basements. Areas with shallow bedrock are also adversely affected by erosion and have limited water filtering capability, which affects existing well and septic systems.

# CHAPTER 10

## Future Development Plan



*A Typical Neighborhood Center*



A Community Commercial District is accessible by all modes of travel.

# INTRODUCTION

It is the intent of the Comprehensive Plan to maintain a healthy, balanced pattern of residential, commercial, office, light industrial, recreational, open space and institutional uses in Tipp City. The recommended Future Land Use Map (Map 14) illustrates the recommended future land use plan for the Tipp City Community. It builds on the existing land use pattern as a basis for achieving the Comprehensive Plan's goals of a quality place to live, an economy that provides appropriate employment opportunity, alternative ways to get around and respect for natural resources.

## OVERVIEW OF EXISTING LAND USES

Tipp City's clearly defined land use pattern is a source of strength for the City. It is structured around a central historic downtown surrounded by "grids" of urban neighborhoods, limited growth to the east due to flood hazards, suburban residential growth to the north and south, and newer suburban residential, commercial and industrial growth to the west of Interstate 75.

The existing land uses for every parcel is shown on the Existing Land Use Map. In general, the pattern of zoning reflects the existing land use pattern. The current pattern of land use can be described as follows:

- The Downtown Center, located between CSX Railroad (west), Dow Street (south), Walnut Street (north) and the Miami Erie Canal Corridor, is a mixture of commercial, office, institutional and a few residential uses;
- The City's Downtown Center is surrounded by a few single-family residential neighborhoods that vary widely in age, character, and economic status;
- Groupings of two-family and multi-family dwellings are small to moderate in size, are typically clustered around single family subdivisions of larger size, and often serve as transitional land uses between single-family dwellings and commercial and industrial uses as well as significant rights-of-way such as Interstate 75;
- The majority of suburban commercial uses are found proximate to the Interstate 75 and State Route 571 Interchange, with highway-oriented uses primarily on the west side and neighborhood commercial activity on the east side;
- Major industrial activity is clustered on the northeast side of town along N. Third Street and also south of the County Road 25-A and the Interstate 75 interchange;
- Smaller-scale industrial activity is found near the Downtown Center and along County Road 25-A;
- Larger size recreational, conservation and open space uses are mainly found on the east side of Tipp City, in areas mostly unsuitable for other types of development. Smaller open space sites are found within residential subdivisions throughout the City;
- Larger size institutional uses, such as the existing and new high school properties, are mainly found on the north side; smaller institutional uses are located throughout the central and southern sides of the community.

# **FUTURE LAND USE CATEGORIES**

A set of future land use categories are necessary to communicate the development concepts set forth in the plan. The following land use categories were designated in order to reflect the general types of development desired within the Tipp City community over the next twenty years.

## **RESIDENTIAL CATEGORIES**

### **Rural Residential**

The Rural Residential category represents those sections of Tipp City community where residential densities between 1.5 and 10 acres per dwelling unit are found usually outside the projected limits of urban services. Such areas should be rated prime and/or suitable for residential development through the development suitability analysis. Groundwater yield and soil conditions for on-site wastewater disposal should be the major determining factors in setting density limits. A well test for sustainable groundwater yield and a soil evaluation for on-site wastewater disposal should be required prior to the approval of any rural residential development to insure the public health and safety. Lower densities are recommended for areas where groundwater yield is limited and where potential for groundwater contamination is high.

Rural residential developments having higher densities within the recommended range should be located along the fringes of urban service areas where long-range urban utility service extensions are more feasible. Indiscriminate scattering of rural residential development is not recommended because of the likely negative impact on existing agricultural operations and hastening of conversion of such areas to non-agricultural use. Rural residential areas may also include areas where large lot home sites are interspersed with low intensity “hobby farms”, horse farms and similar uses.



### **Suburban Low-Density Residential**

The Suburban Low-Density Residential category represents those parts of the Tipp City community where residential development with a density of approximately two dwelling units per acre is recommended. Such areas should be within existing and projected urban service expansion areas, as well as those rated prime and suitable for residential development through the development suitability analysis. Areas rated as marginal for residential development are also included, since access to utilities, good thoroughfare access, and closer proximity to urban services normally make it easier to finance the improvements necessary to overcome most natural soil constraints to urban residential development. The dominant dwelling type should be the single-family unit.

Existing neighborhoods in these areas usually do not have sidewalks or streets with curb and gutter, although should provide sidewalks or other safe means for pedestrian access. Also, they usually have larger front and side yard setbacks compared to other subdivisions.



*Floral Acres*

### **Suburban Medium-Density Residential**

The Suburban Medium-Density Residential category represents those parts of the Tipp City community where residential development with a density of approximately three or four dwelling units per acre either exists or is recommended. Such areas should be within existing and projected urban service expansion areas, as well as those rated prime and suitable for residential development through the development suitability analysis. Areas rated as marginal for residential development are also included, since access to utilities, good thoroughfare access, and closer proximity to urban services normally make it easier to finance the improvements necessary to overcome most natural soil constraints to urban residential development. The dominant dwelling type within these areas should be the single-family unit. Neighborhoods in these areas usually have sidewalks and streets with curb and gutter.



*Wingrove Court*

### **Urban Medium-Density Residential**

The Urban Medium-Density Residential category represents those parts of the Tipp City community where urban residential development with a density of five or six dwelling units per acre either exists or is recommended. Such areas represent older sections of the community where smaller building setbacks, front porches, and alleys are common. The dominant dwelling type should be the single-family unit with an occasional two-family structure, church, or similar neighborhood use developed at an appropriate location and scale to the housing stock. Both public water supply and sanitary sewer should be available to the site, but only one utility may be required in areas having a density of one dwelling unit or less per acre which possess adequate geological characteristics for on-site water supply or adequate soils characteristics for on-site wastewater disposal. Neighborhoods in these areas usually have sidewalks and streets with curb and gutter. Front and side yard setbacks are usually smaller than other areas and most homes have front porches. Most homes are “rear loaded”, meaning properties have vehicular access via rear alleys rather than driveways in the front yard.



*Plum Street*

### **Urban High-Density Residential**

The Urban High-Density Residential category represents those parts of the Tipp City community where urban residential development with a density of greater than six dwelling units per acre either exists or is recommended. The dominant dwelling type should be the two-family unit or multiple-family structure. Direct access to major thoroughfares and adequate utility services, and closer proximity to shopping and employment opportunities are also desirable. Land given this designation may also serve as a transition area between lower intensity and higher-intensity uses. Neighborhoods in this designation have a wide variety of design features depending on the theme desired.



*Thornburg Place*

### **General Recommendations for Residential Land Use Categories:**

- New Rural Residential development should be discouraged, except in the northeastern part of the community, where access is not a major factor. Service extension to existing low density suburban residential property in Monroe Township should occur when necessary for public health and safety.
- New multi-family development should be targeted toward senior and “empty nester” markets. They should be distributed in small clusters, and only be placed along major thoroughfares when adequate access, buffering, screening and other pertinent development issues associated with high-density residential development can be met.
- Direct access to arterial and collector streets from individual single family and multifamily dwellings should be discouraged. Locate residential development on internal roads as both an aesthetic and traffic safety measure.
- Conservation language for the Subdivision Regulations should be adopted to give developers alternatives to typical Suburban Low Density Residential Development – the clustering of single family dwelling units tends to reduce the overall size of development and make better use of open space.
- Based on current land usage and past population growth, the City will need an additional 95 acres (Lower Growth Scenario) or 301 acres (Higher Growth Scenario) of residential land for development between 2002 and 2020\*.

*\*See Table 5-3*

## COMMERCIAL AND OFFICE CATEGORIES

### Downtown Center

The Downtown Center category represents the original central business district of the Tipp City community. It provides a visual image of the community while providing a mix of office, retail, restaurant, and professional service establishments, civic activity areas, and some residential uses. Its location is set by history and transportation access. It has a building scale that is unique to the rest of the community and should be respected.



*Furniture Store on W. Main Street*

### **Neighborhood Center**

The Neighborhood Center designation represents locations within the Tipp City Community where neighborhood retail and services existing and/or are recommended. This designation is intended to represent commercial centers with controlled vehicular access points, pedestrian-friendly design, proper landscaping, properly-scaled, non-“big box” structures, and convenient access to a community or sub-community, but not a regional market. Such centers should be placed along arterial roads, preferably at a major intersection and should be designed to co-exist with the adjacent neighborhoods in a pleasing manner



*Chins Restaurant on State Route 571*

### **Highway Services**

The Highway Services designation represents those parts of the Tipp City community where business areas serving interstate highway travelers, as well as regional and community customers, exist and/or are recommended. This designation is intended to represent commercial clusters with convenient and immediate access at interstate highway interchanges, but not where they would intrude into more community-scaled parts of the planning study area. Public water supply and sanitary sewer service should be available for these concentrations at the time of development. Traffic and land use impacts on adjacent residential areas should be minimized through proper screening, buffering and street alignments. Strip highway service development should have coordinated driveway approaches and unified landscaping around parking areas.



*Holiday Inn on Weller Drive*

### **Professional Office/Service**

The Professional Office/Service designation represents those parts of the Tipp City community where professional services within office buildings exist and/or are recommended. This designation is also intended to represent areas where a mix of office and compatible institutional uses is appropriate. They may be in a planned office park setting or utilized as a transitional use between more intense business/industrial areas and less intense residential uses. Retail activities in this category should be limited to convenience activities ancillary to the office uses and their employees. This category should also have access to arterial and collector roads depending on size, scale, traffic generation, and compatibility. Public water supply and sanitary sewer service should be available at the time of development. In special cases, home-work developments may be appropriate in such areas, especially where they may serve as a transition areas between residential neighborhood and more intense areas.



*Professional Offices on S. Garber Drive*

## **General Recommendations for Commercial and Professional Office Land Use Categories:**

- The type of uses, scale and intensity of existing development within the Downtown Center should be maintained – “big box”, automotive service uses and other development that discourages pedestrian traffic and encourages the creation of new off-street parking should be avoided.
- Downtown design guidelines should be adopted that encourage appropriate outdoor accessory commercial uses on sidewalks and other public spaces, while maintaining pedestrian flow. Examples include sidewalk cafes, public markets, espresso stands, flower pushcarts, sidewalk sales and outdoor retail displays.
- Shared Ingress and egress should be encouraged, especially along arterial roads such as State Route 571 and County Road 25-A, as well as Donn Davis Way.
- For multiple-use properties, i.e. shopping centers, the collective number of required off-street parking spaces should be reduced. To When used in conjunction with off-street parking design standards, a more pleasing and pedestrian-friendly environment can be created to help prevent the “sea of parking” effect associated that so many existing shopping centers;
- The size and design and landscaping sections of the Off-Street Parking and Loading regulations of the Zoning Code should be updated with illustrations to show required setbacks and dimensions, as well as appropriate access, buffering, landscaping and screening.
- Based on current land usage and past population growth, the City will need an additional one acre (Lower Growth Scenario) or four acres (Higher Growth Scenario) of commercial land for development between 2002 and 2020\*.

*\*See Table 5-3*

## INDUSTRIAL AND OFFICE PARK CATEGORIES

### Legacy Industrial

The Legacy Industrial designation represents those parts of the Tipp City community where older industrial operations and buildings exist within the original part of town. These older uses are still viable, but can be expected to close or relocate to more modern facilities over time. As these uses abandon structures, the community will have the opportunity to encourage conversion and retrofit to uses compatible with both the building layout and the older residential section of town. Buildings and properties along the railroad should be redeveloped with uses compatible to both rail traffic and the surrounding land uses.



*W. Broadway*

### Industrial/Office Park

The Industrial/Office Park designation represents those parts of the Tipp City community where planned concentrations of office and light industrial uses exist and/or are recommended. This designation is intended to represent land uses such as clean manufacturing and assembly operations, warehousing, and office buildings. These uses lend themselves to the development of industrial employment centers which possess similar location requirements. These areas should be situated with direct access to arterial roads, preferably those routes connecting directly with the interstate highway system. Water supply, wastewater disposal, and electric and natural gas utilities should be available to such areas in capacities adequate to handle the desired levels of services. Locations along the rail corridors are also considered an advantage. Areas designated as Industrial/Office Park should be adequately sized to allow buffering against adjacent uses and future expansion of facilities. The placement of industrial areas should avoid the areas of the regional aquifer system most sensitive to pollution.



*Commerce Park*

## **General Recommendations for Industrial and Office Park Land Use Categories:**

- New smaller scale industrial developments should continue to occur in the northeast part of the City.
- Larger scale industrial developments should occur in the north central and south central parts of the community, proximate to Interstate 75 access points.
- Medium to large scale office buildings are recommended as buffers between large scale industrial developments and less intense residential or office uses.
- Industrial uses should be separated from incompatible uses. Illustrated buffer and screening design guidelines should be utilized for proposed industrial development adjacent to all residential areas and vice versa.
- Legacy industrial uses should be supported as long as they remain viable and good neighbors. Redevelopment of such properties to pedestrian-friendly compatible institutional or residential uses should be encouraged over time.
- Based on current land usage and past population growth, the City will need an additional 12 acres (Lower Growth Scenario) or 22 acres (Higher Growth Scenario) of industrial land for development between 2002 and 2020\*.

*\*See Table 5-3*

## COMMUNITY AND INSTITUTIONAL CATEGORIES

### Public and Institutional

Areas designated as Public and Institutional include government centers, schools, cemeteries, highway garages, airports, utility plants, and other large-scale public and institutional uses of a community-wide significance. They are not intended to represent individual small-scale private institutional facilities such as neighborhood churches or meeting rooms, which function as part of a neighborhood under the residential designations, or function to primarily, serve the residents of rural areas. The location needs of each individual public and institutional facility is a function of the type of service it provides. Their location should only be finalized after special studies relative to their specific needs are conducted.



Nevin Coppock Elementary School

### General Recommendations for Public and Institutional Land Use Categories:

- Large scale public and institutional developments should be limited to sites with immediate access to the major thoroughfare system.
- Public and institutional developments uses should be placed at locations where transportation modes, including a variety of pedestrian and bicycle access, are feasible.
- Based on current land usage and past population growth, the City will need an additional 25 acres (Lower Growth Scenario) or 38 acres (Higher Growth Scenario) of public and institutional land for development between 2002 and 2020\*.

\*See Table 5-3

## **Open Space, Conservation & Recreation**

The Open Space, Conservation & Recreation (OSCR) represents active and passive recreation sites, undeveloped flood hazard areas, open space preserves, hunting areas, unique natural areas, buffer areas between land uses, and greenway corridors. Land placed within this category is intended to provide sites to accommodate leisure-time activity, buffer areas, and natural resource protection. Areas possessing relatively undisturbed natural environments, significant wooded areas, unique vegetation and wildlife, natural stream corridors, and scenic beauty, as well as those important to groundwater protection and recharge should also be designated under this category.

Neighborhood recreation sites should be conveniently and safely accessible by foot or bike for the intended service population within urban residential areas. Active recreation sites serving larger populations should have access to the major thoroughfare network and bike paths. More intensely used areas should also have access to higher-classified roads.

The “Open Space/Conservation/Recreation” use designation should also be considered for areas that are rated not suitable for both residential and commercial/industrial development through the development suitability analysis.



## **General Recommendations Open Space, Conservation and Recreation Land Use Categories:**

- The City should continue implementation of the recommendations found in the 2002 Parks and Open Space Master Plan (see pp. 27-55) and coordinate efforts with the Miami County Park District.

## SPECIAL CATEGORIES

### Well Field Protection Area

The designation Well Field Protection Area represents the area of the regional aquifer system where the community drinking water supplies are obtained. This area should be limited to development activities which avoid negative impacts on groundwater. Monitoring of potentially hazardous substances within these areas should be considered as part of efforts to protect the well fields.

### Agricultural Protection Area

Areas designated by this category generally reflect prime farmland that still possesses a predominately agricultural character. These areas should remain free of urban development and only very limited rural residential development should be considered throughout the planning period. Multiple lot splits and extensive platting activity should be discouraged. When permitted, rural residential uses should cause minimal disruption to existing farming operations.

Urban levels of utility services are not planned for agricultural protection areas within the foreseeable future. Agricultural use of the land should be maintained, especially since almost all of the area within this designation possesses prime cropland soils. Uses performing a necessary function within the agricultural community should be allowed at strategic locations along the major roadway network. It is recommended that the overall density of agricultural protection areas be maintained at greater than ten acres per dwelling unit.



### Rural Center

The Rural Residential category represents the Ginghamburg section of the Tipp City community. This designation recognizes the existence of a small rural settlement within the unincorporated part of Miami County outside the currently-projected limits of utility services of urban areas. Lacking any major urban infrastructure, any significant changes in land use or additional growth of the rural center is not expected within the planning period. The ability to maintain on-site wells and septic tanks will be the primary factor in determining the viability of this area for changes in land use patterns.



## **Nursery**

The Nursery category is located south of State Route 571 and north of Evanston Road on the east side of Hyatt Street. It represents a section of the Tipp City community dedicated to Spring Hill Nurseries' Garden Center and Display Gardens. Spring Hill has served the Tipp City community since 1849, and for a number of years has used the Nursery area to grow flowers, plants, shrubs, small



fruits, trees and vines for its well-known mail order business. Given its size, location and predominance of single family residential uses surrounding this area, the existing Nursery uses are expected to be maintained during the planning period. It is recommended that these existing horticultural uses be maintained; similar uses (including agriculture) that do not negatively impact neighboring residential uses should be encouraged.

## **Special Planning Area**

The Special Planning Area designation represents an area of the Tipp City community where great development potential and/or unique conditions exist that would support more than one type of urban use or concentrations of multiple uses. Given its location, it offers the opportunity to establish a focal point and establish the image of the part of the community west of I-75. The marketability of various types of land uses that may be feasible within the special planning area will depend on the utility services available, transportation improvements completed, and surrounding land uses in the area at the time development takes place. Given these factors, the special planning area should be developed only after more detailed master planning of the area is accomplished, such as required for planned unit developments. In doing so, proper spatial and functional relationships can be ensured and a sprawl pattern resulting in small un-integrated fragments can be avoided. It is recommended an additional more detailed study of this area be undertaken.

