



City of

DEFIANCE

COMPREHENSIVE COMMUNITY ACTION PLAN

2023

CITY OF DEFIANCE
BICENTENNIAL
200
YEARS STRONG



ACKNOWLEDGMENTS

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Executive Summary

The purpose of the 2023 Defiance Comprehensive Community Action Plan is to unify the passion of the various Defiance Community stakeholders into Implementing: implementing ideas old and new and everything in between.

This Plan is not another Plan. It is a Plan of Action. It is a Plan framed by every city department and key stakeholders, ideas from over 2000 survey responses from residents and students, and by over 13 City Plans and Initiatives (See: Past Planning Efforts).

While some ideas may simply be the reiteration of current and ongoing capital projects, some of them are broad ideas that may or may not come to fruition, but nevertheless could be worthy investments in promoting Defiance’s quality of life.

CITY OF DEFIANCE HISTORICAL TIMELINE

1772 Chief Pontiac or Obwaandi'eyaag (b. 1712, d. 1769), of the Odawa is reputed to have been born where Pontiac Park is now located at 315 E. River Road. In the years immediately following the French and Indian War (1754-1763), Pontiac played an important role in the conflict that bears his name (Pontiac's Rebellion) where Native Americans, dissatisfied with the encroachment of British settlers and soldiers into the region, launched a series of raids on British settlements and forts in the area. He was assassinated by a member of the Peoria tribe near modern-day Cahokia, IL in 1769.



1822 Modern-day Defiance, Ohio is founded at the fort's location. The settlement was granted village status in 1836, and city status in 1845.

1825 Construction begins on the Miami and Erie Canal. Defiance's location at the confluence of major rivers of the Maumee River watershed made it an ideal location as a transit point on the canal that facilitated trade between Toledo and Cincinnati, and by extension, the wider Great Lakes and Ohio River Valley regions.



1870 German immigrant Christian Diehl arrives in Defiance to work at the Defiance Brewery after spending several years working at breweries in the eastern US. In short time, he became the principal owner and the Diehl family owned and operated the brewery for more than 3 generations, surviving Prohibition and numerous economic swings before ending their brewery operations in 1955.



1794 General Anthony Wayne orders the construction of Fort Defiance at the confluence of the Maumee River and Auglaize River during the Northwest Indian War (1785-1795). The name "Defiance" is said to come from a conversation between General Wayne and one of his subordinates, where it was stated they would construct a fort at the fork of the rivers and "defy the English, Indians & all the devils in hell to take it." The fort remained in use through the War of 1812.



1850 Defiance College is founded. Originally the Defiance Female Seminary, the first students began taking classes in the 1880s and the state transferred governance to the Christian Church (now United Church of Christ) in 1902. Today, Defiance College remains a private liberal arts college with approximately 650 students. Their mascot is the Yellow Jackets and they compete in Division III of the NCAA in the Heartland Collegiate Athletics Conference.



1876 Turnbull Wagon Company located the bank of the Maumee River just south of the confluence is founded, becoming the city's largest employer by the late 1800s. The company employed approximately 400 workers at its peak. The company later merged with Defiance Motor Truck Company in 1913 at the dawn of the automotive area and was later purchased by Century Motor Truck Company but ceased operations in the 1930s.



1891 Defiance becomes one of NW Ohio's first communities to utilize electric trolleys to move people throughout the community. The trolleys ran under several different commercial enterprises until ceasing operations in 1915.

1904 Steel magnate Andrew Carnegie donates funds to build the main public library near the original Ft. Defiance. Today, the Defiance Public Library main branch still operates from its original building.



1923 Kingsbury Park is built on land donated by Clara Latty, and named after local attorney B. Kingsbury. Today, Kingsbury Park is just one of many parks throughout the community and features multiple shelter space, a baseball field, basketball and pickleball courts, and a playground.



1987 Defiance inks its first Downtown Revitalization Plan that acknowledges the importance of connecting to the riverfronts and for improved environmental stewardship.



2014 Defiance overhauls its Zoning Ordinance and creates a new Floodplain District that limits any new development (or redevelopment)

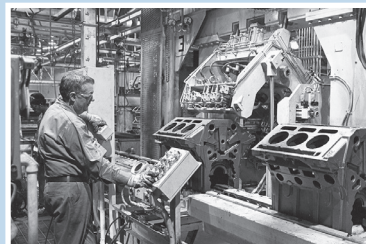


2022 The City of Defiance, Defiance County Commissioners, and the Buckeye Trail Association develop and deploy a comprehensive informative trail signage system through the community.



1913 The 1913 Flood, to date Ohio's largest natural disaster, destroys key businesses, historic properties and areas of the downtown, and assets like Defiance's trolley system and attractions and events at Preston Island never regain footing. The city would get hit in 1982 and 2005 with less severe, but injurious flood events.

1948 General Motors comes to Defiance, building a 1.9 million square foot facility on 428 acres along SR 281. In the past 10 years, GM has invested \$187 million into the facility and to support future EV strategies.



2016 The Honorable Mike McCann is elected Mayor and the community begins on a "Campaign of Greatness."



2010 Defiance develops a Stormwater Management Plan as required by the Ohio EPA that puts into long-range action steps to improve the environmental health of the Maumee River.



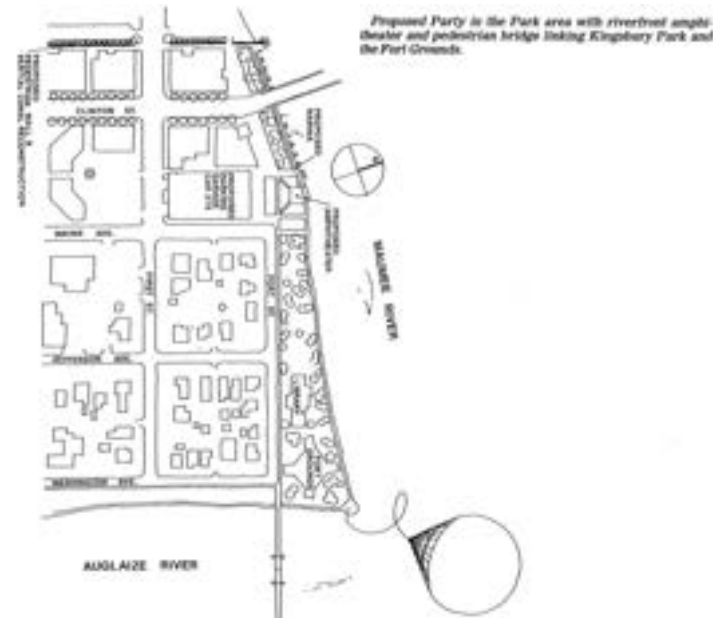
2023 Defiance celebrates its Bicentennial.



COMMUNITY ACTION PLAN PROCESS TIMELINE



PAST PLANNING EFFORTS



1987 – The Heart of Defiance – Downtown Revitalization Plan

The Heart of Defiance Plan was focused on maintaining the downtown’s status as the main business hub in Defiance County and the source of a large portion of the tax revenue that allows the city to operate. The Plan created guidelines for historic preservation, façade improvements, opportunities for development, activated public spaces, and improved parking options for visitors and employees of downtown businesses.



2009 - Access Management Plan

The Access Management Plan addressed both current and future problems with traffic, safety, and roadway design. A special emphasis was placed on access and flow of traffic around new developments and high-growth areas. The Plan classified roads within the city that are subject to local access management regulations and defines the specifications for each type of road. Other existing characteristics that affect traffic such as low clearance locations were also identified in the Plan. Signal spacing and vehicle interactions with pedestrians and bicyclists were addressed as well.



2011 - City Strategic Plan

This Plan served as an update the 1987 Downtown Revitalization Plan and City Strategic Plan, guided by a Strategic Planning Committee. The Downtown Revitalization section placed special emphasis on developing riverfront lands that converge in the downtown area, including the construction of an amphitheater, farmer’s market, and Riverwalk as part of a new Gateway Park. The plan also suggested improvements and standards for the downtown including signage, parking, traffic, gateways, and marketing.



2014 - Parks Master Plan/Riverfront Plan

The Defiance Parks Master Plan included a map highlighting key improvements for the area near the convergence of the Maumee and Auglaize Rivers. These improvements look to activate recreational opportunities along the rivers including new viewing locations, fishing piers, event spaces, storage and access for watercraft, areas for physical activity, and a bridge over the confluence to improve access to these amenities.



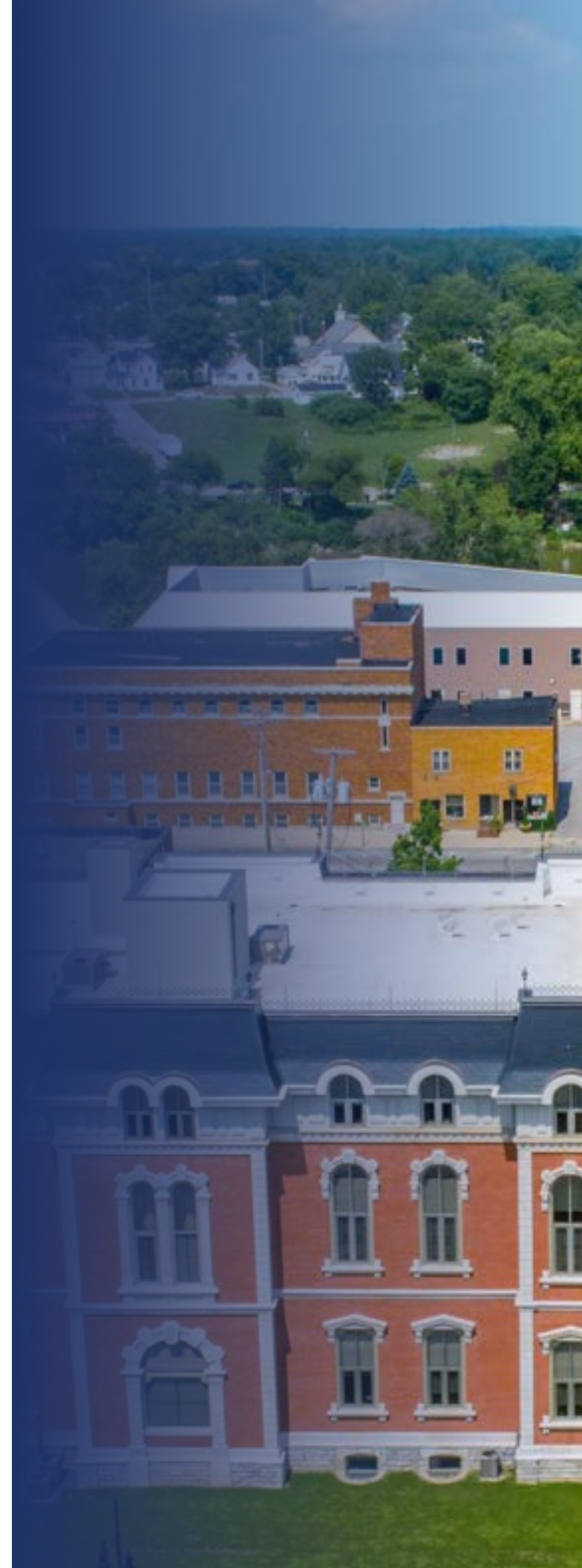
2014 - Defiance Planning & Zoning Code Update

This is the most recent comprehensive update to the City of Defiance Zoning Code. In addition to an update of the zoning map and definitions of zoning areas, the Code established stormwater regulations, sign, landscape, and buffering standards; parking, loading, and mobility standards. Additionally the Code update established future unit development regulations, subdivision, and improvement standards.



2017 - Community Strategic Plan 2018-2023

The 2017 plan laid out the goals and strategies to be addressed over a five-year period. This ongoing planning process engages many stakeholders who are divided into groups based on their relationship to one of the six planning pillars: connectivity, culture and education, economic development, health and wellness, housing, and perception. Strategies identified include creating a space for community programming and providing affordable, high-speed broadband internet access to the entire county. Meetings to ensure the implementation of the strategies and goals are ongoing throughout the five-year period the plan covers.





2018 - 1918 Market Study/UC Plan

This study explored different options for an adaptive reuse of the former junior high school campus. Proposed plans by DPMT7, a design collaborative of University of Cincinnati architecture professors, called for the three buildings on site – the 1918 school building, and the 1928 auditorium, and 1928 gymnasium to be redeveloped into a hospitality, conference, event and performance space along with apartments on the south part of the complex. The city purchased the building in 2019.



2019 - Housing Market Study

This study identified opportunities and strategies for housing development in Defiance. Findings and recommendations of the study included the demand for more rental units in the downtown and North Clinton areas among young professionals, empty-nesters, and work transplants from larger metropolitan areas. Although the Covid-19 pandemic has likely altered estimates of housing costs, the study identified the most demand for new rental housing that costs \$750 a month or less. While the study acknowledges difficulties in attracting new construction or historic rehab due to rising housing costs, it identified tax credit strategies through the Ohio Housing Finance Agency that could help facilitate development.



2020 - Destination Defiance (Clinton Street Road Diet)

The focus of this study was a Road Diet analyses for South Clinton Street from Fort Street to Triangle Park near Juliet Street. The purpose of a Road Diet is to encourage active transportation, calm traffic, and provide better infrastructure for non-motorized vehicles. The study had several main findings. First, bike lanes could be supported on South Clinton Street from Fort Street to Triangle Park with the removal of parking spaces. However, parking spaces could be gained on Fort Street, First Street, and Second Street. Additionally, the Road Diet could help reduce truck traffic by encouraging trucks to stay on US-24 and Domersville Road (SR-281).



2020-2030 -Defiance County Active Transportation Plan

This study focused on Defiance County and includes an updated Safe Routes to School Plan, an overview of mechanisms to improve active transportation like biking and walking, and specific project areas including the cost of such projects. Recommendations included pedestrian safety infrastructure such as new sidewalk connections, repainted crosswalks, and rapid flashing beacons around schools and other high motor vehicle traffic areas.



2022 – Downtown Redevelopment District/ED Plan

In 2022, this study recommended the creation of six revitalization districts in the downtown area to help promote downtown revitalization and renewal efforts. Strategies include establishing a DRD Operating Committee to work with property and business owners on determining potential infrastructure improvements, creating a DRD Revolving Loan Fund to make loans to small business owners in the DRD for expansion and renovation, and to recruit regional developers through tours and agreements to use DRD revenues for new projects.



2021 – Riverfront Development Focus Group

University of Toledo researchers facilitated a focus group to determine if there was interest in a public buy-in for riverfront development. The study determined that yes, there is an interest if the park system is easily accessible, infrastructure is maintained, there are frequent events and activities, and the process is transparent with continued community input. Additionally, the study suggested collaborating with Defiance College for specific ideas and events, increased educational programs about riverfront initiatives, and conducting follow-up surveys on ways to connect the parks.



2022 -2024 -Community Health Improvement Plan

This County-wide plan addressed issues raised in the most recent Community Health Assessment (CHA), including how hospitals, health departments, and other community stakeholders will work to improve the health of the county. Relevant recommendations to improve community health factors included community gardens, greater development and utilization of green spaces, development of complete streets, public transportation, and educational programs.



MAJOR PLAN THEMES AND ASPIRATIONS

Several Plan Themes and common stories emerged over the course of the 16 month planning process that included 3 surveys and numerous planning exercises. The themes help form the foundation of this Plan. These major Plan themes are:

Connectivity and Collaboration



Selected for its prime geography at the confluence of three rivers, Defiance is a community yearning to be connected. Prior to the Great Flood of 1913, it was one of the first communities in northwest Ohio to be connected by electric rail.

Preston Island was a thriving island retreat for inspiring Chautauqua lectures.

