



Source: BPS

VILLAGE OF BRADFORD Y-YARD PLAN November 2019

PREPARED BY:
Burton Planning Services
252 Electric Avenue
Westerville, Ohio 43081
www.burtonplanning.com



PREPARED FOR:
Village of Bradford
115 North Miami Avenue
Bradford, Ohio 45308



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Introduction

Background

Located in the geographic center of Bradford, Ohio, the Y-Yard site has a long history dating back to the mid-19th century when it was a major railroad hub. By 1890, the Village had grown to 1,338 residents, with the majority living in the Miami County portion of the community. Many of these residents chose to live in Bradford because of their association with the railroad. For a long time, the railroad was the Village's major employer.

Today, the 27-acre site located in the Village's geographic center is mostly vacant, having been the victim of numerous railroad reorganizations, a disastrous fire, and the declining use of railroads over the past century. The extent of ground contamination caused by earlier railroading activities (e.g. locomotive maintenance, fueling, etc.) is currently unknown and warrants further investigation before any development is formally considered.

Bradford's population has also fluctuated from a high of 2,356 in 1920 to a population estimated in 2017 at 1,859. The Village is now the sole owner of the site on which a portion, at the southeast corner of East Main Street and North Miami Avenue, was improved as a public park. A privately-owned museum dedicated to the history of the railroad is located within a renovated bank building adjacent to the site.

Renewed interest in the site has prompted Village officials to evaluate the potential for redevelopment.

Project Overview

This project will provide the Village with a plan that follows sound planning principles and serves as a reflection of the community's needs and desires concerning the future of both the community and the site. The project approach included the following tasks:

- ▶ Task 1: Project Initiation
- ▶ Task 2: Existing Conditions Assessment
- ▶ Task 3: Public Involvement
- ▶ Task 4: Plan Development

Task 1: Project Initiation

This task included a kickoff meeting and gathering and reviewing pertinent studies.

Task 2: Existing Conditions Assessment

The first part of this task included gathering and evaluating site data related to demographics, built environment, infrastructure, environmental constraints, and local market and the economy. Data was tabulated, graphed, and mapped for display as appropriate.

The second part of this task included the site analysis, where the existing conditions evaluation was used to identify strengths, weaknesses, opportunities, and threats (SWOT) for the site.

Task 3: Public Involvement

For this task, stakeholders were engaged to assess ideas and opinions and to develop the goals for the site.

Task 4: Plan Development

Using the results of the existing conditions assessment and the public involvement activities and results, recommendations for development were prepared and evaluated. An implementation component was created, which included a matrix, funding, and next steps.

Study Area

The 27-acre Y-Yard site is located in the center of the Village, southeast of the intersection of South Miami Avenue and East Main Street. The study area includes the Y-Yard site and additional areas around it, for a total of 41 acres. The study area is bounded by South Miami Avenue on the west, the properties along the south side of East Main Street to the north, the Staunton Street alley to the south, the residential properties along the north side of Hess Street also to the south, and the Village corporate limits to the east. (see Figures 1 and 2)

Figure 1: Study Area Map



Figure 2: Photos of Study Area & Y-Yard Park



Y-Yard Park Sign (left) & Historic Caboose in the Park (right)

Public Involvement

Overview

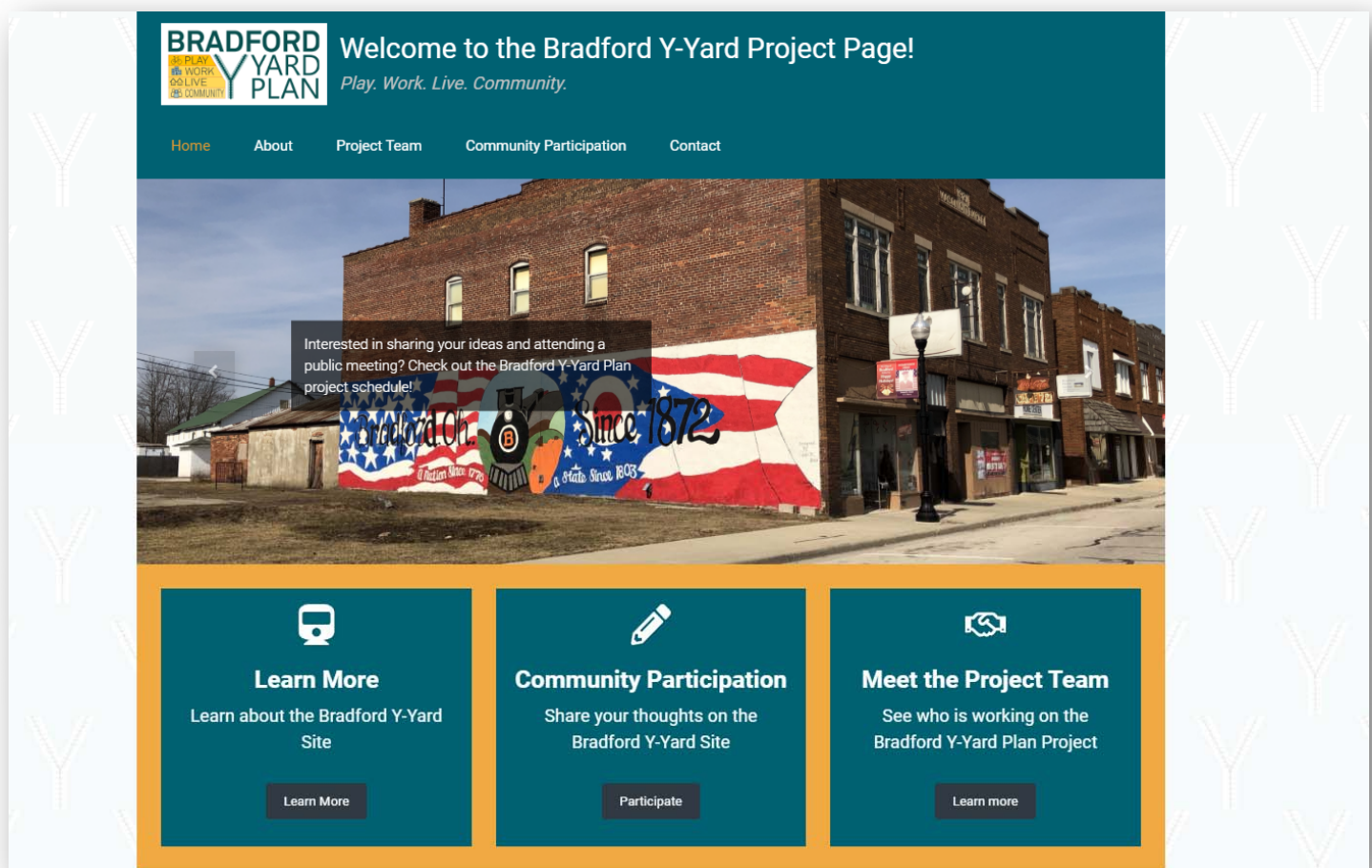
This chapter summarizes the public involvement activities and results that were performed for this project, in addition to the goals that resulted from the public involvement. See the Appendix for materials from the activities.

Activities

Two public engagement activities were held during the development of this plan. The first was a stakeholder meeting and workshop on November 15, 2019, where attendees discussed the goals and existing conditions and participated in the SWOT analysis (see Site Analysis Chapter for SWOT Analysis). The second activity was a Council meeting on January 23, 2020 (*upcoming*), where the Draft Plan was presented and feedback received.

In addition, a website was created to provide information and updates on the plan and to gather input. The link is: <http://burtonplanning.com/Bradford-Y-Yard/> (See Figure 3)

Figure 3: Bradford Y-Yard Project Website



Goals

Below are the goals for the study area that were developed for this plan from the stakeholder meeting; they are organized by topic:



Land Development

Goal 1: Ensure codes and regulations are compatible with this plan.

Goal 2: Support the development of street-front property for commercial and mixed uses.

Goal 3: Concentrate on retaining employers, expanding existing local businesses, and welcoming new businesses.

Goal 4: Promote investment in existing and new housing stock and neighborhoods.



Parks & Cultural Resources

Goal 5: Create a destination in the center of town that celebrates the unique character of the Village.

Goal 6: Support the efforts of the Bradford Railroad Museum.

Goal 7: Provide recreational amenities and activities.

Goal 8: Identify and, if needed, remediate environmental contaminants.



Infrastructure & Mobility

Goal 9: Provide an interconnected transportation network that safely and efficiently serves both motorized and non-motorized modes.

Goal 10: Maintain direct access to sufficient utility infrastructure and capacity to support future development.

Existing Conditions

Overview

This chapter contains an evaluation of the existing conditions information that was gathered and reviewed for this project, including:

- ▶ **Demographics** (population, households, education, income, and housing)
- ▶ **Built environment** (land uses, zoning, transportation, utilities, parks and culture, natural resources, and regulated materials)
- ▶ **Market and economy** (employment, businesses, and retail)

Demographics

Population and Households

The Village of Bradford peaked in population at 2,356 residents in 1920 but has declined in recent years. This

evaluation examines Bradford's population shift beginning in 1990 when it had 2,005 residents according to the US Census. From then until 2018 the population has declined by 207 people. This slow decline is anticipated to continue over the next five years. (See Figure 4)

The two counties that encompass Bradford - Darke and Miami - have experienced differing growth patterns over the last 30 years. Darke County has declined by 2.8 percent while Miami County has seen a population increase of 15.2 percent. Much of Miami County's growth can be attributed to the expansions of the north Dayton suburbs situated along the I-75 corridor. Conversely, there are no major interstates that run through Darke County and thus the character of the area has remained decidedly rural. The State of Ohio has only grown by 8 percent since 2000 but almost all of Ohio's growth during this time has been concentrated in and around Columbus and suburban Cincinnati.

Figure 4: Population and Household Trends

	Primary Market Area	Village of Bradford	Darke County	Miami County	State of Ohio
1990 Total Population	23,651	2,005	53,619	93,182	10,847,115
2000 Total Population	24,343	1,859	53,309	98,897	11,353,140
2010 Total Population	24,521	1,842	52,959	102,506	11,536,504
2018 Total Population	24,827	1,798	52,092	107,331	11,772,676
2018 Group Quarters	214	0	606	1,055	311,075
2023 Total Population	24,988	1,779	51,255	110,216	11,919,504
2018-2023 Annual Rate	0.13	-0.21	-0.32	0.53	0.25
2018 Total Daytime Population	21,823	1,230	47,743	101,414	11,724,805
Workers	9,261	365	20,694	46,711	5,638,067
Residents	12,562	865	27,049	54,703	6,086,738
2000 Households	9,019	687	20,419	38,450	4,445,773
2000 Average Household Size	2.7	2.7	2.6	2.5	2.5
2010 Households	9,316	676	20,929	40,917	4,603,435
2010 Average Household Size	2.6	2.7	2.5	2.5	2.4
2018 Households	9,471	663	20,781	42,791	4,711,465
2018 Average Household Size	2.6	2.7	2.48	2.48	2.43
2023 Households	9,552	658	20,519	43,924	4,776,601
2023 Average Household Size	2.6	2.7	2.5	2.5	2.4
2018-2023 Annual Rate	0.17	-0.15	-0.25	0.52	0.27
2010 Families	6,930	507	14,673	28,626	2,991,629
2010 Average Family Size	3.0	3.1	3.0	3.0	3.0
2018 Families	6,941	491	14,333	29,452	3,005,668
2018 Average Family Size	3.1	3.1	3.0	3.0	3.0
2023 Families	6,958	484	14,065	30,037	3,025,590
2023 Average Family Size	3.1	3.1	3.0	3.0	3.1
2018-2023 Annual Rate	0.05	-0.29	-0.38	0.39	0.13

Sources: US Census Bureau, ESRI

Educational Attainment

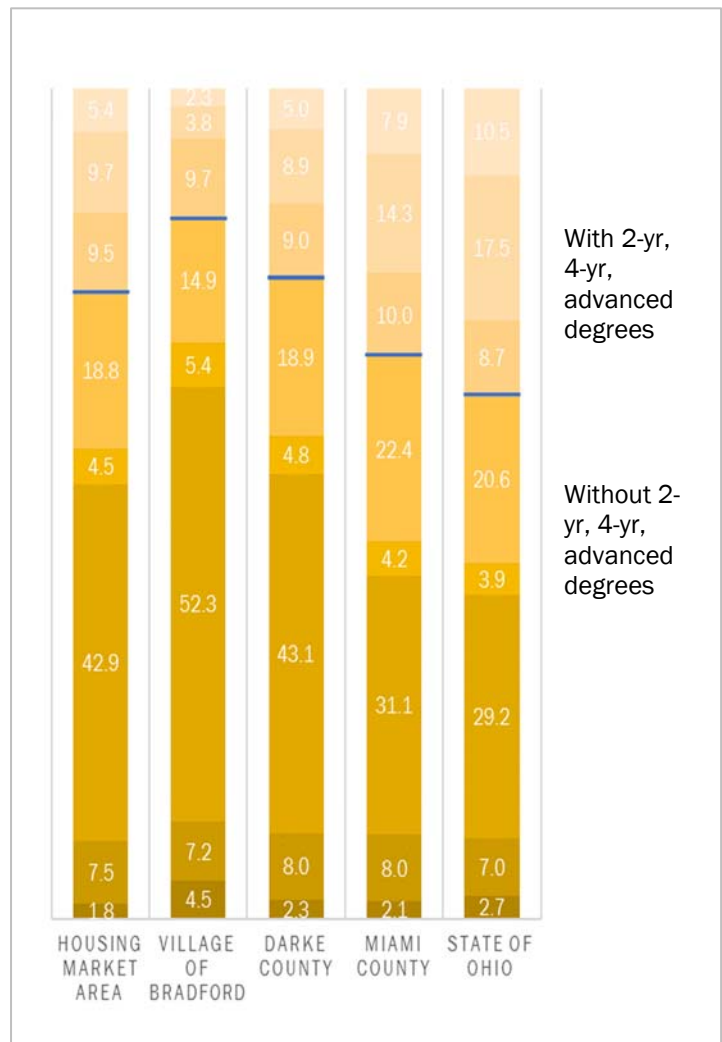
The Village of Bradford is significantly smaller in population than that of comparative geographies in this report. Bradford is relatively younger than the surrounding area. Of the 1,244 persons estimated to be age 25 or older in 2018, approximately 57 percent completed high school or equivalent. In Bradford, 84 percent of the population attained an education level of some college or below. The population of Bradford that completed Associates Degrees, 9.7 percent, is at approximately the same rate as other areas included in this analysis. However, the separation is pronounced at the bachelor's and professional degree level; in the Primary Market Area, surrounding counties, and the State of Ohio overall, larger percentages of the population completed four-year and advanced degrees. (See Figures 8 & 9)

Figure 8: Educational Attainment

	Primary Market Area	Village of Bradford	Darke County	Miami County	State of Ohio
Total Age 25+	17,481	1,244	36,344	75,657	8,114,345
Highest Level Attained (%)					
Less than 9th Grade	2%	5%	2%	2%	3%
9th - 12th Grade, No Diploma	7%	7%	8%	8%	7%
High School Graduate	43%	52%	43%	31%	29%
GED/ Alternative Credential	4%	5%	5%	4%	4%
Some College, No Degree	19%	15%	19%	23%	21%
Associate Degree	10%	10%	9%	10%	9%
Bachelor's Degree	10%	4%	9%	14%	17%
Graduate/ Professional Degree	5%	2%	5%	8%	10%

Source: ESRI

Figure 9: Educational Attainment Distribution



Income

The average and median income values within the Village of Bradford are lower than those within the State of Ohio. The average (\$58,126) and median (\$52,537) income for the Village are within a narrow range, indicating a uniform income across households in this small geography; not many households in the highest income classification (one percent at \$200,000 or more). Over 28 percent of households in the Village of Bradford have incomes within the \$50,000-\$75,000. The next largest segments are also in the middle band with 17 percent of household incomes at \$75,000-99,000 and 16 percent of the households at \$35,000-\$49,000. The Housing Market Area, which includes Bradford, is significantly higher than the Village alone at \$72,972 average household income and \$65,975 median. (See Figures 10 & 11)