# FUTURE LAND USE RECOMMENDATIONS BY PLANNING AREA

This section describes specific development recommendations regarding the next twenty years for each of the 55 planning areas identified earlier in the planning document.

**Planning Area #1:** Planning Area #1 is found in the northwest part of the study area and is 181 acres in size. It is bounded by Monroe-Concord Road East on the north; Interstate Route 75 on the east; the City of Tipp City corporation boundary on the south; and Peters Road on the west. This planning area represents Planning Area 104 in the 1998 Miami County Comprehensive Plan and is currently in agricultural production.

- Based on a current lack of direct access to Interstate 75 via roadways appropriate for commercial traffic, the southern part of this planning area is designed “Suburban Medium Residential” to reflect expansion of residential uses.
- The development of more intense uses, i.e. office uses (attached or detached), institutional or research/light industrial uses are not recommended due to their dependence upon arterial roadway improvements that will be required from the existing interchanges at County Road 25-A. and State Route 55.
- Any future residential improvements will require buffering from the freeway.

**Planning Area #2:** Planning Area #2 is found in the northwest part of the study area and is 196 acres in size. This planning area represents most of Planning Area 103 in the 1998 Miami County Comprehensive Plan. It is triangular in shape and is bounded by the Monroe-Concord Road East and the Monroe Township line on the north; County Road 25A on the east; and Interstate Route 75 on the southwest. This planning area is substantially developed. Meadowview Village Subdivision is the primary use, with commercial land use in the south and northeast parts. The western part is currently in agricultural production.

- Due to extent of existing development, no change to the existing land use pattern is proposed. A small amount of infill commercial or office use is likely along County Road 25 A, reflected in the “Highway Business” designation. Access points for infill development should be coordinated with existing access locations to preserve traffic capacity as much as possible.
- The “Urban High Density Residential” designation in the northwestern part of the planning area reflects recommended infill development. It should have primary access on to Monroe - Concord Road.

**Planning Area #3:** Planning Area #3 is found in the north central part of the study area and is 131 acres in area. It is bounded by Tipp-Cowlesville Road on the north, County Road 25-A on the west, a line east from the Interstate Route 75/County Road 25-A interchange on the south, and Tipp City corporation boundary on the east. This planning area is primarily undeveloped with some commercial uses in the northwest part along County Road 25A.

- The “Highway Business” designation along County Road 25-A reflects existing uses; additional commercial uses fronting this thoroughfare are appropriate.
- Such additional uses should be buffered from existing residential uses located on the east side of the planning area and access points along the roadway coordinated to preserve traffic capacity as much as possible.
- Light industrial use is proposed along Donn Davis Way, reflected by the “Industrial/Office Park” designation. Light industrial use in the undeveloped northeast corner of the planning area should be required to have its primary access along Donn Davis Way and not on to Tipp-Cowlesville Road. Buffer areas should be provided along the outer perimeter adjacent to residential uses.

**Planning Area #4:** Planning Area #4 is found in the north central part of the study area and is 376 acres in area. This planning area represents Planning Areas 101, 102, and part of 100 in the 1998 Miami County Comprehensive Plan. It is bounded by the Monroe Township boundary on the north, County Road 25A and the Tipp City Corporation boundary on the west, a line approximately 500 feet south of and parallel to Crane Road on the south, and the CSXT Railroad on the east. This planning area is characterized by large lot residential development stretched out along Tipp-Cowlesville Road and a concentration, known as Cowlesville, at its intersection with Crane Road. The part west of Tipp-Cowlesville Road is in agricultural production.

- Large lot, low-density residential development and/or low intensity outdoor recreational uses should be encouraged in the areas north and east of Tipp-Cowlesville Road, as reflected in the “Rural Residential” designation.
- Commercial development is encouraged along County Road 25-A only, as reflected by the “Highway Business” designation, and should have coordinated access points to preserve traffic capacity.
- The “Industrial/Office Park” Designation is proposed for the undeveloped part of the planning area west of Tipp-Cowlesville Road. This development should concentrate higher intensity use and access toward Donn Davis Way and provide buffering against existing residential uses along Tipp-Cowlesville Road. The “Open Space/Conservation/Recreation” designation reflects this.

- Unimproved land not planned for single-family homes should be developed in accordance with the Parks and Open Space Master Plan.
- A connector bikeway between the proposed Great Miami River Bikeway and the YMCA on County Road 25-A is recommended.
- Development will have to be avoided in the northeast corner of the planning area within the Special Flood Hazard Area (SFHA).

**Planning Area #5:** Planning Area #5 is found in the northeast part of the study area and is 156 acres in size. This planning area represents Planning Area 99 in the 1998 Miami County Comprehensive Plan. It is bounded by the Monroe Township line on the north; the Great Miami River on the east; the City of Tipp City on the south; and the CSXT Railroad on the west. This planning area is primarily undeveloped.

- It is recommended that the existing land use pattern and character of this planning area be maintained. It is designated “Open Space/Conservation/Recreation”. Extension of the Great Miami River bike trail/corridor is recommended through this planning area.
- The southern part of this planning area is within the Five-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #6:** Planning Area #6 is found in the northeast part of the study area and is 2,060 acres in size. This planning area represents Planning Area 96 in the 1998 Miami County Comprehensive Plan. It is bounded by State Route 41 on the north; State Route 202 on the east; State Route 571 on the south; and the Great Miami River on the west. This planning area is primarily in agricultural production.

- This area is in the Special Flood Hazard Area, reflected by the “OCSR” designation.
- The southern two-thirds of the planning area is within the Five-Year Drinking Water Protection Area and the southern fringe is within the One-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #7:** Planning Area #7 is found in the northeastern part of the study area and is 96 acres in size. It is bounded by the Tipp City corporation boundary on the north, Third Street on the west, Park Avenue on the south, and the Great Miami River on the east. This planning area is devoted to park and open space use.

- All of this planning area is within the Five-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.
- Extension of the Great Miami River bike trail/corridor is recommended through this planning area.
- It is designated “OCSR” to reflect that the existing land use pattern and recreation uses.

**Planning Area #8:** Planning Area #8 is found in the central part of the study area and is 23 acres in area. It is bounded by North Drive and Kilgore Boulevard on the north, Fourth Street and Fifth Street on the west, Park Avenue on the south, and Third Street on the east. This planning area represents residential development north of Park Avenue found between an industrial area to the west and a park to the east. It is primarily single-family in character with four two-family/multiple-family structures west of Third Street. The part of the planning area east of Third Street is Brook Hill Woods, a two-family development surrounded on three sides by a park.

- It is recommended that the existing land use pattern and character of this planning area be maintained, reflected in the “Urban Medium Density Residential and the “Urban High Density Residential” designations.
- All of this planning area lies within the Five Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions

**Planning Area #9:** Planning Area #9 is found in the northeastern part of the study area and is 161 acres in area. It is bounded by Third Street and Crane Road on the north and east, the CSXT Railroad on the west, and North Street, Kilgore Boulevard, and Park Avenue on the south. This planning area represents a developed industrial area with medium/large facilities in size.

- Use of this area an industrial zone is reflected by the “Industrial/Office Park” designation.
- Any future decline in the industrial activities within this planning area should be closely monitored, since such land use changes would negatively impact adjacent residential areas.

- The design and implementation of an Industrial Corridor Overlay is encouraged. The study and district regulations would address industrial economic development options in the area, as well as new zoning and/or design issues and standards such as required public improvements, density, setback, height, design and aesthetic issues.
- The City should continue to study road access across the existing railroad to the proposed Donn Davis Way in order to maintain the viability of this area for industrial use.
- The eastern part of the planning area is within the Five-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #10:** Planning Area #10 is found in the central part of the study area and is 150 acres in area. It is bounded by Tipp City corporation boundary on the north, Hyatt Street on the west, Crane Street and a line extending westward on the south, and the CSXT Railroad on the east. This planning area is primarily undeveloped in the northern part, with industrial and office uses in the southern part. The Windy Ridge multiple-family development exists in the northwest part along Hyatt Street.

- Office uses are recommended along the undeveloped frontage of Hyatt Street, reflected by the “Professional Office/Service Designation” Primary access to Donn Davis Way in lieu of Hyatt Street is recommended. New access points should be coordinated to preserve traffic capacity along roadways.
- Light industrial uses are recommended east of the multi-family and proposed office areas along Hyatt Street, reflected by the “Industrial/Office Park” designation. Proposed light industrial uses should coordinate access points along Donn Davis Way.
- Overall future design of this planning area must take into account the existing tree stands and probable wetlands along the eastern edge.
- The southern part of the planning area reflects a border area between industrial and older residential areas of the community/ It is recommended the border be maintained as shown by the “Public and Institutional”, “Legacy Industrial” , “Open Space/Conservation/Recreation”, and “Urban Medium Density Residential” designations

**Planning Area #11:** Planning Area #11 is found in the central part of the study area and is 253 acres in area. It is bounded by the Tipp City corporation boundary on the north, Interstate Route 75 on the west, State Route 571 on the south, and Hyatt Street on the east. It has a variety of uses due to its size and location within the community, and is almost totally developed. The majority of the planning area is a single-family residential neighborhood known as Westedge. The southwest corner has been developed into highway-oriented commercial use due to its location adjacent to an interchange on Interstate Route 75. This south edge of the planning area is part of an entrance corridor into the community. The east-central part of the planning area along Hyatt Street contains the school complex for the community and a multi-family development known as Tippecanoe Village/Indian Hill north of the school complex. An electric utility substation and small industrial use are found in the northeastern corner of the planning area, with a single-family residential development between these uses and Interstate Route 75.

- It is recommended that the existing residential land use pattern and character of this planning area be maintained, being especially sensitive to the existing residential land uses along Main Street. This recommendation is reflected by the “Suburban Medium-Density Residential” designation.
- Expansion of commercial uses along Main Street is not recommended in this planning area in order to limit commercial strip development along the main gateway into the community. Therefore, the “Neighborhood Center” is intended to encourage locally-serving uses instead of highway oriented uses.
- The “Public and Institutional” designation of the electric substation and the “Open Space/Conservation/Recreation” designation from a recommended buffer between residential and industrial uses.
- The High-Density Urban Residential reflects maintenance of existing uses.

**Planning Area #12:** Planning Area #12 is found in the north central part of the study area and is 247 acres in size. It is bounded by a line east from the Interstate Route 75/County Road 25A interchange on the north, Interstate Route 75 on the west, Tipp City corporation boundary on the south, and the CSXT Railroad on the east. This planning area is primarily undeveloped and mostly in agricultural production.

- It is recommended that Donn Davis Way be developed through this planning area with limited access and only a minimum number of intersections or controlled access points be permitted.
- It is recommended the existing wooded area approximately 30 acres in size found in the western part of the planning area be preserved as much as possible, as reflected by the “Open Space/Conservation/Recreation” designation on the plan map. Only a minimal amount of tree cover for construction of Donn Davis Way should be removed. The Parks and Open Space Plan recommends part of this area be used for expansion of Manchester Chase Park.
- The area north of Kessler-Cowlesville Road and west of Donn Davis Way is recommended for light industrial, office, campus institutional or similar uses, as reflected by the “Industrial/Office Park” designation.
- The part of the planning area east of Hyatt Road is designated “Industrial/Office Park” and is recommended for industrial uses, with more intensive uses nearer to the railroad and less intensive uses nearer to Hyatt Road.
- Physical or land use buffers should be placed along the south side of Donn Davis Way at the northern edge of the Manchester existing residential development and along the north side of the “Industrial/Office Park” area, as reflected by the “Open Space/Conservation/ Recreation” designation.
- The “Public/Institutional” designation along the north side of Kessler-Cowlesville Road reflects the new high-school site.
- The “Professional Office/Service” designation between Donn Davis Way and the new high-school site reflects the desire for non-industrial uses abutting the school site.
- The “Suburban Medium-Density Residential” designation along the south side of Kessler-Cowlesville Road reflects maintenance of the existing uses.

**Planning Area #13:** Planning Area #13 is found in the northwestern part of the study area and is 298 acres in area. This planning area represents the western portion of Planning Area 116 in the 1998 Miami County Comprehensive Plan. It is bounded by the Tipp City corporation boundary on the north, Peters Road on the west, Kessler-Cowlesville Road on the south, and Interstate Route 75 and County Road 25A on the east. This planning area is almost totally developed as residential use. Woodlawn Village is a single-family residential area with two-family residential uses along Interstate Route 75. Windmere Estates, Oak Winds, and Tall Oaks subdivisions are single-family residential areas in the western two-thirds of the planning area. Three park/open space areas serve these developments.

- No substantial changes are proposed for this planning area.
- “Highway Business” is designated at the intersection of Kessler-Cowlesville Road and County Road 25A due to its proximity to the I-75 interchange.
- “Urban High-Density Residential” is designated along I-75 to reflect the existing uses.
- The three areas designated “Open Space/Conservation/Recreation reflect existing park sites.
- The “Suburban Medium-Density Residential” designation in the center of the planning area and the “Suburban Low-Density Residential” designation in the western and southeastern parts of the planning area reflect existing residential subdivisions.

**Planning Area #14:** Planning Area #14 is found in the northwest part of the study area and is 456 acres in size. This planning area represents Planning Area 117 in the 1998 Miami County Comprehensive Plan. It is bounded by Kessler-Cowlesville Road on the north; the City of Tipp City on the east; Kerr Road on the south; and Peters Road on the west. Almost all of this planning area is in agricultural production with a small concentration of large-lot residential uses in the southwest corner.

- The “Suburban Low-Density Residential” designation in the southwest corner of the planning area reflects an existing residential cluster.
- New residential uses would be appropriate in the western part of the planning area, as reflected by the “Suburban Medium-Density Residential” designation.
- Depicted as “Industrial/Office Park” on the map, light industrial uses are recommended in the eastern part of the planning area. Lighter intensity uses are recommended for the western part, with increased intensity in the eastern part.

- Industrial development is a potential use for this area only if a new east-west collector street (able to accommodate commercial vehicle traffic) is constructed between County Road 25A and the proposed north-south collector to avoid routing traffic on to Kessler-Cowlesville Road and Kerr Road.
- A north-south collector street with a bike path element is also proposed through this planning area. This collector is intended as a parallel north-south connector between Kessler-Cowlesville Road and Evanston Road. It is intended to keep internal north-south movements off of County Road 25A and Peters Road, and should also be designed to provide an attractive pedestrian/bike corridor. To encourage traffic to use the proposed east-west collector, it is recommended the proposed north-south collector stop short of Kessler-Cowlesville Road and terminate into a proposed east-west collector connecting Peters road and Kessler-Cowlesville Road.
- The “Professional Office/Service” designation for the southeast corner of the planning area represents an extension of a proposed transitional use corridor along the north side of Kerr Road between proposed industrial uses and existing residential uses.
- The “Open Space/Conservation/Recreation” designation through the center of the planning area reflects a proposed buffer between proposed residential and industrial uses.
- The “Open Space/Conservation/Recreation” designation in the northern edge of the planning area reflects a flood-hazard area that could be designed as a multi-use stormwater detention/retention area in a new development.
- It is recommended there be further study regarding the feasibility of a multifamily or retirement community development east of Peters Road with primary traffic access from the new collector and secondary access on to Kessler-Cowlesville Road.

**Planning Area #15:** Planning Area #15 is found in the northwestern part of the study area and is 86 acres in area. It is bounded by Kessler-Cowlesville Road on the north, Tipp City corporation boundary on the west and south, and the Meijer property on the east. Almost all of this planning area is currently in agricultural production, with the exception of the Meijer Distribution Facility along the eastern edge.

- This planning area is currently zoned industrial, but its only access is currently via Kessler-Cowlesville Road, which is not a designated truck route and has existing residential uses along its north side. Other uses more appropriate to the roadway function and adjacent land use, such as a retirement community. To reflect this, “Professional Office/Service” has been designated in the northwest corner of the planning area.
- As reflected by the “Industrial/Office Park” designation, the southern part could be developed industrial, provided its access is to the proposed east-west collector to the south and not to Kessler-Cowlesville Road.
- A north-south collector street with a bike path element is also proposed in this planning area. This collector is intended as a parallel north-south connector between Kessler-Cowlesville Road and Evanston Road. It is intended to keep internal north-south movements off of County Road 25A and Peters Road and should also be designed to provide an attractive pedestrian/bike corridor.

**Planning Area #16:** Planning Area #16 is found in the northwestern part of the study area and is 176 acres in area. It is bounded by Kessler-Cowlesville Road on the north, vacant properties on the west and south, and County Road 25A on the east. This planning area represents the Meijer warehouse/distribution complex.

- The entire planning area is designated “Industrial/Office Park.” The existing development agreement between Tipp City and the Meijer Corporation regarding the future of this planning area should be followed.
- A bike path is recommended along County Road 25A in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #17:** Planning Area #17 is found in the northwestern part of the study area and is 102 acres in area. It is bounded by Interstate Route 75 on the north and east, County Road 25A on the west, and Tipp City corporation boundary and Floral Acres Subdivision on the south. The southern part of this planning area is the Springmeade development, a two-family and nursing home facility for the elderly population. The northern portion of the planning area is in agricultural production.

- Due to its location at the I-75 interchange with County Road 25A, this planning area is a prime institutional/industrial location within the metropolitan region. Because of its size and importance, an overall site development plan should be required before development takes place. Existing zoning also calls for planned development.
- “Highway Business” is designated at the northern edge of the planning area where highway service uses would be appropriate.
- The “Industrial/Office Park” designation in the northern part of the planning area reflects a prime site for industrial development. A buffer area should be provided adjacent to Springmeade.
- The “Public & Institutional” designation in the southern part of the planning area reflects the existing Springmeade nursing home and senior citizen housing complex.
- Access should be limited to two points – to Kessler-Cowlesville Road and a point along County Road 25A lined up with the existing Meijer Distribution Center access point.
- A bike path is recommended along County Road 25A in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #18:** Planning Area #18 is found in the northwest part of the study area and is 64 acres in size. This planning area represents Planning Area 116 in the 1998 Miami County Comprehensive Plan. It is surrounded by the City of Tipp City and is found along the east side of County Road 25A north of Kerr Road. The majority of this planning area is a single-family residential development known as Floral Acres. The southwestern portion of the planning area is vacant.