Vast opportunities exist in Defiance to connect people and destinations in unique and profound ways. Ways that make memories; in ways that connect to people that generate lifelong dividends for the community.

The 2014 Riverfront Plan exposed opportunities that exist around the confluence at Pontiac and Kingsbury Park. The 2023 Defiance Comprehensive Community Action Plan, through the "Peddle and Paddle Plan," sets the tone as the entire community being a **CONFLUENCE**. One that does the obvious and utilizes the Auglaize, Maumee and Tiffin Rivers and riverfronts, but merges together and activates assets like Preston Run, Preston Island, Miami-Erie Canal alignment (still intact from Chief Supermarket to Paulding County), Downtown, and Defiance College, to name a few. Doing these great things will require close coordination with many entities that include Downtown Defiance & Visitors Bureau, Defiance Metroparks and Health Department, Defiance City Schools, Camp Lakota, and key stakeholders and clubs that assist the city parks department.

Downtown Revival



The past decade has been witness to valuable social and physical improvements in Defiance's downtown. The near future will be witness to a revived historic property at 300 Clinton Street, all due to local investors remaining

local. Building upon this momentum, further refinements could increase the form and function of the Downtown. These improvements could include: Improving connectivity to the Maumee and Auglaize rivers; Promoting outdoor dining opportunities; Improving parking without demolishing properties; Designing meaningful public spaces like Gateway Park; Encouraging the historic preservation of buildings through incentives and the enforcement of design guidelines; and most importantly- Activating additional residential, office and commercial opportunities in existing buildings and tactical infill densification methods.

Advancing key initiatives like the reuse of the 1918 property and connecting the downtown and riverfront to Defiance College and visitors with improved signage and aesthetics from US 24 and along key corridors are also equally important.

Enhanced Living Opportunities



Maximizing living opportunities in Defiance should remain priority number one for quite a while, as it will see its greatest return when it increases the percentage of people that both live and work in the community. As a

regional destination for employment, workers have been occupying the community during the day only to return home someplace else. It's time for Defiance to be that Some Place. The recent housing study and current worker inflow/outflow report all indicate a need and a desire for more housing. This Plan will help to activate the tools required to address this need and also highlights areas available to accommodate future residential development (See Map: Development Opportunity Areas).

Neighborhoods



Ground Zero in the war for residents begins in the Neighborhoods. When it comes to what makes a community thrive: it's all about the Neighborhoods.

Defiance residents are residents of the community not by chance, but primarily by choice. This has translated into a high level of community pride, quality neighborhoods, and well-groomed public spaces. But some neighborhood pockets exhibit signs of stress and property neglect, and there is a growing concern by residents that property maintenance issues may be linked to a growing number of single family rentals and vacant properties. This concern was supported by a windshield survey conducted by the planning team.

Increasing owners' responsibility may be facilitated by updated property codes and programs that encourage people to maintain their properties, keeping bad apples in check. Defiance appears to be better suited to address some of these issues with the newly-developed Defiance County Land Bank. However, this is just one tool. Implementing and enforcing these programs effectively will require the right level of resources. Reducing property-based nuisances, while providing for new residential developments, will be a key ingredient in retaining residents, attracting new ones, and maintaining property values.

Making tactical investments in sidewalks and other public infrastructure through well-planned community development strategies will also help to encourage additional private sector neighborhood reinvestment just as past public investments in the downtown helped promote a resurgence of new investments.

Resiliency and Environmental Stewardship



Defiance lies at the intersection of three unique rivers, replete with the most unique geography found in Northwest Ohio. These amenities have instilled a high level of environmental awareness with residents, especially after humbled

by a century or more of flood events. Residents are desirous to interact with its riverfronts and water in creative and proactive ways, but doing so will require a well-planned, long-term effort and a dedicated source of funding and volunteers to improve infrastructure aimed at improving the quality of the community's natural resources and source water.

Solar, geothermal, wind power and other forms of alternative energy are now encouraged in Defiance as part of the Northwest Ohio Advanced Energy Special Improvement District (ESID). Promoting and adopting sustainable practices that encourage renewable energy sources, reduce energy consumption and minimize the human footprint will help to preserve these natural resources that are so vital to Defiance's longevity and attractiveness.

As part of the City's resiliency efforts that improve its Economic Prosperity, Social Health and Cultural Richness, Intelligent Community Forum (ICF) named Defiance as one of the Smart21 Communities of 2023, along with 20 other domestic and international communities.

"Fresh Defiance"



Make no mistake about it: Defiance is simply a product. And like all products, they must be continually re-branded to survive the attention span of finicky consumers. Citizens ultimately reinvest in a community that evokes a "sense of place" and

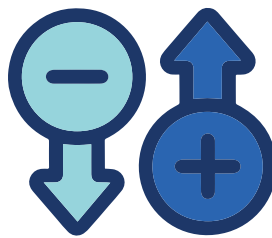
contributes to their own personal sense of identity. A Defiance 2.0 is just this place.

To this end, City officials should continue to take a systematic approach to creating and encouraging unique community design elements that compete with other regional markets in attracting and retaining residents and businesses. The visual aesthetics of Defiance should be improved in the areas of gateways, signage, wayfinding, landscaping and lighting. A planned and systematic process of enhancing the community's image will promote community pride and reinvestment.





Less is More



Nobody really understands the Gertrude Stein quote until they reach the age of 50. And then they realize the importance of working smarter, not harder. There’s one thing that Defiance has plenty of, and that’s Plans.

During the course of this Plan’s development countless hours were spent reviewing Plans, Plans, and more Plans. Black & White Plans. Plans in Color. Plans in Draft Form, and Plans still being planned.

Like the recent death of Moore’s Law, Defiance might be at the end of generating big ideas in the near term. The time has come to MOBILIZE the resources to implement. Building Defiance 2.0 will require patience and dedicated people. And aside from Plans, that’s the one thing that Defiance has more of- Dedicated people. Implementing the Defiance Comprehensive Community Action Plan will require annual review and a dedication to “Stay on Task”. Football games are won by advancing the ball 2 yards a play. This Plan is full of community and capital improvements that can be accomplished by dedicated people through deliberate incrementalism, if not distracted.

Optimize Land Resources and Development Returns



Future development can contribute to the vitality of the whole community when land uses are sited, developed, and serviced adjacent to existing infrastructure (See Map: Development Opportunity Areas).

In 2022, the City identified over 100 projects on a “20-Year Potential Capital Improvement Needs” list. With total cost of \$232 million dollars to repair existing infrastructure assets only, the list does not include the costs of developing new capital assets or programs.

The City should encourage a development pattern that is incremental, yet proactive. The City should also evaluate the fiscal impacts of future developments and annexations to ensure growth does not significantly impact the fiscal health of the City. Conversely, the City should use all the necessary resources to attract and retain employers by ensuring they have access to workforce, and this often happens by ensuring sufficient housing opportunities.

To maximize the greatest return of property tax revenues and city resources, City officials should look to maximize building density where feasible. Densification has a range of benefits including it can be accommodated utilizing existing infrastructure on parcels usually closest to city service providers.

Effective Outreach



A conclusion can be drawn after digesting the survey results and the public’s preferences: there may be a low understanding of regional trends facing the northwest Ohio, such as aging populations, declining household sizes (especially due to childless households), fiscal challenges to repair aged infrastructure, the desire for varied housing types, and all the activities the city has going on.

For Defiance to grow in a manner that supports these realities, residents will need to be educated on the importance of housing diversity, the benefits of tactical “densification” and infill development, and even the importance of tools that property neighborhoods from property nuisance and blight.

HOW TO USE THE PLAN

The 2023 Defiance Comprehensive Community Action Plan should be utilized when working to promote the overall quality of life in the community, promoting investments, and in making capital improvement decisions. Whether it is the extension of pedestrian connectivity elements, the extension of infrastructure, new development, or any other neighborhood improvements, it should be done in accordance with the Plan’s vision.

It is structured into a coordinated action program so that decision-makers can easily identify the steps that are necessary to achieve the vision described within this Plan.

The Plan’s strategies were developed in conjunction with public input, and take into account past, current and projected issues. Many of these recommendations will take several years to complete, but this plan will allow community leaders to identify the “low-hanging fruit” and allocate funding in future budgets for the costlier projects. Over time, each strategy may need to be revised or amended to reflect the current planning environment, and removed when accomplished.

To this end, the Plan should be used in the following situations:

Development, Zoning & Long Range Planning



The usual processes for reviewing and processing zoning amendments, development plans, and subdivision plans provide significant opportunities for implementing the

Community Action Plan. Each zoning, development and subdivision decision should be evaluated and weighed against applicable recommendations and policies contained within this Plan, especially in the Planning Areas Section, that highlights specific conditions, trends, and needs of that unique area of the community.

Defiance officials may encounter development proposals that may not be addressed or highlighted in this Plan. When this happens, a consistent process should be utilized that allows for developers and individuals to request an update to the Community Action Plan and other supportive regulatory tools like the Zoning Ordinance/Map, Capital Improvement Plan, Asset Management Plan, etc.

Intergovernmental Relations



Many of the initiatives in this Plan may require Defiance to coordinate and work with other political subdivisions like Defiance County; Defiance, Noble, Highland, Richland Townships; and organizations like Defiance Development & Visitors Bureau (DDVB), Defiance County Economic Development (DCED), Defiance City Schools, Metroparks, and Defiance College, to name a few. This Plan could be helpful to advance programs and initiatives that these entities could mutually benefit from.

Plan Review



It is imperative that this Plan is reviewed annually by Defiance’s elected officials, Planning Commission, and the Defiance Community Action Plan Steering Committee to ensure progress is being made. This discussion should identify the Plan’s beneficial impacts and recognize areas where the Plan may not have assisted in facilitating the visions and strategies. To further assist discussion, planning stakeholders can assign a “percentage complete” to each Plan strategy (See: Plan Implementation Table). Major plan amendments should not be made without thorough analysis of immediate needs, as well as consideration for long-term effects of proposed amendments.





Public Participation



The 2023 Defiance Community Action Plan was framed with the assistance of over 2000 responses gathered using three surveys: Community Survey, Student Survey, and Community Preferences Survey. The planning team also interviewed departments and local and county agency officials. A detailed breakdown of survey results can be found on the following pages.

Steering Committee

The 2023 Defiance Community Action Plan was developed under the guidance of community leaders and officials. The Planning Team met with the Steering Committee ten times over the course of the plan's development.

Community Survey

The community survey is meant to gather resident input through a variety of related questions. The responses the residents give provide us with the first opportunity to understand the community through the eyes of those who live there. The priorities of the residents will often overlap with those of the community officials, but when they do not, we are alerted as to what may be a point of disagreement between the priorities of the officials and the priorities of the residents. This can be of great use during the planning process and deciding what is best for the community going forward. More than 800 residents completed the survey. The main areas for community improvement were a wider range of activities, improved dining opportunities, enhanced streets & connectivity, housing and neighborhood revitalization, and public service refinements.

Student Survey

The goal of the student survey is similar to the community survey in that we can identify the priorities of the students and what they hope the community will look like in the future. More than 200 area students completed the survey. The main areas for community improvement among students were increased activities for teens, additional restaurants and stores, positive attitudes, improved infrastructure, and better parks and public spaces. A detailed breakdown of the results is presented in the following pages.

Community Preferences Survey

To help further refine the community survey results, the Planning Team and Steering Committee developed 18 questions focused on community preferences. This survey culminated in extremely pointed recommendations and strategies. Respondents suggested multiple strategies to improve key areas of concern such as available housing stock, parks and riverfront improvements and greater connectivity, and strategies for preserving building exteriors. A detailed breakdown of the community's preferences for implementing improvements are presented in the following pages.



Plan Defiance survey card

COMMUNITY SURVEY

89%

are homeowners

78%

live in the City of Defiance

45%

work in the City of Defiance

MALE 33%

FEMALE 66%

NON-BINARY 1%

TOP 5 COMMUNITY IMPROVEMENTS

1. Wider Range of Community Activities
2. Improved Dining Opportunities
3. Enhanced Streets & Connectivity
4. Housing & Neighborhood Revitalization
5. Public Service Refinements

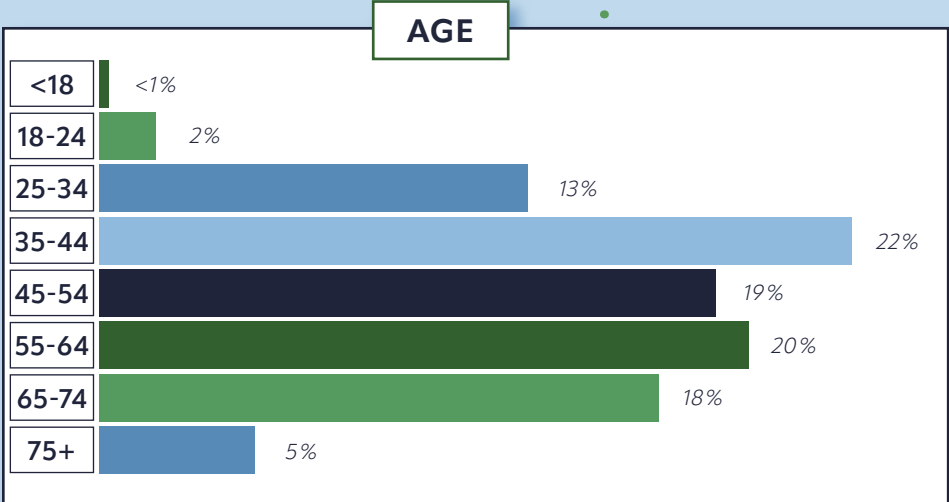
TOP 5 ENHANCEMENTS AND AMENITIES RESIDENTS WOULD LIKE TO SEE

1. Better Business Selection
2. Public Spaces & Amenities
3. Parking
4. Building Improvements
5. Pedestrian Connectivity & Safety