Figure 10: Median Household Income

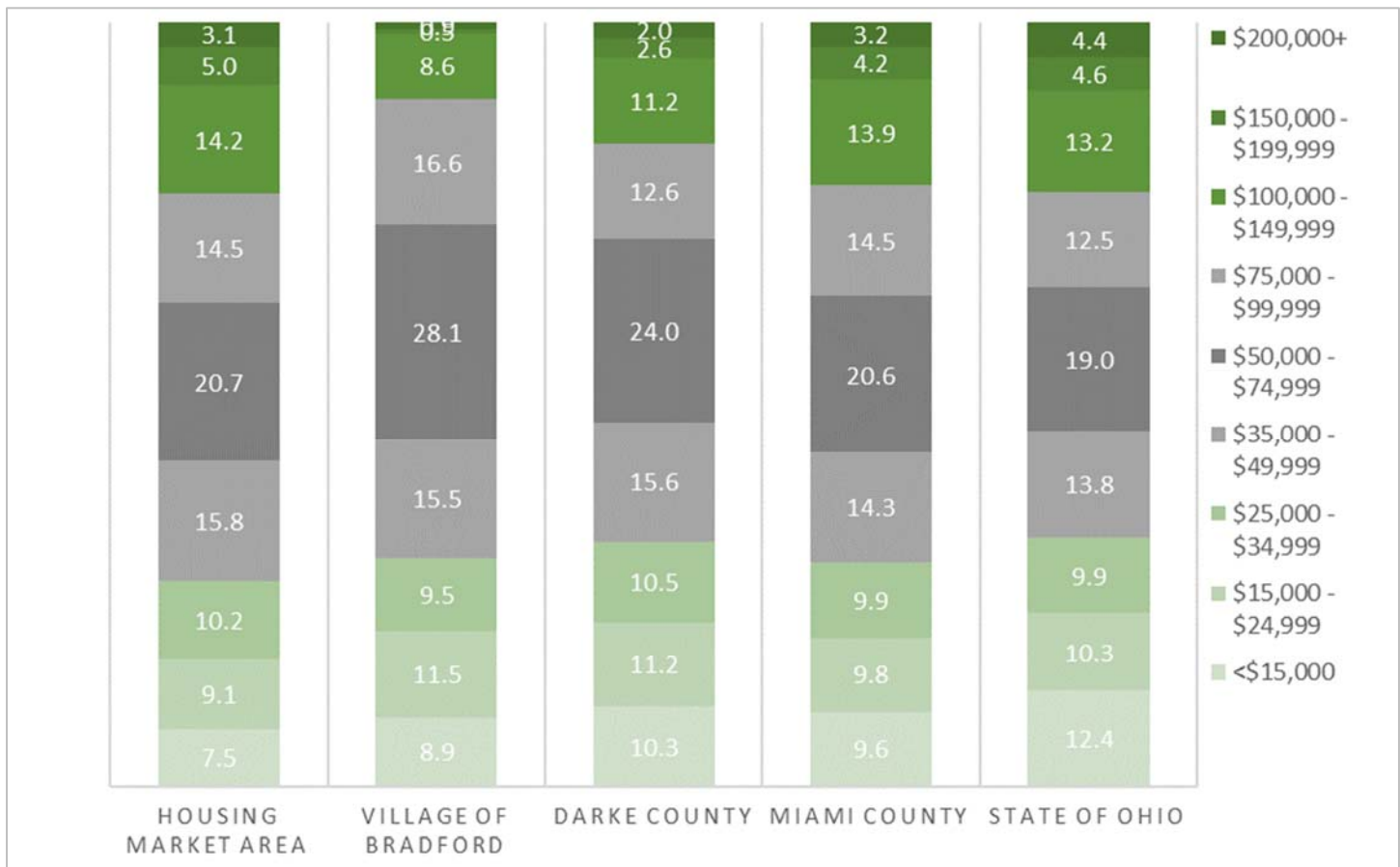


Figure 11: Household Income Distribution

	Primary Market Area	Village of Bradford	Darke County	Miami County	State of Ohio
Household Base	9,471	663	20,781	42,791	4,711,412
<\$15,000	7%	9%	10%	10%	12%
\$15,000 - \$24,999	9%	11%	11%	10%	10%
\$25,000 - \$34,999	10%	10%	10%	10%	10%
\$35,000 - \$49,999	16%	16%	16%	14%	14%
\$50,000 - \$74,999	21%	28%	24%	21%	19%
\$75,000 - \$99,999	15%	17%	13%	14%	13%
\$100,000 - \$149,999	14%	9%	11%	14%	13%
\$150,000 - \$199,999	5%	<1%	3%	4%	5%
\$200,000+	3%	<1%	2%	3%	4%
Average Household Income	72,972	58,126	62,885	70,949	72,517
Median Household Income	65,975	52,537	51,585	55,665	53,378
Income Disparity Ratio	11%	11%	22%	28%	36%

Source: ESRI

Over 16 percent of households within the Primary Market Area live below the federal poverty guideline of \$25,100 (for a family of four). Within the Village of Bradford, that number is just over 20 percent, with Miami County slightly less (19.4 percent) and Darke County slightly more (21.5 percent). Nationally, the poverty rate has been declining since 2014 when the rate was 14.8 percent. Today, the national poverty rate sits at 12.3 percent, which is almost identical to that in the State of Ohio.

Income disparity, which is the degree to which average income exceeds median income, within the Primary Market Area and the Village of Bradford is less than the State of Ohio. High levels of income disparity can be problematic because the buying power of households tends to cluster into two primary groups – those who can only afford low-order, inelastic goods, and those with more demand elasticity. Goods with higher demand elasticity produce more sales tax revenue and are generally more profitable.

The Housing and Transportation Burden table (see **Figure 12**) represents the households in the Village of Bradford, the Primary Market Area, Darke County, and Miami County and the costs associated with common and typically the largest expenses to a household: housing and transportation. Housing is necessary to provide shelter for people; and transportation is how we access economic opportunities, educational facilities for ourselves or others in the household, food, services, and other amenities in our communities, so both

housing and transportation are essential to households and are considered basic needs.

The transportation cost is higher as opportunities far from home require resource expensive commutes. Housing in desirable neighborhoods, housing with many bedrooms, and features, will be more expensive, but may have more nearby activities accessible by foot, for example. The table expands on the middle of the range of households in each geography, where between 30 percent and 75 percent of the household annual income is spent on housing plus transportation. The Housing and Transportation Cost Burdened indicator does not include utilities for the home, or clothing and food for the household. Presumably, households in the top of the table have money left over for home improvements, rainy day funds, ball games, vacations, student loans, insurance coverage, and savings. Those households in the bottom of the table are struggling to meet basic needs.

Over 60 percent of the 663 households in the Village of Bradford spend 50 percent or less of their annual income on housing and transportation. Households in the Housing Market area observe a similar trend. Whereas, fewer than 30 percent of households in Darke and Miami County spend 50 percent or less of their annual income on housing and transportation; over 40 percent of households in Darke and Miami County spend 50 to 70 percent of their annual income on housing and transportation.

Figure 12: Housing & Transportation Cost Burden

	Primary Market Area		Village of Bradford		Darke County		Miami County	
<30%	1,190	12%	122	18%	756	4%	1,971	4%
30.0-39.9%	2,150	23%	168	25%	1,264	6%	3,250	8%
40.0-49.9%	2,481	26%	153	23%	2,820	14%	7,044	16%
50.0-59.9%	1,566	17%	86	13%	4,271	21%	9,414	22%
60.0-64.9%	649	7%	52	8%	2,312	11%	4,607	11%
65.0-69.9%	563	6%	30	5%	2,151	10%	3,969	9%
70.0-74.9%	402	4%	29	4%	1,933	9%	3,730	9%
75+%	476	5%	25	4%	5,273	25%	8,806	21%
Totals	9,476	100%	663	100%	20,781	100%	42,791	100%

Single-Family Housing

The current for-sale housing inventory in the Primary Market Area (March 2019) includes 77 for sale, foreclosure, and auction homes and lots; 11 properties within the Village of Bradford (see Figure 13). In 2018, 76 properties were sold in the Village of Bradford at a median price of \$95,000. The median sale price for the Primary Market Area and that of Miami County was \$134,000 in 2018.

Figure 13: Housing Inventory

Single-Family Dwellings	Primary Market Area	Village of Bradford	Darke County	Miami County
Number of Homes	8,203	673	16,253	35,017
Average Year Built	1949	1941	1957	1960
Current For-Sale Inventory	77	11	207	350
Median List Price	\$104,900	\$59,900	\$113,600	\$128,700
Median List Price per SF	\$78.01	\$53.54	\$76.61	\$98.61
Homes Sold in 2018	218	76	863	2072
Median Sale Price	\$134,000	\$95,000	\$99,500	\$134,000
Median Sale Price per SF	\$85.10	\$62.50	\$70.95	\$89.32

Sources: Darke and Miami County Auditors, Zillow

In the Village of Bradford, 1,006 parcels are described as residential by the Assessors of Darke and Miami Counties based on land use code. Of these parcels, 679 are single-family dwellings. The map below identifies additional housing options in Bradford: 12 two-family dwellings, 5 three-family dwellings, 3 other commercial housing, 1 parcel with apartments for 4 to 19 families and 23 manufactured homes. An additional 232 parcels are vacant platted lots and 54 other residential parcels comprise a significant portion of the parcels within the Village of Bradford. These parcels generally appear to be used for gardens and garages.

Rental Housing

Multi-family Rentals: Eight rental properties were identified in the Market Area. Most options were within

the same building or in small one- and two-story communities. Additional options are in Greenville and the I-75 corridor. A two-bedroom, 700 square-foot apartment in Piqua was available at the time of the search. No other units were available for rent. We could not locate any multi-family rental properties in the Village of Bradford.

Single-family Rentals: According to the assessors of Darke and Miami counties, there are 200 parcels identified as single-family homes that are currently not utilizing the 2.5 percent home-owner tax deduction. While owners may choose to not claim the deduction for any reason, this is typically an indicator these homes are either vacant or being used as rental properties. According to the 2010 Census, there were a total of 181 renter occupied housing units. Because approximately 20 of these rental units are two or three family dwellings, it is estimated that the 2010 Census figure is close to the current number of single-family rentals.

Senior Living: The only senior living facility within the Primary Market Area is the Covington Care Center located about six miles away in the Village of Covington. The facility offers nursing and memory care and has 88 beds. There are no senior living facilities in the Village of Bradford and the closest facilities outside of Covington are in Greenville and Piqua. Given that over 20 percent of the population in the Primary Market Area is 65 years of age or older, this could present an opportunity to develop a new facility in Bradford.

Built Environment

Land Uses

As shown in the Land Use Map (see Figure 14), the existing Y-Yard site is predominately vacant with active and passive recreational uses. In the southwest corner of the site, there is a retail store (Dollar General), an industrial business (Boscott Metals), and the Bradford fire department. The land uses adjacent to the site include (see Figure 15):

- ▶ To the south – residential
- ▶ To the west – mix of industrial, residential, commercial, and civic (Village Administrative Building)
- ▶ To the north – mix of gas station, commercial, residential, and civic (Bradford Railroad museum and public library)
- ▶ To the east – residential and undeveloped

Figure 14: Land Use Map

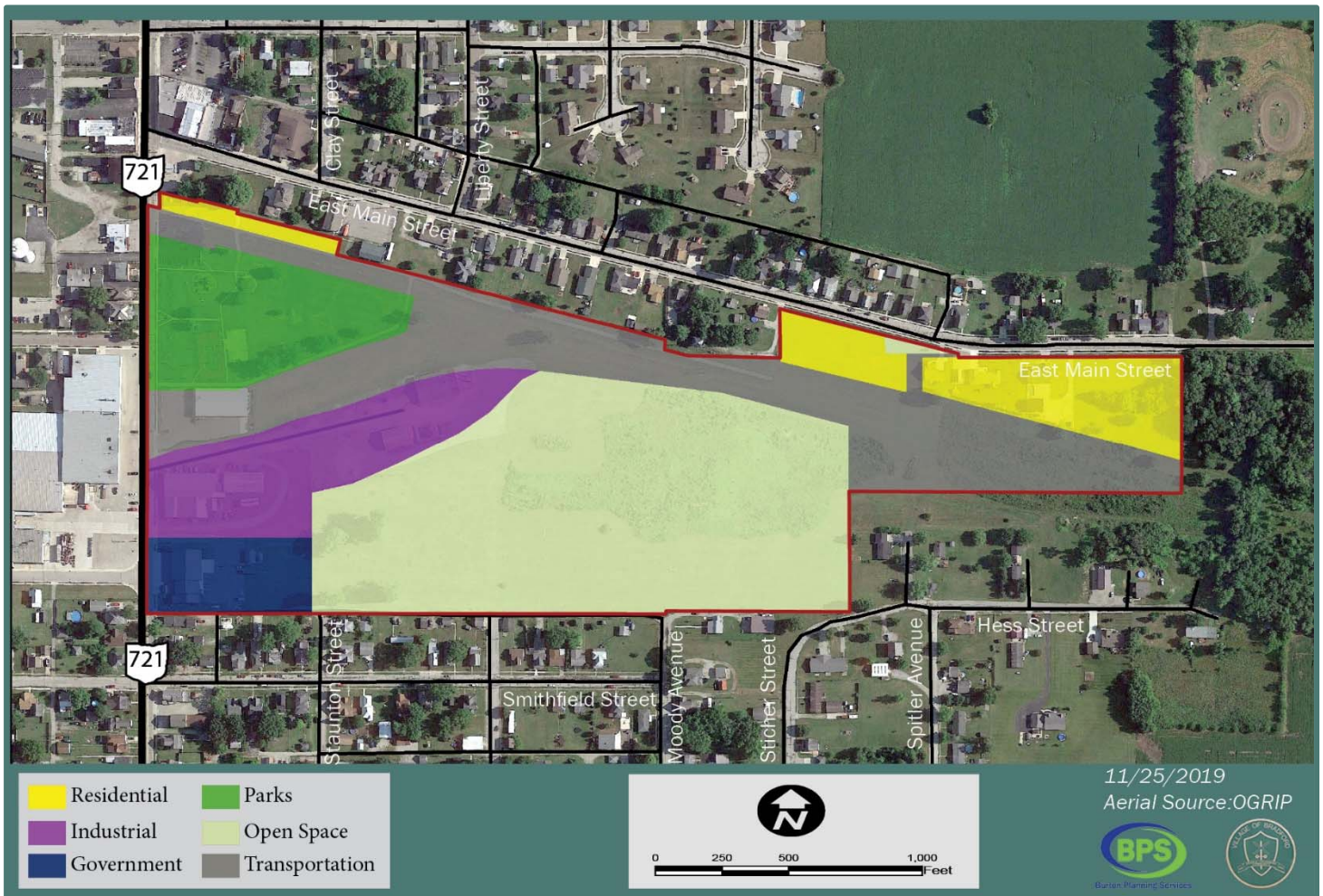


Figure 15: Photos of Land Uses around Study Area



Railroad Museum (left) & Village Administration Building (right)

Zoning

The Village passed their zoning ordinance in 1971 by Ordinance 0-9-71 (Zoning Ordinance). Together with the Village's subdivision ordinance, the regulations aim to promote orderly growth and development of the Village while ensuring proper use of land. This includes conservation of natural resources and protection of the use and value of property.

The Y-Yard site is currently zoned industrial, residential, and commercial - the majority of the study area is zoned industrial. There is also right-of-way on the site for an old abandoned rail line (**see Figure 16**). An overview of permitted uses on the property as it is currently zoned include:

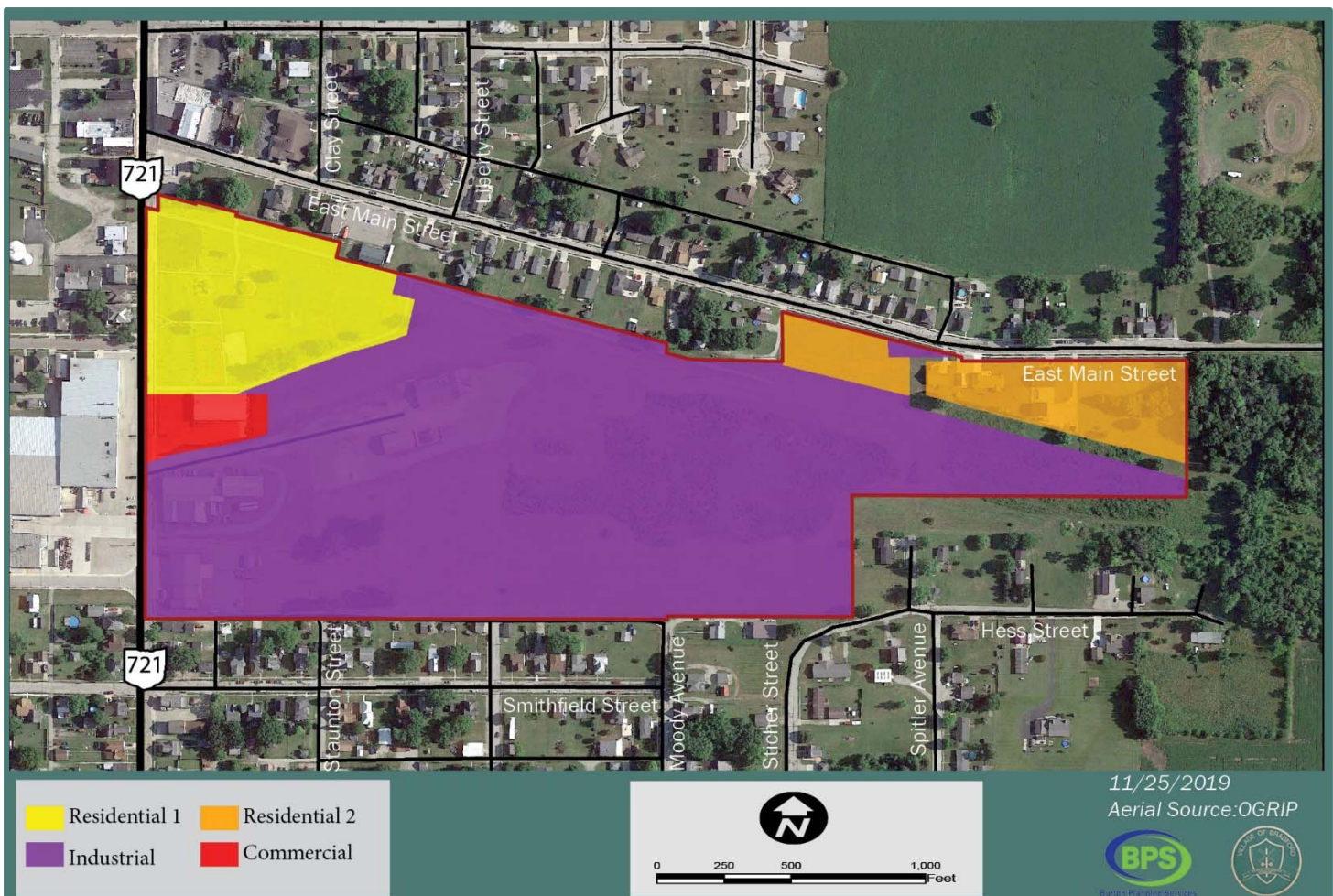
- **Residential:** single-family residential, places of worship, community centers, parks, golf courses, schools

- **Industrial:** assembly service, manufacturing, supply cleaning, greenhouse, storage, fabrication, warehousing, distributing, etc.
- **Commercial:** retail, automobile sales, banks, drug stores, hardware, hotels, professional services, upper-floor residential

The Zoning Board of Appeals (Zoning Board) enforces the rules and regulations of the Village's zoning ordinance. The Zoning Board is comprised of five members who are Village residents and are appointed by the Mayor.