- It is recommended that the existing residential land use be continued in this planning area, as reflected by its designation as “Suburban Low-Density Residential.” Public water and/or sewer services may need to be extended if the existing wells and/or septic tanks fail.
- The vacant properties should be limited to additional residential or church-related activities compatible with the existing residential uses.

**Planning Area #19:** Planning Area #19 is found in the northwestern part of the study area and is 36 acres in area. It is bounded by Floral Acres Subdivision on the north, an industrial park on the west, a line extending eastward from Kerr Road on the south, and Interstate Route 75 on the east. This planning area represents Tweed Woods, a multi-family development with a park/open space along the north side adjacent to Floral Acres. It is completely developed except for the southeast corner.

- Almost the entire planning area is designated “Urban High-Density Residential Development” to reflect the existing use pattern. Additional multi-family development is recommended for the remaining ten-acre vacant area along I-75.
- The “Open Space/Conservation/Recreation” designation in the northeast corner of the planning area reflects the existing Tweed Woods Park.
- Completion of Weller Drive and the Kinna/Harmony road network will provide adequate transportation access alternatives into the planning area.

**Planning Area #20:** Planning Area #20 is found in the northwestern part of the study area and is 51 acres in area. It is bounded by Floral Acres Subdivision on the north, County Road 25A on the west, a line extending eastward from Kerr Road on the south, and Tweed Woods Subdivision on the east. This planning area represents an industrial park which has been developed along County Road 25A. The eastern part of the planning area adjacent to Tweed Woods is undeveloped.

- This planning area is essentially built out and designated “Industrial/Office Park.” The vacant land remaining is held by existing development for future expansion purposes.
- Further development of the Tipp City Assembly of God property should be accomplished in concert with an overall development plan, rather than in a piecemeal fashion. Elderly housing is suggested as a compatible use adjacent to the existing residential area to the north in the area designated “Suburban Low-Density Residential.”
- A bike path is recommended along County Road 25A in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #21:** Planning Area #21 is found in the northwestern part of the study area and is 158 acres in area. It is bounded by Meijer property on the north, Tipp City corporation boundary on the west, Kerr Road on the south, and County Road 25A on the east. This planning area is currently in agricultural production with a few residential lots in the southeast and southwest corners.

- The “Industrial/Office Park” designation reflects the recommended future use for this area. Development should follow an overall plan for the area and not occur in an uncoordinated, piecemeal fashion. Frontage lots with individual access directly to County Road 25A should also be discouraged.
- A transitional use area along the south edge adjacent to the Dixie-Terra subdivision is designated “Professional Office/Service.”
- A new east-west collector street (able to accommodate commercial vehicle traffic) is recommended through the planning area to connect County Road 25A with Peters Road.
- It is recommended that primary access along County Road 25A be limited to coordinated points as shown on the plan and access be limited to the proposed east-west collector street as much as possible.
- A bike path is recommended along County Road 25A in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #22:** Planning Area #22 is found in the west-central part of the study area and is 258 acres in size. This planning area represents Planning Area 118 in the 1998 Miami County Comprehensive Plan. It is bounded by Kerr Road and the City of Tipp City on the north; County Road 25A and the City of Tipp City on the east; State Route 571 on the south; and Peters Road on the west. This planning area has large-lot residential uses in the east and west ends. The center portion is in agricultural production. A narrow strip of vacant land is found along the south side of Dixie-Terra Subdivision, separating it from a row of lots along State Route 571.

- The existing Dixie-Terra subdivision and existing residential cluster at the west end of the planning area are designated “Suburban Low-Density Residential” to reflect existing use.
- It is recommended that future development of the planning area west of the Dixie-Terra subdivision be reserved for future residential use, perhaps “empty nester” or low to medium density senior housing. It is designated “Suburban Medium-Density Residential” and should be developed in accordance with an overall plan, not in a piecemeal fashion.
- The Tipp City Parks and Open Space Master Plan recommends a new public park be placed within this planning area to serve existing and future residential development west of County Road 25A in the vicinity of Kerr Road and State Route 571.

- Uses compatible with the “Professional Office/Service” designation are recommended to remain along County Road 25A.
- An access management plan (as part of a thoroughfare plan) should be developed along both State Route 571 and Kerr Road prior to development. Access management efforts should also be made along County Road 25A.
- A north-south collector street with a bike path element is also proposed through this planning area. This collector is intended as a parallel north-south connector between Kessler-Cowlesville Road and Evanston Road. It is intended to keep unnecessary internal north-south movements off of County Road 25A and Peters Road.
- An attractive pedestrian/bike corridor is recommended, either along the proposed north-south collector, or as a separate path.
- A bike path is recommended along County Road 25A in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #23:** Planning Area #23 is found in the west central part of the study area and is 110 acres in area. It is bounded by a line extending east from Kerr Road on the north, County Road 25A on the west, State Route 571 on the south, and Interstate Route 75 on the east. This planning area is primarily vacant, with a mixture of commercial, institutional, and residential uses along State Route 571. A commercial subdivision was started along Interstate Route 75 during the 1990s.

- This planning area has experienced some piecemeal development. New commercial development in the remaining unimproved properties near I-75 is reflected by the “Highway Business” designation.
- The northwestern part of the planning area is designated “Industrial/Office Park” to reflect existing uses.
- The “Professional Office/Service” designation in the central and southwestern part of the planning area reflects the existing use pattern in the area.
- The “Public & Institutional” designation reflects the existing water tower site.
- A primary objective for this planning area is completion of the Kinna/Harmony road network to provide proper traffic circulation.
- New access points along State Route 571 should be kept to a minimum; and the City should consider developing standards for shared curb cuts involving new and existing development.
- A bike path is recommended along County Road 25A in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #24:** Planning Area #24 is found in the central part of the study area and is 28 acres in area. It is bounded by Main Street on the north, Interstate Route 75 on the west, first row of lots on the south side of Garber Street on the south, and South Tippecanoe Street on the east. This planning area represents the south side of the entrance into the community from Interstate Route 75. Highway-oriented commercial uses are found adjacent to Interstate Route 75. Tipp Plaza shopping center is found along West Main Street. The Tipp City Government Center and office uses are found along Garber Road, forming a buffer/transition area against the residential uses to the south.

- It is recommended that the existing land use pattern and character of this planning area be maintained. The “Neighborhood Center” designation reflects a desire to provide commercial uses serving the local population and neighborhoods in the area versus any conversion to highway-oriented services. Pedestrian-friendly improvements are recommended to help accomplish this objective.
- The “Public & Institutional” designation reflects the existing Tipp City administrative offices.
- The “Professional Office/Services” designation along the south side of Garber Drive reflects existing development and a transitional uses area between commercial and residential areas.
- Access management should remain a priority along Main Street, with the promotion of consolidated access points to permit the development of properly-spaced and controlled turning movements. This should be accomplished as redevelopment and property improvements take place.

**Planning Area #25:** Planning Area #25 is found in the central part of the study area and is 18 acres in area. It is bounded by Main Street and the first row of lots on the south side of Main Street on the north, South Tippecanoe Street on the west, Hathaway Trail and Broadway Street on the south, and Rohrer Drive on the east. The mixed use of this planning area, commercial in the western half and multiple-family and two-family in the eastern half, characterizes its function as a buffer/transition area between commercial and single-family residential areas.

- It is recommended that the existing land use pattern and character of this planning area be maintained. This is reflected by the “Neighborhood Center” designation in the northwest corner, the “Professional Office/Service” designation for the nursing home, and the “Urban High-Density Residential” designation in the southern part of the planning area.
- Pedestrian-friendly improvements to the commercial uses are recommended for the commercial uses in the neighborhood center area.
- Access management should remain a priority along Main Street, with the promotion of consolidated access points to permit the development of

properly-spaced and controlled turning movements. This should be accomplished as redevelopment and property improvements take place.

**Planning Area #26:** Planning Area #26 is found in the central part of the study area and is 14 acres in area. It is bounded by Walnut Street on the north, a line between Miles Drive and Bowman Avenue on the west, the first row of lots on the south side of Main Street on the south, and Hyatt Street on the east. This planning area consists primarily of residential uses with the exception of a small commercial node at the Hyatt Street/West Main Street intersection at the east end. This area functions as a transitional corridor between the highway-generated commercial uses to the west and the historic center of town on the east.

- It is recommended that the existing land use pattern in this planning area be preserved and no additional commercial or office uses be encouraged due to the existing development characteristics, i.e. density, lot size, lack of existing parking, as well as the number of potential higher-volume curb cuts that would be required. The “Urban Medium-Density Residential” designation reflects this desired objective.
- The “Public & Institutional” designation in the southeast corner of the planning area reflects the fire station.
- Physical street improvement and sidewalk buffering are also recommended, similar to the Hyattsville Garden Park. The City is currently planning a streetscape improvement along Main Street which should make this corridor more attractive and pedestrian-friendly.

**Planning Area #27:** Planning Area #27 is found in the central part of the study area and is 22 acres in area. It is bounded by Beverly Acres on the north, Westedge Subdivision on the west, Walnut Street on the south, and Hyatt Street on the east. This planning area is residential in character with three distinct parts: single-family uses on the west portion, the Belleview development with two-family and multiple-family uses in the center portion, and single-family uses known as “Hyattsville” fronting east along Hyatt Street.

- It is recommended the “Hyattsville” area be designated a special unique district and the streetscape along Hyatt Street be maintained. The remainder of the planning area should maintain its existing land use pattern and character, and avoid “creeping” zoning. The designations of “Urban Medium-Density Residential” and “Urban High-Density Residential” reflect this desired objective.

**Planning Area #28:** Planning Area #28 is found in the central part of the study area and is 85 acres in area. It is bounded by Plum street and Crane Street on the north, Hyatt Street on the west, Dow Street on the south, and the Miami-Erie Canal levee on the east. This planning area is the historic center of Tipp City known as “Old Tippecanoe.” It is primarily residential west of the CSXT railroad with an office use and industrial use at Plum Street and commercial uses at the intersection of Hyatt Street and Main Street. The part east of the CSXT railroad along Main Street is the historic central business district of the community. Residential uses border the business district on both the north and the south.

- It is recommended the area designated “Downtown Center” within this planning area continue with a mix of commercial and office uses that maintains its existing function and character. Retail uses are preferred at street level and along the busier streets.
- Upstairs apartments would be considered compatible in the Downtown Center, and therefore encouraged, where noticeable outside entrances are not added, entrances are kept separate from existing business entrances, and their design fits into the existing urban design pattern of the downtown area.
- The exiting residential parts of the planning area should be maintained as a traditional urban neighborhood, as reflected by the “Urban Medium-Density Residential” designation. Any redevelopment should respect the scale, setbacks, alley system, and other characteristics of the area.
- The “Legacy Industrial” designation on the west side of the CSXT railroad reflects a desire to maintain compatible environmental impacts for existing uses and a need to investigate potentially appropriate redevelopment opportunities with the property owners.
- The intersection of Main Street and Hyatt Street should continue to be developed around the streetscape theme mentioned in Planning Areas #26 and #27.
- The eastern part of the planning area is within the Five-Year Drinking Water Protection Area and the eastern fringe is within the One-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #29:** Planning Area #29 is found in the central part of the study area and is 71 acres in area. It is bounded by Park Avenue on the north, the CSXT Railroad on the west, Plum Street on the south, and the Miami-Erie Canal levee on the east. This planning area contains a mixture of uses north of the original central business district. The old city power plant and an industrial use are the only non-residential uses found east of Third Street. The corner south of Plum Street and west of Seventh Street contains a church and an industrial site adjacent to the CSXT railroad. The north-central part of the planning area has a mixed character with the Tipp City Street Department, a body shop, civic organization meeting hall, and a factory in addition to the small-lot residential uses. Lots fronting along Third Street are all residential uses within this planning area.

- The existing residential character in the majority of the planning area should be maintained, as reflected by the “Urban Medium-Density Residential” designation.
- “Legacy Industrial” is designated for three areas where existing industrial operations exist. They reflect a desire to maintain compatible environmental impacts for existing uses and a need to investigate potentially appropriate redevelopment opportunities with the property owners.
- The only recommended transitional area is along Franklin Street between the railroad and North Fourth Street, where transition to light industrial or non-retail lower-intensity commercial uses should be considered over time. This area is not well-connected to the remainder of the neighborhood and is surrounded by non-residential uses.
- The “Open Space/Conservation/Recreation” designation reflects the drainage corridor, which can function as a use separator if necessary.
- Residential property maintenance and property improvements should be emphasized within this planning area to insure the housing stock remains in good condition.
- In accordance with the recommendations of the Parks and Open Space Master Plan, a multi-use recreational trail should be developed along the canal corridor on the eastern edge of the planning area.
- Most of the planning area is within the Five-Year Drinking Water Protection Area and the eastern fringe is within the One-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #30:** Planning Area #30 is found in the east central part of the study area and is 858 acres in area. This planning area represents the northern portion of Planning Area 162 in the 1998 Miami County Comprehensive Plan. It is bounded by the Great Miami River on the north and east, the Miami-Erie Canal levee on the west, and the Tipp City corporation boundary on the south. This planning area represents the land within the Miami Conservancy flood easement. It contains land in agricultural production, municipal water supply well fields, a park, and the old community wastewater treatment plant site.

- This planning area is within a flood hazard area and is designated “Open Space/Conservation/Recreation” to reflect the intended use.
- Recreational uses should be developed in accordance with the recommendations of the Parks and Open Space Master Plan.
- Extension of the Great Miami River bike trail/corridor is recommended through this planning area.
- All of the planning area is within either the Five-Year Drinking Water Protection Area or the One-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #31:** Planning Area #31 is found in the central part of the study area and is 76 acres in area. It is bounded by Dow Street on the north, the CSXT Railroad on the west, Maple Hill Road on the south, and the Miami-Erie Canal levee on the east. This planning area is primarily residential in character, but contains two older industrial sites within the community along First Street, one south of Broadway Avenue and the other south of Elm Street.

- It is recommended the residential neighborhood be preserved as much as possible, reflected by the “Urban Medium-Density Residential” designation. Property maintenance and rehabilitative property improvements should be encouraged within this planning area.
- “Legacy Industrial” is designated for two areas where existing industrial operations exist. They reflect a desire to maintain compatible environmental impacts for existing uses and a need to investigate potentially appropriate redevelopment opportunities with the property owners.
- A mix of upper floor loft housing and ground-level offices should be explored as a re-use option for the older industrial buildings if and when they become available.
- A special overlay district and new development standards should be adopted to address the recommended use mix and conversion in this part of the community.
- Almost all of the planning area is within the Five-Year Drinking Water Protection Area and the northeastern fringe is within the One-Year

Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #32:** Planning Area #32 is found in the central part of the study area and is 47 acres in area. It is bounded by Dow Street on the north, Hyatt Street on the west, Elm Street on the south, and the CSXT Railroad on the east. This planning area has three distinct use groupings: an elementary school along the north edge, an industrial grouping along the CSXT railroad, and almost exclusively single-family residential uses in the remainder.

- It is recommended that the existing land use pattern and character of this planning area be maintained as much as possible, as reflected by the “Urban Medium-Density Residential” designation.
- “Legacy Industrial” is designated for the eastern edge of the planning area along the railroad where existing non-residential uses exist. They reflect a desire to maintain compatible environmental impacts for existing uses and a need to investigate potentially appropriate redevelopment opportunities with the property owners.
- The “Public & Institutional” designation reflects the existing school site at the north edge of the planning area. Since one of the schools is very likely to go out of service within the planning period, re-use of the structure to serve special housing needs or institutional purposes should be explored.
- The southeastern fringe of the planning area is within the Five-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #33:** Planning Area #33 is found in the central part of the study area and is 100 acres in area. It is bounded by Elm Street on the north, Hyatt Street on the west, Evanston Road on the south, and the CSXT Railroad on the east. This planning area is characterized by Spring Hill Nursery in the northern half, a parcel delivery facility east of Maple Hill Lane, a single-family residence west of Maple Hill Lane, and a cemetery in the southern part. The only significant vacant part is along Hyatt Street south of the creek.

- It is recommended the retail and agricultural uses associated with Spring Hill Nursery be continued as reflected by the “Nursery” designation.
- The “Public & Institutional” designation in the southern part of the planning area reflects the existing cemetery.
- The eastern fringe of the planning area is within the Five-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #34:** Planning Area #34 is found in the central part of the study area and is 71 acres in area. It is bounded by the first row of lots on the south side of Main Street on the north, Rohrer Drive and Hathaway Village PUD on the west, vacant property on the south, and Hyatt Street on the east. This planning area consists of all residential uses and includes Wunderwood and Roslyn subdivisions. The only portion not single-family in nature is a small two-family cluster along Hyatt Street just southwest of Elm Street.

- It is recommended that the existing land use pattern and character of this planning area be maintained, as reflected by the “Urban Medium-Density Residential” designation in the northern part and the “Suburban Medium-Density Residential” designation in the southern part.
- Continued vigilance in maintaining proper drainage and land use compatibility along Rohrer’s Run is also recommended.

**Planning Area #35:** Planning Area #35 is found in the central part of the study area and is 117 acres in area. It is bounded by Broadway Street and Hathaway Trail on the north, Interstate Route 75 on the west, Sycamore Woods Subdivision on the south, and Rohrer Drive and Roslyn Subdivision on the east. This planning area represents the residential area just south of the commercial entrance into the community from Interstate Route 75. It is primarily composed of the Hathaway Village PUD single-family residential subdivision with two-family uses on the west edge and the Rolling Acres multiple-family uses on the northwest edge. An office use is also found at the southeast corner of Tippecanoe Drive and Garber Road, completing the buffer/transition use scheme. Hathaway Park is found in the northeast part of the planning area.

- It is recommended that the existing land use pattern and character of this built-out planning area be maintained, reflected by the “Urban High-Density Residential” is designation along the northwest edge and the “Suburban Medium-Density Residential” designation for the remainder of the planning area.
- The two areas designated “Open Space/Conservation/Recreation reflect existing park sites.
- Continued vigilance in maintaining proper drainage and land use compatibility along Rohrer’s Run is also recommended.