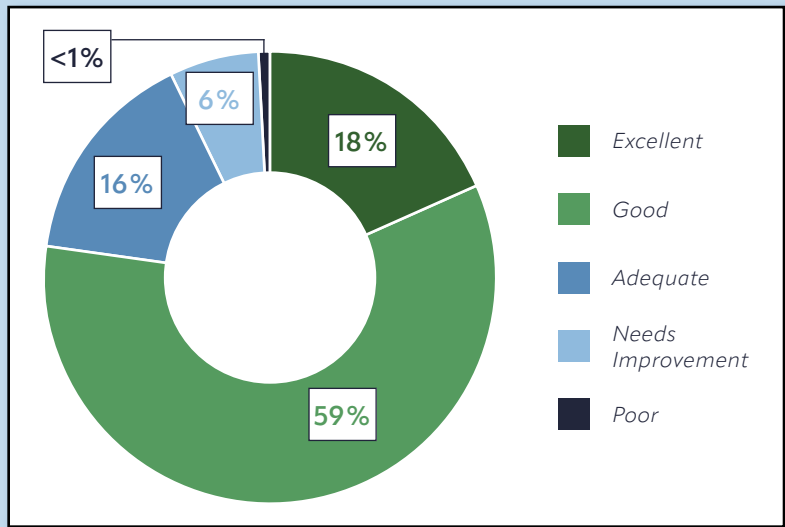
81%

have been a resident for longer than 10 years

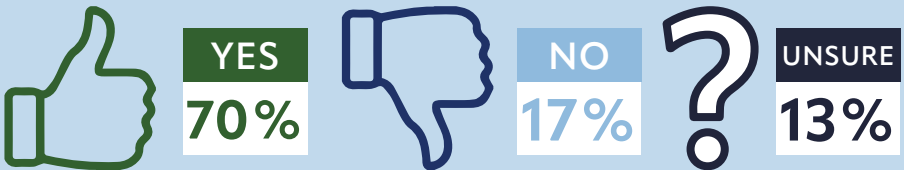
812 total responses



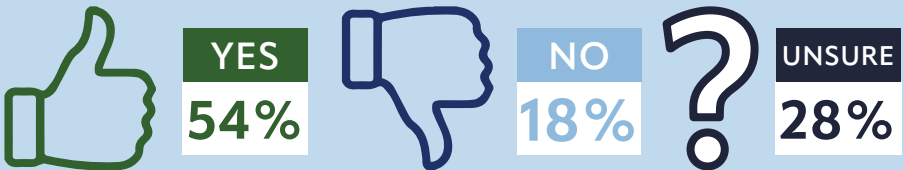
RATE YOUR "QUALITY OF LIFE" IN DEFIANCE



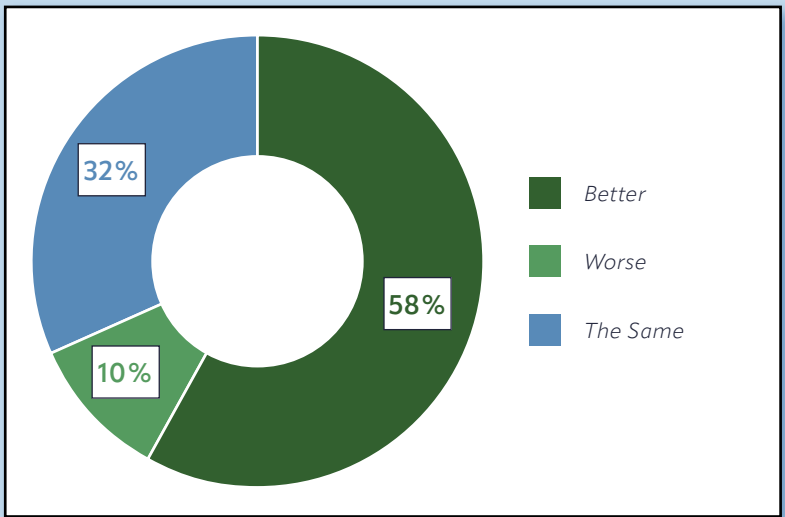
DO YOU FEEL HISTORICAL AND ARCHITECTURALLY-SIGNIFICANT PROPERTIES HELP TO PROMOTE THE DOWNTOWN'S CHARACTER AND MARKETABILITY?








IS THERE A NEED FOR ENHANCED/NEW PUBLIC WI-FI LOCATIONS?








BY 2040, DEFIANCE WILL BE:








TOP 5 ADDITIONAL BUSINESSES RESIDENTS WOULD LIKE TO SEE

1. Restaurants 
2. Retail/Shopping 
3. Family & Youth Activity Providers 
4. Well-Paying Professional Industries 
5. Locally-owned Businesses 

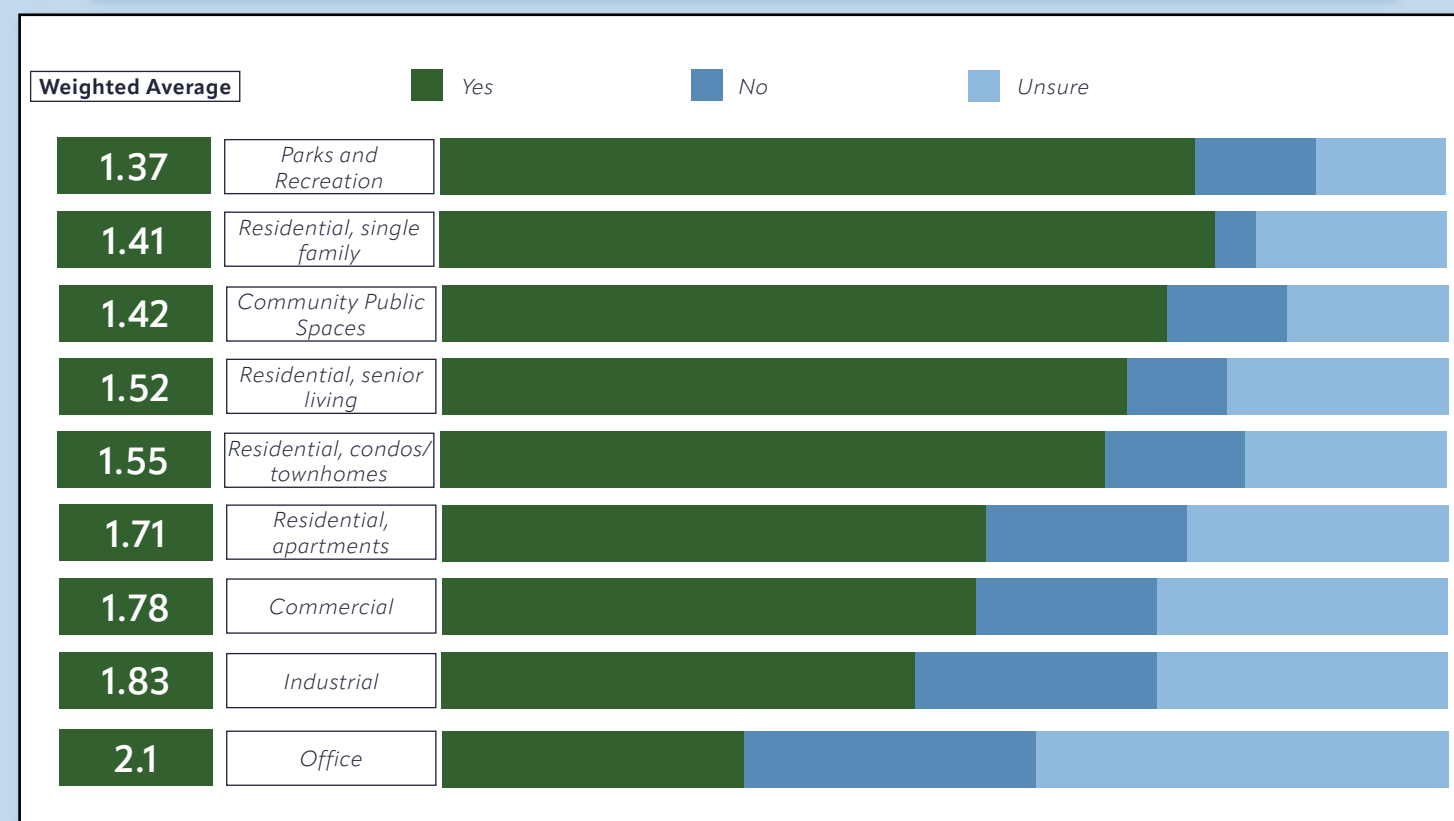
TOP 5 COMMUNITY SERVICES OR AMENITIES RESIDENTS WOULD LIKE TO SEE

1. Family & Youth Spaces/Events 
2. Public Space Refinements 
3. Public Transportation 
4. Public Services 
5. Outdoor Recreation 

TOP 5 BIGGEST CONCERNS FOR THE FUTURE OF DEFIANCE

1. Housing Cost & Affordability 
2. Attracting & Retaining Residents/Businesses 
3. Failing Infrastructure 
4. Public Health 
5. Negativity 

WHAT LAND USES WOULD YOU LIKE TO SEE EXPANDED IN THE COMMUNITY?



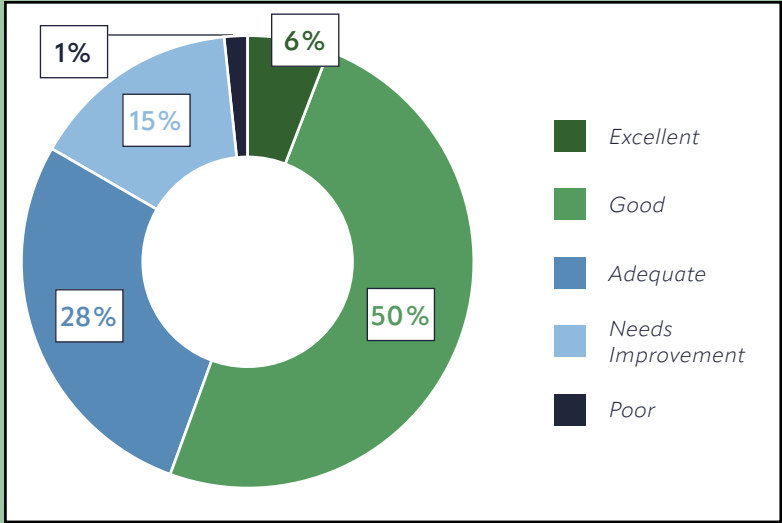
"The new parks in the renovation on current parks have been great. I believe one of the major factors that would boost defiance is more thriving business downtown."
-City Resident

"Defiance has great bones. A compact downtown, good industry, a college presence, and scenic parks. I think the different communities within Defiance have a difficult time interacting with one another due to how car-dependent most of the city is. Improving mobility for people outside of cars would help Defiance leverage what it already has going."
-City Resident

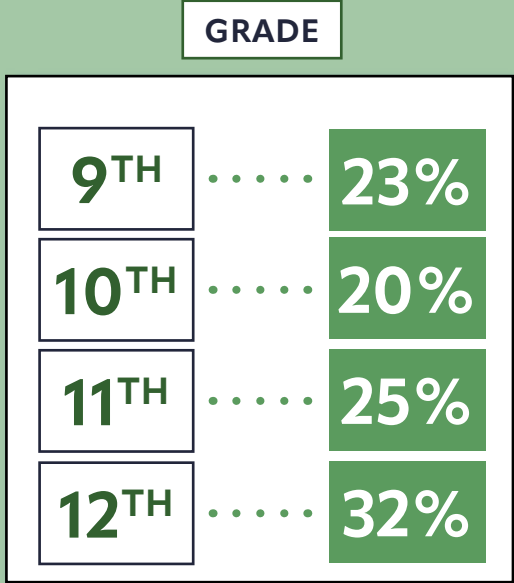
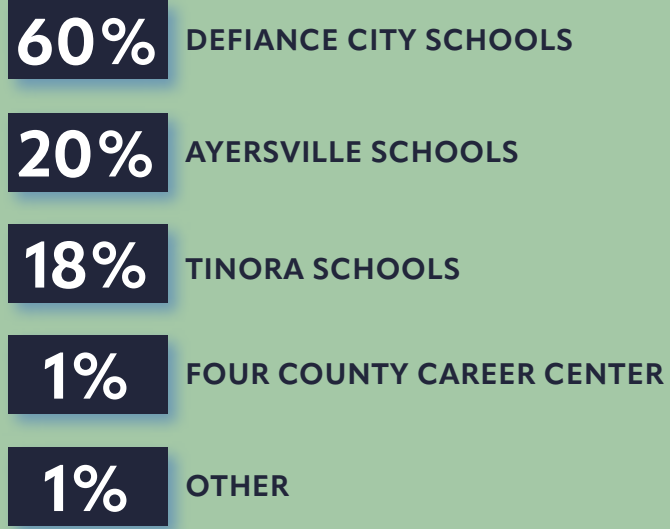
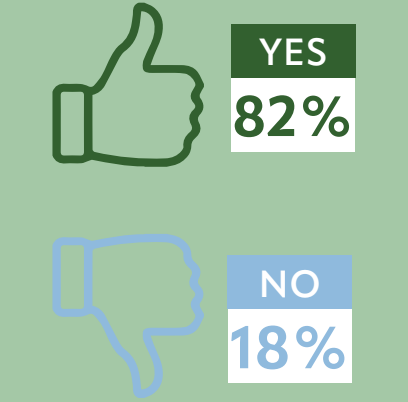
"Would love to see connections between downtown and the rivers. We have a lot of space to use DORA, but it is hard to find places to sit outside and enjoy the beverages from the local bars/restaurants."
-City Resident

STUDENT SURVEY

RATE YOUR "QUALITY OF LIFE" IN DEFIANCE



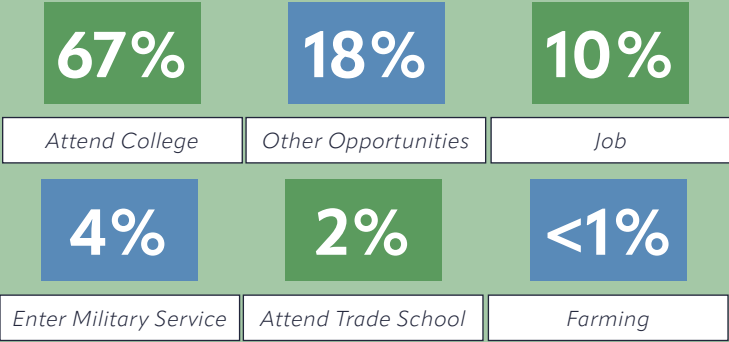
DO YOU PLAN ON MOVING AWAY FROM THE COMMUNITY AFTER HIGH SCHOOL?



205 total responses

73% of students report that one or more of their parents/guardians are originally from Defiance

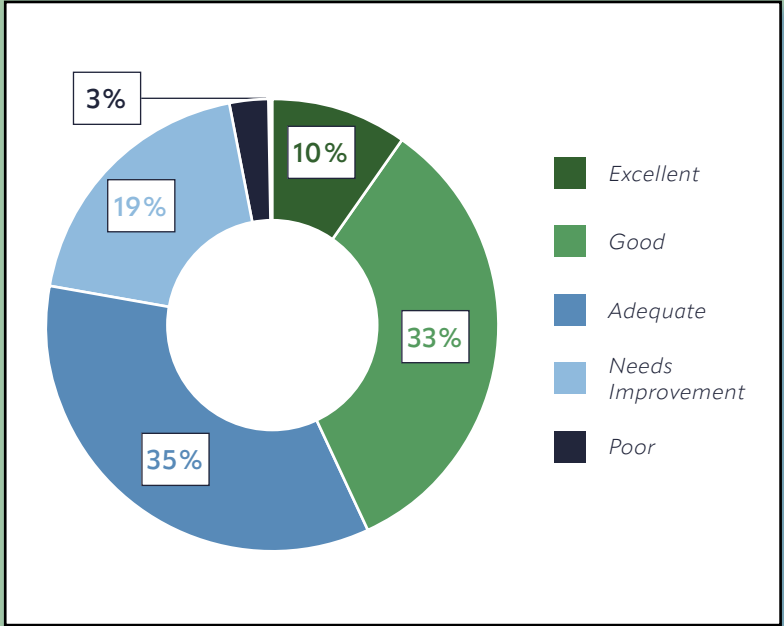
IF YOU PLAN ON MOVING AWAY, WHY?



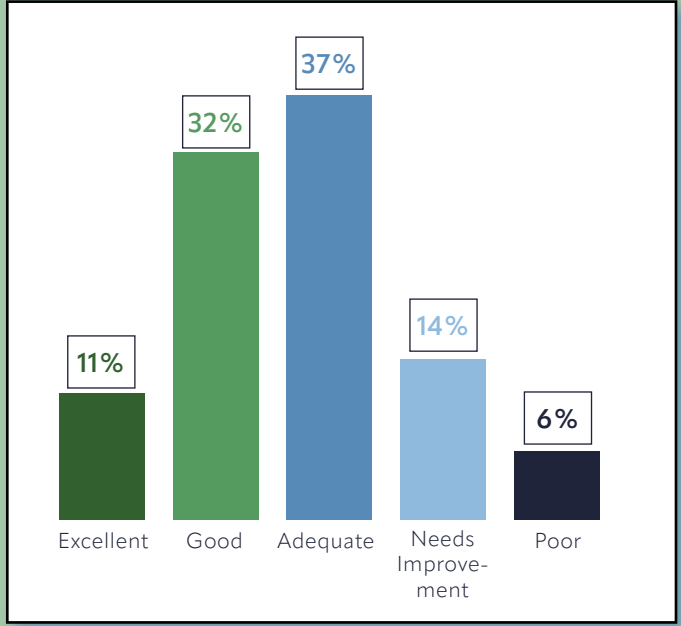
IF YOU WERE IN CHARGE OF THIS COMMUNITY, WHAT ONE IMPROVEMENT WOULD YOU MAKE?