The Zoning Board meets once a month to rule on any new construction projects or land use proposals ensuring the proposed plans meet the zoning rules and regulations. Any variance request of the Zoning Ordinance is referred to the Zoning Board for a hearing. The Zoning Board's findings for a variance request are acted on and are presented to Council for final action.

Figure 16: Zoning Map



Transportation

The Y-Yard study area is accessible by four roadways: to the north is East Main Street, to the west is South Miami Avenue, and to the south is Staunton Street and Hess Street.

Miami Avenue is a two-lane, north-south state route (SR-721) with curb and gutter, 14-foot lanes, decorative street lighting, and sidewalks on both sides of the roadway. It is the primary regional roadway connection to the Village and the main north-south street that runs through the center of town. It connects to US-36 to the south of the Village and SR-185 to the north of the Village. Main Street is a two-lane, east-west county road (CR-88) with curb and gutter, ten-foot lanes, decorative street lighting, on-street parking on its north side, and sidewalks on both sides of the roadway. Hess Street is a two-lane local neighborhood street, serving residential traffic. Staunton Street is an unpaved gravel narrow alley serving residential traffic.

A 2019 traffic count on South Miami Avenue recorded an annual average daily traffic (AADT) of 3,731. AADT is the total number of vehicles on a roadway averaged over a year. AADT is a useful measurement of how many motor vehicles are using a segment of roadway to predict the congestion level of the roadway. For a two-lane roadway, an AADT of 10,000 vehicles or less indicates an ideal level of congestion, so Miami Avenue is functioning with little to no congestion throughout the day, on average.

As mentioned above, South Miami Avenue and East Main Street have sidewalks on both sides of the roadway. The sidewalks are five feet wide, are well-maintained, without any gaps, and continue along both roadways throughout the study area and beyond into adjacent areas. They also have connections into the Y-Yard site. In addition, there is a ten-foot paved walking path/trail in the Y-Yard site that travels through the site in several directions, making the site accessible and walkable. There is also a public parking lot at the site that is accessible off of South Miami Avenue.

Utilities

As a service to Bradford residents, the Village maintains a high-quality water and sewer system (see **Figures 17 & 18**). Both systems are continually monitored and tested according to stringent EPA rules and regulations at the water plant. Water is treated and softened before distribution to customers. Sewer services are processed according to strict EPA regulations. Both the water and

sewer systems continue to receive good ratings from the EPA.

The Village of Bradford has one water treatment plant located on Klinger Road. The plant went online in the middle of January 2018 to replace the outdated facility situated next door. The village receives its water from three wells.

Figure 17: Water Infrastructure

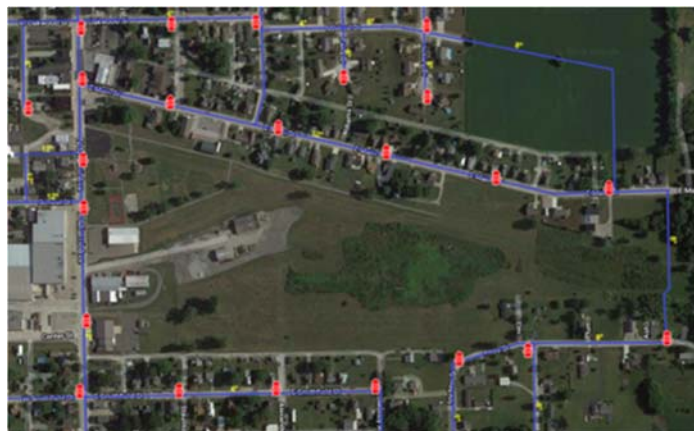


Figure 18: Sewer Infrastructure



Parks, Arts & Culture

Y-Yard Park: The park currently hosts many amenities and facilities, including a shelter with restrooms, a large grill for cooking, and several picnic tables. Additional features include:

- ▶ Railroad tower
- ▶ Caboose
- ▶ Signage & monuments
- ▶ Playground
- ▶ Swing set
- ▶ Tennis & basketball courts
- ▶ Benches
- ▶ Shared-use path (recreational trail)
- ▶ Sidewalks
- ▶ Parking lot

Bradford Railroad: Bradford was known as a “railroad town” because the railroad was the dominant industry in this western Ohio village for many years. The railroad employed many people who manned the trains, and worked in the switching yards and in the roundhouse where steam locomotives were kept and maintained between runs. Bradford was originally known as Union City Junction but was renamed after railway mail clerk Tom Bradford suggested the town be named after him. At Bradford, a major rail line running from the East Coast split into two lines: one to Chicago and the other to St. Louis. These lines were strategic in the Eastern rail system. At the Bradford depot you could board a passenger train and begin a trip to destinations as close as Piqua or Greenville, or as far away as Chicago, St. Louis and New York City. Bradford also boasted a freight yard, facilities for fueling and servicing steam locomotives, and a facility for repairing freight cars. The Penn Central Railroad used Bradford as a base of operations for local freights that switched industries between St. Paris and New Madison. Some of the crew members lived near Columbus or other locations that were too far away for a daily drive so they found accommodations at places such as the Fort Piqua Hotel, motels in Greenville, or boarding houses in Bradford. Today, the Village of Bradford is home to

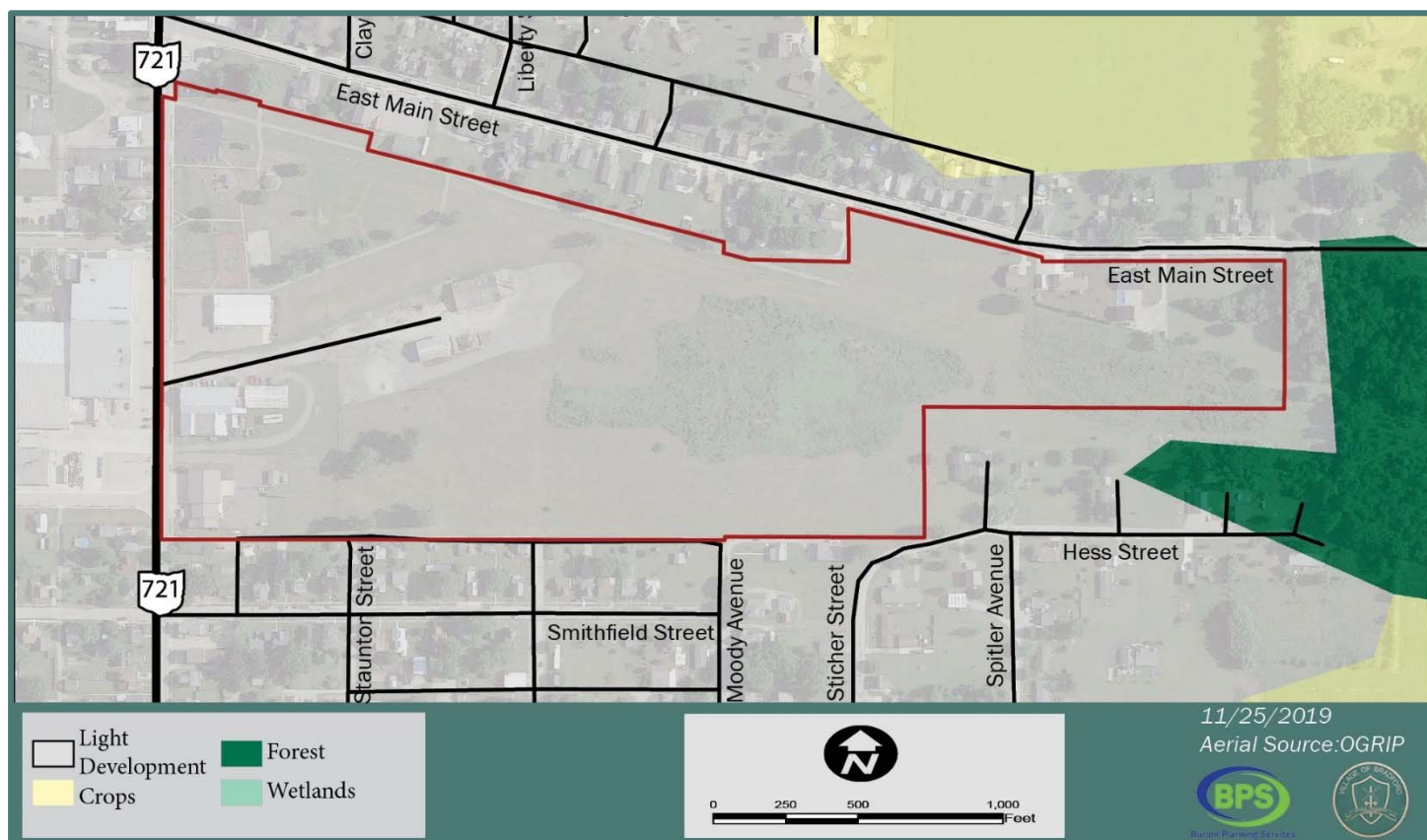
many events centering on the Railroad including wellness events such as a 5K, and seasonal programming at the Railroad museum.

Bradford Pumpkin Show: Held every year since 1928, The Bradford Pumpkin Show is a fun-filled, family-friendly, community festival held in downtown Bradford. Each day has parades, delicious fair-style food, and the thrill of amusement rides. The five-day festival has a multitude of exciting events. The annual festival is a true community tradition. The festival extends even to the private homes of Bradford and the surrounding area. Every year, people decorate their houses according to an annual theme.

Natural Resources

As can be seen on the Environmental Map (see Figure 19), the environmental literature search results indicate that the Y-Yard site does not contain any environmentally-sensitive areas or natural resources, such as wetlands, forests, or agricultural areas. Nor are there any waterways or floodplain in or around the site.

Figure 19: Environmental Map



Regulated Materials

An environmental literature search of U.S. EPA data was performed to identify potential contaminated locations within the study area. No superfund sites or previously-identified brownfield sites are located within the study. One hazardous waste generator/reporter was identified: Sunoco service station, 806 South Miami Avenue. There were also two hazard waste generators/reporters adjacent to the north side of the study area along East Main Street (120 North Miami Avenue and 203 East Main Street) and one adjacent to the west side of the study area (140 West Center Street).

Market & Economy

Employment and Businesses

The Village of Bradford has 34 employers. The largest employer is the Bradford Exempted Village School District with 84 employees. The dominant industry sector in Bradford's business mix is retail – 44 percent of all businesses in the Village fall into this category. As illustrated **Figure 20**, there are more restaurants in Bradford than anything else. While retail businesses and restaurants are important components of a healthy local economy, they do not typically pay high wages and offer steady, full-time work like positions in Manufacturing or Health Care, which is noticeably absent from the Village's business mix. Health Care is

by far the largest employment sector in the State of Ohio. Although this is consistent with national trends, this sector's growth in Ohio is primarily driven by its aging population. In Miami County, employment in the Health Care sector has increased by 8.5 percent since 2014, while employment has dipped by 12.5 percent over that same time period in Darke County. See **Figures 21 & 22**.

Figure 20: Business Mix



Figure 21: Top Ten Employment Sectors, Miami County

Number of Employees 2014-2018	2014	2015	2016	2017	2018 (Q3)	Total Growth 2014-2018	Growth Rate 2014-2018
Manufacturing	9,952	10,417	10,553	10,563	10,913	961	9.7%
Retail trade	4,850	4,849	4,890	4,797	4,524	-326	-6.7%
Health care and social assistance	3,944	4,100	4,128	4,177	4,279	335	8.5%
Accommodation and food services	3,885	3,919	3,814	3,824	3,792	-93	-2.4%
Transportation and warehousing	2,205	2,153	2,225	2,307	2,234	29	1.3%
Administrative and waste services	2,520	2,474	2,335	2,154	2,235	-285	-11.3%
Construction	1,626	1,521	1,621	1,505	1,753	127	7.8%
Other services, except public administration	1,296	1,296	1,260	1,273	1,280	-16	-1.2%
Public Administration	1,117	1,136	1,137	1,140	929	-188	-16.8%
Finance and insurance	733	695	703	692	670	-63	-8.6%

Source: Bureau of Labor Statistics

Figure 22: Top Ten Employment Sectors, Darke County

Number of Employees 2014-2018	2014	2015	2016	2017	2018 (Q3)	Total Growth 2014-2018	Growth Rate 2014-2018
Manufacturing	4,462	4,574	4,750	4,811	4,994	532	12%
Retail trade	1,860	1,936	1,904	1,863	1,848	-12	-1%
Health care and social assistance	2,629	2,600	2,504	2,375	2,301	-328	-13%
Accommodation and food services	993	1,051	1,056	1,098	1,030	37	4%
Transportation and warehousing	1,087	1,080	1,055	1,140	1,105	18	2%
Administrative and waste services	470	517	550	540	416	-54	-12%
Construction	882	887	916	881	900	18	2%
Other services, except public administration	557	543	534	526	500	-57	-10%
Public Administration	479	503	470	465	474	-5	-1%
Finance and insurance	580	579	576	566	563	-17	-3%

Source: Bureau of Labor Statistics

The Manufacturing sector is traditionally thought of as employing a lot of people, but within the State of Ohio, which is typically thought of as a manufacturing-centric state, this sector only employs around 12 percent of all workers. Manufacturing jobs account for approximately 20 percent of the workforce in Bradford. In both Darke and Miami counties, manufacturing jobs have been on the rise since 2014.

Retail

In order to properly evaluate the market potential for retail within Bradford, it is important to understand a few key factors. Retail market potential is calculated primarily on demand and supply. Demand meaning the amount that consumers in a specific market are spending in certain retail subsectors. The two markets that we will evaluate in this exercise are the Village of Bradford and the Primary Market Area.

The other side of the market analysis is supply. This is calculated using the amount of sales by businesses within those same market areas and within those same retail subsectors. A certain amount of spending will be done outside of the market either because of necessity or personal choice. When the spending (demand) exceeds the supply in a market, we refer to the market as experiencing “leakage,” which means sales are “leaking” outside of the trade area. Conversely, when supply exceeds demand, the market has a surplus. This

generally indicates that people residing outside of the trade area are absorbing the excess supply.

A retail subsector experiencing leakage can indicate a market opportunity for new entrants. However, it is important to understand that not all retail subsectors are created equal. For instance, a new grocery store in town is counting on a higher percentage of its customers to be within a ten-minute drive because people typically do not have to travel any further to find most grocery items. These lower order goods are known as inelastic in economic terms.

Conversely, a new business venture such as an automobile dealership relies on customers driving from much further to do their shopping. Cars are luxury items that people will be generally willing to travel greater distances to procure if it means they are buying the car that they are explicitly seeking, and/or they are saving a significant amount of money by traveling the required distance to procure it. Cars are an example of elastic goods.

Complicating matters even further is the impact of retail sales online. Although online sales currently account for less than 12 percent of all retail sales, that number is steadily increasing. Within the next five years, online sales may account for as much as 20 percent of all retail sales. Further, omnichannel sales are emerging as the platform of choice for retail sales. Omnichannel means a retailer is utilizing more than one channel for

sales – generally a brick and mortar store with an online store.

With these factors in mind, retail subsectors were examined within the context of a few trade areas – the Village of Bradford and the Primary Market Area. The Village of Bradford is being used as the primary trade area because most Bradford residents do their daily shopping in Bradford and most Bradford businesses primarily sell their goods to Bradford residents given the Village’s rural locale.

A Primary Market Area was used as the secondary market area based on the fact that most people stay within a ten- to 15-minute drive for inelastic goods and most households within the Primary Market Area are within a 15-minute drive or less to Bradford. This distance is also a suitable approximation as to how far people will travel to shop in Bradford before they are close enough to another large city to do their shopping. As shown on the map illustrating pharmacies in the area (**Figure 25**), people that live outside of the Primary Market Area are more likely to drive to Greenville, Versailles, Piqua or north Dayton to do their shopping.

Overall, the various retail subsectors (including food and drink) are undersupplied in the Village of Bradford market. This means that there is surplus demand by the residents of Bradford that is not being met. At first glance, this seems very promising in terms of opportunities for new retail in Bradford. However, a bulk of the demand is comprised of Motor Vehicle & Parts Dealers and Automobile Dealers (\$7.3 million). These businesses tend to be clustered together and located near major interstates. Because of the demand elasticity of big-ticket items like automobiles, it is likely that Bradford residents would travel to Greenville, Piqua or Dayton to purchase these items. (**see Figure 23**)

Several of the other subsectors that are undersupplied could have potential in Bradford, but there is competition from other larger cities where people travel from Bradford to work and residents can do their shopping in the cities in which they work with more options. In order for any retail venture to be sustainable in Bradford, it will require customers from outside of the Village.