**Planning Area #36:** Planning Area #36 is found in the south central part of the study area and is 248 acres in area. It is bounded by Hathaway Village PUD on the north, Interstate Route 75 on the west, Evanston Road on the south, and Hyatt Street on the east. This planning area represents the newer residential subdivisions being developed south of the older central core of the community. Sycamore Woods, Hampton Woods, Spring Hill, and Cottonwood County Creek Estates are all single-family residential subdivisions with a slightly larger lot size than the other parts of the community east of Interstate Route 75. The northwestern part of the planning area contains the remaining undeveloped parts of these subdivisions.

- It is recommended that the existing land use pattern and character of this planning area be maintained, reflected by the “Suburban Medium-Density Residential” designation for the entire planning area.
- The area designated “Open Space/Conservation/Recreation” reflects an existing park site along I-75.

**Planning Area #37:** Planning Area #37 is found in the west central part of the study area and is 367 acres in area. It is bounded by State Route 571 on the north, County Road 25A on the west, Evanston Road on the south, and Interstate Route 75 on the east. This planning area represents a large expanse of relatively undeveloped land with frontage along Interstate Route 75 and access to the highway via State Route 571 and County Road 25A. It is still primarily in agricultural production, with the only developed portions being along the north/northwest edges and an industrial use in the north central portion. The part of the developed area along County Road 25A is large-lot single-family residential. The part along State Route 571 is a mixture of commercial and residential uses. Three dwellings are found at the south end of the planning area along Evanston Road.

- “Highway Business” is designated along State Route 571 to reflect access and visibility from the I-75 interchange. Continued vigilance in consolidating access points into a well-spaced coordinated system is recommended.
- “Professional Office/Service” is designated along the County Road 25A frontage as a transitional use area between industrial and residential uses.
- Continued development of a light industrial park is recommended in most of the planning area, reflected by the “Industrial/Office Park” designation.

- Reflected in the “Special Planning Area” designation, an eventual transition to more compatible uses is recommended for the existing non-platted residential uses in the northwestern part of the planning area. This is a highly-visible intersection within the community and will function as an important focal point for development west of Interstate 75. Transition from single-family residential uses to other uses will have to be dealt with as private and public improvements are proposed along the County Road 25A and State Route 571 corridors. An overall plan should be developed in conjunction with the planning area west of County Road 25A to insure a well-planned use pattern and community-inspiring design is accomplished.
- An access management plan should be developed along County Road 25A with properly-spaced access points to allow protected left turns. Individual access from frontage lots should not be permitted if possible.
- Bike paths are recommended along County Road 25A, Evanston Road, and north-south through the planning area in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #38:** Planning Area #38 is found in the west central part of the study area and is 59 acres in area. It is bounded by State Route 571 on the north, Tipp City corporation boundary on the west and south, and County Road 25A on the east. This planning area is a field in agricultural production at the current time with a drainage ditch in the northeast part.

- This planning area has been designated “Special Planning Area” to reflect the functional potential as a town-center on the west side of I-75, given its location at the intersection of State Route 571 and County Road 25A. It currently has a Planned Commercial (PC) zoning designation to reflect this potential.
- The PC zoning district requires a coordinated plan for this area, with high quality buildings and grounds arranged in an aesthetic pattern, rather than in a haphazard manner. Further, commercial buildings shall be planned as groups, having common parking area and common ingress/egress points to reduce the number of potential accident locations at intersections with thoroughfares. The design of this planning area shall provide for integrated and harmonious design of the buildings, facilities for internal traffic circulation, landscaping, and such other features and facilities as may be necessary to make the project attractive and efficient from the standpoint of the adjoining and surrounding existing or potential developments.
- Each plan must directly address planned traffic control, aesthetically designed buildings and settings and settings, and be in general harmony with surrounding land uses and existing developments. Specifically, plans for buildings and uses must be of a community scale, not regional in nature, in their physical size and marketing (use) focus.

- Land uses considered most desirable for the planning area include office uses (both business and professional), office service uses which support the livelihood of the community, and businesses located in buildings arranged in a “campus” style setting.
- Retail and service business uses may also be considered acceptable uses, provided that they are intended to serve the Tipp City community, are not focused on a regional market, that are not strip malls, and by their number do not create the usual environment of a “shopping center.” The primary considerations for acceptance of retail and service uses shall include overall physical size of buildings or space devoted to the proposed use, the market focus and scope of the business use, the aggregate percentage of the area of the total development allocated to these uses, and perhaps most significant, their impact on the surroundings.
- Undesirable uses include many that would be more appropriately located in Highway Service District, or a Planned Commercial Development located at an Interstate interchange. Generally, undesirable uses for this planning area include department stores; lumber yards; drive-in and other fast food restaurants; automotive service stations; automobile truck and trailer sales or rentals; night clubs and adult entertainment establishments; motels; contractor’s yards and building supply centers; and tool and equipment rental operations.
- Access management options should be studied for this area, including a boulevard design for State Route 571 or converting it to a frontage service road with a relocated a new segment to the south within newer development. In any event, the existing residential homes on the north side of State Route 571 should have some sort of buffer from more intense development recommended for the remainder of the site.
- More intense development on the site should be focused in the eastern part with lessening intensity westward.
- Managed access points are recommended along County Road 25A and State Route 571.
- A bike path is recommended along County Road 25A in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #39:** Planning Area #39 is found in the west-central part of the study area and is 677 acres in size. This planning area represents most of Planning Area 150 in the 1998 Miami County Comprehensive Plan. It is bounded by State Route 571 on the north; County Road 25A and the City of Tipp City on the east; Michaels Road on the south; and Peters Road on the west. This planning area is primarily in agricultural production, but has two large-lot residential subdivisions - Buckingham Estates in the southeast corner and Michael Manor in the south-central part. A row of residential lots is also found in the northwest corner along Peters Road. Curry Branch is a new subdivision recently started along County Road 25A just north of Buckingham Estates.

- The existing residential subdivisions are designated “Suburban Low-Density Residential” to reflect their character.
- New infill of existing residential development, such as Curry Branch, is recommended in the eastern half of this planning area and is designated “Suburban Medium-Density Residential.”
- The “Open Space/Conservation/Recreation” designations reflect existing and proposed park sites in accordance with the Tipp City Parks and Open Space Master Plan.
- Designation of the western part of this planning area as “Agricultural Protection Area” is in harmony with the 1998 Miami County Comprehensive Plan.
- Street connections between existing plats and new development should be made to ensure proper internal traffic and bike/pedestrian movement.
- A north-south collector street with a bike path element is also proposed through this planning area. This collector is intended as a parallel north-south connector system between Kessler-Cowlesville Road and Evanston Road. It is intended to keep internal north-south movements off of County Road 25A and Peters Road and should also be designed to provide an attractive pedestrian/bike corridor.
- A bike path is recommended along County Road 25A in accordance with the Tipp City Parks and Open Space Master Plan.
- The northwest part of this planning area, contiguous to the west side of Planning Area #38, has also been designated as a Special Planning Area. The same applicable considerations found in Planning Area #38 should be given to this area due to its proximity to the State Route 571 and County Road 25A intersection, as well as the proposed north-south collector street discussed above.

**Planning Area #40:** Planning Area #40 is found in the southwest part of the study area and is 495 acres in size. This planning area represents Planning Area 151 in the 1998 Miami County Comprehensive Plan. It is bounded by Michaels Road on the north; County Road 25A on the east; Evanston Road on the south; and Peters Road on the west. A good portion of this planning area is still in agricultural production despite a significant amount of land subdivision. Residential development consists of Country Estates in the west part, Detrick Subdivision along Michaels Road in the north-central part, and scattered large-lot residential sites along Evanston Road.

- The existing residential subdivisions in the northern and western parts of the planning area are designated “Suburban Low-Density Residential” to reflect their character.
- New infill of existing residential development is recommended in the eastern half of this planning area and is designated “Suburban Medium-Density Residential.”
- Infill in the western third of the planning area is not recommended within the early or mid-range parts of the planning period, unless utility extensions are needed to Country Estates.
- The “Public & Institutional” designation reflects Coppock School and Woods.
- An “Agricultural Protection Area” is designated in the western part of the planning area in harmony with the 1998 Miami County Comprehensive Plan.
- Street connections between existing plats and new development should be made to ensure proper internal traffic and bike/pedestrian movement.
- A north-south collector street with a bike path element is also proposed through this planning area. This collector is intended as a parallel north-south connector between Kessler-Cowlesville Road and Evanston Road. It is intended to keep internal north-south movements off of County Road 25A and Peters Road and should also be designed to provide an attractive pedestrian/bike corridor.
- The Tipp City Parks and Open Space Master Plan recommends utilizing the Nevin Coppock school site as a neighborhood park and the land to the east as a recreational soccer complex.
- Bike paths are recommended along both County Road 25A and Evanston Road in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #41:** Planning Area #41 is found in the southwest part of the study area and is 985 acres in size. This planning area represents Planning Area 152 in the 1998 Miami County Comprehensive Plan. It is bounded by Evanston Road on the north; County Road 25A on the east; Ginghamburg-Frederick Road on the south; and Peters Road on the west. This planning area is primarily agricultural in character, but has significant residential development in the eastern third consisting of Evanston Estates, Marroy Manor, and Gingham Meadows. The western part of the planning area also contains a concentration of large residential lots in the northwest corner and smaller-sized lots in the southwest corner.

- The existing residential subdivisions in the eastern part of the planning area along County Road 25A are designated “Suburban Low-Density Residential” to reflect their character.
- The “Rural Center” designation in the southeastern corner of the planning area represents Ginghamburg, a small residential cluster lacking public water or sewer services. No substantial change is recommended in accordance with the 1998 Miami County Comprehensive Plan.
- An “Agricultural Protection Area” is designated in most of the planning area in harmony with the 1998 Miami County Comprehensive Plan.
- No additional development is recommended in the southwestern part of the planning area where the aircraft noise contour is shown.
- Bike paths are recommended along both County Road 25A and Evanston Road in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #42:** Planning Area #42 is found in the southwest part of the study area and is 494 acres in size. This planning area represents Planning Area 153 in the 1998 Miami County Comprehensive Plan. It is bounded by Ginghamburg-Frederick Road on the north; County Road 25A on the east; the county line on the south; and Peters Road on the west. This planning area is primarily in agricultural production. The developed residential areas are found along the eastern edge and along Ginghamburg-Frederick Road, Peters Road, and Lightner Road in the western third. The development along County Road 25A is part of the unincorporated settlement of Ginghamburg. Industrial uses are found along Lightner Road in the southeast part. A large parcel in the south-central part of the planning area is devoted to runway clearance and navigation aids for the Dayton International Airport.

- Due to the existing aircraft noise contours, no additional residential development is recommended.
- The “Rural Center” designation in the northeastern corner of the planning area represents Ginghamburg, a small residential cluster lacking public water or sewer services. No substantial change is recommended in

accordance with the 1998 Miami County Comprehensive Plan.

- The “Public & Institutional” designation along Lightner Road represents property associated with the Dayton International Airport.
- Reflected by the “Industrial/Office Park” designation, some additional light industrial use is recommended along Lightner Road, as an expansion area for industrial use cluster to the south.
- It is recommended the remainder of the undeveloped part of this planning area respect the “Agricultural Protection Area” designation until decisions can be reached on the “Airplex” concept for the Dayton International Airport.
- A bike path is recommended along County Road 25A in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #43:** Planning Area #43 is found in the south-central part of the study area and is 153 acres in size. This planning area represents Planning Area 156 in the 1998 Miami County Comprehensive Plan. It is bounded by Ginghamburg Road on the north; Interstate Route 75 on the east; the county line on the south; and County Road 25A on the west. This planning area has residential development along County Road 25A and Ginghamburg Road. The development along County Road 25A is part of the unincorporated settlement of Ginghamburg. The remainder is mostly wooded and vacant land, with only the southwestern portion containing a sizable agricultural field.

- Due to the existing aircraft noise contours, no additional residential development is recommended.
- The “Rural Center” designation in the northwestern part of the planning area represents Ginghamburg, a small residential cluster lacking public water or sewer services. No substantial change is recommended in accordance with the 1998 Miami County Comprehensive Plan.
- It is recommended additional development not be pursued within this planning area and the designation “Agricultural Protection Area” be respected until decisions can be reached on the “Airplex” concept for the Dayton International Airport.
- A bike path is recommended along County Road 25A in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #44:** Planning Area #44 is found in the south-central part of the study area and is 187 acres in size. This planning area represents Planning Area 155 in the 1998 Miami County Comprehensive Plan. It is bounded by Shoop Road on the north; Interstate Route 75 on the east; Ginghamburg Road on the south; and County Road 25A on the west. This planning area has the appearance of being mostly undeveloped, but lot sizes are too small for typical agricultural production. Residential development is found along Ginghamburg Road and in the southwestern corner along County Road 25A. The development along County Road 25A is part of the unincorporated settlement of Ginghamburg.

- The “Rural Center” designation in the southwestern part of the planning area represents Ginghamburg, a small residential cluster lacking public water or sewer services. No substantial change is recommended in accordance with the 1998 Miami County Comprehensive Plan.
- It is recommended additional development not be pursued within this planning area and the designation “Agricultural Protection Area” be respected until decisions can be reached on the “Airplex” concept for the Dayton International Airport.
- A bike path is recommended along County Road 25A in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #45:** Planning Area #45 is found in the south-central part of the study area and is 168 acres in size. This planning area represents Planning Area 154 in the 1998 Miami County Comprehensive Plan. It is bounded by Evanston Road on the north; Interstate Route 75 on the east; Shoop Road on the south; and County Road 25A on the west. This planning area has three significant land use characteristics. One is the almost continuous row of residential lots stripped out along Evanston Road, County Road 25A, and Shoop Road. The second is a large church facility in the east central part. The remainder of the planning area remains in agricultural production.

- It is recommended additional development follow an overall plan associated with the Ginghamburg Church of God, as reflected by the “Public & Institutional” designation for most of the planning area.
- It is recommended that no additional strip residential development be permitted along the road frontages and consolidation of access points be pursued when possible. The “Suburban Low-Density Residential” designation reflects these areas.
- Bike paths are recommended along both County Road 25A and Evanston Road in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #46:** Planning Area #46 is found in the south-central part of the study area and is 299 acres in size. This planning area represents Planning Area 157 in the 1998 Miami County Comprehensive Plan. It is bounded by Evanston Road on the north; Tipp-Cowlesville Road on the east; Shoop Road on the south; and Interstate Route 75 on the west. The dominant land use characteristic is the residential subdivisions of York Meadows and Country Estates East in the western half of the planning area. The central part is in agricultural production and large-lot residential sites are found along Tipp-Cowlesville Road. There is a cemetery along Evanston Road near Tipp-Cowlesville Road.

- The existing residential subdivisions and lots are designated “Suburban Low-Density Residential” and “Suburban Medium-Density Residential” to reflect their character.
- New infill of existing residential development is recommended in the northeastern part of this planning area and is designated “Suburban Medium-Density Residential.”
- A second point of access will be needed to develop the western part of the planning area adjacent to I-75.
- A bike path is recommended along Evanston Road in accordance with the Tipp City Parks and Open Space Master Plan.

**Planning Area #47:** Planning Area #47 is found in the south central part of the study area and is 38 acres in area. It is bounded by Evanston Road on the north, Hyatt Street on the west, the Tipp City corporation boundary on the south, and the CSXT Railroad on the east. This planning area consists of an electric power substation, a church, and three dwellings.

- No changes are recommended within this planning area. The “Suburban Medium-Density Residential” designation reflects existing development and the “Public & Institutional” designation reflects the electric substation.
- A bike path is recommended along Evanston Road in accordance with the Tipp City Parks and Open Space Master Plan.
- The northeastern corner of the planning area is within the Five-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #48:** Planning Area #48 is found in the southeast part of the study area and is 1,023 acres in size. This planning area represents the southern portion of Planning Area 162 in the 1998 Miami County Comprehensive Plan. It is bounded by the Great Miami River on the north and east; the county line on the south; and the CSXT railroad and the City of Tipp City on the west. This planning area is largely undeveloped and in agricultural production, especially east of Tipp Canal Road, due to extensive portions being within the Miami Conservancy District flood easement. A mineral extraction operation is found in the south part. Some scattered residential sites are found west of Tipp Canal Road, most in the vicinity of the Evanston Road intersection. There are two wooded corridors, one along the Great Miami River and one between Tipp Canal Road and the CSXT railroad in the southern part of the planning area.

- Additional development is not recommended within this planning area because of flood hazard, reflected by the “Open Space/Conservation/Recreation” designation.
- The new water treatment plant is proposed within this planning area and is shown as “Public & Institutional” on the plan map.
- Extension of the Great Miami River bike trail/corridor is recommended through this planning area.
- The northern part of the planning area is within the Five-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #49:** Planning Area #49 is found in the southeast part of the study area and is 216 acres in size. This planning area represents Planning Area 160 in the 1998 Miami County Comprehensive Plan. It is bounded by the City of Tipp City on the north; the CSXT railroad on the east; the county line on the south; and Tipp-Cowlesville Road on the west. This planning area represents the undeveloped corridor between the CSXT railroad and Tipp-Cowlesville Road south of the power substation to the county line. The eastern part of the corridor is wooded and the only residential development is along Tipp-Cowlesville Road south of Ginghamburg Road. The northwestern part is in agricultural crop production.

- The designation “Agricultural Protection Area” in the western part of the planning area reflects the existing and desired future pattern. Residential uses are not recommended in the northern part of the planning area due to the aircraft noise contour.
- Additional development is not recommended within the part of this planning area designated “Open Space/Conservation/Recreation” due to flood hazard.
- Access management along Tipp Cowlesville Road is recommended for new and redeveloped areas.