- Improved Retail & Dining
- Make Visual Upgrades in the Community
- Encourage Community Events & Involvement
- Increase Entertainment Options
- Foster an Inclusive Environment

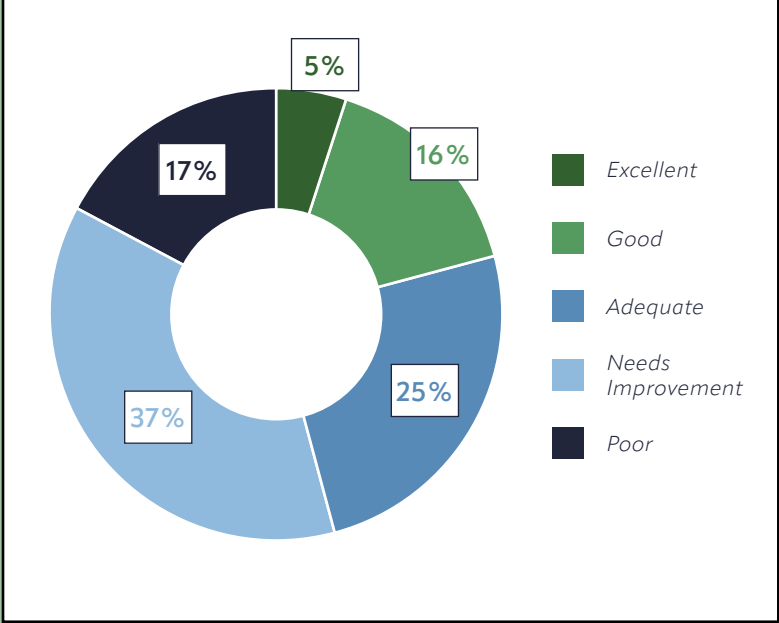
HOW WOULD YOU RATE DEFIANCE WHEN COMPARED TO OTHER COMMUNITIES YOU LIVED IN OR VISITED?








HOW FRIENDLY AND ACCEPTING DO YOU FEEL THIS COMMUNITY IS?



HOW WOULD YOU RATE DEFIANCE WHEN COMPARED TO OTHER COMMUNITIES YOU LIVED IN OR VISITED?



TOP 5 ADDITIONAL THINGS STUDENTS WOULD LIKE TO SEE

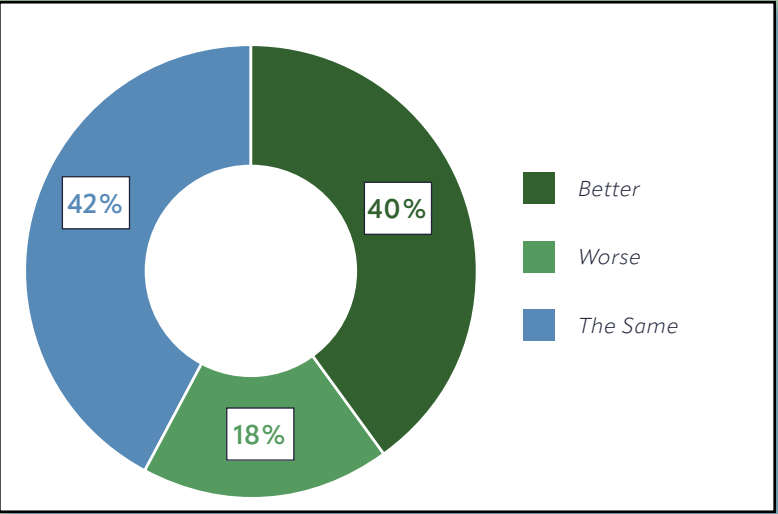
1. Activities for Teens 
2. Additional Restaurants and Stores 
3. Positive Attitudes 
4. Improved Infrastructure 
5. Better Parks & Public Spaces 

"The new improvements to the parks and added sidewalks have been nice recently. It would be cool if you could bike to nearly any spot in the city rather than drive."
-10th Grade Student

TOP 5 AREAS IN NEED OF IMPROVED ACCESS OR CONNECTIVITY LINKAGES

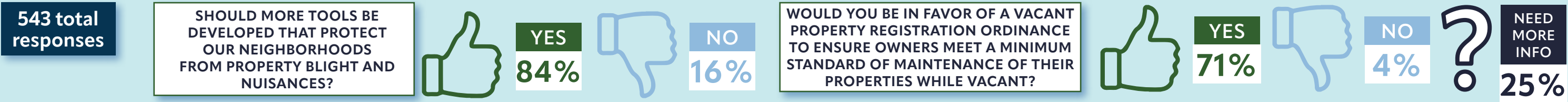
1. Diehl Park
2. Downtown bike paths
3. S. Clinton Rd sidewalks
4. General road and sidewalk repairs
5. Downtown improvements

BY 2040, DEFIANCE WILL BE:

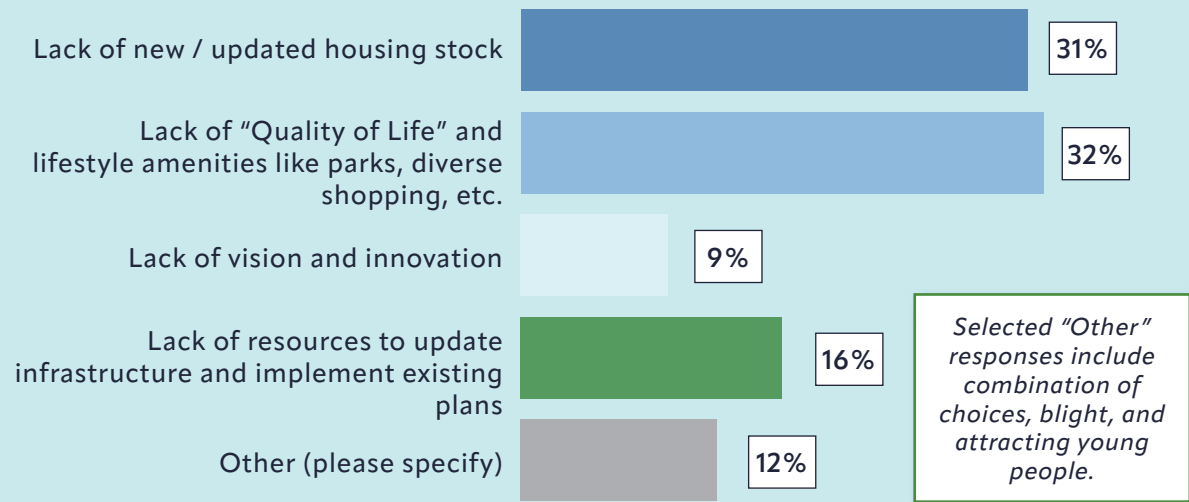


"Planting native plants in Defiance; the addition of native plants will improve air and water quality, promote biodiversity, and be pleasant to look at."
-12th Grade Student

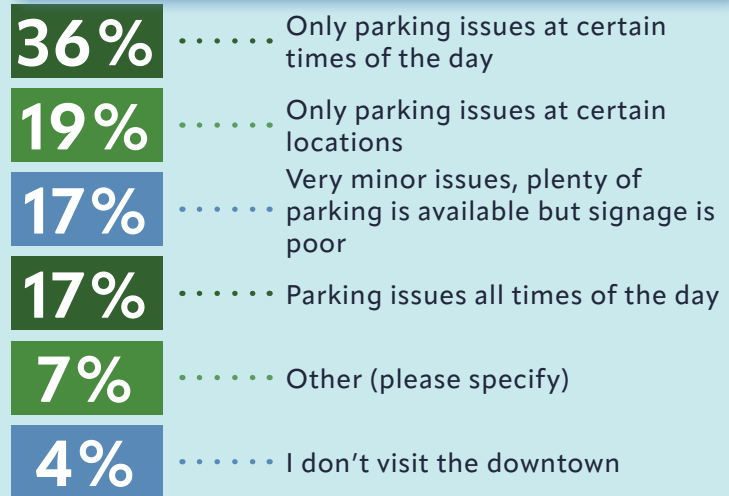
COMMUNITY PREFERENCE SURVEY



WHAT'S THE BIGGEST IMPEDIMENT TO THE MARKETABILITY OF THIS COMMUNITY?

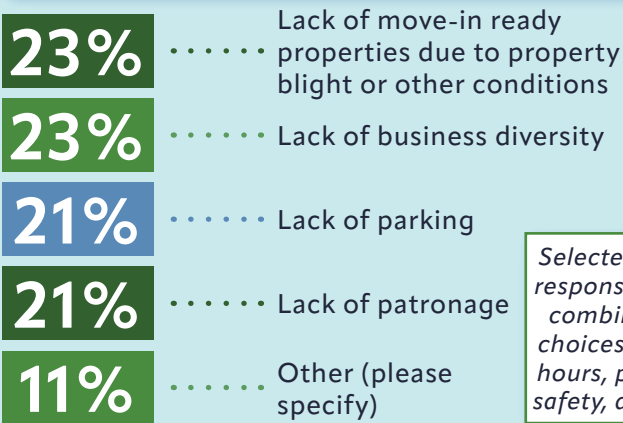


HOW WOULD YOU DESCRIBE PARKING AVAILABILITY IN THE DOWNTOWN?



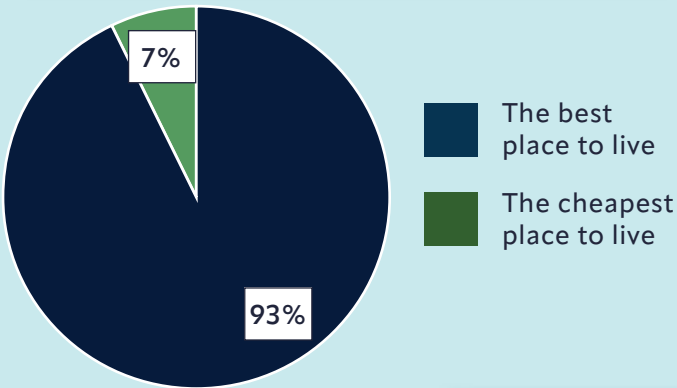
Selected "Other" responses include limited handicap parking, pedestrian safety, employees using customer spaces, and a combination of the answers.

I BELIEVE THE BIGGEST THREAT TO OUR DOWNTOWN IS...

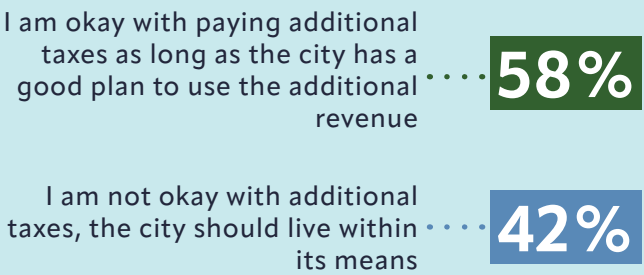


Selected "Other" responses include combination of choices, business hours, pedestrian safety, and traffic.

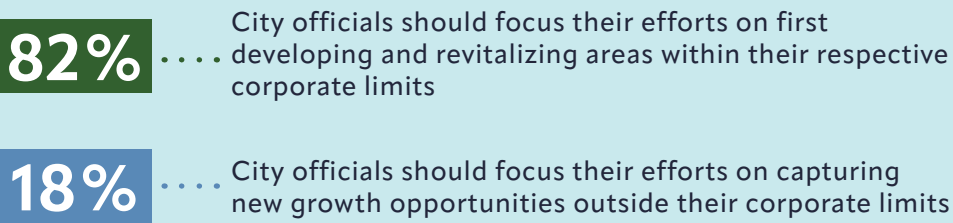
DEFIANCE SHOULD BE:



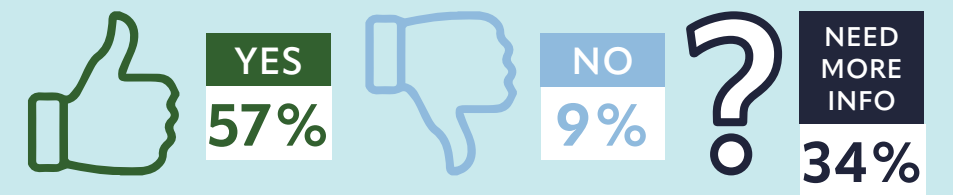
WHICH STATEMENT DO YOU IDENTIFY WITH THE MOST?



WHICH STATEMENT DO YOU IDENTIFY WITH THE MOST?



DO YOU BELIEVE SOME SORT OF EXTERIOR INSPECTION FOR SINGLE FAMILY RENTAL PROPERTIES WOULD HELP PROTECT NEIGHBORHOODS FROM FURTHER BLIGHT?



Planning Conditions

DEMOGRAPHICS

**Data is derived from the American Community Survey 2016-2020 estimates unless otherwise noted.*

Population Trends

As of 2020, Defiance’s population is estimated at 17,066 residents according to the 2020 Decennial U.S. Census (and 16,741 according to 2020 American Community Survey 2016-2020 estimates). The City of Defiance is the county seat of Defiance County, a county with a total 2020 population of 38,286 residents (2020 Decennial U.S. Census). The City of Defiance is the largest municipality in Defiance County, which also includes 12 townships and three incorporated villages.

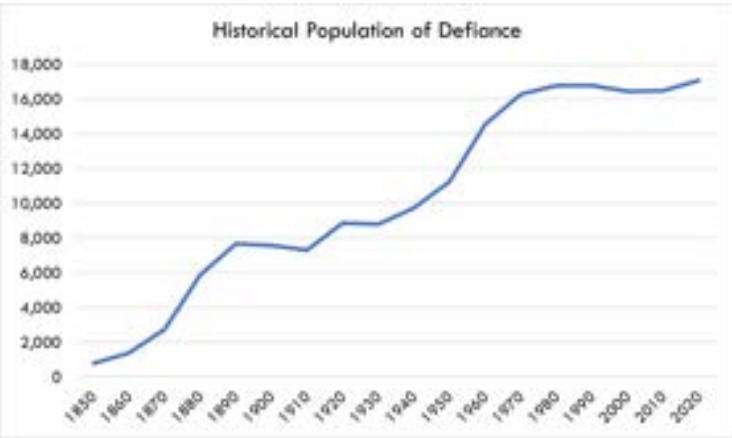


Figure 1: Historical Population of Defiance

Defiance has seen a total population growth of one percent from 2010 to 2020. This contrasts with a three percent decrease in total population at the county level over the same period. Tiffin, Ohio is a similarly sized community in Northwest Ohio that shares similar features such as a college (actually two) and a river flowing through the community. This town also saw a decrease in population of three percent over the same period.

Defiance saw its biggest population boom in 1880 when it increased by 115 percent during the Northwest Ohio “oil boom”. While the city witnessed steady growth during 1940-1970, and especially the post-war 1950’s and 1960’s, Defiance’s population has generally remained stagnant for the last five decades. Since 1970, the

population has not grown more than five percent. (U.S.