Figure 23: Bradford Retail Supply and Demand

Industry Summary	Demand	Supply	Gap	Leakage/Surplus Factor
Total Retail Trade and Food & Drink	\$20,590,543	\$12,972,405	\$7,618,138	22.7
Total Retail Trade	\$18,858,337	\$11,968,306	\$6,890,031	22.4
Total Food & Drink	\$1,732,205	\$1,004,099	\$728,106	26.6
Industry by Group				
Motor Vehicle & Parts Dealers	\$4,343,766	\$453,817	\$3,889,949	81.1
Automobile Dealers	\$3,514,580	\$0	\$3,514,580	100.0
Other Motor Vehicle Dealers	\$430,700	\$453,817	-\$23,117	-2.6
Auto Parts, Accessories & Tire Stores	\$398,486	\$0	\$398,486	100.0
Furniture & Home Furnishings Stores	\$485,296	\$0	\$485,296	100.0
Furniture Stores	\$295,128	\$0	\$295,128	100.0
Home Furnishings Stores	\$190,168	\$0	\$190,168	100.0
Electronics & Appliance Stores	\$526,773	\$0	\$526,773	100.0
Bldg Materials, Garden Equip. & Supply Stores	\$1,440,913	\$1,026,376	\$414,537	16.8
Bldg Material & Supplies Dealers	\$1,300,962	\$0	\$1,300,962	100.0
Lawn & Garden Equip & Supply Stores	\$139,951	\$1,026,376	-\$886,425	-76.0

Industry Summary	Demand	Supply	Gap	Leakage/Surplus Factor
Food & Beverage Stores	\$3,224,912	\$4,586,355	-\$1,361,443	-17.4
Grocery Stores	\$2,908,219	\$4,586,355	-\$1,678,136	-22.4
Specialty Food Stores	\$182,623	\$0	\$182,623	100.0
Beer, Wine & Liquor Stores	\$134,070	\$0	\$134,070	100.0
Health & Personal Care Stores	\$1,427,858	\$0	\$1,427,858	100.0
Gasoline Stations	\$2,218,724	\$5,145,867	-\$2,927,143	-39.7
Clothing & Clothing Accessories Stores	\$724,623	\$0	\$724,623	100.0
Clothing Stores	\$480,869	\$0	\$480,869	100.0
Shoe Stores	\$107,973	\$0	\$107,973	100.0
Jewelry, Luggage & Leather Goods Stores	\$135,782	\$0	\$135,782	100.0
Sporting Goods, Hobby, Book & Music Stores	\$387,609	\$191,758	\$195,851	33.8
Sporting Goods/Hobby/Musical Instr Stores	\$324,281	\$191,758	\$132,523	25.7
Book, Periodical & Music Stores	\$63,327	\$0	\$63,327	100.0
General Merchandise Stores	\$2,923,365	\$564,134	\$2,359,231	67.6
Department Stores Excluding Leased Depts.	\$1,980,139	\$0	\$1,980,139	100.0
Other General Merchandise Stores	\$943,226	\$564,134	\$379,092	25.1
Miscellaneous Store Retailers	\$850,723	\$0	\$850,723	100.0
Florists	\$35,110	\$0	\$35,110	100.0
Office Supplies, Stationery & Gift Stores	\$152,293	\$0	\$152,293	100.0
Used Merchandise Stores	\$97,066	\$0	\$97,066	100.0
Other Miscellaneous Store Retailers	\$566,255	\$0	\$566,255	100.0
Nonstore Retailers	\$303,774	\$0	\$303,774	100.0
Electronic Shopping & Mail-Order Houses	\$171,149	\$0	\$171,149	100.0
Vending Machine Operators	\$26,662	\$0	\$26,662	100.0
Direct Selling Establishments	\$105,964	\$0	\$105,964	100.0
Food Services & Drinking Places	\$1,732,205	\$1,004,099	\$728,106	26.6
Special Food Services	\$53,520	\$0	\$53,520	100.0
Drinking Places - Alcoholic Beverages	\$58,587	\$0	\$58,587	100.0
Restaurants/Other Eating Places	\$1,620,098	\$1,004,099	\$615,999	23.5

Site Analysis

Overview

This chapter contains the results of the SWOT analysis and the market analysis that were performed for this project.

SWOT Analysis

The SWOT analysis evaluated the existing conditions of the study area and categorized its features into four groups: strengths, weaknesses, opportunities, and threats (SWOT). The findings serve as a basis for developing recommendations and a series of strategies that maximize strengths, minimize weaknesses, take advantage of available opportunities, and limit threats. A discussion of these four groups was held during the stakeholder meeting and combined with the evaluation of the existing conditions. The results are summarized below:

Strengths

- ▶ The Y-Yard is located in the center of the Village fronting on two major roadways (Miami Avenue and Main Street) allowing for visibility.
- ▶ The study area is very large in size with most of the property currently owned by the Village.
- ▶ With most of the study area undeveloped, the property has relatively few structures to navigate.
- ▶ Anchoring the community each year, the Pumpkin Festival utilizes Miami Avenue and the Y-Yard Park.
- ▶ Immediately adjacent to the property, the Bradford Railroad Museum and Tower are cultural attractions that can bring tourism to the community.

Weaknesses

- ▶ Like most communities, the availability of skilled labor restricts employers from hiring.
- ▶ Out-of-town and absentee landlords and the lack of resources to enforce local codes has allowed the housing stock to deteriorate.
- ▶ The school system and Village has seen a slow decline of enrollment and population.
- ▶ Whenever Miami Avenue is closed, there is an absence of an alternate north/south roadway on east side of study area.
- ▶ The income tax rate is low (one percent) does not allow adequate funding of needed infrastructure projects.
- ▶ The Y-Yard park is utilizing valuable road frontage.
- ▶ There are a significant number of households below the poverty line.

Opportunities

- ▶ Similar to national trends, there is a need for affordable housing to attract labor for industry.
- ▶ Mixed styles of housing will upgrade the existing housing stock within the Village.
- ▶ Utilizing a land bank can help reduce the deteriorating housing base and can increase property values.
- ▶ With no modern industrial/manufacturing space available, the need for a small spec building is needed.
- ▶ Since the Village's population is not able to support major/large retail stores, being close to other communities is an attraction to those families searching for a rural lifestyle while being close to amenities.
- ▶ The property is within close proximity to a large network of bike trails.
- ▶ Since the majority of the property is owned by the Village, the control of what happens is in the hands of the community.
- ▶ The privately-funded Bradford Railroad Museum has undergone major renovations and continues to improve their facilities and attractions while offering associated programming.
- ▶ The local school system is in need of sports fields and may be utilized in a facility sharing opportunity.

Threats

- ▶ During the 2008 economic downturn, a large volume of homes was purchased by absentee/out-of-town buyers that has led to a degradation of the housing stock and high percentage of rentals.
- ▶ Being the site of a railroad operation, the potential environmental contaminants are not yet known.
- ▶ The lack of available and trained labor makes attracting retail and manufacturing industry difficult.
- ▶ Although not an immediate threat, the loss of Production Paint will deal a heavy hit to the Village's tax base.
- ▶ The school district's enrollment has stabilized in recent years after declining numbers for years.
- ▶ A lack of efficient regional transportation connections, limited amenities, and rural location can discourage people and businesses from relocating to the Village.
- ▶ There is a continued loss of the younger, working age population to other communities.

Market Analysis

Similar to the Village of Bradford, a bulk of the unmet demand in the secondary market area comes from the Motor Vehicle & Parts Dealers and Automobile Dealers

subsectors. While these may not be viable options for Bradford, there are several other subsectors that are undersupplied within the secondary market area. (see Figure 24)

Figure 24: PMA Supply and Demand

Industry Summary	Demand	Supply	Gap	Leakage/Surplus Factor
Total Retail Trade and Food & Drink	\$338,460,544	\$188,687,148	\$149,773,396	28.4
Total Retail Trade	\$308,759,425	\$176,182,131	\$132,577,294	27.3
Total Food & Drink	\$29,701,119	\$12,505,017	\$17,196,102	40.7
Industry by Group				
Motor Vehicle & Parts Dealers	\$69,564,062	\$12,601,557	\$56,962,505	69.3
Automobile Dealers	\$56,089,189	\$10,123,230	\$45,965,959	69.4
Other Motor Vehicle Dealers	\$6,924,994	\$1,437,703	\$5,487,291	65.6
Auto Parts, Accessories & Tire Stores	\$6,549,879	\$1,040,624	\$5,509,255	72.6
Furniture & Home Furnishings Stores	\$8,346,153	\$3,726,864	\$4,619,289	38.3
Furniture Stores	\$4,992,868	\$1,939,667	\$3,053,201	44.0
Home Furnishings Stores	\$3,353,285	\$1,787,197	\$1,566,088	30.5
Electronics & Appliance Stores	\$8,884,148	\$1,600,930	\$7,283,218	69.5
Bldg Materials, Garden Equip. & Supply Stores	\$23,944,958	\$88,533,425	-\$64,588,467	-57.4
Bldg Material & Supplies Dealers	\$21,708,775	\$82,526,774	-\$60,817,999	-58.3
Lawn & Garden Equip & Supply Stores	\$2,236,183	\$6,006,651	-\$3,770,468	-45.7
Food & Beverage Stores	\$52,681,343	\$11,202,834	\$41,478,509	64.9
Grocery Stores	\$47,469,210	\$10,665,655	\$36,803,555	63.3
Specialty Food Stores	\$2,975,703	\$530,309	\$2,445,394	69.7
Beer, Wine & Liquor Stores	\$2,236,430	\$0	\$2,236,430	100.0
Health & Personal Care Stores	\$23,288,948	\$4,844,104	\$18,444,844	65.6
Gasoline Stations	\$35,292,891	\$42,598,487	-\$7,305,596	-9.4
Clothing & Clothing Accessories Stores	\$12,648,580	\$1,044,814	\$11,603,766	84.7
Clothing Stores	\$8,322,928	\$536,599	\$7,786,329	87.9
Shoe Stores	\$1,852,121	\$0	\$1,852,121	100.0
Jewelry, Luggage & Leather Goods Stores	\$2,473,531	\$498,301	\$1,975,230	66.5
Sporting Goods, Hobby, Book & Music Stores	\$6,586,316	\$725,569	\$5,860,747	80.2
Sporting Goods/Hobby/Musical Instr Stores	\$5,517,500	\$717,228	\$4,800,272	77.0
Book, Periodical & Music Stores	\$1,068,816	\$0	\$1,068,816	100.0
General Merchandise Stores	\$48,918,522	\$2,748,236	\$46,170,286	89.4
Department Stores Excluding Leased Depts.	\$33,476,005	\$0	\$33,476,005	100.0
Other General Merchandise Stores	\$15,442,517	\$2,558,466	\$12,884,051	71.6
Miscellaneous Store Retailers	\$13,643,916	\$5,836,806	\$7,807,110	40.1
Florists	\$614,690	\$311,491	\$303,199	32.7
Office Supplies, Stationery & Gift Stores	\$2,594,270	\$0	\$2,594,270	100.0
Used Merchandise Stores	\$1,643,921	\$0	\$1,643,921	100.0
Other Miscellaneous Store Retailers	\$8,791,036	\$5,496,135	\$3,294,901	23.1

Industry Summary	Demand	Supply	Gap	Leakage/Surplus Factor
Nonstore Retailers	\$4,959,588	\$718,503	\$4,241,085	74.7
Electronic Shopping & Mail-Order Houses	\$2,877,905	\$0	\$2,877,905	100.0
Vending Machine Operators	\$448,765	\$0	\$448,765	100.0
Direct Selling Establishments	\$1,632,918	\$177,493	\$1,455,425	80.4
Food Services & Drinking Places	\$29,701,119	\$12,505,017	\$17,196,102	40.7
Special Food Services	\$916,638	\$618,666	\$297,972	19.4
Drinking Places - Alcoholic Beverages	\$1,041,798	\$1,889,949	-\$848,151	-28.9
Restaurants/Other Eating Places	\$27,742,683	\$9,996,403	\$17,746,280	47.0

As illustrated in **Figure 25**, there are no pharmacies within the Primary Market Area. For most people, a pharmacy is considered inelastic because people typically shop at the nearest one instead of driving out of their way to go to a specific store. Access to a pharmacy for medical reasons is also a necessity for most people. Even if it is assumed that half of the residents within the Primary Market Area would drive to a pharmacy located somewhere else, that leaves \$9 million in unmet demand. A typical neighborhood pharmacy sells less than \$2 million in goods and services annually.

Examining only the lower-order goods within the Primary Market Area, it becomes clearer that there may be opportunities within Bradford in other subsectors, such as grocery stores, restaurants and beer and wine stores. These are all potential opportunities for the Y-Yard Site given its central location within Bradford. (see **Figure 26**)

Figure 25: Pharmacies within the PMA

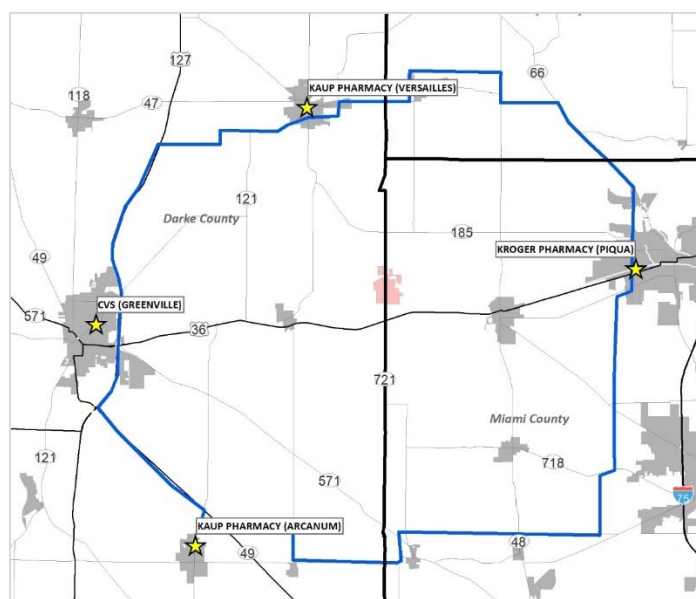


Figure 26: Lower Order Goods within the PMA

Industry Summary	Demand	Supply	Gap	Leakage/Surplus Factor
Total Retail Trade and Food & Drink	\$338,460,544	\$188,687,148	\$149,773,396	28.4
Total Retail Trade	\$308,759,425	\$176,182,131	\$132,577,294	27.3
Total Food & Drink	\$29,701,119	\$12,505,017	\$17,196,102	40.7
Industry by Group				
Food & Beverage Stores	\$52,681,343	\$11,202,834	\$41,478,509	64.9
Grocery Stores	\$47,469,210	\$10,665,655	\$36,803,555	63.3
Specialty Food Stores	\$2,975,703	\$530,309	\$2,445,394	69.7
Beer, Wine & Liquor Stores	\$2,236,430	\$0	\$2,236,430	100.0
Health & Personal Care Stores	\$23,288,948	\$4,844,104	\$18,444,844	65.6
Gasoline Stations	\$35,292,891	\$42,598,487	-\$7,305,596	-9.4
Drinking Places - Alcoholic Beverages	\$1,041,798	\$1,889,949	-\$848,151	-28.9
Restaurants/Other Eating Places	\$27,742,683	\$9,996,403	\$17,746,280	47.0

Scenarios & Recommendations

Overview

This chapter connects the goals, existing conditions, and SWOT analysis to policies, programs, and projects that support and promote the recommended improvements for the study area.

In addition to creating an overall land use and development plan for the study area, the key focus expressed by these recommendations is to create a mixed-use town center that enhances the civic core with restaurants, retail and additional office space. These recommendations are intended to promote flexibility, to introduce new land development while maintaining existing viable uses, and to promote an intensity of development that is appropriate in a downtown setting.

Scenarios

The recommendations have been developed using existing information and the input provided by the client and during the public outreach process. They were developed by keeping in mind that the recommendations need to be reasonable, fundable, and flexible. As a result, two development scenarios are presented within this plan. Scenario A assumes that future development in the study area can modify the existing Y-Yard Park amenities (relocate, modify or eliminate as needed). Scenario B assumes the amenities of the Y-Yard Park will be maintained in their current state and location, so development will only occur around those amenities.

In addition, no property takes are recommended – all recommendations for both scenarios either avoid impacts to buildings, incorporate them, or leave them in place until they change ownership in the future and change their use from zoning code requirements. Furthermore, there are only minor impacts to existing infrastructure, so infrastructure recommendations are predominantly either small changes or changes that would be constructed in conjunction with a new development (and thus paid for by the developer).

The variations in the recommendations are discussed by topic in the next section.

Please see Figures 27 and 28 for Scenario A and Figures 29 and 30 for Scenario B.

Land Uses

The land uses shown in the Scenario A and B maps are general enough to allow for and encourage flexibility for future development and redevelopment of the study area. To allow for development flexibility, planned future uses in the study area are not necessarily parcel-specific but are more focused on areas. So the general recommended land use areas include:

- ▶ **Commercial/Mixed-Use** – western edge and northwestern edge
- ▶ **Residential** – southern area and east edge; keep existing residential along northern edge
- ▶ **Town Center Plaza** – across from Village Administration building (Scenario A) or near the Village Administration building (Scenario B)
- ▶ **Parks and Recreation** – center area with connections to edges

Please note that existing uses that do not conform to the recommended land use map should be considered “legal non-conforming uses.” These uses, although not principally permitted, can continue to operate as they do currently until a change of ownership or major construction occurs.