**Planning Area #50:** Planning Area #50 is found in the south-central part of the study area and is 318 acres in size. This planning area represents Planning Area 158 in the 1998 Miami County Comprehensive Plan. It is bounded by Shoop Road on the north; Tipp-Cowelsville Road on the east; Ginghamburg Road on the south; and Interstate Route 75 on the west. This planning area is primarily in agricultural production, but has significant large-lot residential development along Shoop Road and the north part of Tipp-Cowlesville Road, as well as Ginghamburg Road.

- The northern part of the planning area is designated “Suburban Low-Density Residential” to reflect existing development along Shoop Road.
- It is recommended additional development not be pursued within this planning area designated “Agricultural Protection Area” in accordance with the 1998 Miami County Comprehensive Plan, until decisions can be reached on the “Airplex” concept for the Dayton International Airport. With current access and noise limitations, other uses are not appropriate.
- No residential development is recommended within the aircraft noise contour.

**Planning Area #51:** Planning Area #51 is found in the south-central part of the study area and is 233 acres in size. This planning area represents Planning Area 159 in the 1998 Miami County Comprehensive Plan. It is bounded by Ginghamburg Road on the north; Tipp-Cowelsville Road on the east; the county line on the south; and Interstate Route 75 on the west. This planning area is substantially developed with the Deer Cliff Run residential subdivision, residential uses stripped out along Tipp-Cowlesville Road, and an area of large-lot residential uses in the northwest corner.

- No significant change to the existing land use pattern is recommended within this planning area.
- The existing residential areas are designated “Suburban Low-Density Residential.”
- The western part of the planning area is designated “Agricultural Protection Area” in accordance with the 1998 Miami County Comprehensive Plan.
- No residential development is recommended within the aircraft noise contour.

**Planning Area #52:** Planning Area #52 is found in the southeast part of the study area and is 1,236 acres in size. This planning area represents Planning Area 163 in the 1998 Miami County Comprehensive Plan. It is bounded by State Route 571 on the north; State Route 202 on the east; an eastward extension of the Miami County line on the south; and the Great Miami River on the west. This planning area is primarily undeveloped. The most significant land use is agricultural production. There are wooded areas along the Great Miami River and steep slopes. Non-agricultural uses include a golf course and widely scattered dwellings.

- Reflected by the “Open Space/Conservation/Recreation” designation, additional development is not recommended within the flood hazard portion of this planning area.
- The “Rural Center” designation in the southeastern corner of the planning area represents West Charleston, a small residential cluster lacking public water or sewer services. No substantial change is recommended in accordance with the 1998 Miami County Comprehensive Plan.
- The remainder of the planning area is recommended to remain rural in character and is designated “Agricultural Protection Area” in accordance with the 1998 Miami County Comprehensive Plan.
- The northern tip of the planning area is within the Five-Year Drinking Water Protection Area. Appropriate precautions should be taken when considering land use decisions.

**Planning Area #53:** Planning Area #53 is found in the northwest part of the study area and is 1,227 acres in size. This planning area represents part of Planning Area 115 in the 1998 Miami County Comprehensive Plan. It is bounded by Monroe-Concord Road on the north; Peters Road on the east; Kessler-Cowlesville Road on the south; and the edge of the study area on the west. This planning area is primarily undeveloped. The most significant land use is agricultural production.

- The “Suburban Low-Density Residential” designation on the eastern edge of the planning area represents existing development. No expansion or change is recommended within the planning period.
- The “Open Space/Conservation/Recreation” designation reflects a flood hazard area within this planning area.
- The remainder of the planning area is recommended to remain rural in character and is designated “Agricultural Protection Area” in accordance with the 1998 Miami County Comprehensive Plan.

**Planning Area #54:** Planning Area #54 is found along the western fringe of the study area and is 1,136 acres in size. This planning area represents part of Planning Area 119 in the 1998 Miami County Comprehensive Plan. It is bounded by Kessler-Cowlesville Road on the north; Peters Road on the east; State Route 571 on the south; and Worley Road on the west. This planning area is primarily undeveloped. The most significant land use is agricultural production.

- The “Suburban Low-Density Residential” designation at the southeastern corner of the planning area represents existing development along Peters road.
- No change to the existing land use pattern is currently proposed within this planning area as it is almost totally designated “Agricultural Protection Area” in accordance with the 1998 Miami County Comprehensive Plan.
- Tipp City will need to formalize an agreement with Miami County to provide this area with utility services.

**Planning Area #55:** Planning Area #55 is found along the western fringe of the study area and is 00,000 acres in size. This planning area represents part of Planning Area 149 in the 1998 Miami County Comprehensive Plan. It is bounded by State Route 571 on the north; Peters Road on the east; North Montgomery County Line Road East on the south; and Worley Road on the west. This planning area is primarily undeveloped with the exception of Homestead Golf Course on Worley Road and a residential subdivision along Peters Road south of Troy-Frederick Road. The most significant land use is agricultural production.

- The “Suburban Medium-Density Residential” designation in the southeastern corner of the planning area represents a possible expansion area within the northwestern part of the community. Utility services will be required.
- The “Open Space/Conservation/Recreation” designations reflect flood hazard areas within this planning area. The area along Peters Road could be used as a storm water detention/retention area designed into the overall plan for the designated suburban residential development to the west.
- The remainder of this planning area as designated “Agricultural Protection Area” in accordance with the 1998 Miami County Comprehensive Plan.
- Tipp City will need to formalize an agreement with Miami County to provide this area with utility services.

**A. DEVELOPMENT SUITABILITY ANALYSIS  
FOR SOILS**

**B. MAPS 1-14**

## DEVELOPMENT SUITABILITY ANALYSIS FOR SOILS IN TIPP CITY, OHIO

TABLE 1		RESOURCE POTENTIAL			DEVELOPMENT SUITABILITY FACTORS								DEVELOPMENT SUITABILITY						
DEVELOPMENT SUITABILITY  ANALYSIS FOR SOILS  MIAMI COUNTY, OHIO		NATURALLY PRIME FARMLAND	PRIME FARMLAND WHERE DRAINED	PROBABLE SOURCE OF SAND & GRAVEL	FLOODING HAZARD	LOW BEARING STRENGTH	SHALLOW DEPTH TO BEDROCK	DRAINAGE			SLOPE			RESIDENTIAL			COMMERCIAL / INDUSTRIAL		
								SOMEWHAT POORLY DRAINED	VERY POORLY DRAINED	HYDRIC SOIL	SLOPE - LESS THAN 6%	SLOPE - 6-12%	SLOPE - MORE THAN 12%	IMPROVEMENTS NEEDED TO OVERCOME CONSTRAINTS			IMPROVEMENTS NEEDED TO OVERCOME CONSTRAINTS		
														PRIME	SUITABLE	MARGINAL	NOT RECOMMENDED	PRIME	SUITABLE
Algiers silt loam	(Ag)	X			X			X			X				X				X
Blount silt loam	(BIA)		X					X			X							X	
Blount silt loam	(BIB)		X					X			X							X	
Blount silt loam	(BIB2)		X					X			X							X	
Brookston silty clay loam	(Bs)		X						X	X	X							X	
Celina silt loam	(CeA)	X									X							X	
Celina silt loam	(CeB)	X									X							X	
Celina silt loam	(CeB2)	X									X							X	
Corwin silt loam	(CoA)	X									X							X	
Corwin silt loam	(CoB)	X									X							X	
Crosby silt loam	(CrA)		X					X			X							X	
Crosby silt loam	(CrB)		X					X			X							X	
Edwards muck	(Ed)					X			X	X	X				X				X
Eel silt loam	(Ee)	X			X						X				X				X
Eldean loam	(EIA)	X		X							X				X				
Eldean loam	(EIB)	X		X							X				X				
Eldean loam	(EIB2)	X		X							X				X				
Eldean silt loam	(EmA)	X		X							X				X				
Eldean silt loam	(EmB)	X		X							X				X				
Eldean-Casco gravelly loams	(EoC2)			X						X				X					X

Source: Soil Survey of Miami County, Ohio. USDA Soil Conservation Service, 1978.

Miami Valley Regional Planning Commission

Miami County Planning Commission

## DEVELOPMENT SUITABILITY ANALYSIS FOR SOILS IN TIPP CITY, OHIO

		RESOURCE POTENTIAL			DEVELOPMENT SUITABILITY FACTORS									DEVELOPMENT SUITABILITY						
		NATURALLY PRIME FARMLAND	PRIME FARMLAND WHERE DRAINED	PROBABLE SOURCE OF SAND & GRAVEL	FLOODING HAZARD	LOW BEARING STRENGTH	SHALLOW DEPTH TO BEDROCK	DRAINAGE			SLOPE			RESIDENTIAL			COMMERCIAL / INDUSTRIAL			
								SOMEWHAT POORLY DRAINED	VERY POORLY DRAINED	HYDRIC SOIL	SLOPE - LESS THAN 6%	SLOPE - 6-12%	SLOPE- MORE THAN 12%	IMPROVEMENTS NEEDED TO OVERCOME CONSTRAINTS	NOT RECOMMENDED	IMPROVEMENTS NEEDED TO OVERCOME CONSTRAINTS	NOT RECOMMENDED			
																		PRIME	SUITABLE	MARGINAL
Eldean-Casco gravelly loams	(EoD2)			X								X				X				X
Eldean-Casco complex	(EpD3)			X								X*				X				X
Eldean-Miamian complex	(ErB)	X		X					X				X			X				
Eldean-Miamian complex	(ErC)			X						X			X					X		
Genesee silt loam	(Gn)				X				X						X					X
Glynwood silt loam	(GwB)	X							X					X			X			
Glynwood clay loam	(GwB2)								X					X			X			
Glynwood clay loam	(GwC2)									X				x				X		
Glynwood silt loam	(GwD2)										X				X					X
Glynwood clay loam	(GyC3)									X*				X				X		
Glynwood clay loam	(GyD3)										X				X					X
Linwood muck	(Ln)					X				X	X	X			X					X
Lorenzo-Rodman gravelly loams	(LrE2)			X								X			X					X
Martinsville and Ockley loams	(MaB)	X							X				X			X				
Medway silt loam	(Md)	X			X				X						X					X
Miamian silt loam	(MhA)	X							X					X			X			
Miamian silt loam	(MhB)	X							X					X			X			
Miamian silt loam	(MhB2)	X							X					X			X			
Miamian silt loam	(MhC2)									X				X				X		
Miamian silt loam	(MhD2)										X				X					X

Source: Soil Survey of Miami County, Ohio. USDA Soil Conservation Service, 1978.

Miami Valley Regional Planning Commission

Miami County Planning Commission

## DEVELOPMENT SUITABILITY ANALYSIS FOR SOILS IN TIPP CITY, OHIO

		RESOURCE POTENTIAL			DEVELOPMENT SUITABILITY FACTORS									DEVELOPMENT SUITABILITY							
		NATURALLY PRIME FARMLAND	PRIME FARMLAND WHERE DRAINED	PROBABLE SOURCE OF SAND & GRAVEL	FLOODING HAZARD	LOW BEARING STRENGTH	SHALLOW DEPTH TO BEDROCK	DRAINAGE			SLOPE			RESIDENTIAL		COMMERCIAL / INDUSTRIAL					
								SOMEWHAT POORLY DRAINED	VERY POORLY DRAINED	HYDRIC SOIL	SLOPE - LESS THAN 6%	SLOPE - 6-12%	SLOPE - MORE THAN 12%	PRIME	SUITABLE	MARGINAL	NOT RECOMMENDED	PRIME	SUITABLE	MARGINAL	NOT RECOMMENDED
Miamian silt loam	(MkA)	X				X				X				X							
Miamian silt loam	(MkB)	X				X				X				X							
Miamian silt loam	(MkB2)	X				X				X				X							
Miamian silt loam	(MkC2)					X				X				X							
Miamian clay loam	(MIC3)									X			X								
Miamian clay loam	(MID3)											X						X			
Miamian and Hennepin silt loams	(MmE)											X						X			
Miamian and Hennepin silt loams	(MmF)											X						X			
Millsdale silt loam	(MnA)		X			X		X	X	X				X				X			
Millsdale silt loam	(MnB)		X			X		X	X	X				X				X			
Millsdale silty clay loam	(MoA)		X			X		X	X	X				X				X			
Millsdale silty clay loam	(MoB)		X			X		X	X	X				X				X			
Milton silt loam	(MpA)	X				X			X					X				X			
Milton silt loam	(MpB)	X				X			X					X				X			
Milton silt loam	(MpB2)	X				X			X					X				X			
Milton silt loam	(MpC2)					X				X				X				X			
Milton silt loam	(MpD2)					X					X			X				X			
Montgomery silty clay loam	(Mt)		X		X			X	X	X				X				X			
Ockley silt loam	(OcA)	X		X					X			X				X					
Ockley silt loam	(OcB)	X		X					X			X				X					

Source: Soil Survey of Miami County, Ohio. USDA Soil Conservation Service, 1978.

Miami Valley Regional Planning Commission

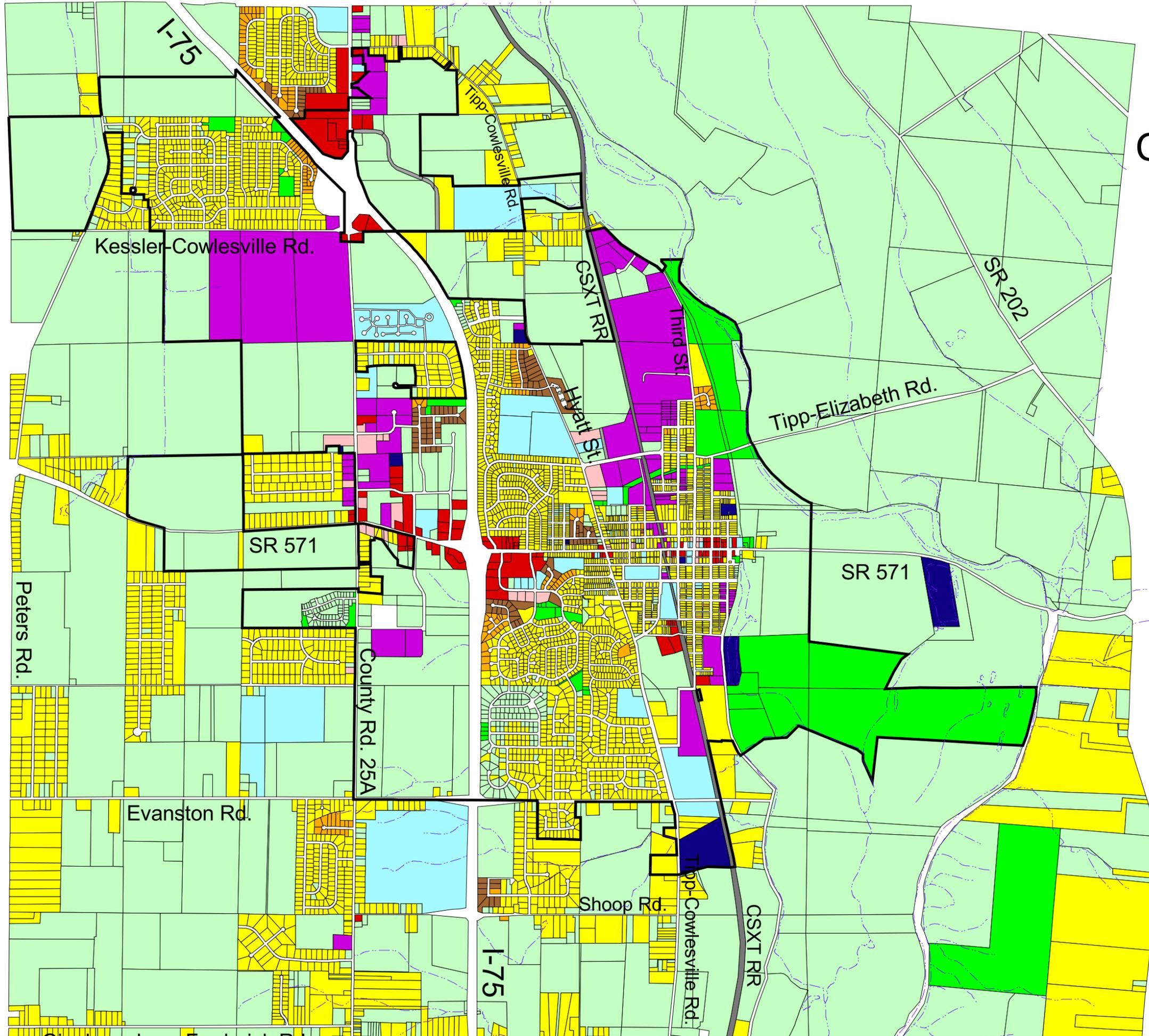
Miami County Planning Commission

## DEVELOPMENT SUITABILITY ANALYSIS FOR SOILS IN TIPP CITY, OHIO

		RESOURCE POTENTIAL			DEVELOPMENT SUITABILITY FACTORS									DEVELOPMENT SUITABILITY							
		NATURALLY PRIME FARMLAND	PRIME FARMLAND WHERE DRAINED	PROBABLE SOURCE OF SAND & GRAVEL	FLOODING HAZARD	LOW BEARING STRENGTH	SHALLOW DEPTH TO BEDROCK	DRAINAGE			SLOPE			RESIDENTIAL			COMMERCIAL / INDUSTRIAL				
								SOMEWHAT POORLY DRAINED	VERY POORLY DRAINED	HYDRIC SOIL	SLOPE - LESS THAN 6%	SLOPE - 6-12%	SLOPE - MORE THAN 12%	PRIME	SUITABLE	MARGINAL	NOT RECOMMENDED	PRIME	SUITABLE	MARGINAL	NOT RECOMMENDED
Odell silt loam	(OdA)		X				X			X					X						
Odell silt loam	(OdB)		X				X			X					X						
Pewamo silty clay loam	(Pe)		X					X	X	X					X						
Randolph silt loam	(RdA)					X	X			X					X						
Randolph silt loam	(RdB)					X	X			X					X						
Ritchey silt loam	(RhB)					X				X					X						
Ritchey silt loam	(RhC)					X				X*					X						
Ritchey silt loam	(RhE)					X					X				X				X		
Ross silt loam	(Rs)	X			X					X					X				X		
Ross silt loam, shallow variant	(Rt)				X	X				X					X				X		
Shoals silt loam	(Sh)	X			X		X			X					X				X		
Shoals silt loam, mod. shallow vari.	(Sk)				X		X			X					X				X		
Sleeth silt loam	(SIA)		X	X			X			X					X				X		
Stonelick loam	(St)	X								X					X				X		
Walkkill silt loam	(Wa)					X		X	X	X					X				X		
Warsaw silt loam	(WdA)	X		X						X			X				X				
Wea silt loam	(WeA)	X		X						X			X				X				
Westland silty clay loam	(Wt)		X	X				X	X	X					X				X		

# Map 1 Existing Land Use in 2002

## Comprehensive Plan Update Tipp City, Ohio



- Agricultural/Vacant
- Single-Family Residential
- Two-Family Residential
- Multi-Family Residential
- Office
- Commercial/Retail
- Industrial
- Institutional
- Open Space
- Utilities
- Right-of-Way

SOURCE: Windshield Survey by MVRPC and Tipp City, February 2002.