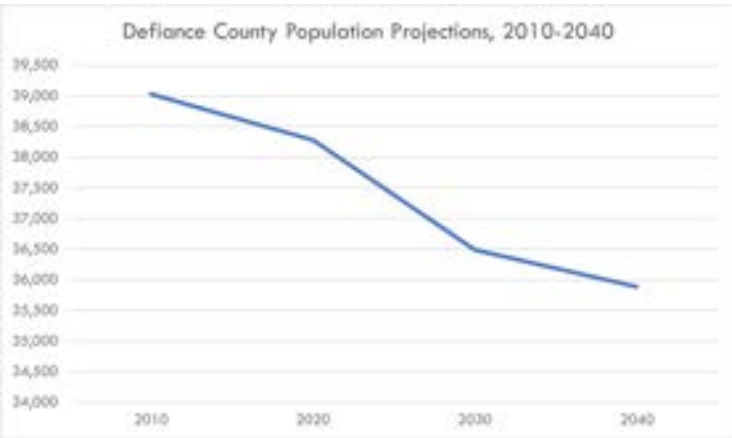


Figure 2: Defiance County Population Projections, 2010-2040

Decennial Census)

The Ohio Development Service Agency’s 2018 county-level population projections forecast a decreasing population for Defiance County between 2010 and 2040. This projection was consistent with the actual population decrease from 2010 to 2020 of 39,037 to 38,286, according to numbers from the decennial U.S. Census.

Age

Defiance’s median age has increased from 37.6 in 2010 to 39.6 in 2020. Defiance County also shows an increase in median age over the same period, from 38.6 to 40.7. Defiance’s median age is slightly younger than those for Archbold, Bryan and Napoleon.

Income & Poverty

In 2020, the per capita income in Defiance was \$30,919 and the median household income was \$50,625. Both the per capita income and median household income in Defiance were lower than the county level incomes of \$31,051 per capita and \$62,110 for median household income. The reported state-level per capita income for Ohio in 2020 was \$32,465 and the median



Historical Population		
Census	Population	%+/-
1850	800	-
1860	1,399	74.9%
1870	2,750	96.6%
1880	5,907	114.8%
1890	7,694	30.3%
1900	7,579	-1.5%
1910	7,327	-3.3%
1920	8,876	21.1%
1930	8,818	-0.7%
1940	9,744	10.5%
1950	11,265	15.6%
1960	14,553	29.2%
1970	16,281	11.9%
1980	16,783	3.1%
1990	16,768	-0.1%
2000	16,465	-1.8%
2010	16,494	0.2%
2020	17,066	3.5%

Figure 3: Historical Population

household income was \$58,116. Thus, while the county median household income was higher than that for the state, the City of Defiance noted a significantly lower household median than the county and state, and a lower per capita income as well.

The percent of individuals and families living below poverty for 2020 was 16 and 13 percent respectively in the city of Defiance, topping the county-level poverty percentage of 10 percent of individuals and 7.6 percent of families.

A significant portion of households in Defiance, 63 percent or nearly two-thirds, collected retirement and/or social security income in 2020. This is only a percentage higher than the portion of households that collect retirement or social security income at the county-level. Both the county and city have a notably higher share of people who are retired or eligible to collect social security than the state share, at 55.7 percent. Twenty-seven percent of households that year received public assistance income, less than for the county which reported 18.2 percent of households receiving public assistance income. Seventy-four percent of households received income from their labor, lower than the portion of households receiving labor-related income in the whole of Defiance County (77 percent). (Note: Multiple sources of income produce a total of over 100%.)

Employment

Employment opportunities decreased in Defiance over a period of seventeen years, from 13,327 jobs in 2002 to 9,280 in 2019. More recent trends also show a slight decrease in the total number of jobs in Defiance, from 2017 when the city had 9,547 jobs, to 2018 with 9,403, and to 2019’s aforementioned, even lower job count. The Defiance workforce has aged over this same period, with workers over 55 accounting for 16.1 percent of the workforce in 2002, growing to 24.3 percent in 2019. While this older age cohort has increased, the workforce

aged 30-54 has decreased from 61.1 percent in 2002 to half (50.0 percent) in 2019. Workers aged 29 or younger has increased slightly, from 22.7 percent in 2002 to 25.7 percent in 2019. This share of younger workers is the highest it has been since 2005. (U.S. Census Bureau, Center for Economic Studies, Longitudinal Employer-Household Dynamics)

The largest employment industry for residents of the city of Defiance is manufacturing, accounting for 21.7 percent of the total workforce. This is a decrease from 2002 when manufacturing made up two-fifths (40.8 percent) of total employment. This is in contrast to notable increases in the share of many other industries over this period, including Public Administration; Accommodation and Food Services; Arts, Entertainment, and Recreation; Health Care and Social Assistance; and Finance and Insurance.

(Note: These numbers count the employment of residents regardless of the location of their workplace, but not those living outside of Defiance who work within the city.)

Commuting Patterns & Worker Mobility

According to the Census Bureau’s Inflow/Outflow Reports, approximately 30 percent of Defiance’s workforce works outside of Defiance County, while 27 percent of workers aged 16 and older commute less than 10 minutes to work. Four percent commute an hour or more.

The Census Bureau’s Inflow/Outflow Reports chart the number of persons living outside the area of study who work inside this area (in this case, the City of Defiance), the number of persons living and working within the area of study, and the number of people who live within the area of study but work elsewhere. These data can have implications regarding a possible mismatch between the housing supply and employment opportunities.

Commuting Patterns			
Year	Commuting In	Living and Working	Commuting Out
2002	5,740	2,064	4,111
2010	8,261	2,816	3,903
2020	9,344	3,983	3,996

Figure 4: Commuting Patterns

In 2002, 9,344 people commuted into Defiance for work. 3,983 people both lived and worked there, and 3,996 people lived in Defiance but commuted elsewhere for work. Corresponding numbers for 2010 were 8,261 traveling in for work, 2,816 living and working in Defiance, and 3,903 commuting out of the city for work. The most recent numbers are from 2020, and they show far fewer people (5,740) commuting into the city, 2,064 living and working there, and a somewhat larger number (4,111) commuting outside of Defiance for work.

While the number of people in-commuting has decreased over time, it is still large enough to note a significant imbalance toward in-commuting, and to imply a potential market for new housing closer to employment opportunities in Defiance, as well as potential for local businesses to capture the daytime business of in-commuters.

Educational Attainment

Fully 90.4 percent of Defiance residents are high school graduates, 20.4 percent of whom also hold a Bachelor’s degree. The percentage of Defiance city residents who do not have a high school degree is 9.6 percent, as compared to a lower percentage at the county level of 8 percent.

Housing

As of 2020, Defiance has 7,956 housing units, 9.9 percent of which are vacant. The median year in which a housing unit was built is 1964. A majority of the housing stock is older, with only 9.8 percent having been built since 2000.

Median monthly mortgage cost in 2020 was \$1,003 and the average rent was \$740. Both of these numbers are lower than the state medians of \$1,286 and \$825, indicating the relative affordability of housing in Defiance (but also corresponding to lower income levels in the city). Fourteen percent of owner-occupied households spent greater than 30 percent of their income on mortgage and 45 percent of renters spent greater than 30 percent of their household income on rent. The state of Ohio reported 21% for owner-occupied homes and 41% for renter-occupied homes for this metric. Thus, while homeownership appears affordable for a large portion of those owning a home, affordability is a tougher target for renters in Defiance.

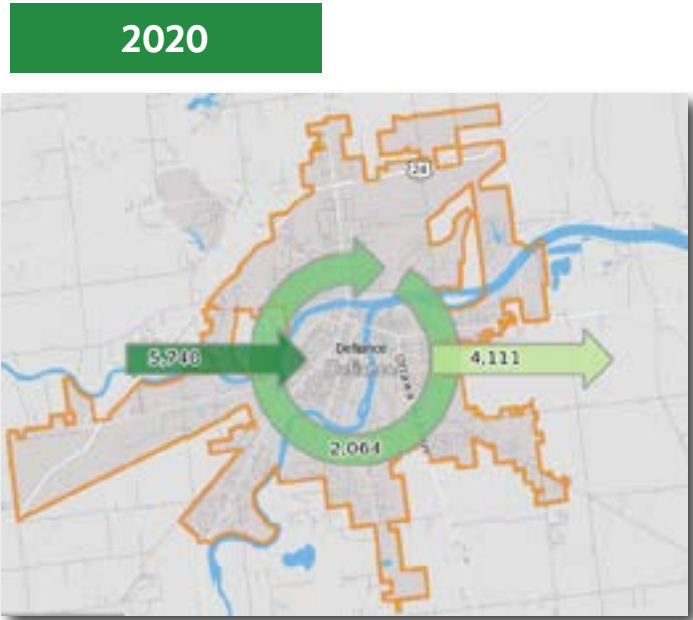
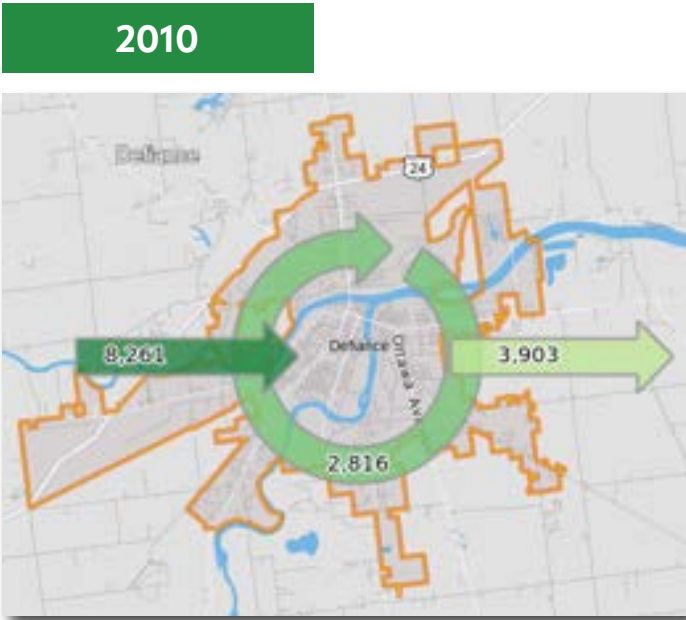
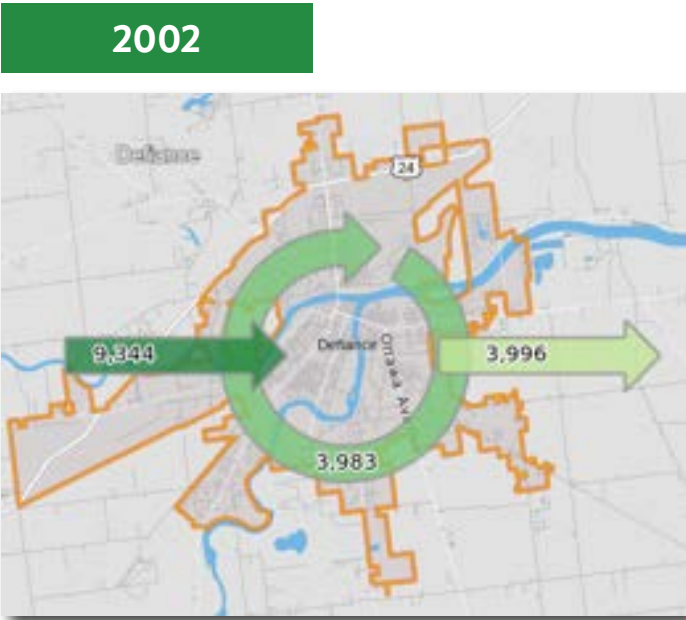


Figure 5: Defiance Commuter Patterns Over Time

COMMUNITY COMPARISON

Indicators		Defiance	Archbold	Bryan	Fort Wayne, IN	Napoleon	Fremont	Tiffin
Demographics	Population	16,741	4,379	8,243	268,378	8,310	16,005	17,473
	Population Growth (% change, 2010-2020)	1%	4.5%	-4.4%	5.8%	-2.2%	-5.6%	-2.6%
	Median Age	39.6	42.9	41	35.3	40.4	371	36.6
	Percent Population White Alone	84%	92.2%	95.9%	72%	88.6%	83.8%	90.4%
	Percent Population Black	3.5%	1.7%	1.3%	12.8%	0.9%	71%	4.2%
	Percent Population Hispanic or Latino	15.4%	13.1%	4.0%	91%	10.8%	16.0%	3.3%
	Percent Population American Indian or Alaska Native	0.8%	0.0%	0.1%	0.2%	0.7%	0.5%	0.5%
	Percent of Population 'Baby Boomers'	25.4%	24.5%	25.1%	22.9%	23.7%	23.6%	22.7%
Income	Median Household Income	\$50,625	\$61,414	\$43,083	\$51,454	\$48,563	\$42,850	\$43,395
	Per Capita Income	\$30,919	\$30,494	\$27,745	\$27,593	\$29,684	\$22,527	\$23,640
	Percent Individuals Below Poverty	16%	7%	13.2%	15.5%	15.9%	17.6%	11.6%
	Percent Families Below Poverty	12.8%	5.4%	15.2%	11.6%	14.7%	14%	5%
	Percent of Households with Retirement and Social Security Income	62.8%	72.8%	66.2%	49.1%	57.6%	54.5%	59%
	Percent of Households with Public Assistance Income	27.4%	7.8%	20.6%	20.4%	19.5%	34.1%	24.5%
Structure	Percent Population 25 Years or Older without High School Degree	9.6%	8.1%	5.9%	11%	5.6%	9.9%	6.6%
	Percent Population 25 Years or Older with Bachelor's Degree or Higher	20.4%	20.7%	14.1%	28.2%	15.7%	14%	20.9%
	Percent Population That Speak English Less Than 'Very Well'	2.5%	1.1%	0.4%	5.1%	1.8%	1.4%	2.2%
	Percent of Houses that are Owner Occupied							
	Owner-Occupied Homes where > 30% of Household Income Spent on Mortgage	13.9%	19%	12.5%	16%	18.6%	191%	20.2%
	Renter-Occupied Homes where > 30% of Household Income Spent on Rent	45.3%	28.1%	31.4%	41.8%	31.1%	41.7%	41.8%

Figure 6: Community Comparison Table. Source: U.S. Census Bureau American Community Survey (ACS) 2020/2021 Estimate Data Profiles.

It's important to compare Defiance's indicators to other communities that share similar characteristics with age of incorporation, geography, and economic/employment composition. Doing so can provide city officials with a broader understanding of Defiance's opportunities or constraints, and relative strengths and weaknesses.

- Population growth, while modest, is only exceeded by Archbold and the much larger Fort Wayne, IN.
- Median age in Defiance is about average among the sample of communities. Three others are higher, while three are lower.
- The percentage of "baby boomers" in the population is the highest among those communities considered, although the range of

percentages is tight, from Defiance's 25.4 to a low of 22.7 in Tiffin.

- Median household income is third highest in Defiance, and it is much lower than Archbold's, while being much higher than Bryan's.
- While per capita income in Defiance is the highest in the sample of communities, the city's percent below poverty is the second highest at 16 percent.
- The percentage receiving public assistance is only second to Fremont.
- Those ages 25 or older with no high school diploma in defiance are the third highest percentage in the sample, with higher portions only in Fort Wayne and Fremont.

- Defiance has the second largest proportion of residents who speak English less than "very well", owing largely to a large Hispanic community, with only Fremont (also a center for Hispanic households) having a greater percentage.
- While Defiance was sixth among the seven communities in percentage of homeowners with mortgage costs exceeding 30 percent of income, the city had the highest percentage of renters paying over 30 percent of income for rent.

EXISTING LAND USE CONDITIONS & VALUATIONS

Land use patterns in Defiance are a reflection of development decisions made over the last 230 years when the area was surveyed as the site for Fort Defiance (1792) and platted in 1822.