This plan outlines specific recommendations and criteria for each of the recommended land use districts in the next sections.

Recommendations

The recommendations are grouped into three major categories and described on the following pages:

1. Land Development

- Commercial & Mixed Use
- Residential



2. Parks & Cultural Resources

- Parks, Recreation & Activities
- Town Center Plaza



3. Infrastructure & Mobility

- Roadways
- Active Transportation
- Utilities



Figure 27: Scenario A Land Use Plan

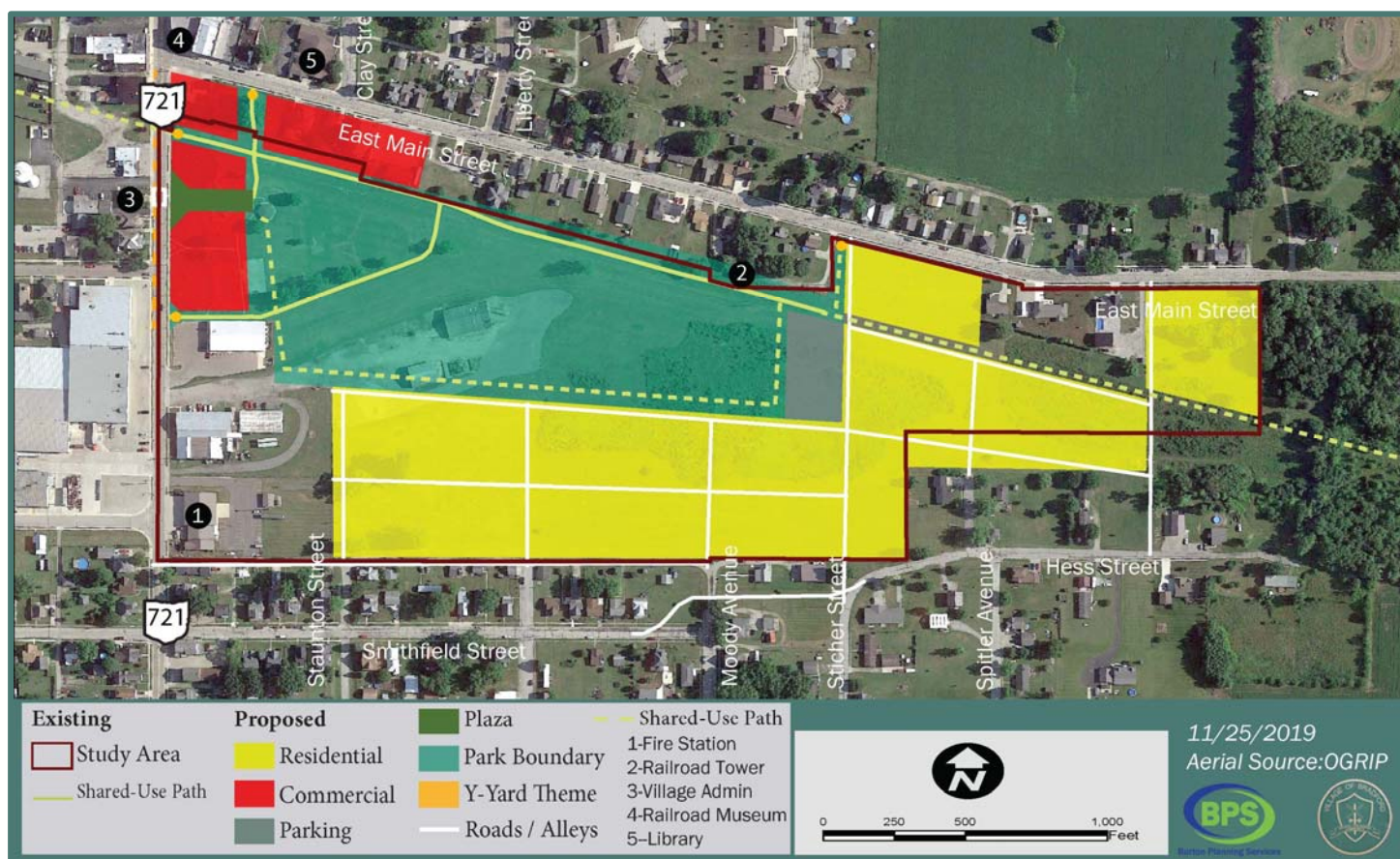


Figure 28: Scenario A Town Center Plaza Area



Figure 29: Scenario B Land Use Plan

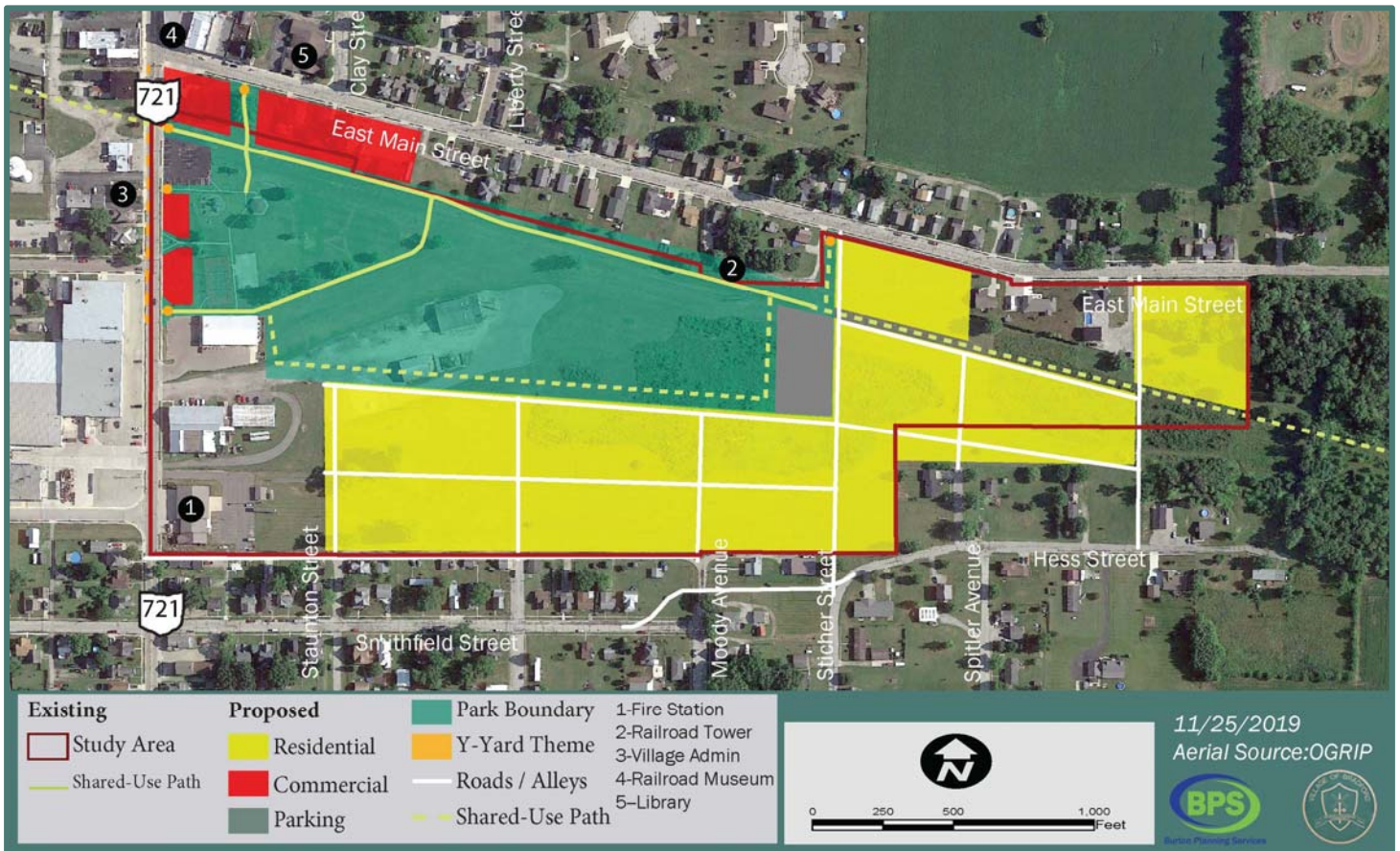
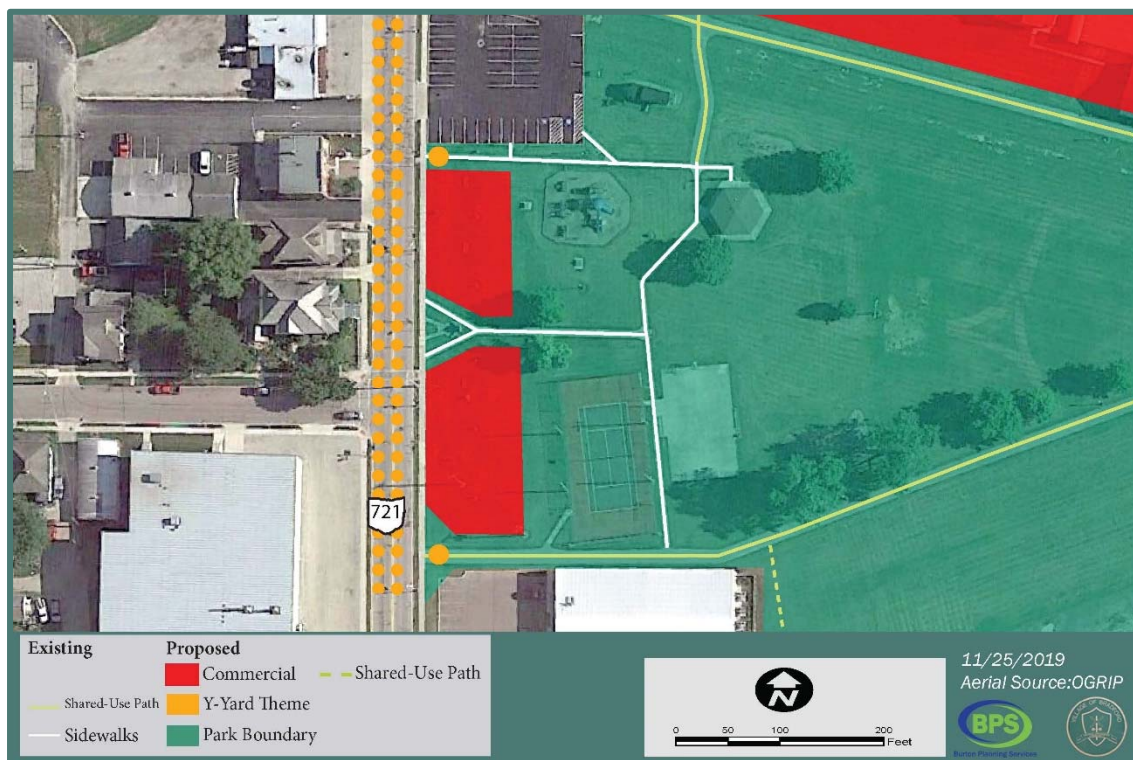


Figure 30: Scenario B Town Center Plaza Area





Development: Commercial & Mixed-Use

Construction of two or three-story commercial and mixed-use buildings built up to the sidewalk are recommended along Miami Avenue and for about 600 feet along Main Street. This height and placement will match the other adjacent buildings along Miami Avenue and Main Street to create a cohesive feel to the area and also promote density and walkability. The Town Center Plaza would be incorporated into these uses along Miami Avenue and would serve as the central anchor to them and to the community.

For these commercial and mixed uses to be successful, the Town Center area needs to provide a variety of retail and restaurant opportunities ranging from those that serve residents in the immediate area, to the entire community, and to outside the community. To create a sense of place and draw people to the area, retail must be clustered because having a variety of businesses in a dense area makes it convenient and comfortable for people to walk around the area and visit multiple businesses.

Second and third-floor apartments and offices should augment the first-floor retail businesses. In addition, it is recommended to incorporate other uses, such as civic, religious, and even compatible industrial uses, into and around the Town Center area in order to support and enhance the area's character and vitality.

While the goal is to promote new uses and development in the study area, notably retail and housing, the existing viable uses that support the local economy and an active pedestrian-friendly environment should be maintained. So this plan anticipates that the existing retail and service-related businesses will remain and be enhanced by new residential and commercial activities.

Scenario A & B Comparison

Both scenarios have the goal to promote development of commercial and mixed-uses along Miami Avenue and a portion of Main Street. The recommendations along Main Street are the same between the scenarios, but they differ along Miami Avenue. Since Scenario A assumes the relocation of some of the Y-Yard Park amenities, there is significantly more land designated for commercial and mixed use than for Scenario B. Scenario B designates the area east of Miami Avenue between the tennis courts and playground as retail and commercial.

Recommendations

- ▶ Locate multi-story buildings along Miami Avenue and Main Street.
- ▶ Construct building up to the front property line; site parking must be in the rear of the buildings.
- ▶ Set the height of buildings to be between two and three stories to match the heights of the other adjacent original buildings.
- ▶ Focus retail on the first floor of the buildings with the second floor being used for office or residential.
- ▶ Design new buildings to be architecturally consistent with adjacent original buildings.
- ▶ Require a pedestrian circulation plan to be included in the site development plans, including connections to existing and proposed pedestrian and trail infrastructure.
- ▶ Update existing off-street parking code to require less parking or eliminate parking minimums.
- ▶ Contact potential local investors/developers with possible interest in developing the property.
- ▶ Work with Miami and Darke counties on attracting potential businesses.

Examples

Figures 31 & 32 show recommendation examples.

Figure 31: Commercial & Mixed Uses, Dayton OH



Figure 32: Commercial & Mixed Uses, Newark OH





Development: Residential

The inclusion of new housing within the study area is a central element of the Y-Yard plan. Residents bring a consistent population and activate the area throughout the day and night.

Residents also bring a market base that supports local businesses and transit beyond that of a daytime population alone. This activity creates an “Alive After Five” atmosphere furthering reinvestment in the study area. A mix of business, retail and residential activities provides an economically viable, self-sustaining area that will thrive over time. The following focuses on those goals and policies that define the approach to residential housing within the Plan area.

A variety of residential units should be provided to create an area that is accessible to different economic and life-style sectors of the community. Housing types that are appropriate in the study area include multi-family flats and apartments, efficiency units, condominiums, townhomes, flexible live-work options, and mixed-income single family homes (market rate and affordable units).

This plan establishes a goal to provide decent, safe, adequate and affordable housing for all economic segments of the community. Twenty percent of households within the Village live below the federal poverty line; and given the limited housing market in the Village and the Miami and Darke County areas, it is a particular challenge to create housing opportunities affordable to lower-income residents. Typically, such opportunities require market restrictions and/or subsidies. This plan recommends that at least ten percent of all new housing units in the study area be affordable to low- and middle-income households. Typically, units for low-income households include rental housing or are accomplished through subsidies; and housing units for middle-income households include a mix of single-family, two-family, and multi-family rental housing.

Scenario A & B Comparison

The recommended residential areas and details are the same between Scenarios A and B.

Recommendations

- ▶ Residential development should be located on the south and east sides of the study area and include extending the existing street grid network.

- ▶ Type and style of new residential housing (single-family, townhome, senior, workforce, etc.) should be based on market conditions, with input and approval by Village Council, and be compatible with the adjacent residential areas.
- ▶ Infrastructure improvement costs associated with the new residential areas should be incurred by the developer, considering these costs could be offset with a reduced sale price of the Village-owned property to the developer.
- ▶ A cohesive pedestrian network must be included in any residential development, including circulation and connections within the development and to adjacent areas; connections to the existing park trails must also be included if they adjoin the property to be developed.
- ▶ A mix of housing should be providing, including housing for low- and middle-income households, which should account for at least ten percent of new housing units.

Examples

Figures 33 & 34 show recommendation examples.

Figure 33: Single-Family Housing, Grandview OH



Figure 34: Multi-Family Housing, Grandview OH





Parks & Culture: Parks, Recreation & Activities

It is recommended to preserve the center portion of the study area for park and recreational use, along with several multi-modal connections to Miami Avenue and Main Street. Depending on the scenario (A or B), the size of this area would equal between 33 percent (A) and 39 percent (B) of the study area (equaling 14 acres to 16 acres, respectively). This park area should not only add new active and passive amenities and facilities but also preserve its existing ones. Prior to adding new uses into the park area, it is critical that a Phase I Environmental Site Assessment be performed to determine any previously unknown and unidentified ground contaminants. If contaminants are present, then it is recommended to remediate those contaminants prior to developing the site.

Tourism, Festivals & Events: As mentioned in the existing conditions section of the plan, Bradford is home to the Pumpkin Festival and Railroad Museum Festival, both of which should utilize the park area. These events draw people to the Town Center and encourage community cohesion. The park can be the “engine” that drives tourism in the Village. The park will be especially attractive to tourists as it is connected by pedestrian paths to the proposed Town Center Plaza area (discussed in the next section) and the existing Railroad Museum and Railroad Tower. This park can also provide space for special events and festivals that attract residents and tourists, such as:

- ▶ Farmer’s Market
- ▶ “Movies in the Park” Night
- ▶ Antique Car and/or Tractor Show
- ▶ Local Concerts
- ▶ Holiday Events
- ▶ Additional Festivals, such as “First Fridays”

Railroad Tower: It is recommended to rehabilitate the unique and culturally-significant Railroad Tower in order to retain its historic character and convert it to a museum that celebrates the history of the railroad in the Village (see Figure 35). A gift shop could be included for added revenues, along with educational kiosks for self-guided tours. Additional amenities could be added, such as restoring a short portion of the railroad track and lights and adding a children’s train ride. It is also recommended to construct a new parking lot for access to the Railroad Tower. It can serve as parking for visitors to the park and for visitors to the

Railroad Tower. To support tourism, the parking lot should accommodate bus parking for tour groups. It should be located at the east end of the study area, near the Railroad Tower and offset from Main Street to allow for residential uses to directly front the road. This will ensure continuity of residential uses along Main Street.