1000 0 1000 2000 Feet

August, 2002



# Map 2 Generalized Water System

## Comprehensive Plan Update Tipp City, Ohio

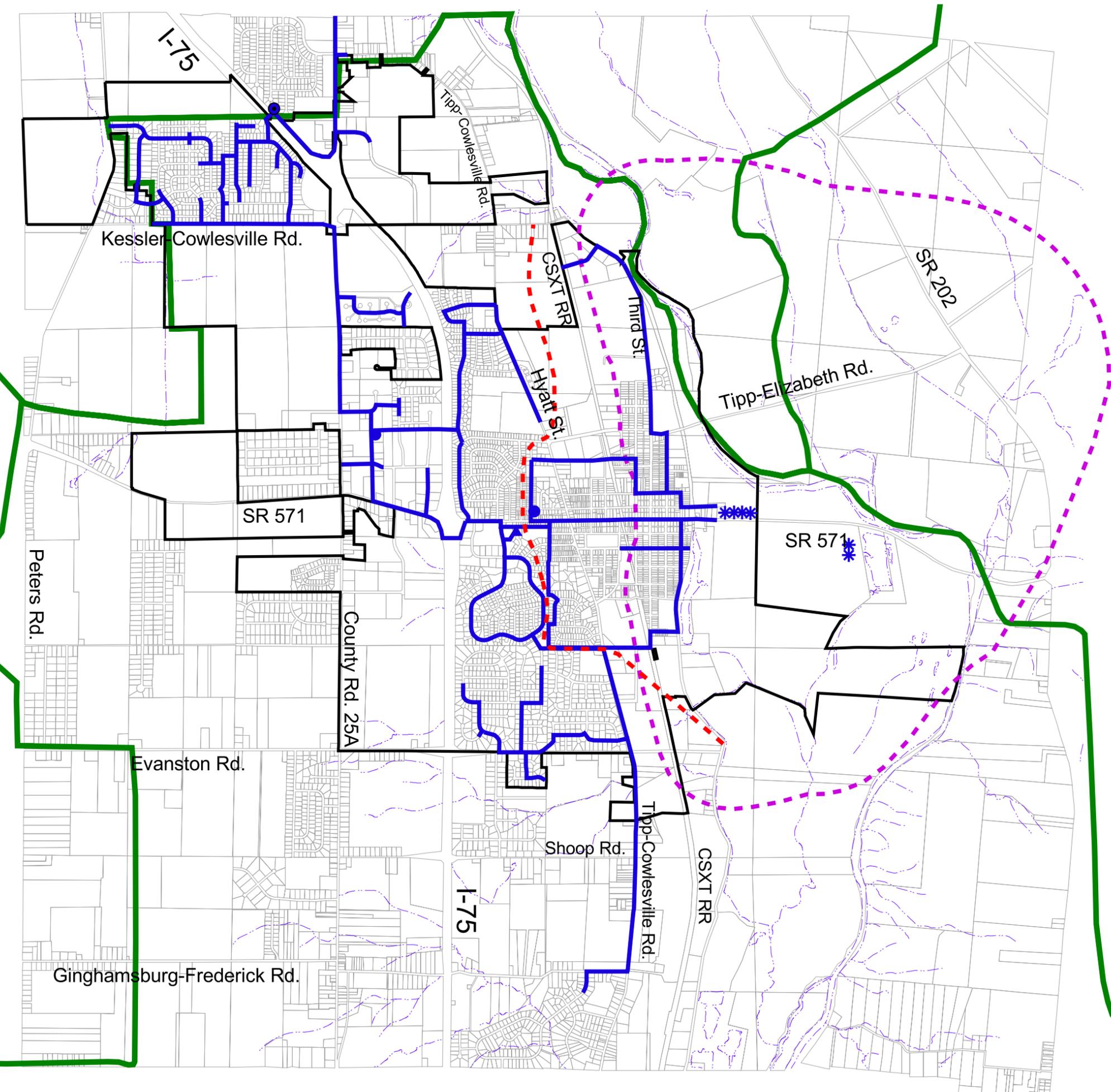
-  Emergency Interconnect - Troy
-  Pressure Valve
-  Elevated Storage
-  Well Field
-  Existing Trunk Mains
-  Wellhead Protection Area
-  Low-High Service Area Boundary
-  Facility Planning Area Boundary

SOURCE: Tipp City, Ohio

1000 0 1000 2000 Feet

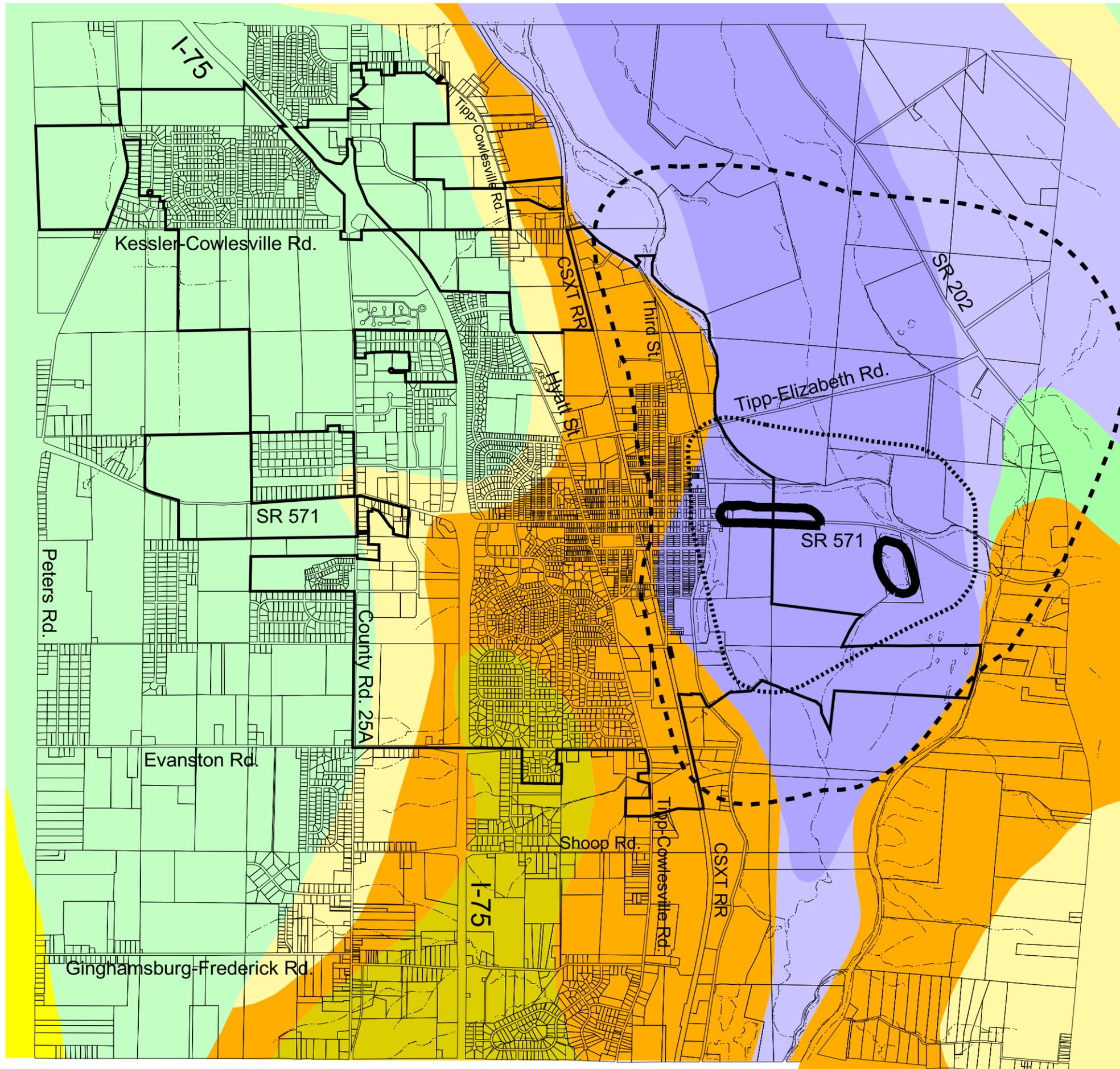


August, 2002



# Map 3 Groundwater Resources

## Comprehensive Plan Update Tipp City, Ohio



- Well Field
- Priority 1 Drinking Water Protection Area
- Priority 2 Drinking Water Protection Area

- Yield in Gallons Per Minute (GPM)
- 500 to 1,000+ GPM
  - 100 to 500 GPM (Thick)
  - Up to 75 GPM
  - 5 to 25 GPM (Bedrock)
  - 5 to 25 GPM (Sand & Gravel)
  - 3 to 10 GPM (Till)
  - 3 to 10 GPM (Sand & Gravel)
  - Less Than 2 GPM

SOURCE: Ohio Department of Natural Resources,  
Ground Water Resources of Miami, County, Ohio, 1984.

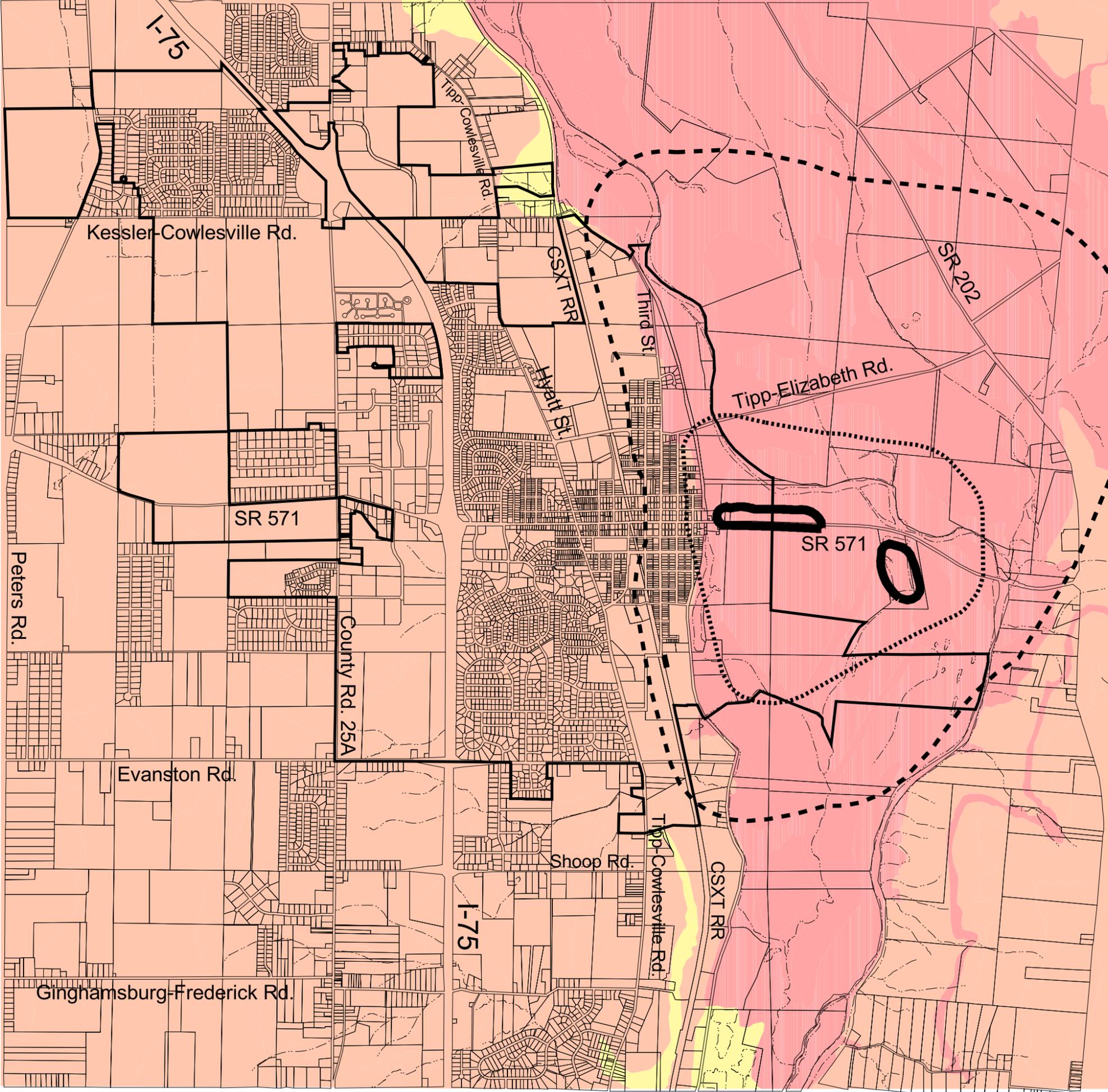
1000 0 1000 2000 Feet

August, 2002



# Map 4 Groundwater Pollution Potential

## Comprehensive Plan Update Tipp City, Ohio



-  Well Field
-  Inner Management Zone
-  Wellhead Protection Area
-  Low Pollution Potential
-  Medium Pollution Potential
-  High Pollution Potential

SOURCE: Ohio Department of Natural Resources, Ground Water Pollution Potential of Miami, County, Ohio, 1995.  
Tipp City, Ohio Well head Protection Program

1000 0 1000 2000 Feet



August, 2002



# Map 5 Sanitary Sewer System

## Comprehensive Plan Update Tipp City, Ohio

-  Existing Sewer Trunk
-  Force Main
-  Lift Station
-  Sewer Meter
-  Facility Planning Area