Today, Defiance is comprised of a variety of land uses situated on over 7,000 acres clustered along the Maumee, Auglaize and Tiffin Rivers (See Map: Existing Land Use Conditions).

Residential Land Uses

Residential land uses account for 34 percent, or 2,377 acres, of Defiance’s total acreage. In 2021, the assessed valuation of residential parcels was \$225,608,760, or 54% of the city’s total assessed valuation, with a per acre valuation of \$94,913. Since 2010, total assessed residential valuation has increased by \$37MM, primarily composed of new development, triennial reassessments and/or reappraisals.

Commercial

Commercial land uses account for approximately 18

percent, or 1,263 acres, of Defiance’s total acreage. In 2021, the assessed valuation of commercial parcels was \$71,897,470 or 17 percent of the total assessed valuation, with a per acre valuation of \$56,926. Between 2010 and 2021, commercial property valuations increased 11.2%, or by \$7,226,460.

Industrial

Industrial land uses account for 11 percent, or 762 acres, of Defiance’s total acreage. In 2021, the assessed valuation of industrial parcels was \$17,313,950, or 4.1 percent of the total assessed valuation, with a per acre valuation of \$22,722. Industrial property valuations have improved 82 percent since 2011, or by \$7,788,310, either through new industrial developments, triennial reassessments, or reappraisals.

Public and Institutional (Exempt)

Defiance has a notable footprint of land utilized for public and institutional uses. Public and semi-public land uses (893 acres, or 13% of total acreage) occupy a large portion of Defiance’s land area, including the City

of Defiance, Defiance College, Defiance Local Schools, religious organizations, non-profits, hospitals like ProMedica, community parks and recreational outlets, cemeteries, and utilities (reservoirs and future facilities). Although taxable valuation is recorded (close to \$70MM or 7.5% of the city’s total valuation in 2021), these land uses do not pay property taxes, but do pay special assessments in certain situations.

Agricultural / Vacant Lands

Approximately 24 percent of Defiance, or 1,657 acres, is undeveloped, being used for farming, or is being marketed for development. Much of the 701 acres of flood zone in the community is located on these lands. In 2021, the assessed valuation of agricultural parcels was \$3,146,470, or .75 percent of the total assessed valuation, with a per acre valuation of \$1,898.

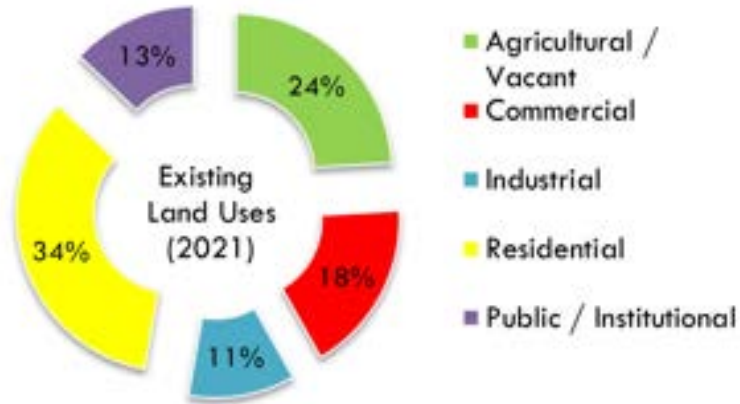


Figure 7: Existing Land Uses (2021)

Property Valuation by Land Use			
Land Use Category	Total Value	Total Acreage	Valuation per Acre
Agricultural / Vacant	\$3,146,470	1,657	\$1,898
Commercial	\$71,897,470	1,263	\$56,926
Industrial	\$17,313,950	762	\$22,722
Residential	\$225,608,760	2,377	\$94,913

Figure 8: Property Valuation by Land Use. Source: 2021 DTE 93, Defiance County Auditor

Legend

- Corporation Boundary
- Roads
- Railroads
- 100 Year Floodplain
- Rivers & Open Water
- Hydrography-Ditches
- Parks
- Agricultural
- Industrial
- Commercial
- Residential
- Multi-Family Residential
- Public-Institutional
- Defiance College

0 0.25 0.5 1 1.5 2 Miles

Source: Defiance Auditor, GIS Department, Reveille.

ECONOMIC DEVELOPMENT CONDITIONS

The City of Defiance, Defiance Development, Defiance Development and Visitors Bureau, and Defiance County Economic Development are all engaged in redevelopment, business growth, and historic preservation efforts. The City of Defiance is progressive in its efforts to support businesses and promote economic development activities. Mechanisms such as an Opportunity Zone, Community Reinvestment Area, Energy Special Improvement District, DORA, Historic Preservation Tax Credits, and Foreign Trade Zone all encourage and incentivize privately led capital investment.

The City of Defiance utilizes incentive programs to

maximize development and revitalization efforts. This includes the Enterprise Zone program (the entire city is located in Zone 060C), which provides property tax abatement primary to industrial projects, and the Community Reinvestment Area (CRA) program that provides property tax abatement to residential, commercial and industrial projects. Four CRA zones currently exist in the city (two Pre-94 and two Post-94) which have varying incentive levels.

A good portion of Defiance is a qualified Opportunity Zones that provide tax benefits for investors to maximize unrealized capital gains. In 2021, the city developed a Downtown Revitalization District (DRD)

Plan that identified eleven (11) separate ten-acre DRDs that are anchored by a certified historic building. DRD program permits the redirection up to 70% of future property tax growth to fund grants and loans to owners of historic buildings to rehabilitate the structures, funding for local community and economic development organizations and various public infrastructure improvements as included in O.R.C.5709.40.

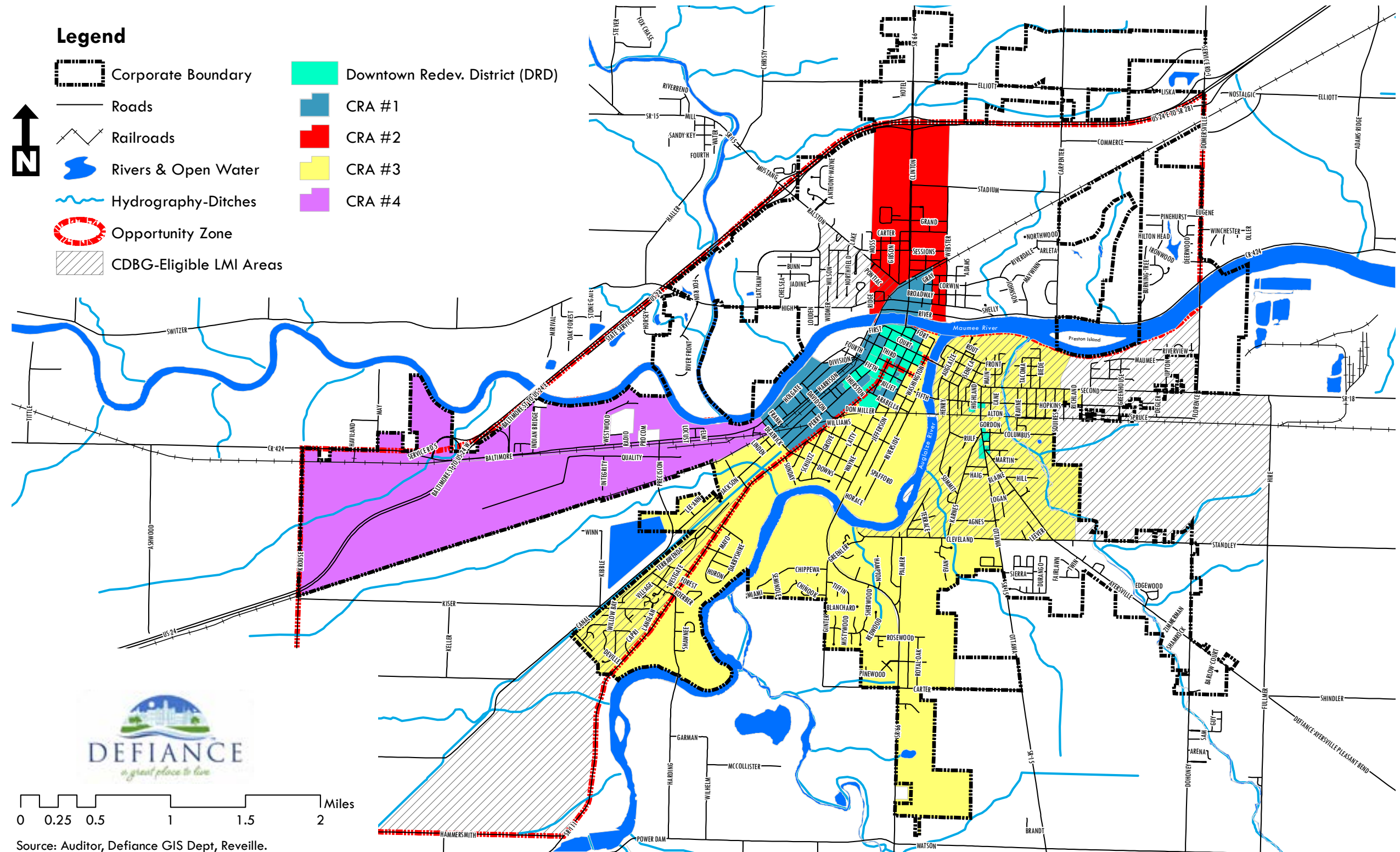
For a better understanding of the location of these incentive programs, see Map: Economic Development Incentive Areas.



Defiance's prime location along US 24 and excess water sewer capacity provide the community with outstanding growth and development opportunities.



Economic Development Incentive Areas



LAND USE CONDITIONS

The predominant land use in the City of Defiance is single-family residential, with a mixture of established, medium density neighborhoods and newer low density subdivisions. About fifteen small apartment complexes and several manufactured home communities are also located in the city. The single-family residential uses in the city include an established, upscale residential area near the golf course, newer subdivisions near the school complex and reservoir, and older walkable neighborhoods near downtown and Defiance College.

According to the building department, 123 single family or two family residential structures were constructed since 2011, while 163 units were demolished over the same period. The multi-family residential uses are clustered in the Ralston Avenue, South Clinton Street, and Jefferson Avenue corridors, but multi-family units are also located in other areas of the city. The majority of the multiple family units in the community have been constructed over 40 years ago, and some of these facilities are showing signs of aging. Mobile home parks can be found in three planning areas: Baltimore, Northtown, and Ottawa-Ayersville.

Commercial uses in the city are concentrated in the Northtowne Mall area along North Clinton Street (big box retail uses, chain restaurants and hotels), the downtown area (smaller specialty shops and local restaurants), and E. Second Street between Greenhouse Avenue and Florence Avenue (a grocery store and a variety of retail uses and restaurants).

While most commercial businesses were once were located in the Central Business District downtown, its tight footprint pushed commercial land uses to other areas of the community. Currently, the "Central Business District" footprint (zoned B2) is located on only 37 acres.

While small neighborhood commercial nodes exist throughout the community, large scale commercial



Riverside Cemetery Chapel

development is primarily along North and South Clinton Streets, East 2nd Street, and Baltimore Street. Medical uses are clustered around the city's two hospitals (ProMedica Defiance, located on Ralston Avenue near U.S. 24, and Mercy Health Defiance, located on E. Second Street).

Industrial uses are located in several business parks located in the Carpenter Road/Commerce Drive area near U.S. 24, in the Baltimore Street/Quality Drive corridor from Deatrick Street to U.S. 24, on W. High Street near U.S. 24, on E. Second Street/Route 281 near the GM plant, on Cleveland Avenue near Ottawa Avenue, and along Columbus Avenue. Additional industrial uses include the Johns Manville facilities located downtown and smaller industrial areas along Jackson Street and near the intersection of N. Clinton Street and W. High Street.

Agricultural uses are located within the city boundaries, including some undeveloped acreage and some areas

within the floodplain. Active and passive recreational areas in the city include several large city parks as well as smaller neighborhood parks, a splash pad, a golf course, ball fields, and other facilities adjacent to the school complex and YMCA, UAW Park, and a dog park. Floodplain areas represent an important land use in the city due to its unique setting abutting the Maumee River, Auglaize River, and Tiffin River.

There are many historical sites in Defiance including historical parks, museums, churches, schools, and homes. Eleven sites are currently listed on the National Register of Historic Places (Brooke Site, Defiance Public Library, Dey Road Bridge, East Side Fire Station, Fort Defiance Park, Holgate Avenue Historic District, Latty Judge Alexander House, Riverside Chapel, Sauer-Watson House, and the Charles Speaker House).

For a better illustration of Defiance's existing land uses, see Map: Existing Land Use Conditions.

ZONING CONDITIONS

Zoning District	Acres	% of Total
A-1 Agriculture District	35	0.5%
B-1 Neighborhood Business District	67	0.9%
B-2 Central Business District	37	0.5%
B-3 Highway and General Business District	785	10.6%
B-4 Community Shopping Center District	162	2.2%
CO College Overlay District	255	3.4%
F-P Flood Plain District	708	9.5%
M-1 Restricted Industrial District	264	3.5%
M-2 Limited Industrial District	151	2.0%
M-3 General Industrial District	1231	16.5%
O-R Office-Residential District	230	3.1%
R-1 Low Density Residential District	663	8.9%
R-2 Medium Density Residential District	1683	22.6%
R-3 Medium to High Density Residential District	426	5.8%
R-4 Mobile Home Parks District	89	1.2%
S-1 Special District	662	8.9%

Figure 9: Zoning Districts. Source: Defiance City GIS Department (as of 2022)

Defiance’s built environment is guided through a zoning ordinance and code that includes three “open air zoning districts” (Flood Plain, Special, and Agriculture), four residential zoning districts (ranging from “R-1” Low Density Residence to “R-4” Mobile Home Parks), five business zoning districts (including an “O-R” Office-Residential District, and four business districts ranging from “B-1” Neighborhood Business to “B-4” Community Shopping Center), three industrial zoning districts (“M-1” Restricted Industrial, “M-2” Limited Industrial and “M-3” General Industrial), and two overlay districts (“CO” College Overlay and “PUD” Planned Unit Development).

Residential zoning districts occupy 38 percent (2,861 acres) of Defiance’s land area, a majority of which is R-2 Medium Density Residential. Approximately 16.3 percent (1,213 acres) of Defiance is zoned commercial, while close to 1,650 acres, or 22 percent, is zoned for industrial purposes. One item to note is that a majority of the city’s undeveloped land (which comprises 24 percent of the City’s land area) that is not located in the floodplain is zoned for industrial purposes. Nine percent of Defiance is zoned for Special Uses, while only 35 acres is zoned agricultural. This is primarily due to the city’s policy of assigning a zoning classification to annexed parcels other than agriculture.

ENVIRONMENTAL CONDITIONS

Floodplains and flood lands are located along major watercourses, such as the Maumee, Auglaize, and Tiffin Rivers, Preston Run, Powell Creek, and some ditches. These areas have been subjected to several historical, impactful floods (1913, 1982, 2005) that have contributed to the non-use of certain community areas and assets like Preston Island and city’s electric trolley system. See Map: Existing Land Use Conditions for specific locations of ditches and the AE and A flood zones. The City zoning code update in 2014 forbids new development in the flood zones except for unique situations.



Maumee River

TRANSPORTATION AND CONNECTIVITY

The function of roadways and the pedestrian connectivity grid in Defiance is important to consider when planning future land use locations and street expansions. Defiance’s key location along US 24, SR 15, SR 18, SR 111, SR 281, and SR 66 that connects to both the Ohio Turnpike and US 20 to the north is beneficial for transportation dependent developments. The community is centrally located between the Fort Wayne, Indiana and Toledo, Ohio markets.

Defiance’s roadways have five (5) of the seven federal functional classification categories within the corporation limits, including Principal Arterial Freeway, Minor Arterial, Major Collector, Minor Collector, and Local.