Figure 35: Railroad Tower Photo



Local Art: The proposed park can establish an important setting for arts and cultural programs. Parks and the arts have become mutually beneficial - the arts can play an essential role in celebrating and re-invigorating a park, and park in turn can help support local artists and arts organizations, such as through arts and crafts festivals, murals, and sculptures.

Additional Park Uses: In addition to the recommendations above, community visioning sessions should be held in order to decide how the best use the entire acreage of the park. Due to its size, this park could incorporate a variety of features and uses, from more active uses like athletic fields (partnered with the school district), a community center, an amphitheater, additional picnic areas and play areas, or a community garden, to more passive uses, such as walking trails, fishing ponds, pollinator habitat areas, rain gardens, and meadows. (Please note that specific recreational trail recommendations are included in the transportation section.)

Scenario A & B Comparison

The center area of the park remains the same between the two scenarios – the main difference is how the area along Miami Avenue is utilized. Scenario A assumes that future development along Miami Avenue can

modify the existing Y-Yard Park amenities (relocate, modify or eliminate as needed). Scenario B assumes the amenities of the Y-Yard Park will be maintained in their current state and location so development will only occur around those amenities.

Recommendations

- ▶ Conduct a Phase I Environmental Site Assessment to identify any contamination.
- ▶ Perform environmental remediation if contaminants are identified.
- ▶ Program new festivals and events in the park area.
- ▶ Collaborate with the Railroad Museum on the Railroad Tower improvements and new parking lot.
- ▶ Support local art through arts and crafts festivals and new park murals and sculptures.
- ▶ Conduct community visioning sessions to gather public opinion and support when designing the features of the new park area.
- ▶ Consider public-private partnerships with the developers to share in the responsibility of constructing the new improvements within the park.
- ▶ Determine the Village's ability to change or relocate existing Y-Yard Park amenities based on funding sources used to construct the facilities.
- ▶ Relocate any displaced park amenities nearby, within the park area (mostly for Scenario A); require public-private partnerships to relocate the amenities displaced by development along Miami Avenue as part of land transfer agreement.
- ▶ Ensure existing and new park amenities are relocated/constructed first or in tandem with private development.

Examples

Figures 36 - 39 show recommendation examples.

Figure 36: Playground Example in the Y-Yard Park



Figure 37: Friendship Days Festival, Pettisville OH



Figure 38: Baseball Field Example, Upper Arlington OH



Figure 39: Farmer's Market Example, Westerville OH





Parks & Culture: Town Center Plaza

One of the foundational concepts of this plan is the creation of a new town center for the Village. The purpose of a town center is to serve as an iconic symbol for a community's "heart" and contain culturally-significant landmarks, distinctive features, and unique development. A town center is an enduring, walkable, and mixed-use area that is organized around a clearly identifiable and energized public realm where people can gather and interact. A community's town center area has an important role in economic and community development because they create a critical mass of activities where commercial, cultural, and civic activities are concentrated. This concentration catalyzes new development and facilitates learning and cultural exchange.

Location: To establish a town center for the Village, it is recommended to create a new Town Center Plaza across from the Village Administration building so that the Town Center Plaza will be anchored on its west end by the Village Administration building and on the main Y-Yard park entrance on the east end. Commercial and mixed-use development would run the length of the Town Center Plaza on both its north and south sides.

Gateway: Due to its location, the Town Center Plaza will be easily accessible by residents and visitors and should be designed to embrace and celebrate the history and culture of the Village. A "Y" shape is recommended at the Miami Avenue gateway, both in the sidewalk connection between Miami Avenue and in the design and placement of the new buildings, which would be a feature completely unique to the Village.

Elements: The key elements of a successful town center are walkability, good circulation, connectivity, and parking. It is critical to elevate the pedestrian experience through public spaces, urban design, parking, and wayfinding. The Town Center Plaza should include pedestrian walkways, seating, lighting, landscaping, and important landmarks for the Village. Existing Y-Yard signage and markers should be relocated to this area. Additional elements could include a water feature (fountain, splash pad) and local art (murals, sculptures). When designing the Town Center Plaza, the Village should conduct a community visioning process to gather input and support.

Framework: To develop the Town Center Plaza, it is necessary to consider multiple important variables. The

Urban Land Institute, a nonprofit organization focusing on land development and creating thriving communities, has created "Ten Principles for Developing Successful Town Centers" guide that assemble these variables into a clearly define checklist. Below is an evaluation of the Town Park Plaza based on these ten principles:

1. Create an Enduring and Memorable Public Realm

The Town Center Plaza is designed to be a compelling central space that people are attracted to for its placement, design, and surrounding uses. The space will be designed to be unique to the Village and the Y-Yard.

2. Respect Market Realities

Each planned component in the town center area should be evaluated separately to determine its basic strengths and the scope of its potential. Then all components must be evaluated together to determine their compatibility and the mix that works best for each component while offering an integrated, lasting environment. The goal is to create a town center that is greater than the sum of its parts.

3. Share the Risk, Share the Reward

It is important to acknowledge the typical finance of a project such as this will not work. Developing well-designed, successful town centers sometimes requires merging public and private interests and resources so that by sharing the risks, the rewards can also be shared. The Y-Yard Plan specifies developing a collaborative partnership arrangement to produce outcomes that benefit all partners.

4. Plan for Development and Financial Complexity

Financing the town center area will involve equity from numerous capital sources (including the Village of Bradford), which may participate in the whole deal or just portions of it. Financing may involve multiple owners and equity sources for each element of the project. Maintenance and management responsibilities for common area elements must be carefully spelled out in ownership and management agreements.

5. Integrate Multiple Uses

This plan recommends a mixture of uses in the town center area, which is one of the most important qualities of a town center. Historically, centers of towns have contained a variety of uses that serve the broader community. The "work, live, shop" concept is integral to this plan and uses such as retail, commercial, civic buildings, offices, and

urban parks will create a vibrant area that is active during the day and the evening.

6. Balance Flexibility with a Long-Term Vision

This plan designates immediate, short-, medium- and long-term processes in the Implementation Chapter. The long-term vision is the framework, and flexibility is a tool for implementing it. Together, they provide the basis for planning at the outset, decisions during development, and adjustments at maturity.

7. Capture the Benefits That Density Offers

The development of an appealing, vibrant town center requires a well-designed mix of uses at a density high enough to achieve a critical mass of people on the street. A truly successful town center will be the most densely developed and lively part of the community. This plan clusters retail/mixed use/commercial as well as residential uses to achieve the density desired for a town center. The Town Center Plaza anchors and serves the development.

8. Connect to the Community

This plan recommends pedestrian, bicycle, and vehicular connections to surrounding neighborhoods, commercial areas, and the park system to help reinforce the view that the town center is accessible to all users. A sense of ownership and belonging separates and characterizes town centers from typical lifestyle-based development.

9. Invest for Sustainability

One way to view the sustainability of any development is to observe how enduring and memorable it is; whether it is based on a long-term vision that is market based and flexible; whether it is planned and financed for adaptability to its complex setting; and whether it is well connected and well integrated with the surrounding community. This plan sets the vision and long-term goal of a well-developed area that is connected by the Town Center Plaza.

10. Commit to Intensive On-Site Management and Programming

Because a town center will be the densest, most diverse, and most active place in a community, management will likely be more complex and expensive, and it will definitely need to be more sophisticated. This plan proposes financing mechanisms in the Implementation Chapter to

ensure financial resources are available for the longevity of the Y-Yard vision.

Scenario A & B Comparison

The concept of the Town Center Plaza exists in both Scenario A and B. Scenario A recommends a full version of plaza that is located directly across from the Village Administration building. It cohesively integrates with the recommended commercial and mixed-use development. The Y-Yard theme can be seen with the use of “Y” style sidewalks and pedestrian connections while a vegetative boulevard at the west end mimics a larger “Y”. In Scenario B, the Town Center Plaza is located approximately 80 feet south of the Village Administration building at the existing “Y” walkway with the historical marker and semi-circle landmark. It is smaller in scale with fewer elements but no less important than in Scenario A.

Recommendations

- ▶ Conduct community visioning sessions to ensure public participation when designing the elements of the Town Center Plaza.
- ▶ Create Y-Yard brand for the Town Center Plaza.
- ▶ Evaluate the use of a public-private partnership to negotiate the responsibility of constructing the Plaza improvements.
- ▶ Ensure any private development is compatible with the Town Center Plaza plan.
- ▶ Build the Town Center Plaza; identify necessary Village staff and resources.

Examples

Figures 40 - 47 show recommendation examples.

Figure 40: Plaza Example, Newark OH



Figure 41: Plaza Example, El Paso TX



Figure 42: Plaza Example, Fisher Island FL



Figure 43: Plaza Example, Bon Carré LA



Figure 44: Raised Landscaping Example, Boston MA



Figure 45: Street Furniture Example, Dayton OH



Figure 46: Fountain Example, San Francisco CA



Figure 47: Splash Pad Example, Chico CA





Infrastructure & Mobility

Adjacent to the study area, there is an existing interconnected grid of streets that lends itself to promoting a balance between pedestrian and vehicular traffic. The study area is a relatively open area surrounded by established residential, commercial, and civic uses. It contains sidewalks and trails, but no existing roadways. The recommended transportation network for the study area is reflective of the existing grid street pattern and disperses traffic over multiple routes and multiple modes. It focuses on creating a convenient and walkable/bikeable environment that prioritizes connectivity and providing for all users.

Roadways: New local roadways should be built in conjunction with the new commercial and residential development. In addition, providing a convenient north-south route around the center of town is also recommended, especially to accommodate events that close Miami Avenue in this location. For existing roadways (Miami Avenue and Main Street), install asphalt art with Y-Yard theme. Asphalt art are visual interventions on roadways (intersections and crosswalks), pedestrian spaces (plazas and sidewalks), and vertical infrastructure (utility boxes, traffic barriers, and underpasses). These are relatively low-cost, often short-term and scalable projects can create immediate positive impact and catalyze long-term improvements to the public realm.

Bicycle & Pedestrian Facilities: Integral to the plan is to develop a network of Y-Yard branded trail connections throughout the study area and beyond. When traveling from Miami Avenue to Main Street or the Railroad Tower to the Village Administration building, it is important to ensure continuity throughout as it promotes safety and solidifies a sense of community and identity for those visiting or utilizing the park.

Bicycle & Pedestrian Amenities: To further accommodate pedestrians and bicyclists, provide bicycle parking and designated pedestrian and bicycle facilities within and adjacent to the site. Bicycle parking will be best-utilized near trail and on-site bicycle facility connections, and within 1/8 mile of trip generators such as retail, housing, and park space. Covered bicycle parking is an added amenity immediately adjacent to multi-family housing where private bicycle storage is not as common. Public restrooms are already available in the park.

Bicycle & Pedestrian Signage & Signals: For bicycle and pedestrian safety, signage and signals will be key. Paint sharrows and install “Share the Road” signs on Miami Avenue, Main Street, and possibly new roadways within the site if they function as collectors. Main Street is already a proposed Ohio Bike Route (OH-36), so it will benefit the Village to work with the Ohio Department of Transportation to determine the exact route and appropriate amenities adjacent to the site and through the entire Village of Bradford. Use signage and roadway markings where trails and on-street bicycle traffic will interact so that motorists can expect entering and exiting of bicycle traffic on the street. Install a marked crosswalk across Main Street at the two recreational trail locations in addition to any roadways intersecting with Miami and Main Street. In areas of high pedestrian and/or bicycle traffic crossing a roadway, consider added a pedestrian signal.

Utilities: The Village should supply water and sewer services to the portions of the study area that are recommended for commercial and residential development. Water and sanitary sewer infrastructure already surround the study area and capacity is available at both facilities.

Scenario A & B Comparison

The two scenarios contain essentially the same recommendations for infrastructure.

Recommendations

- ▶ Residential development should extend the street network system on the south and east sides of the study area in a similar grid pattern.
- ▶ New roadways that serve the new development shall be funded and constructed by the developer.
- ▶ Sidewalks and trails in the new development areas shall be funded and constructed by the developer.
- ▶ Utilities serving the new development areas shall be funded and constructed by the developer.
- ▶ Ensure utility capacity and serve is able to accommodate recommended development.
- ▶ Construction of new local roads, sidewalks, and trails shall be consistent with the Village’s accepted engineering standards for public roads, sidewalks, and trails.
- ▶ Install asphalt art on Miami Avenue with Y-Yard theme.
- ▶ Install sharrows along Miami Avenue and Main Street.
- ▶ Install additional recreational trails in the park area.

- ▶ Construct regional trails.
- ▶ Install bicycle and pedestrian amenities, signage, and signals.
- ▶ Designate Main Street as OH Bike Route 36.
- ▶ Specific roadway recommendations include:
 - Sever access of East Smithfield alley to Miami Avenue at fire department access to ensure cut-through traffic utilizes local roads, not alleys.
 - Extend East Smithfield Street east to connect directly with Stichter Street.
 - Extend Staunton Street, Alexander Avenue and Moody Avenue north into the new residential area.
 - Extend Stichter Street north to connect to Main Street; consider a roundabout with new East Smithfield Street intersection to accommodate large volumes of left turns during detour for downtown events.
 - Extend Elm Street, Plum Street, and Ash Street north, as needed, into the new residential area; only connect one of those streets north to Main Street to prevent too many intersections on Main Street.

Examples

Figures 48 - 51 show recommendation examples.

Figure 48: Asphalt Art Example, St Petersburg FL



Figure 49: Bike Parking Example, Dayton OH



Figure 50: Sharrow Example, Dayton OH



Figure 51: Pedestrian Signal Example, Columbus OH



Y-Yard Renderings

Hand illustrations have been created for this plan that show renderings of proposed recommendations in three locations within the study area. The locations were selected to demonstrate some of the key development projects in the study area, including:

- ▶ Town Center Plaza, for Scenario A (**Figure 52**)
- ▶ Miami Avenue Development & Streetscape, for Scenario A (**Figure 53**)
- ▶ Railroad Tower & Park (**Figure 54**)

Please note that the renderings are for illustrative purposes. Additional work and public engagement is needed prior to finalizing site development, design, and construction.

Town Center Plaza: The centerpiece of the Y-Yard Plan is the Town Center Plaza, which is shown as a concept in this rendering. Also shown is the commercial/mixed-use development around the Town Center Plaza, along with the Village Administration building.

Figure 52: Town Center Plaza Illustration

Image 1 placeholder, in progress

Miami Avenue Development & Streetscape: The streetscape along Miami Avenue welcomes residents and visitors by providing a traditional landscape and hardscape appearance. Trees and other natural materials help soften the appearance of buildings while providing an environmentally friendly footprint. Also shown is the commercial/mixed-use development that is proposed along the east side of Miami Avenue for Scenario A.

Figure 53: Miami Avenue Development & Streetscape Illustration

Image 2 placeholder, in progress

Railroad Tower & Park: The east end of the Y-Yard park will showcase the Railroad Tower. The Railroad Tower is proposed to be renovated and converted into a museum. A new parking lot allows for regional and national tours to visit the community's historic roots. Also shown is a portion of the proposed residential development that would be adjacent to the park.

Figure 54: Railroad Tower & Park Illustration

Image 3 placeholder, in progress

Implementation

Overview








This chapter focuses on how to implement the recommendations in this plan. It connects the goals and recommendations and assembles them into an Implementation Matrix that also includes specific strategies, timeframes, and funding sources for the recommendations. The funding sources are then reviewed in further detail; and, finally, an outline for next steps on how to get started with implementation after adoption of this plan concludes the chapter.