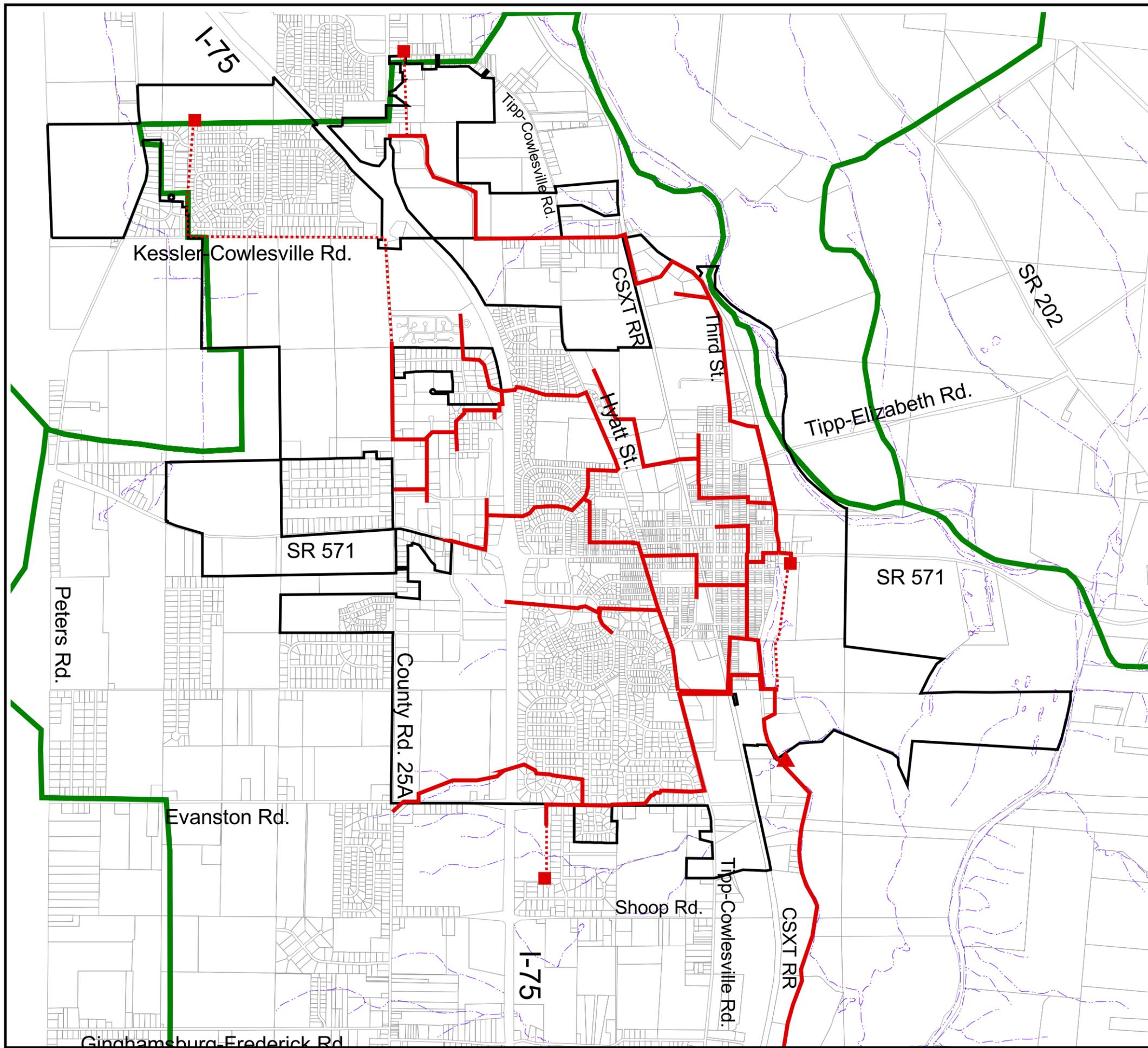
SOURCE: Tipp City, Ohio

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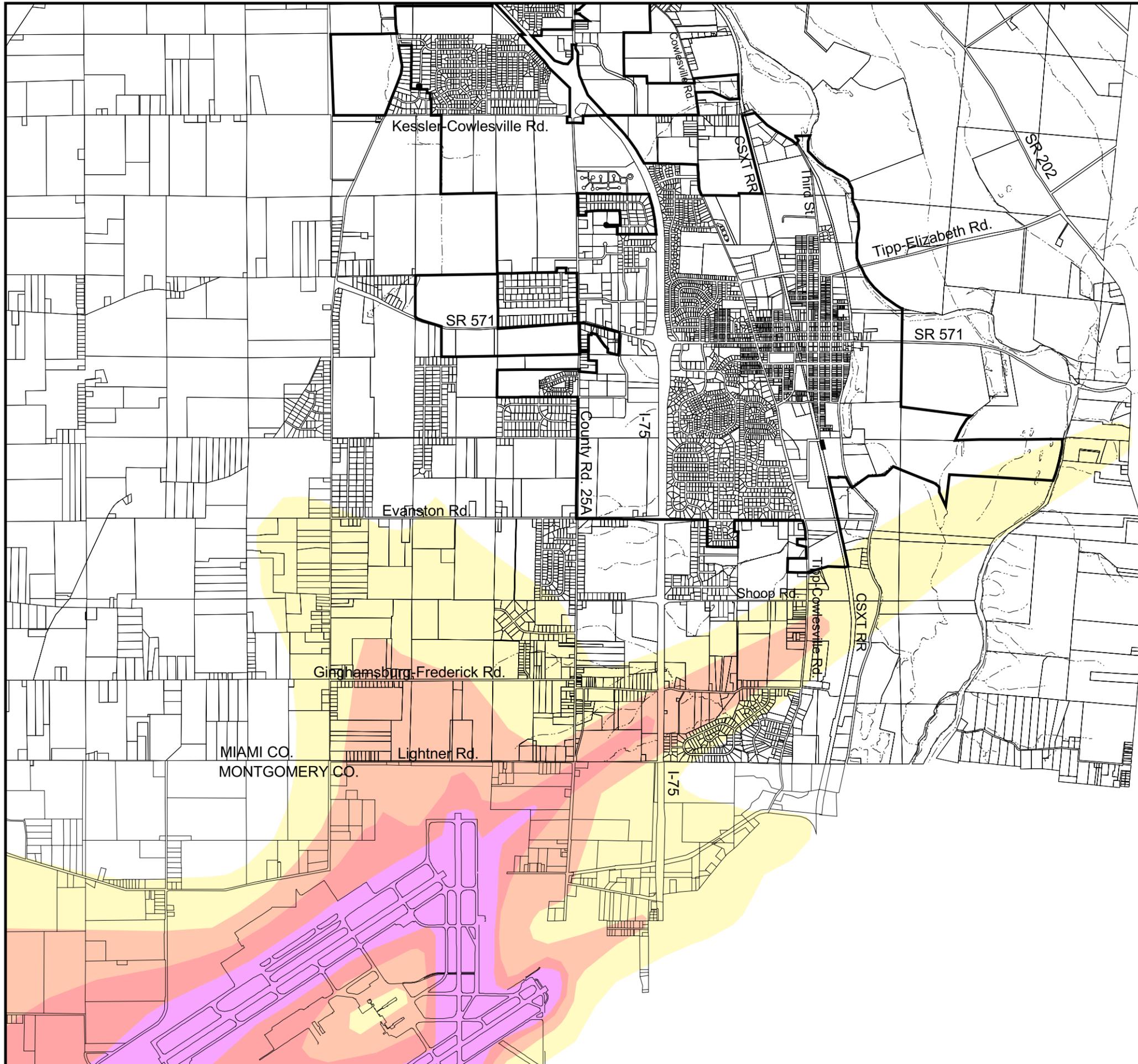


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# Map 6 Airport Noise

## Comprehensive Plan Update Tipp City, Ohio



Day-Night Average Sound Levels (DNL)

- 60 decibels
- 65 decibels
- 70 decibels
- 75 decibels

SOURCE: Dayton International Airport,  
Part 150 Noise Compatibility Study,  
1999 Existing Noise Contours.

1000 0 1000 2000 Feet

August, 2002



# Map 7 Railroad Crossings

## Comprehensive Plan Update Tipp City, Ohio

Note: Each label contains the Ohio Railroad Crossing Inventory ID number.

All crossings have gates except the following:  
 #155170Y Dow St.  
 #155172M German St.  
 #155169E Maple Hill Rd.

All crossings have warning lights except the following:  
 #155172M German St.  
 #155169E Maple Hill Rd.

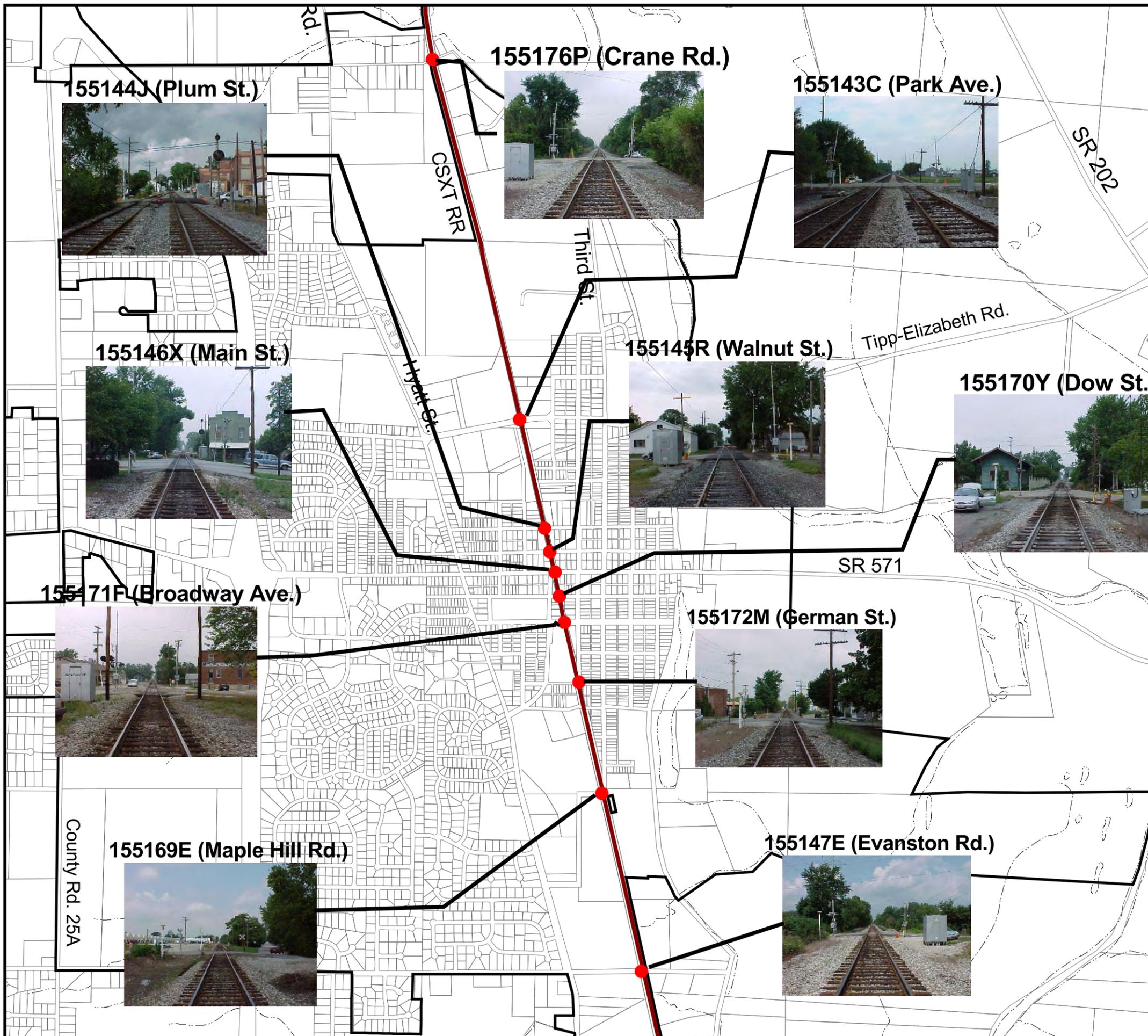
SOURCE: Ohio Rail Crossings Inventory, Ohio Rail Development Commission and Ohio Public Utilities Commission

1000 0 1000 2000 Feet

August, 2002

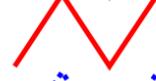


Prepared By: Miami Valley Regional Planning Commission



# Map 8 Pedestrian & Bike Facilities

## Comprehensive Plan Update Tipp City, Ohio

-  Buckeye Walking Trail
-  Existing Sidewalk
-  Proposed Bike Path/Route
-  Proposed Great Miami River Corridor Bikeway

SOURCE: Miami Valley Regional Planning Commission  
Miami County Conceptual Bikeway/Pedestrian Plan  
Tipp City Parks & Open Space Master Plan

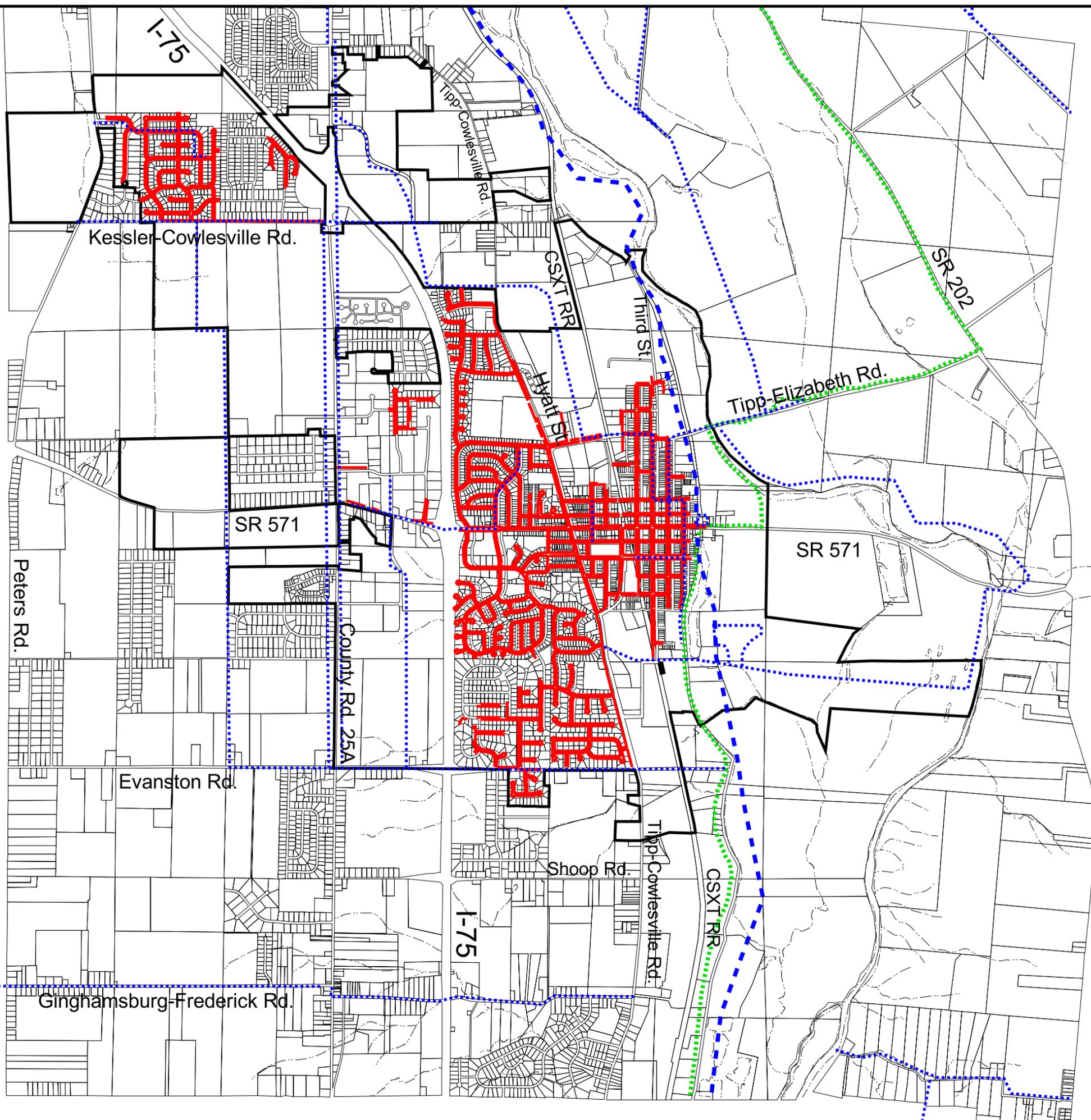
1000 0 1000 2000 Feet



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# Map 9 Thoroughfare Classification

## Comprehensive Plan Update Tipp City, Ohio

- Functional Classifications
-  Urban Interstate
  -  Minor Urban Arterial
  -  Urban Collector
  -  Major Rural Collector
  -  Minor Rural Collector
  -  Locally-Designated Rural or Urban Collector

SOURCE: Miami Valley Regional Planning Commission  
Miami County Comprehensive Development Plan, 1998

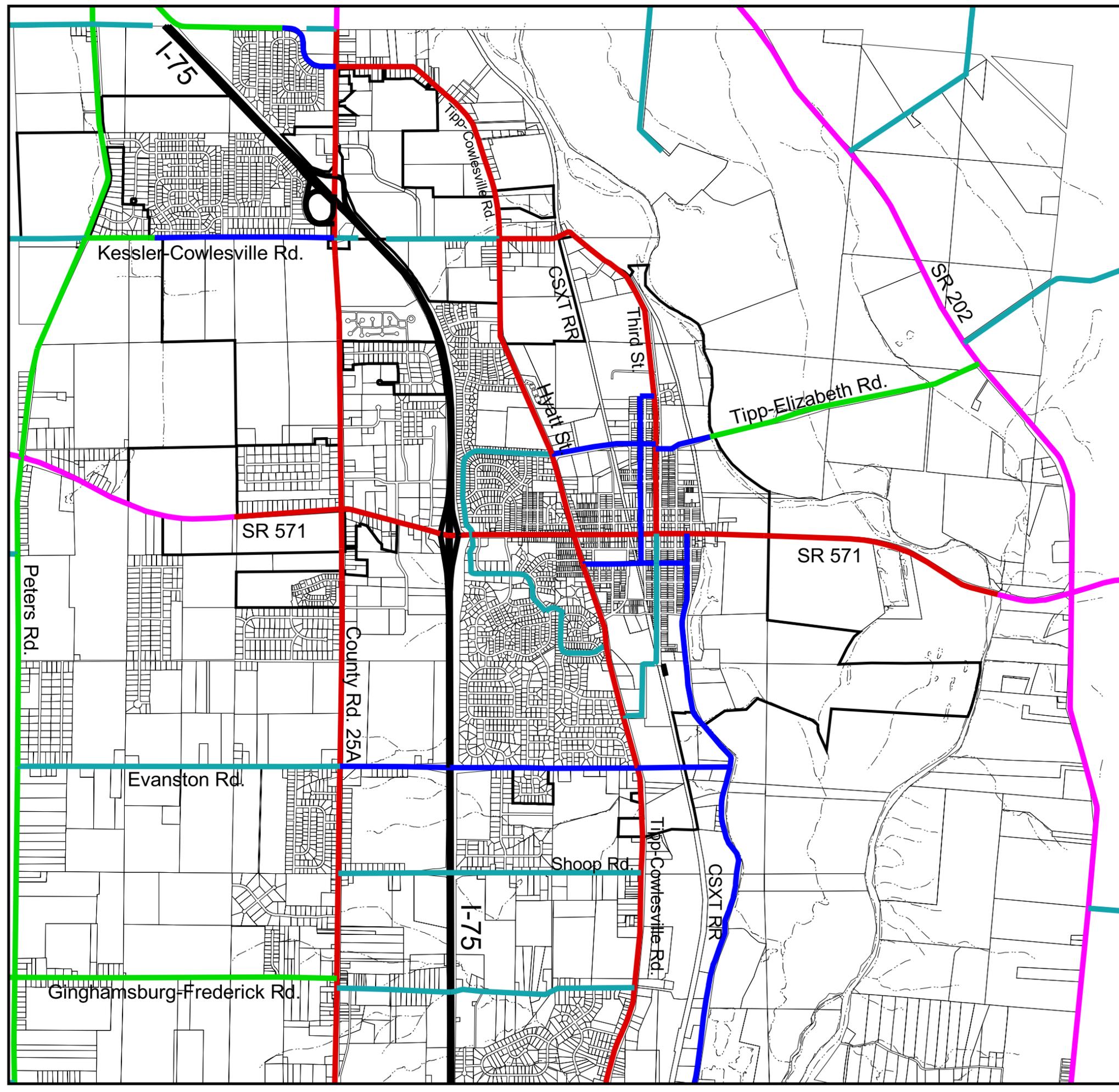
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August, 2002