The Principal Arterial Freeway category provides access to regional areas, resulting in a portion of the volume being the result of through traffic. The roadway designated as a Principal Arterial Freeway includes US 24.

The Minor Arterial classification is found on several roadways in Defiance, and includes: Clinton Street, Ralston Avenue/Sessions Streets, Ralston/Sessions Ave., Domersville Rd., Second St., Ottawa Ave., Jefferson Ave., 3rd St./Holgate Ave., and Baltimore St. These roadways provide service for trips of moderate length and offer connectivity to the higher Principal Arterial facilities.

Major and Minor Collectors serve an important role of collecting traffic from Local Roads and channeling it to the Arterial network. Collectors are broken into Major and Minor categories. Generally, a Major Collector is a longer route that has fewer connecting driveways and has higher posted speed limits and traffic volumes than Minor Collectors. The Major Collectors in Defiance include Clinton St. (north of US 24), Elliott Rd., Carpenter Rd., Stadium Dr., E. River Dr., Hopkins St.; Karnes Ave., Ayersville Ave., Deatrick/Downs St.,

Carter Rd., and Cleveland Ave./Greenler Rd. The Minor Collectors include Power Dam Rd. and Dohoney Rd.

The majority of roadways within Defiance are Local Roads that service adjacent land parcels found in the community. The Local Roads are those facilities not listed previously with the other higher classifications of roadways.

Traffic Volume / Safety

Traffic volumes were reviewed via use of the ODOT online database provided by the TIMS web based program. The TIMS traffic data reveals that the highest corridors with traffic volume include US 24 (17,000 to 21,000 ADT), Clinton Street (17,000 to 20,000 ADT north of Second Street to US 24), East Second Street (10,000 to 12,000 ADT from Clinton Street to Domersville Road), South Clinton Street (7,700 to 9,800 ADT from Power Dam Road to Second Street), Ralston Avenue/Sessions Avenue (9,000 to 9,600 from US 24 to Clinton Street), Jefferson Avenue (5,300 to 9,300 ADT from Carter Road to Second Street), and Ottawa Avenue (6,200 to 9,000 ADT from Cleveland Avenue to Second Street).

A review of high crash mapping (2019-2021) by ODOT indicates the key concerns in Defiance including East Second Street (Clinton Street to Jefferson Avenue), segments of Domersville Road, North Clinton Street (Stadium Drive to north of Elliott Road), Domersville Road & Elliott Road intersection, Deatrick Street, Holgate Avenue (5th Street to 3rd Street), and East River Drive (Clinton Street to Domersville Road Ramp).

Aside from several roadway sections and intersections considered high crash locations and listed by ODOT, an overall primary safety concern is having a second river crossing of the Maumee River that would be located somewhere between Deatrick Street to Carpenter Road. This would provide an alternative river crossing that

would allow for emergency vehicles and roadway traffic to cross from the south side of the Maumee River to the north side.

Clinton Street Road Renovation Study

City officials commissioned a study to look at improving pedestrian and bicycle safety in the downtown area on Clinton Street given a documented history of serious injury/fatal crashes involving pedestrians and bicycles on Clinton Street from High Street to Arabella Street. The study reviewed options to incorporating a road diet on Clinton Street, particularly south of Second Street where the traffic volume decreases. A second study was authorized to conduct an operational analysis to determine if implementing a “No Right Turn on Red” at key signalized intersections in the downtown area would negatively impact traffic congestion where traffic was not allowed to turn right on a red signal indication. The reasoning for prohibiting turning right on red is to protect pedestrians in the downtown area.

Pedestrian Connectivity

A variety of connectivity challenges exist in Defiance that work to constrain movements within the community (See Map: Pedestrian Connectivity Network). City officials have identified several key issues and potential improvements, such as:

- A second Maumee River Crossing located between the vicinity of Deatrick Street to Carpenter Road
- A “Tridge” structure (bridge with three legs) located at the confluence of the Maumee River and Auglaize River that would be a shared use path (SUP) facility that would connect three popular parks of the community
- Missing sidewalk gaps and shared use path (SUP) linkages, and fixing existing sidewalks





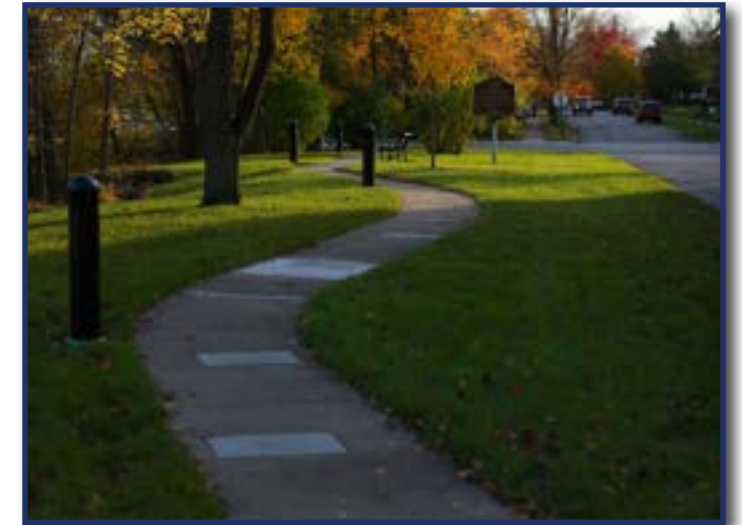
- Extending various streets to enhance connectivity and provide access to new land areas
- Adding more riverfront canoe/kayak launch areas and bike racks in key areas

Another connectivity challenge was created due to the subdivision regulations not requiring sidewalks until 2014 when the code was updated. Today, several neighborhoods are without sidewalks and not interconnected to adjacent residential areas. During the planning process, a majority of the survey respondents indicated a strong desire to improve pedestrian connectivity and existing roads, and provide new growth areas with a full range of transportation and mobility choices.

Areas in the community that residents indicated are in need of better connectivity for sidewalks, bike paths, or shared use paths (SUP) include:

- Downtown Area
- Mall Area
- Mercy Hospital Area & East Second Street
- Downtown Parks (Pontiac Park, Fort Defiance Park, and Kingsbury Park)
- South Side of Town and Bronson Park
- Connection of Reservoir to Bronson Park
- Baltimore Street
- Missing Sidewalk Gaps along Downs Street
- Improving Existing Sidewalks in Poor Condition
- East Side & Ayersville Avenue
- Karnes Avenue

- Sidewalks from Hopkins Street Bridge to Second Street Bridge (east side of river)
- Greenler Road
- Stadium Drive
- Carpenter Road
- Ginter Road
- Diehl Park Area and Ralston Avenue
- Riverside Park Trails & Sidewalks
- Trails & Sidewalks from Reservoir to Downtown
- Cleveland to Summit Streets



The Defiance County Health District's trail adjacent to the Mercy Campus could, with additional coordination with City officials, be expanded to connect to new areas along the Maumee River.



Legend

- Corporation Boundary
- Roads
- Railroads
- Trails
- Sidewalks & Shared Use Paths
- Canoe-Kayak Launch Areas
- Parks
- 100 Year Floodplain
- Hydrography-Ditches
- Rivers & Open Water

0 0.25 0.5 1 1.5 2 Miles

Source: City Engineer, Auditor, City GIS Dept, Reveille.

PARKS & RECREATION

Defiance Parks & Recreation oversees eleven city parks, the Defiance Reservoir, and Riverside Cemetery, including the upkeep of all the athletic fields, the swimming pool, and the Splash Park. Currently, these 11 parks include: Bronson Park & Splash Park, Diehl Park, Eastside Park, Fort Grounds, Holgate Park, Hometown Heroes Park, Kingsbury Park, Pontiac Metro Park, Riverside Park, Triangle Park, and Veteran's Memorial Park at Latty's Grove. Department officials indicated that park usage has increased over the past decade.

The department includes the division head, an administrative assistant, three full-time employees, and seasonal employees (twelve in 2022) that work from May through August. Department staff also plan and oversee events held in the city parks, including: Art in the Park, Music in the Parks, Children's Lunch Program, Jazz Festival, July 4th Fireworks Celebration, D.A.S.H. Walk, Triathlon at the Reservoir, Maumee Valley Car Show, Strut Your Mutt, Alzheimer Walk, Defiance County Heartwalk, Hispanic Awareness, and Morbapaloosa.

A Park Board consisting of nine members helps to guide decision making, and the parks use a capital improvement plan to budget for projects.

Along with its regular maintenance duties, the Parks Division also provides a variety of annual activities for the community. One event held every April is "Clean Up Your Parks Day", in which an estimated 300 volunteers show up with their garden tools to aid in cleaning up the winter debris at their favorite park.

The department relies on volunteers from the Defiance College (freshman service day) to help with painting, cleaning, and general yard work, and it also works with The Master Gardeners who volunteer their time to plant flowers and maintain the floral landscaping of several areas.



After closing a community pool at Bronson Park, Kingsbury Park remains as the city's primary swimming destination. Additional possibilities exist to better connect Kingsbury Park to both riverfronts with active recreational outlets like canoe and kayak launches.

City officials developed a Riverfront Master Plan in 2014 that focused primarily on the Maumee & Auglaize Rivers at the confluence. Defiance is currently in the process of developing two new parks: Buchman Park on The Glaize, a "natural" passive tribute park to the Native Americans who have resided in the Defiance area; and Gateway Park along the Maumee River in the downtown area.

Planning concerns highlighted by department officials and residents completing the community survey include:

- Residents are happy with the parks but are disappointed by the lack of programming, specifically for youth, families, and seniors.
- Department funding is placing constraints on park maintenance and updates of the parks. Officials noted that emergency maintenance due to vandalism and deterioration is decreasing

the resources available for routine maintenance.

- Ensuring effective staffing levels. While the parks host several community events, other programming has dwindled due to a lack of staff and volunteers to run the programs.
- Flooding: Residents indicated that flooding is a concern in some of the parks, specifically for the pool at Kingsbury Park.
- Connectivity: Residents indicated a desire have better pedestrian access to Diehl Park, Latty Grove Park, East Side Park, Riverside Park, and the Defiance Reservoir. Residents also mentioned a desire to build the "Tridge", a proposed pedestrian & bicycle bridge that would cross the convergence of the Maumee & Auglaize Rivers to connect Pontiac Park, Kingsbury Park, and Old Fort Defiance.

DEFIANCE CITY SCHOOL DISTRICT

Defiance City Schools provides PreK-12 education to students living in a thirty-four square mile area in and around the City of Defiance. The 2021 enrollment was 2,480, with 1,100 elementary students, 585 middle school students, and 795 high school students. Students are taught by highly trained and experienced teachers who have an average experience of 16 years, and 72 percent of whom hold master’s degrees. The graduation rate at Defiance is 95.2 percent, and the attendance rate is 92.5 percent. High school students in their junior and senior years have the opportunity to attend Four County Career Center for vocational training.

Defiance City Schools include a PreK-5 elementary building built thirteen years ago, and a grade 6-12 combined middle school and high school building constructed four years ago. The school district reports that its enrollment is at 95 percent capacity, but they foresee enrollment declining over the next ten years. This prediction is consistent with declining enrollment over the past five years. Bus service is available to any enrolled student.

The schools have a long-term lease with the YMCA to share their gymnasium and pool for school-related

activities. While the school system is familiar with resident and student desires for more activities and programs, they note that they struggle to fill spots for the summer and after-school programs that they offer. School officials have identified no other major planning concerns, but bridging this gap between desires for student activities and what is offered would be conducive to meeting a major initiative of this comprehensive plan. As for pedestrian connectivity to the schools, the school identified the south side development as an area of need.



Defiance residents benefit from a unified school campus situated adjacent to other community assets like the YMCA. Additional synergy could be built between two organizations in providing recreational programming to the community.



SAFETY SERVICES

Police

The Defiance Police Department employs a staff of 31 police officers (including two School Resource Officers), two civilian clerks, and one civilian administrative assistant. They operate on a current yearly budget of \$3,755,525. Average emergency response time ranges between one and three minutes, and non-emergency response time is five to ten minutes. The station receives 20,000 calls per year on average, with 27,007 in 2021. The department has a K-9 unit and modified bicycle patrol, and is part of the Multi Area Narcotics Task Force. The police department is involved in helping with several community events and collaborating with community partners to create programs such as an up-and-coming Explorer Post in partnership with the Boy Scouts of America. Officers also engage with the community through the Coffee with a Cop program.

Planning concerns noted by police officials include:

- Geographic barriers to response times such as active railroad crossings, heavy traffic patterns over bridges, increased growth, and asymmetrical corporation boundaries.
- Commercial areas on the boundary with higher crime rates, likely due to these geographic barriers.
- Blighted and abandoned properties such as the Vortex and Zeller properties.
- Heavy downtown traffic resulting in vehicle crashes and unsafe pedestrian travel.
- Growth in service calls as the community grows.
- Staffing new community events.
- Aged, undersized facilities



Defiance's safety services (police/fire) facility on 3rd Street is showing signs of aging, with replacement in the near future a possibility.

Fire & EMS

City of Defiance Fire and EMS services have been in operation for 150 years, providing the City of Defiance and Defiance Township with fire prevention, fire suppression, and response to medical emergencies. The division also provides EMS services to Noble Township. The department is staffed with a Fire Chief, Assistant Chief, 24 career firefighters, and six part-time firefighters. The main station is located at 702 West Third Street, near the downtown on the corner of Perry Street.

The Fire department also includes the Fire Prevention Bureau, overseen by the Assistant Fire Chief. The Fire Prevention Bureau ensures that each commercial property receives a fire safety inspection every year. This program not only helps to prevent fires, but also allows the firefighters to familiarize themselves with the buildings so they are better prepared if a fire does occur. The Fire department staff are also responsible for presenting at public education events and participating in continued training. The Fire Department currently

serves buildings as tall as 5 stories but could service taller structures with additional preparation.

Planning concerns noted by Fire/EMS officials include:

- Growth in run volumes. In 2021, fire officials witnessed a volume of 2,539 EMS calls and 597 Fire calls. Both numbers are higher than the volumes from the previous four years.
- Low recruitment and retention numbers impeding the department's efforts to meet the NFPA Standard 1710 criteria, which requires that 15 to 17 firefighters are on scene within the first eight minutes of any working structure fire. The department currently has a minimum of six firefighters per shift and a maximum of eight.
- Dependence on mutual aid from neighboring volunteer departments.
- An outdated aerial apparatus and Central Fire Station.
- The Fire Department also hopes that they can collaborate with Defiance's Community Improvement Corporation (CIC) to educate potential business owners about the services the Fire Division offers and encourage them to set up shop in Defiance.
- Geographic barriers to service, including the active railways and Maumee and Auglaize Rivers which pose potential problems to reaching the north and south of the city.

DEFIANCE PUBLIC LIBRARY

The Defiance Public Library is located on Fort Street next to Old Fort Defiance at the convergence of the Maumee and Auglaize Rivers. It is the main branch of the Defiance Public Library System, which includes branches in Sherwood and Hicksville. The Defiance building has 28 total employees. The library is funded through the statewide Public Library Fund, a levy, and grants, gifts, and endowments. The total 2022 budget for the system is \$2,964,942. Library decisions are guided by a seven-member Board of Trustees.

The library offers a variety of services, including a “library of things” and a Makerspace. In addition to these newer services, the library system has 79,724 books and 123 magazine subscriptions, access to a variety of databases and electronic materials, and several programs targeted towards different age groups. The Defiance Public Library plans to add to this non-exhaustive list in the coming years. In 2021, the Defiance library system boasts 202,142 physical items circulated, 54,669 digital materials downloaded, 45,240 total visits, a total attendance of 3,663 at 232 library programs, 1,687 free summer lunches distributed to youth, and 11,905 COVID test kits passed out to residents.