Matrix











This Implementation Matrix distills the recommendations into a list of goals and related actions for the Village to pursue as the Y-Yard is developed. The list is organized by the goals and includes the major categories (Development, Parks & Culture, and Infrastructure), recommendations, actions, timeframe, and potential funding sources. The timeframe is grouped into four categories:











- Immediate: within six months of Plan adoption
- Near-Term: within two years of Plan adoption
- Mid-Term: within five years of Plan adoption
- Long-Term: five or more years after Plan adoption

Figure 55: Implementation Matrix

Category	Recommendation	Action	Timeframe	Funding
Goal 1: Ensure codes and regulations are compatible with this plan.				
	1. Do not set buildings back from the roadways but instead build them at the front property line; any site parking must be in the rear of the buildings.	Review & update code/ordinance mandates.	Immediate	Village staff time
	2. Set the height of buildings to be between two and three stories to match the heights of the other adjacent original buildings.	Review & update code/ordinance mandates.	Immediate	Village staff time
	3. Focus retail on the first floor of the buildings with the second floor being used for office or residential.	Review & update code/ordinance mandates.	Immediate	Village staff time
	4. Design new buildings to be architecturally consistent with adjacent original buildings.	Review & update code/ordinance mandates.	Immediate	Village staff time
	5. Require a pedestrian circulation plan to be included in the site development plans, including connections to existing and proposed pedestrian and trail infrastructure.	Review & update code/ordinance mandates.	Immediate	Village staff time
	6. Type and style of new residential housing (single-family, townhome, senior, workforce, etc.) should be based on market conditions, with input and approval by Village Council, and be compatible with the adjacent residential areas.	Work with developer.	Long term	Developer
	7. Infrastructure improvement costs associated with the new residential areas should be incurred by the developer, considering these costs could be offset with a reduced sale price of the Village-owned property to the developer.	Review & update code/ordinance mandates.	Immediate	Village staff time

Category	Recommendation	Action	Timeframe	Funding
	8. Update existing off-street parking code to require less parking or eliminate parking minimums.	Review & update code/ordinance mandates.	Immediate	Village staff time
	9. A cohesive pedestrian network must be included in any residential development, including circulation and connections within the development and to adjacent areas; connections to the existing park trails must also be included if they adjoin the property to be developed.	Review & update code/ordinance mandates.	Immediate	Village staff time
	10. Ensure any private development is compatible with the Town Center Plaza plan.	Review & update code/ordinance mandates.	Immediate	Village staff time
	11. Ensure existing and new park amenities are relocated/constructed first or in tandem with private development.	Review & update code/ordinance mandates.	Immediate	Village staff time
	12. Relocate any displaced park amenities nearby, within the park area; require public-private partnerships to relocate the amenities displaced by development along Miami Avenue as part of land transfer agreement.	Review & update code/ordinance mandates.	Immediate	Village staff time
	13. Residential development should extend the street network system on the south and east sides of the study area in a similar grid pattern.	Work with developer.	Long term	Developer
	14. New roadways that serve the new development shall be funded and constructed by the developer.	Review & update code/ordinance mandates.	Immediate	Village staff time
	15. Sidewalks and trails in the new development areas shall be funded and constructed by the developer.	Review & update code/ordinance mandates.	Immediate	Village staff time
	16. Utilities serving the new development areas shall be funded and constructed by the developer.	Review & update code/ordinance mandates.	Immediate	Village staff time
	17. Construction of new local roads, sidewalks, and trails shall be consistent with the Village's accepted engineering standards for public roads, sidewalks, and trails.	Review & update code/ordinance mandates.	Immediate	Village staff time
Goal 2: Support the development of street-front property for commercial and mixed uses.				
	18. Locate multi-story buildings along Miami Avenue and Main Street.	Review & update code/ordinance mandates.	Immediate	Village staff time

Category	Recommendation	Action	Timeframe	Funding
Goal 3: Concentrate on retaining employers, expanding existing local businesses, welcoming new businesses.				
	19. Contact potential local investors/developers with possible interest in developing the property.	Meet with county staff to discuss contacts.	Immediate	Village staff time
	20. Work with Miami and Darke counties on attracting potential businesses.	Meet with county staff to discuss contacts.	Immediate	Village staff time
Goal 4: Promote investment in existing and new housing stock and neighborhoods.				
	21. Residential development should be located on the south and east sides of the study area and include extending the existing street grid network.	Review & update code/ordinance mandates.	Immediate	Village staff time
	22. A mix of housing should be providing, including housing for low- and middle-income households, which should account for at least ten percent of new housing units.	Work with developer.	Long term	Developer
Goal 5: Create a destination in the center of town that celebrates the unique character of the Village.				
	23. Conduct community visioning sessions to gather public opinion and support when designing the features of the new park area.	Discuss ideas with community.	Short term	Village staff time
	24. Conduct community visioning sessions to ensure public participation when designing the elements of the Town Center Plaza.	Discuss ideas with community.	Short term	Village staff time
	25. Create Y-Yard brand for the Town Center Plaza.	Discuss ideas with community.	Short term	Village staff time
	26. Evaluate the use of a public-private partnership to negotiate the responsibility of constructing the Plaza improvements.	Internal discussions, develop budget.	Short term	Village staff time
	27. Build the Town Center Plaza; identify necessary Village staff and resources.	Design, bid, and build the Town Center Plaza.	Short term	Village staff time, General funds (design), CIP funds (construction)
Goal 6: Support the efforts of the Bradford Railroad Museum.				
	28. Collaborate with the Railroad Museum on the Railroad Tower improvements and new parking lot.	Meet with Railroad museum, define partnership.	Short term	Railroad museum

Category	Recommendation	Action	Timeframe	Funding
	29. Install asphalt art on Miami Avenue with Y-Yard theme.	Get community input, meet with Railroad museum.	Short term	Village CIP and Railroad museum
Goal 7: Provide recreational amenities and activities.				
	30. Program new festivals and events in the park area.	Get community & Council input, set annual calendar, advertise events & sponsorships.	Short term	Village staff time, Railroad museum, other events sponsors
	31. Support local art through arts and crafts festivals and new park murals and sculptures.	Get community & Council input, set annual calendar, advertise events & sponsorships.	Short term	Village staff time, Railroad museum, other events sponsors
	32. Consider public-private partnerships with the developers to share in the responsibility of constructing the new improvements within the park.	Meet with developers.	Long term	Public/private partnership
	33. Determine the Village's ability to change or relocate existing Y-Yard Park amenities based on funding sources used to construct the facilities.	Meet with ODNR to discuss options.	Immediate	Village staff time
Goal 8: Identify and, if needed, remediate environmental contaminants.				
	34. Conduct a Phase I Environmental Site Assessment to identify any contamination.	Apply for grant (in progress), consultant to perform study.	Immediate	Village General funds
	35. Perform environmental remediation if contaminants are identified.	Apply for grants; hire contractor to remediate.	Short term	Village staff time, Remediation grants from EPA
Goal 9: Provide an interconnected transportation network that safely and efficiently serves both motorized and non-motorized modes.				
	36. Extend local roadways and modify alleys in new residential areas (see Infrastructure recommendations list for more specifics).	Meet with developers.	Long term	Developer
	37. Install sharrows along Miami Avenue and Main Street.	Prepare plans, coordinate with paving program, order & install.	Short term	Village CIP for paving
	38. Designate Main Street as OH Bike Route 36.	Meet with ODOT.	Medium term	Village staff time, ODOT

Category	Recommendation	Action	Timeframe	Funding
	39. Install bicycle and pedestrian amenities, signage, and signals.	Prepare plans, prepare budget, identify match, apply for grants.	Short term	Village CIP for paving, ODNR, ODOT
	40. Install additional recreational trails in the park area.	Prepare plans, prepare budget, identify match, apply for grants.	Medium term	Village CIP for paving, ODNR, ODOT
	41. Construct regional trails.	Prepare plans, prepare budget, identify match, apply for grants.	Long term	Village CIP for paving, ODNR, ODOT
Goal 10: Maintain direct access to sufficient utility infrastructure and capacity to support future development.				
	42. Ensure utility capacity and serve is able to accommodate recommended development.	Meet with plan superintendents.	Immediate	Village staff time

Funding

As shown in the implementation matrix, the Village may choose to fund some of these recommendations with their general fund or CIP funds. In addition, the Railroad Museum may be able to partner and assist with funding some projects too. There are several other funding options to consider, as described below. **Appendix B** contains additional information on funding sources and other resources.

Public-Private Partnerships

It is rare for a community to hold title to such a large piece of property. Because the ownership of the property has a distinct value to a developer, Village Council should evaluate their willingness to leverage property ownership in exchange for amenity relocations, infrastructure improvements, and possibly cost-share for development of the park.

Funding Mechanisms

The State of Ohio allows various funding mechanisms that could assist the Village in accomplishing some of these recommendations and maintenance responsibilities.

Special Improvement Districts: Forming a Special Improvement District (SID) should be considered. A Special Improvement District (SID) is a private, not-for-profit organization established under state law. A SID is a mechanism through which contiguous property owners assess themselves to provide funding for extended services aimed at the economic enhancement of the area. A SID is an area of land within which property owners pay an additional tax or fee designated for specific services or improvements within the district's boundaries. Property owned by government and churches is exempt unless representatives of these properties request in writing to be included. The improvements and public services financed by a SID range from lighting, signage, and parking lots, to holiday lighting, landscaping, and snow removal. There are two options when setting up the boundary and responsibilities of the SID:

1. The SID boundary will mimic the study area boundary. In this scenario, the funds generated by the SID would go primarily to the maintenance of the Town Center Plaza and park area.
2. The SID boundary will include the study area and other nearby properties along Miami Avenue and Main Street. When adding properties, the funds should be spent on general streetscape maintenance and possibly on as the maintenance of the Town Center Plaza and park area if agreed by the members.

Community Improvement Corporations: The Village should also consider forming a Community Improvement Corporation (CIC). This is a not-for-profit community development organization that facilitates industrial and commercial investment to promote economic development and job creation. The CIC is a partner to businesses, educational institutions, local government, and the community, working to ensure the progress and development. Designated as an agency of the Village for industrial, economic, civic, commercial, distribution and research development within the Village, the CIC may assist with the following:

- ▶ Advance, encourage and promote Industrial, Economic, Commercial and Civic Development
- ▶ by promoting existing opportunities/buildings
- ▶ conducting business attraction, retention and expansion activities
- ▶ acting as a leader, facilitator and partner for economic development projects
- ▶ forming public-private partnerships
- ▶ developing an economic development fund for new ventures, land acquisitions, incentives and business retention/attraction programming
- ▶ Reclaim, rehabilitate, and reutilize real property
- ▶ Assist government to assemble real property

The Village may encounter challenges when setting up a CIC due to a lack of community interest and participation. A benefit of a CIC is that the members can reside and/or work outside of the Village boundary therefore opening up a larger pool of applicants. The CIC could also leverage the programming made available to them by the Darke and Miami County development departments and/or County Commissioners.

Tax-Increment Financing Districts: Tax Increment Financing (TIF) is an economic development mechanism available to local governments in Ohio to finance public infrastructure improvements and, in certain circumstances, residential rehabilitation. Payments derived from the increased assessed value of any improvement to real property beyond that amount are directed towards a separate fund to finance the construction of public infrastructure defined within the TIF legislation. Due to the nature of the study area, a TIF may be a useful tool to consider.

Environmental Remediation Funds: The Ohio Brownfield Fund is a collection of funding sources that can be used to help plan, assess, and remediate brownfields throughout the state. A brownfield is a piece of property whose redevelopment is complicated by the potential presence of environmental contaminants such as hazardous substances, asbestos, lead-based paint, and petroleum. Brownfield redevelopment allows a community to reclaim and improve its lands, making property viable for new development.

The Targeted Brownfield Assessment (TBA) program provides property assessment services at no cost to eligible applicants. SABR utilizes either in-house field staff or contractors to perform the requested assistance and the applicant receives a written report of the work performed. Typical services include Phase I environmental site assessment, asbestos surveys, geophysical surveys, and limited or supplemental phase II property assessment. TBA staff will work with applicants to provide the appropriate services to meet their needs.

Community Development Funds: The Ohio Development Services Agency seeks to help create jobs and build strong communities in Ohio, while ensuring accountability and transparency of taxpayer money exceptional customer service. The Community Services Division works to build safe neighborhoods, vibrant downtowns, and reliable infrastructure to support job creation. Programs include the Community Development Block Grant (various projects), Community Housing Improvement Program (housing rehabilitation), and Roadwork Development (629) funding.

Bicycle & Pedestrian Facility Grants: To fund recreational projects, the Ohio Department of Natural Resources (ODNR) has several funds. The Village has used some of these funds in past, such as Nature Works and Land & Water Conservation Funds. Additionally, they have the Clean Ohio Trails Fund/Recreational Trails Program. Besides, the Ohio Department of Transportation has a Transportation Alternatives grant that funds bicycle and pedestrian facilities. Miami County may be able to assist with pursuing Congestion Mitigation & Air Quality funds from the Miami Valley Regional Planning Commission. Lastly, the Rails to Trails Conservancy may be able to assist with funding the conversion of the unused rail line right-of-way over to a regional trail.

Next Steps

Upon adoption of this plan by Village Council, it is important to begin working on implementing the plan, but there are numerous recommendations listed in the Implementation Matrix, many of which will take time to materialize. In order to filter the recommendations to help get started, below is a list of the first ten achievable actions that can be implemented immediately. These actions are low-cost, can be accomplished quickly, and/or are high-impact actions that can serve as a catalyst for other, bigger tasks. Accomplishing these first tasks will show the residents – and developers – that the Village is committed to developing this area.

Ten Priority Actions

Staff Time

1. Update the zoning code, zoning map, and other regulations.
2. Program some initial events (in partnership with community and/or civic organizations) to be held in the existing park.
3. Determine the Village's willingness to leverage property ownership for future development.
4. Discuss funding requirements with ODNR to determine ability to modify Y-Yard Park.

Building Partnerships/Grant Funded Work

5. Meet with Bradford Railroad Museum to discuss painted asphalt art concept and building the Railroad Tower parking lot.
6. Begin discussing the idea of a special improving district (SID) with downtown property owners and stakeholders.
7. Market and promote the development of the Y-Yard property, meet with Miami/Darke counties for assistance.
8. Continue the Environmental Site Assessment (ESA) Phase I/II process (and conduct remediation if needed).
9. Discuss regional bike route designation of Main Street with ODOT; discuss regional trail connection with Rails to Trails conservancy.

Catalytic Project

10. Focus on building the Town Center Plaza so that it can serve as a catalyst to encourage developers to build the adjacent commercial sites.

Appendices: Appendix A

Appendix A: Public Involvement Materials

Included in the following pages:

- Bradford Y-Yard Website Pages
- Stakeholder Meeting Sign-In Sheet
- Stakeholder Meeting SWOT Analysis Worksheets
- Stakeholder Meeting Summary



Welcome to the Bradford Y-Yard Project Page!

Play. Work. Live. Community.

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Interested in sharing your ideas and attending a public meeting? Check out the Bradford Y-Yard Plan project schedule!



Learn More

Learn about the Bradford Y-Yard Site

[Learn More](#)



Community Participation

Share your thoughts on the Bradford Y-Yard Site

[Participate](#)



Meet the Project Team

See who is working on the Bradford Y-Yard Plan Project

[Learn more](#)

Welcome Bradford, Ohio!



Welcome to the Bradford Y-Yard Plan Project Website!

Use this website to learn more about the project, review the Draft Plan, and provide comments or recommendations.

Thank you for participating!

Type your search



Sign Up for Updates

Name *

First

Last

E-mail *

[Submit](#)



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About the Bradford Y-Yard Project



Background

Located in the geographic center of Bradford, Ohio, the Y-Yard site has a long history dating back to the mid-19th century when it was a major railroad hub. By 1890, the Village had grown to 1,338 residents, with the majority living in the Miami County portion of the community. Many of these residents chose to live in Bradford because of their association with the railroad. For a long time, the railroad was the Village's major employer.

Today, the 27-acre site located in the Village's geographic center is mostly vacant, having been the victim of numerous railroad reorganizations, a disastrous fire, and the declining use of railroads over the past century. The extent of ground contamination caused by earlier railroading activities (e.g. locomotive maintenance, fueling, etc.) is currently unknown and warrants further investigation before any development is formally considered.



Bradford's population has also fluctuated from a high of 2,356 in 1920 to a population estimated in 2017 at 1,859. The Village is now the sole owner of the site on which a portion, at the southeast corner of East Main Street and North Miami Avenue, was improved as a public park.

A privately-owned museum dedicated to the history of the railroad is located within a renovated bank building adjacent to the site.

Renewed interest in the site has prompted Village officials to evaluate the potential for redevelopment.

Project Overview



This project will provide the Village with a plan that follows sound planning principles and serves as a reflection of the community's needs and desires concerning the future of both the community and the site.

As the Bradford Y-Yard Project progresses, the community will have the opportunity to review the Plan and provide comments or suggestions to the Project Team. All drafts of the Plan will be added to the Community Participation page of this website. Community members can also sign up to receive updates on the Plan and be notified when the Draft Plan is available for review.

Project Schedule





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The Bradford Y-Yard Plan is scheduled to be completed in early 2023, with opportunities for public and stakeholder involvement throughout the process. Check back here for more opportunities for to be involved in the planning of the Y-Yard Site.

Project Site Photos





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[Home](#) > [Project Team](#)

Project Team

Village Government:

Don Stump, Mayor

Rick Locker, Village Administrator

Village Council:

Deb Warner, President of Council

Jeff Vining

Galen Belmont

Robert Daugherty

Darrell Swank

Lance Woodall

Burton Planning Services (BPS):

Jim Lennar, Community & Economic Development Director (Project Manager)

Kimberly Burton, President

Amelia Mansfield, Planning Manager

Anna van der Zwaag, Associate Planner

Brett Morris, Associate Planner

Gary Bumpus, Project Illustrator

Urban Decision Group (UDG):

Rick Stein, Market & Economic Analysts

Nicholas Sellers, Senior Planner

Samantha Montalto, Associate Planner



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Community Participation



As the Bradford Y-Yard Plan is developed, the Project Team will announce ways that the community can participate in the planning process on this page. The Planning Team will also make the Draft Plan available for review by the community. As you review the Plan, you may leave comments and suggestions using the comment form below.

Name *

First

Last

Email *

Phone Number (Optional)

Comment or Message *

Submit



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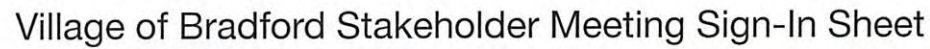
[Home](#) > [Contact](#)

Contact

Visit the Village of Bradford, Ohio webpage for contact information.

<http://bradfordoh.com/contact-us/>

Members of the Bradford community are also encouraged to participate by submitting comments on the Y-Yard site and the Draft Plan here.