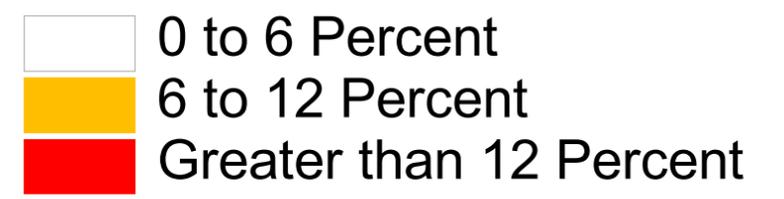
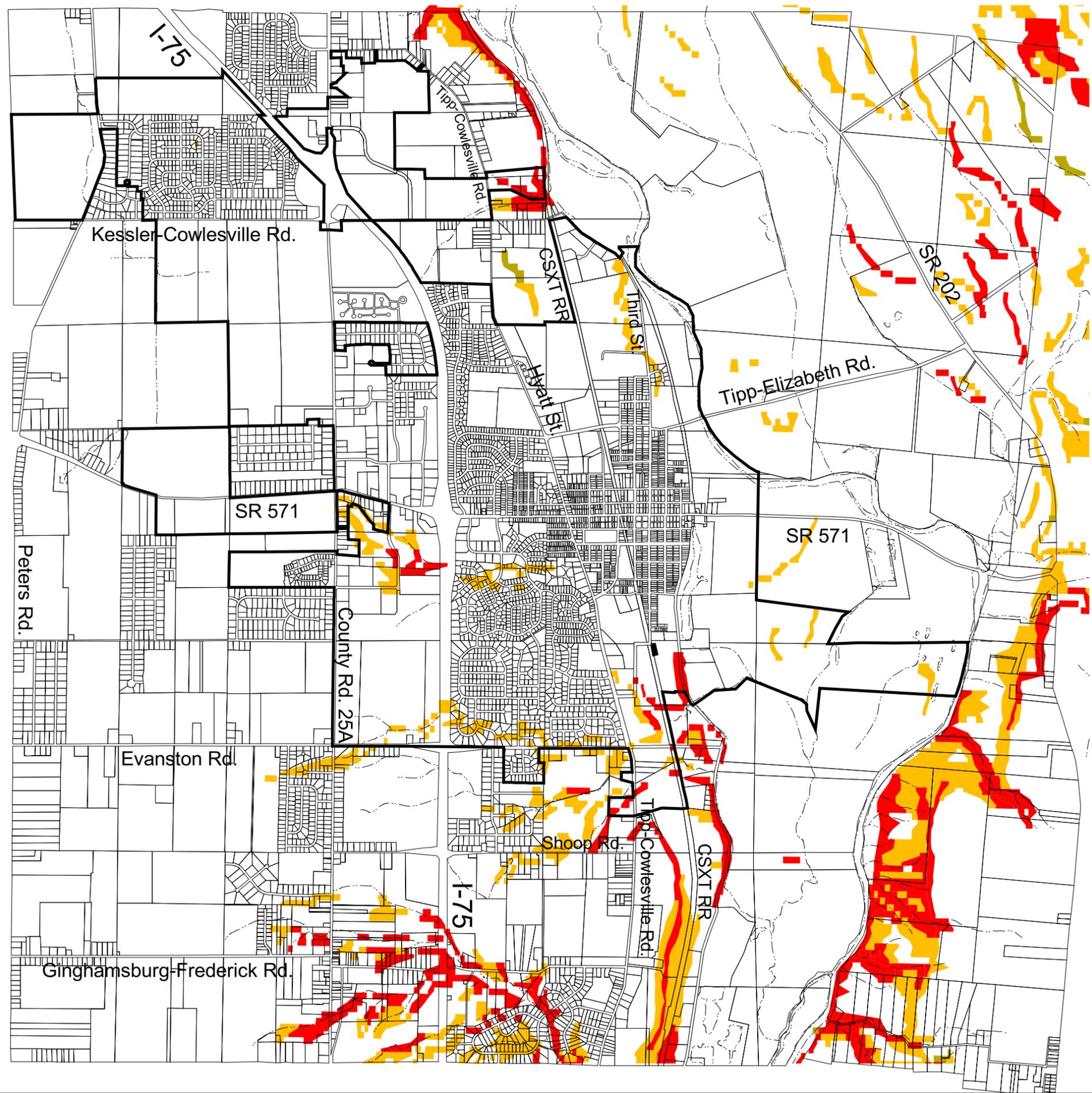


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# Map 10 Steep Slopes

## Comprehensive Plan Update Tipp City, Ohio



SOURCE: US Department of Agriculture, Soil Conservation Service, Soil Survey of Miami, County, Ohio, 1978.

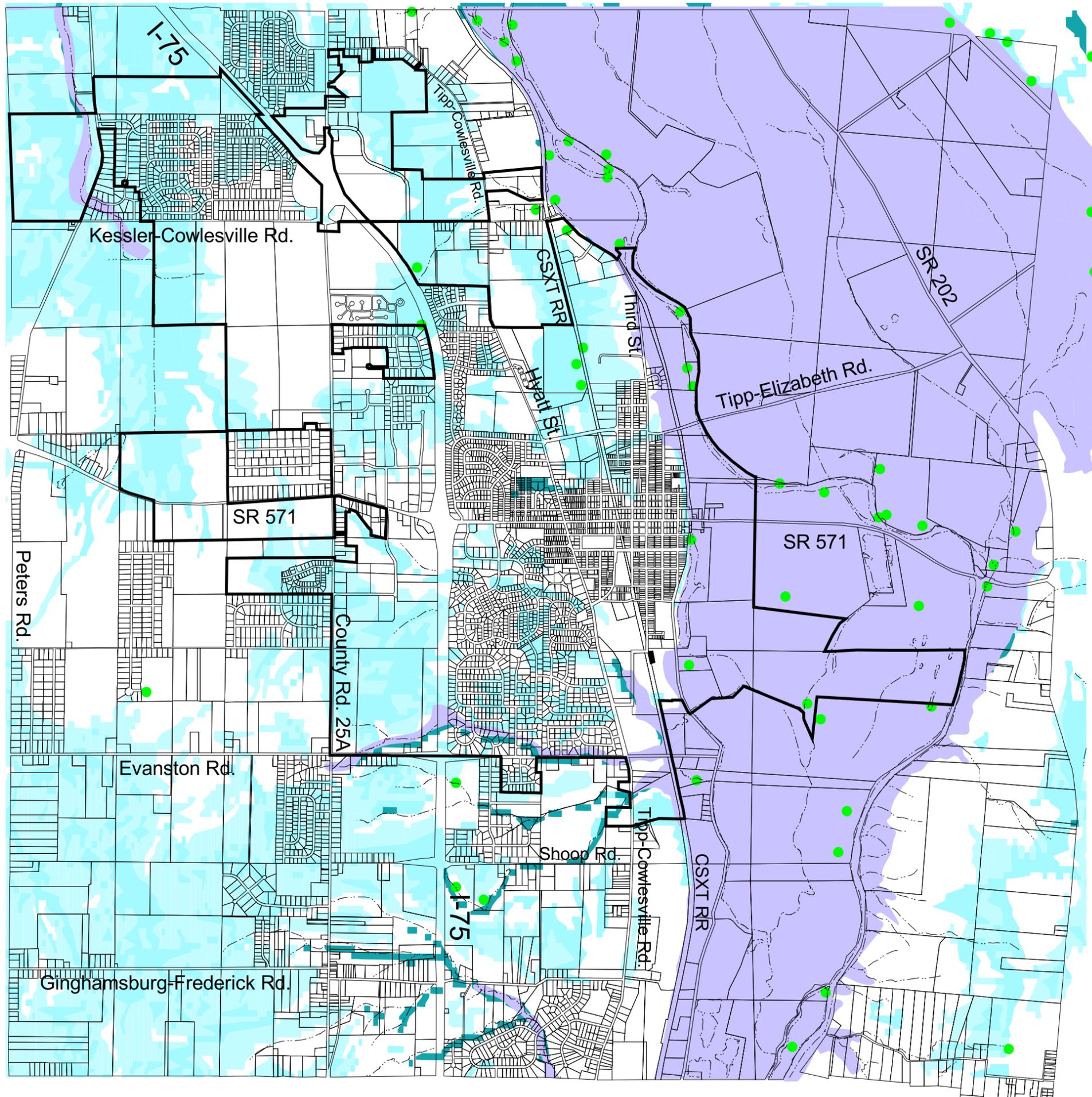


August, 2002



# Map 11 Flood Hazard, Drainage & Wetlands

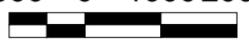
## Comprehensive Plan Update Tipp City, Ohio



- Flood Hazard Area
- Alluvial Soils (Flood Hazard)
- Very Poorly Drained
- Somewhat Poorly Drained
- Well & Moderately-Well Drained
- Probable Wetland

SOURCE: US Department of Agriculture, Soil Conservation Service, Soil Survey of Miami, County, Ohio, 1978.  
 Tipp City Flood Insurance Rate Map, December 8, 1998  
 Miami County Flood Insurance Rate Map, December 19, 1983  
 Miami Valley Wetlands Inventory, 1997

1000 0 1000 2000 Feet

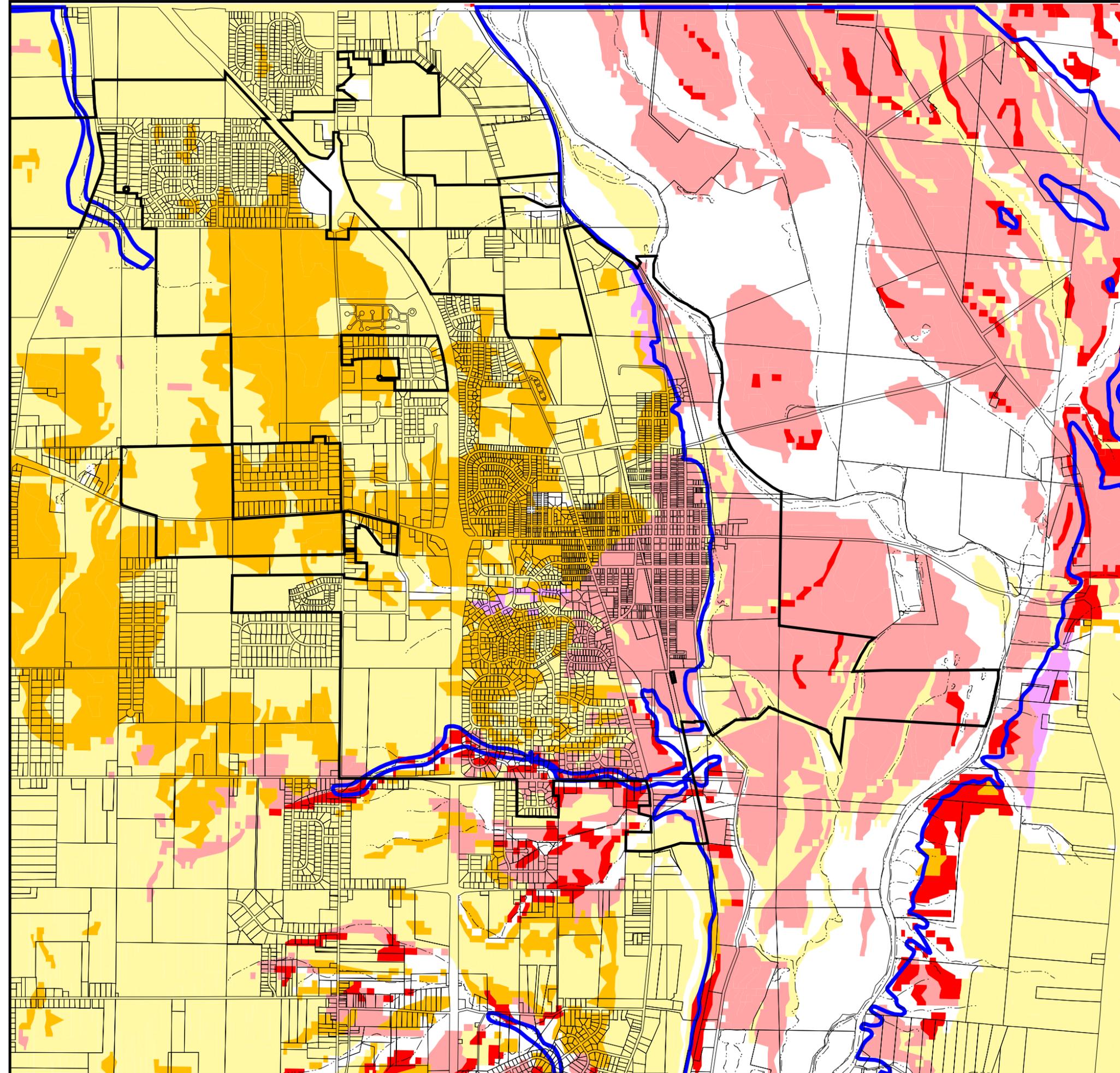


August, 2002



# Map 12 Soil Suitability for Development

## Comprehensive Plan Update Tipp City, Ohio



### Soil Suitability for Development

- Prime for Residential and Commercial
- Prime for Residential / Marginal for Commercial
- Suitable for Residential and Commercial
- Suitable for Residential / Marginal for Commercial
- Marginal for Residential and Commercial
- Not Recommended for Residential or Commercial
- FEMA Flood Hazard Area (Development Restricted)

NOTE: See text for soil suitability matrix.  
Improvements needed to overcome constraints in areas rated suitable.  
Additional improvements needed within areas rated marginal.  
Some prime, suitable or marginal areas within flood hazard zone.

SOURCE: US Department of Agriculture, Soil Conservation Service,  
Soil Survey of Miami, County, Ohio, 1978.  
Miami Valley Regional Planning Commission  
Tipp City Planning Board

1000 0 1000 2000 Feet



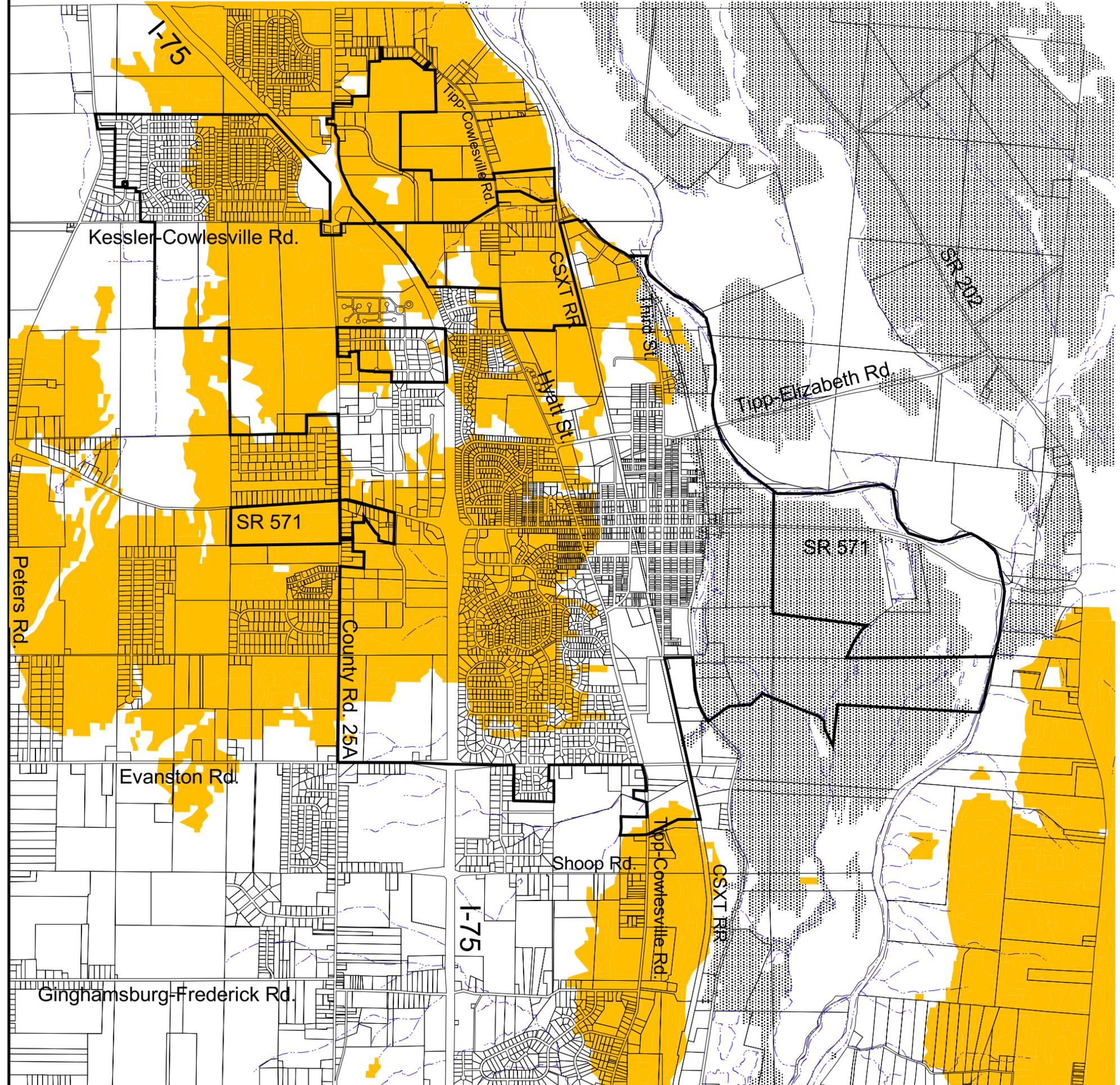
August, 2002



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# Map 13 Mineral Resources & Depth to Bedrock

## Comprehensive Plan Update Tipp City, Ohio



-  Probable Source of Sand & Gravel
-  Less Than 5 Feet to Bedrock

SOURCE: US Department of Agriculture, Soil Conservation Service, Soil Survey of Miami, County, Ohio, 1978.

1000 0 1000 2000 Feet

August, 2002



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# Map 14 - Proposed Land Development Plan - Tipp City, Ohio

Monroe-Concord Rd.

- Agricultural Protection Area
- Rural Center
- Rural Residential
- Suburban Low-Density Residential
- Suburban Medium-Density Residential
- Urban Medium-Density Residential
- Urban High-Density Residential
- Open Space/Conservation/Recreation
- Downtown Center
- Neighborhood Center
- Highway Business
- Professional Office/Service
- Legacy Industrial
- Industrial/Office Park
- Public & Institutional
- Nursery
- Special Planning Area
- 1-Year Drinking Water Protection Area
- 5-Year Drinking Water Protection Area
- 65 Decibel Aircraft Noise Contour

See text for more detailed description of each numbered planning area.

NOTE: Noise contour represents existing 1999 conditions from Dayton International Airport Part 150 Noise Compatibility Study.



**DRAFT**  
**October, 2002**

Prepared By:  
Miami Valley Regional Planning Commission