1

Name: _____

1% -
100% tax credit



Strengths

1. Middle of town / Location
2. Large Price /
3. Blank Canvas / No Demo costs
4. Pumpkin Show / RR Fest
5. Owner/occupied SFD Housing
6. Production Paint
7. RR Museum

Weaknesses

1. Labor / Employees
2. House Conditions
3. Population Decline
4. Need Street Through
5. Income Tax
6. Park Downtown → Takes value away from community
Needs Repurposed
7. _____

DETL for Grant

Opportunities

1. Residential *Senior Workforce Housing / Majors*
2. Section 8 - 60 LMI
3. Land Bank
4. Industry / CIC / spec Bldg
5. Location from Troy
6. Bike Path
7. Ownership by Village

Threats

1. Rentals - Absentee Landlords
2. Labor
3. Production Paints Leaving
4. _____
5. _____
6. _____
7. _____

School wants
Involved.

Name: _____

Strengths

1. Ph I + II Completed for Co op facility
2. _____
3. Local Retail Investors
4. LMI Designated
5. People travel from out of state for RR Museum.
6. _____
7. _____

Weaknesses

1. Need to keep open space per Natureworks grant.
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____

Opportunities Partner w/ schools for athletics

1. Need Connector street as part.
2. _____
3. DP+L has Grant for Ph I + II
4. CRA + EEZ is there TIF, CLG
5. _____
6. RR Museum Applied for Historic Bldg Status.
7. _____

Threats

1. 29 Brothels
2. Completely cut off from everyone
3. School Decline
4. Enrolment
5. _____
6. _____
7. _____

Name: _____

Strengths

1. Open Lot
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____

Weaknesses

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____

Opportunities

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____

Threats

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____



- Study Area
- Roads
- Inactive Rail Lines



09/24/2019
Aerial Source: OGRIP

Scanned

Name: Russ' Comments

EMS Rehab/
Health Care



Strengths

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____

Weaknesses

1. Soil Contamination
2. EMS/Emergency Services
do to Increase in tourism.
3. _____
4. Housing is needed
5. _____
6. _____
7. _____

Opportunities Bike Path Extension

1. Bus Tours for Bradford
2. Put in Rail 100' Section ☐
3. Connect trail to Tower site
4. 40'-60' West of Semifer ☐
100' East of Semifer
5. _____
6. Bus Parking at tower site ☐
→ Need to know asap
7. _____

Threats

1. 10-15-K income for City
10-15K Economic Impact
2. Tower is main Attraction
3. Train Store
4. Community Center
5. _____
6. _____
7. _____

- ODOT Aerial Survey - 1940's

Name: _____

Strengths

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____

Weaknesses

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____

Opportunities

1. Entry to Bilce Path
2. along Main St.
3. Self Guided Tour
4. -Exhibit Concepts
5. _____
6. _____
7. _____

Threats

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____

Bradford Stakeholder Meeting Notes

- Redevelopment of Y-Yard
- Getting feedback from citizens and prop owners
- Existing conditions report almost done
 - Retail
 - Housing
 - Manufacturing
- Y-Yard 30ish acres
 - Village has almost full ownership
 - Adjacent to park and railroad museum
 - Want to present to Council on Jan 3
 - Website with feedback form
 - To keep getting info from stakeholders
 - Tower has been sitting there since 1985
 - Village got a grant to sell the lower portion of the park to Dollar General
 - **Strengths:**
 - Center of town
 - Rare contiguous acres undeveloped together (lots of space for possibilities)
 - Well connected to Miami and E Main St
 - Woman said alley is the only way to connect to Main St
 - But more entrances could easily be made
 - Has water and sewer access
 - Blank canvas - no demolition has to happen to redevelop
 - Festival is held there and close to railroads - cultural hub
 - Pumpkin Show is on adjacent park and Railroad Festival
 - The empty land is not used
 - New Fire department
 - School
 - What types of commercial?
 - Small industrial use?
 - 50-75 jobs
 - Workforce affordable housing
 - Something to attract young professionals - not homeowners right away
 - Need other things to attract those people
 - Should not rule out low-income
 - **Weaknesses:**
 - Lots of renter occupied housing with absentee landlords
 - Poor maintenance issues
 - Lack of industrial employers
 - Also lack of workforce
 - What comes first?
 - Production Paint is across from Dollar General
 - Only large employer in the Village
 - Other towns have the industry
 - Bradford can help supply workforce
 - Cheaper alternative to surrounding towns
 - The fact that there isn't a lot here is a weakness but also a strength
 - Park?
 - Should be a marketplace/gathering place
 - No organized uses
 - Commercial use would bring more foot traffic
 - Subway wanted to put a location there, they would have preferred a parcel on 721 - park takes up a lot of real estate there
 - Poor because railroaders left and whores stayed

- No full time police force
 - Makes Section 8 housing even more of a risk
- **Opportunities:**
 - Lots of possibilities
 - Light commercial
 - Senior Housing
 - Use this project as marketing to say what we need
 - Only used for fertilizer plant
 - No environmental issues
 - Natural decomposition
 - CRA - Community Reinvestment Area
 - Enterprise Zone? Then changed
 - Removing unnecessary barriers from Zoning Ordinance
 - TIF should be locked in now
 - Money will be diverted back into infrastructure
- Need working relationship with a developer
 - It's good that the Village own the property
 - They have leverage
 - Miller Valentine? Developing multi-family housing in Selina
- **Threats:**
 - School enrollment has been declining
 - School wants to help in any way
- 12:00 - everyone we knew was going to come left
 - Then 2 more show up - we move downstairs
 - One guy worked for railroad and was laid off
 - Said the south portion of the yard was used for locomotive maintenance
 - Land is saturated with oil and grease
 - Environmental report will probably find problems with this area
 - Tower
 - Wants to put a piece of track in to help the aesthetics of the tourist attraction between tower and bike path
 - Wants to put bus parking east of the tower for tour busses
 - Needs aerial rights to put train signal so close to the bike path
 - Could provide \$10,000 income annually for the city
 - Tourists spending their money for a day trip
 - Wives uninterested in trains will want to shop
 - Village should beef up Fire Department for EMS
 - New attraction will bring older crowd - there may be accidents
- Marilyn Kosier
 - Showed us Exhibit Concepts plan for the area around the tower and walking tour points
 - Said the Village won't make any decisions until the plan is done
 - She needs an easement of the triangle parcel along the bike path to set up track with a signal
 - Walked me and Dan (Miami County planner) through the train museum
 - Drove to side streets south of the yard to show which could be connected to Main Street
 - Spoke about moving the park to incorporate it into the Tower plan
 - Free up parcels on Miami for commercial use
 - Good location to attract business - on main thoroughfare
 - Miami Ave is more dangerous for a park
 - Drove further out of town to see an area that would be better suitable for Industrial land use
 - The Y-Yard is too surrounded by housing - trucks would be disruptive

Appendices: Appendix B

Appendix B: References & Resources

References

“Ten Principles for Developing Successful Town Centers,” Urban Land Institute
http://uli.org/wp-content/uploads/ULI-Documents/TP_TownCenters.ashx_.pdf

“(Re)Building Downtown - A Guidebook for Revitalization,” Smart Growth America
<https://smartgrowthamerica.org/introducing-rebuilding-downtown-a-guidebook-for-revitalization/>

“Asphalt Art Guide - How to Reclaim City Roadways and Public Infrastructure with Art,” Bloomberg Associates
<https://data.bloomberglp.com/dotorg/sites/43/2019/10/asphalt-art-guide.pdf>

Resources - Tools

Special Improvement Districts - A special improvement district (“SID”) can be created when a community desires public improvements and services above and beyond those that are currently provided by the township or municipality. Property owners can petition their local legislative authority to establish a SID. If the petition is approved, the property owners within the district’s borders will pay special assessments (similar to and collected at the same time as taxes) to pay costs of services and public improvements in accordance with the SID plan.

Joint Economic Development Districts - JEDDs are territorial districts created by agreement of the legislative authorities of municipal corporations, townships, and, under certain circumstances, counties. purpose is to promote economic development, create and preserve jobs, and improve the economic welfare of citizens. Typically, these purposes are accomplished by imposing an income tax within the district and sharing the revenue among the participating subdivisions. The revenue and resources are used to enhance infrastructure, provide new and additional services and facilities to the district, accomplish other goals that may be specified in the JEDD contract, and supplement the revenue of each participating subdivision

Community Improvement Corporations - CIC’S are nonprofit corporations, created by statute as either economic development corporations or county land reutilization corporations (also known as land banks). One advantage to these types of corporations is that they may attract private capital, as these corporations are statutorily required to maintain the confidentiality of financial and proprietary information. Some may have tax-exempt status with the IRS. CICs can be funded through a variety of sources, including donations, membership fees, application fees, as well as through state and federal grants. CICs, through their governing boards, can contract with the federal government, the state or any political subdivision, county officers, and any other party whether nonprofit or for-profit. CICs may end up serving in a leadership role in some areas to promote local economic development initiatives. To facilitate its purposes and generate revenue, CICs have broad authority, including borrowing money by means of loans, lines of credit, or any other financial instruments or securities.

Land Banks can engage in code enforcement and nuisance abatement, including cutting grass and weeds, and boarding up vacant or abandoned structures. They can also demolish condemned structures on properties subject to a delinquent tax or assessment lien or property for which a municipal corporation or township has contracted with the land bank to provide code enforcement or nuisance abatement assistance.

To advance its purposes, a land bank can request by resolution that the board of county commissioners pledge revenues to secure borrowings by the corporation. Land banks can also request the board of county commissioners to issue notes and municipal corporations to issue bonds for public infrastructure improvements.

Resources – ODOT Funding

Transportation Alternatives Program – This program provides funds for projects that support transportation by improving non- motorized transportation facilities, historic preservation, scenic and environmental aspects.

ODOT's Alternatives Program funds are solely for those projects sponsored by political subdivisions outside the county boundaries of Metropolitan Planning Organizations (MPOs), unless the local is within a small MPO (population less than 200,000) that has joined the ODOT program.

The program pays 80% of eligible costs for construction and/or eligible acquisition activities up to a specified maximum amount.

<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Pages/TAP.aspx>

Bicycle and Pedestrian Activities - Walking and bicycling are essential transportation options in Ohio communities and it is important to ensure walking and biking are practical, efficient, and safe transportation options. Across geographies, multi-modal transportation options contribute to economic development and competitiveness, quality of life, access to jobs and services, and efficient mobility of people and goods in Ohio.

Bicycle and pedestrian facilities can be eligible for funding in a variety of transportation funding programs if they are appurtenances to the roadway project itself. A standalone bicycle and/or pedestrian project can be funded with Transportation Alternative, Highway Safety, Safe Routes to School, x, and Recreational Trails Program funds. The projects must relate to transportation, i.e., getting somewhere, with logical termini at each end. ODOT administers and funds projects in the rural areas of Ohio with Transportation Alternatives funding, while the Metropolitan Planning Organizations selects Transportation Alternative projects in urban areas.

Safe Routes to School - The SRTS program provides funding to facilitate the development and implementation of projects and activities that enable and encourage children to walk or bike to school.

This program is funded at \$4 million annually for projects in 5 categories: Engineering, Encouragement, Education, Enforcement and Evaluation. Funds are available for:

- Infrastructure projects within two miles of schools serving K-8 students. ODOT will reimburse up to 100% of eligible costs for all phases, including preliminary engineering, detailed design, right-of-way, construction, and construction engineering. Project limit: \$400,000.
- Non-infrastructure activities such as education, encouragement, enforcement or evaluation. Non-infrastructure funding may be requested for assistance with the development of plans. ODOT will reimburse up to 100% of eligible costs for items such as training and materials, program supplies, small safety and education incentives, and public awareness campaigns. Project limit: \$60,000.

<http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/Documents/ProgramResourceGuide.pdf>

Resources – Ohio Development Services Agency Funding

Community Development Program - provides communities with a flexible housing and community development resource that can be used to address locally identified needs that are eligible Community Development Block Grant activities and qualify under the national objective of Low- and Moderate-Income (LMI) Benefit or Elimination of Slum and Blight.

The program includes competitive set-aside funding for Neighborhood Revitalization and Downtown Revitalization. Applications for the Critical Infrastructure Program are accepted on an open-cycle basis and closes when all funds are awarded. Neighborhood Revitalization and Critical Infrastructure projects are designed to serve primarily residential populations. Funds cannot be used to support public improvements for future or speculative developments.

Economic Development Loan and Public Infrastructure Grant Program - creates and retains permanent, private-sector jobs, principally for low- and moderate-income persons, through the expansion and retention of business and industry in Ohio communities.

Funds are granted to local government applicants for both economic development loan and public infrastructure projects. Public off-site infrastructure funds are retained as a grant by the local government. In the case of a loan, the local government grantee loans the funds to the beneficiary business for fixed asset financing projects and the funds are repaid to the local government Revolving Loan Fund.

Eligible activities include provision of financial assistance, through eligible units of general local government, for public off-site infrastructure improvements and fixed asset financing for land, building, machinery and site preparation directly and primarily related to the creation, expansion or retention of a particular business that results in job creation and retention for persons of low- and moderate-income.

https://development.ohio.gov/cs/cs_grantsloansbonds.html

Resources - Ohio Public Works Commission Funding

Clean Ohio Green Space Conservation Program - is dedicated to environmental conservation including acquisition of green space and the protection and enhancement of river and stream corridors. Grant recipients agree to maintain the properties in perpetuity so that they can be enjoyed and cherished for generations to come.

State Capital Improvements Program - provides low-interest loans and grants for infrastructure facilities. This is a set-aside for the Small Government Program gives smaller subdivisions a second opportunity for assistance.

Eligible projects include improvements to roads, bridges, culverts, water supply systems, wastewater systems, storm water collection systems, and solid waste disposal facilities.

Funding is provided from the issuance of up to \$120 million in annual bond sales. Allocations are made to the 19 District Public Works Integrating Committees, on a per-capita basis, which then evaluate and recommend projects using criteria established in law. From the bond proceeds, a maximum of \$12 million annually is set aside for the Small Government Program and \$2.5 million for Emergency Assistance Funds.

<https://www.pwc.ohio.gov>

Resources – Ohio EPA Funding

Brownfield Technical Assistance – Grant funding is available to cover costs associated with providing technical assistance (TA) by Ohio EPA staff to assist with property assessment and cleanup under the Voluntary Action Program. In general, the volunteer determines the scope of VAP TA review and what questions or issues are evaluated during VAP TA. Some examples of grant-funded technical assistance that can be provided includes:

- Guidance on technical or legal issues related to potential NFA letters or VAP urban setting designation (USD) requests
- VAP document review (e.g., review of Phase I and II assessments, sampling plans, risk assessments, remedial action plans and draft NFA Letters where CNS has not yet been requested)

Targeted Brownfield Assessment (TBA) Program - Grant funding is available to provide property assessments that will facilitate brownfield redevelopment and encourage participation in the Voluntary Action Program at no cost to eligible public entities. Assessment services are provided to public entities by qualified environmental firms under contract with Ohio EPA as well as the Division of Environmental Response and Revitalization's Site Investigation Field Unit.

Examples of assessment projects that can be provided include:

- Phase I environmental site assessments
- Certified asbestos inspection of buildings
- Geophysical surveys
- Limited Phase II Property Assessment (screening evaluation or supplemental assessment)
- Environmental cleanup

<https://epa.ohio.gov/portals/0/general%20pdfs/funding.pdf>

Resources – Federal Highway Administration

CMAQ - Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution, and that is included in the metropolitan planning organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current state transportation improvement program (STIP) in areas without an MPO.

Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

https://www.fhwa.dot.gov/environMent/air_quality/cmaq/

Resources – ODNR

NatureWorks - NatureWorks projects are funded through the Ohio Parks and Natural Resources Bond Issue which was approved by Ohio voters in November 1993. The NatureWorks grant program provides up to 75% reimbursement assistance for local government subdivisions (townships, villages, cities, counties, park districts, joint recreation districts, and conservancy districts) to for the acquisition, development, and rehabilitation of recreational areas.

Land and Water Conservation Fund (LWCF) - The Land and Water Conservation Fund (LWCF) grant program provides up to 50% reimbursement assistance for state and local government subdivisions (townships, villages, cities, counties, park districts, joint recreation districts, and conservancy districts) to for the acquisition, development, and rehabilitation of recreational areas.

Funding is issued to the state and it is at the state's discretion how much of that funding will be made available for local government. Since the Land and Water Conservation Fund grant program became effective, the State of Ohio has received over \$150 million. Over half of this funding has been used for local parks projects. Ohio offers a local grant program on a biennial schedule.

To be eligible for federal LWCF grant assistance, Ohio prepares and updates the Ohio Statewide Comprehensive Outdoor Recreation Plan (SCORP). Ohio reviews LWCF grant applications and submits recommended projects to the National Park Service for final approval. All recommended projects must be in accord with Ohio's SCORP priorities.

Clean Ohio Trails Fund - Local governments, park and joint recreation districts, conservancy districts, soil and water conservation districts, and non-profit organizations are eligible. The Clean Ohio Trails Fund works to improve outdoor recreational opportunities for Ohioans by funding trails for outdoor pursuits of all kinds. Up to 75 percent matching State of Ohio funds are reimbursed under Clean Ohio Trails Fund. All projects must be completed within 15 months from the date that they are signed into contract. Eligible projects include: Land acquisition for a trail, trail development, trailhead facilities, engineering and design.

<http://ohiodnr.gov/grants>