Planning concerns noted by library officials include:

- Paying staff a competitive wage. The Library is in the process of an incremental plan to raise wages, but is concerned about budgetary limitations to keeping wages current in a changing economy.
- Attracting highly-trained staff that can both live and work in Defiance. The Library identified limited middle-income housing options as a barrier to adequate staffing.
- Adding space to expand certain services such as the teen area, and adding new services such as adult literacy education. The Library is limited in

how much it can expand at the current location of the main branch. They would like to find space in the downtown area to create an annex, but are concerned about the cost of market-rate rent and paying additional employees to staff a possible new location.



The library sits on former home of Fort Defiance at the confluence of Maumee and Auglaize Rivers





UTILITIES

Water Treatment and Distribution

The City of Defiance owns and operates its own water treatment and distribution systems, as well as maintaining distribution systems serving the industrial/commercial corridor north of the City, along State Route 66. The City also provides services to satellite systems owned and operated by the Ayersville Water and Sewer District and Brunersburg Water District, including Tinora Schools. The water treatment plant (WTP) is operated and maintained by the Water Superintendent and a staff of operators and maintenance personnel. The distribution system is operated and maintained by the Street Superintendent, with support from a Water Supervisor and water distribution crews.

Raw water is drawn from the Maumee River at the City's raw water intake and low service pumping station at the WTP. The WTP is located on Baltimore Avenue, along the south bank of the Maumee River, opposite the confluence with the Tiffin River, in the westerly portion of the City. During periods of reasonably good water quality within the Maumee River, three (3) raw water pumps, each rated for 5.04 million gallons per day (MGD), transfer the intake water roughly one (1) mile southwest to a 350-million gallon (MG) up-ground reservoir located on the westerly side of Precision Way. The existing reservoir provides approximately 90 to 100 days of raw water storage for the City. The raw water (low service) pumps are limited in capacity due to the current design of the raw intake structure and coarse screens and inhibit the WTP from pumping larger volumes of water when the water quality in the Maumee River is at its best.

The Defiance WTP is a Class IV lime softening facility with a rated capacity of 8.0 MGD and an average daily flow of 3.6 to 3.8 MGD, with current peak demands exceeding 5.0 MGD. Until recently, the WTP has been

challenged with maintaining high quality potable water for local residents and industries due to the excessive turbidity, organics and nutrients within the raw water drawn from the Maumee River. The water quality within the Maumee River and resulting transfer of organics and other nutrients into the reservoir has created challenges in the form of harmful algal bloom (HAB) outbreaks, taste and odor issues and the development of disinfection byproducts in the distribution system. A new granular activated carbon (GAC) facility to enhance removal of the organics not otherwise removed by the traditional treatment methods and to provide an additional barrier for HABs was constructed and placed into full operation in June 2022. The new GAC facility has dramatically reduced the formation of disinfection byproducts in the distribution system and finished water storage tanks, as well as removing the organics responsible for taste and odor concerns.

The WTP maintains approximately 2.25 MG of finished water storage on-site and two (2) 1.0 MG elevated storage tanks (Carpenter Road and Greenler Street) in the distribution system, as well as a Booster Pumping Station located on St. Rt. 66, just north of Breckler Road. Three high service pumps, each rated for just over 4.0 MGD, provide flows and pressures within the distribution system. However, the current discharge from the high service pumps is limited to remain under 80 PSI to avoid potential main breaks in the distribution system near the WTP. Additionally, the larger diameter (transmission) water mains carrying water to the elevated tanks are limited in capacity and unable to serve additional increased demands on the system. Recent rapid inflationary price increases for chemicals required to maintain operation of the WTP will require additional financial resources.

The City of Defiance water distribution system is a network of about 112 miles of pipes ranging from four

to sixteen inches and consisting primarily of asbestos-cement, ductile iron and PVC pipe materials. As noted above, the system is operated at a pressure of about 75 to 80 PSI at the WTP high service pumps. The City's distribution system includes roughly 1,075 fire hydrants, 3,000 valves and nearly 6,000 service connections. Many of the City's distribution mains, valves and hydrants have been in continuous operation for at least 50 years.

A computerized model of the City's high service pumping, elevated storage and distribution system was created in 2018 and has been updated to reflect recent capital improvements. Recent assessments completed within the model to evaluate potential increases in system demands have identified concern for transmission capacity to enable efficient and consistent use of the existing elevated storage, as well as challenges to provide increased demands for economic development in the northerly portions of the City.

The SR 66 Booster Station serving the commercial/industrial development along SR 66 north of the City as well as the Tinora Schools is in need of replacement. The existing facility is reaching the end of its design useful life, relies on out of date technology for control, and does not provide opportunity for increased capacity. A conceptual design for replacement of the Booster Pumping Station was completed in 2021 with an estimated cost for a new facility of \$1.2 million, including technical services.

Evaluation of high service pumping volumes at the WTP in comparison to metered flows show that unaccounted water volumes within the City are generally much higher than typical for similar communities. A commonly accepted standard for water losses is in the range of ten to fifteen percent, where Defiance is frequently well above a 20 percent loss. The City does not currently

meter its own facilities, including the local splash pad that may consume up to 1.0 MG each day of operation. It is highly recommended that the City consider adding water meters at all major municipal facilities to track potable water consumption to reduce the volume of unaccounted water in the system.

Historically, water main upgrades and replacements have been generally reactionary, to repair leaking and failing mains, as well as correcting issues with broken valves and hydrants. Most water main repairs are completed by in-house staff. Recent efforts for water main replacement projects are more proactive and coordinated with other planned street improvements to avoid impacts to recently paved or reconstructed streets.

In general, the water treatment plant and distribution system are in reasonable operating condition, providing sufficient capacity for current/existing system demands. However, the high service and transmission mains serving the system are unable to support increases in water consumption demands and growth that may occur. A recalibration of the computerized water distribution model will enhance the City's ability to refine and enhance operation of the system and improve long-range planning for capital investments. Additionally, as system-wide demands rise, consideration should be given to adding finished water storage to meet typical recommended volumes at or nominally above typical daily demands. Installation of meters on most municipal facilities would assist the City in tracking unaccounted water losses in the system and detecting leaks in the system.

For a better illustration of Defiance's locations of water treatment and distribution, see Map: Defiance Water Systems.

Maps representing the water distribution throughout

the City of Defiance are provided on the following pages.

WWTP & Sanitary Sewers

The City's sewer system and wastewater treatment plant (WWTP) are operated and maintained by the City's Division of Water Pollution Control (WPC). The sewer collection system is approximately 58 percent combined and 42 percent separated, conveying both stormwater and sanitary waste to the WWTP facility located on the east side of the City and discharging to the Maumee River, downstream of the community. The Defiance WWTP Facility is a Class III facility that was originally constructed in 1956 and most recently upgraded in 2018 (Digester Improvements) and 2020 (UV Disinfection). The WWTP has a rated capacity of 6.5 MGD and an average daily flow of about 3.5 MGD, with peak flows during wet weather reaching 15.0 MGD. The WWTP treats wastewater from the City and satellite customers within Defiance County and the Ayersville Water and Sewer District. The treatment system is an activated sludge process to provide biological nutrient removals. The WPC Division is responsible for monitoring a local industrial pretreatment program to reduce concentrations of pollutants and potential impacts on the City's treatment processes, as well as biosolids disposal.

The collection system consists of approximately 124 miles of sewers, ranging in size from eight to 54 inches and dating to the 1890's. The original collection system primarily served the downtown areas and initial development near the confluence of the Maumee and Auglaize Rivers, and was a combined sewer, meaning that the system was designed to carry both sanitary and storm water during rain events. As the City continued to grow and develop, as well as complying with increased regulations and recognition of challenges due to

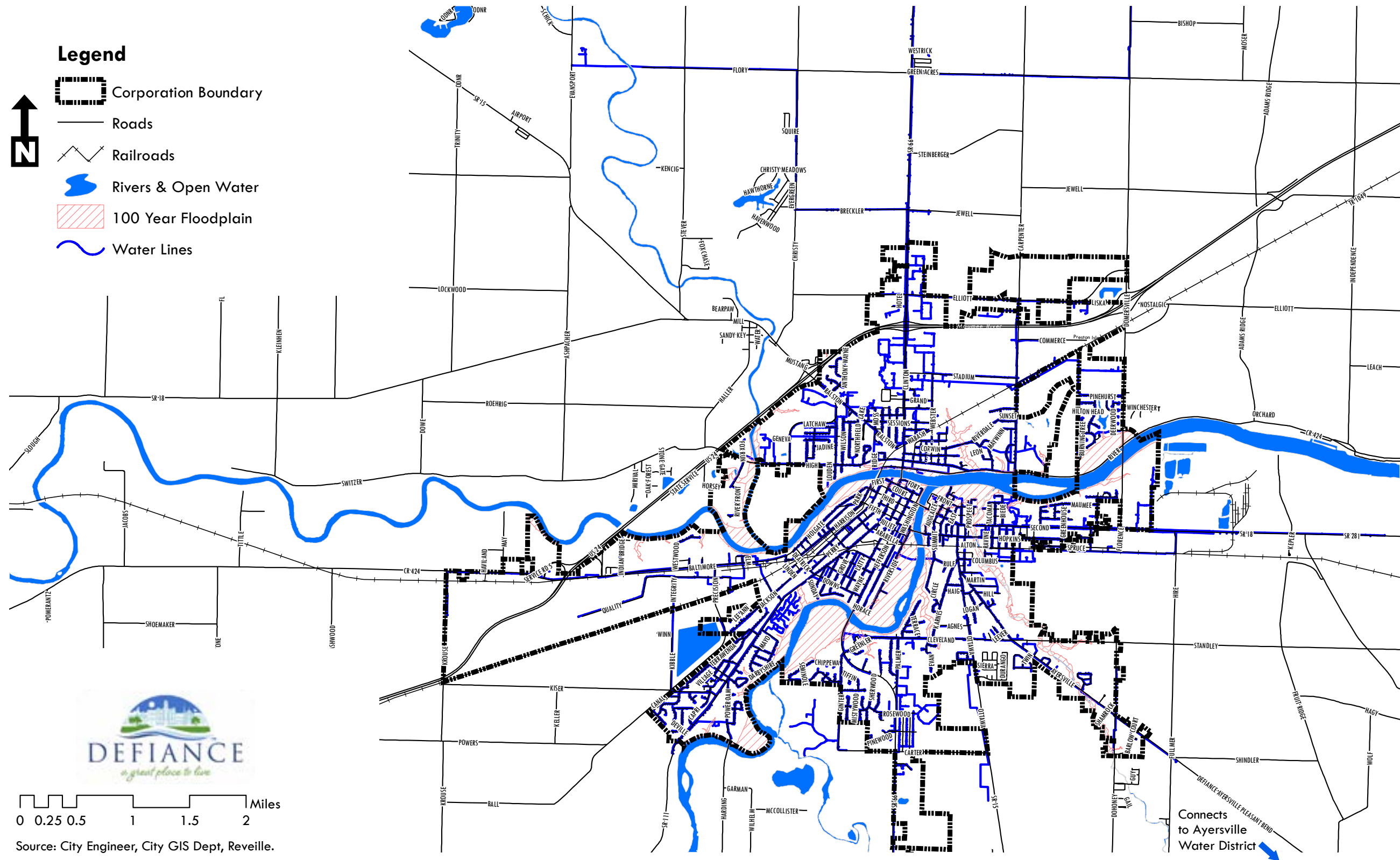
pollution within the receiving streams, the collection system expanded with newer separated sanitary and storm sewers. The collection system currently has 26 combined sewer overflows (CSOs) that are active about 30 times each year, resulting in untreated wastewater discharge directly to the local receiving streams during wet weather. Portions of the collection system have undergone separation efforts to remove public sources of rainwater and snow melt from the system. However, the system still experiences significant amounts of inflow and infiltration (I/I) due to wet weather events, and will produce peak flows far exceeding the WWTP capacity multiple times each year. An equalization basin at the headworks of the WWTP plant is planned as a future capital improvement.

The City owns and maintains 24 pumping stations at various points in the system. The City also receives flows from the Defiance County and Ayersville pumping stations located outside the corporation limits, as well as six (6) privately-owned and one (1) State-owned pumping stations within the City. The outside stations can create some nuisance issues related to odors and concrete deterioration due to the release of hydrogen sulfide at the connection points. Similar issues persist with the City-owned station on High Street, just east of the Auglaize River, that operates very infrequently due to low flows. A key pumping station at Kingsbury Park and its discharge force main are identified for future replacement to increase system capacity and reduce CSO activity upstream.

Three (3) inverted siphons, two (2) under the Auglaize River in downtown and one (1) under the Maumee River, are on the collection system and have been identified as points of concern by WPC staff. The siphon under the Maumee River serves the majority of the areas north of the river including portions of the industrial areas near US-24. The inverted siphons under the Auglaize River



Defiance Water Systems Map



are located at Fort and Fifth Streets and convey all flows generated from the Baltimore, Downtown, Latty, and Reservoir Planning Areas. Inverted siphons are excellent means of transferring flow under streams but should be cleaned and inspected regularly and can become restrictions within a system, resulting in increased CSO activity upstream.

The City is currently in negotiations with the USEPA and Ohio EPA for the creation and implementation of an Integrated Watershed Improvement Plan (IWIP) that will likely include WWTP and collection system improvements at an estimated cost of nearly \$40.7 million. The Draft IWIP Report was submitted to the USEPA in August 2022. An additional effort was also undertaken by the City to complete an asset management review of the WWTP and collection system that has identified roughly \$205 million of additional investment to maintain the existing collection and treatment systems, without providing opportunity for significant growth or expansion of the collection system. The city received comments from the OEPA and submitted a final IWIP to OEPA in March 2023.

Overall, the City of Defiance WWTP and collection systems are generally adequate to serve the currently developed areas within the corporation limits. Further residential in-fill and economic development for lower water consuming/discharging industries and commercial facilities can also be accommodated. Long-term implementation of the IWIP and Asset Management Programs noted above will be necessary to enable the City to accept new significant water consuming/discharging industries.

For a better illustration of Defiance’s wastewater treatment and distribution, see Map: Defiance Wastewater Systems.

Storm Drainage

As identified above, the original collection system for the City was a combined sewer system conveying both sanitary effluent and storm runoff within a single conduit. Many of the original combined sewers were separated into respective sanitary and storm systems through a series of surface load separation projects through the 1970’s to the early 2000’s. The storm sewer system consists of about 98.3 miles of pipe, ranging in size from eight to 72 inches in diameter and collecting flows from over 200 miles of roadway and abutting properties. A total of 295 individual pipe outfalls discharge locally to the nearly 40 miles of receiving streams and ditches within the community. A new stormwater pumping station is planned to be placed in the US-24 Planning Area in the northeasterly portion of the City. Generally, isolated areas of surface flooding may occur during large rain events in various portions of the system that will be discussed in more detail within the respective Planning Areas.

As a community of over 10,000 and in response to Ohio EPA and Clean Water Act requirements, the City of Defiance’s Storm Water Management includes a local Municipal Separate Storm Sewer System (MS4) Program and a local MS4 Coordinator. As part of the MS4 Program, the City has developed and adopted a local Storm Water Management Program (SWMP) that defines best-management practices (BMPs) for meeting the six (6) Minimum Control Measures (MCMs) defined within the current NPDES permit for the Storm Water System. Current design practice for the City requires volume and rate of runoff control for all new development, as well as construction and post-construction BMPs to reduce the transfer of silt, sediment and other potential contaminants to the local receiving streams.

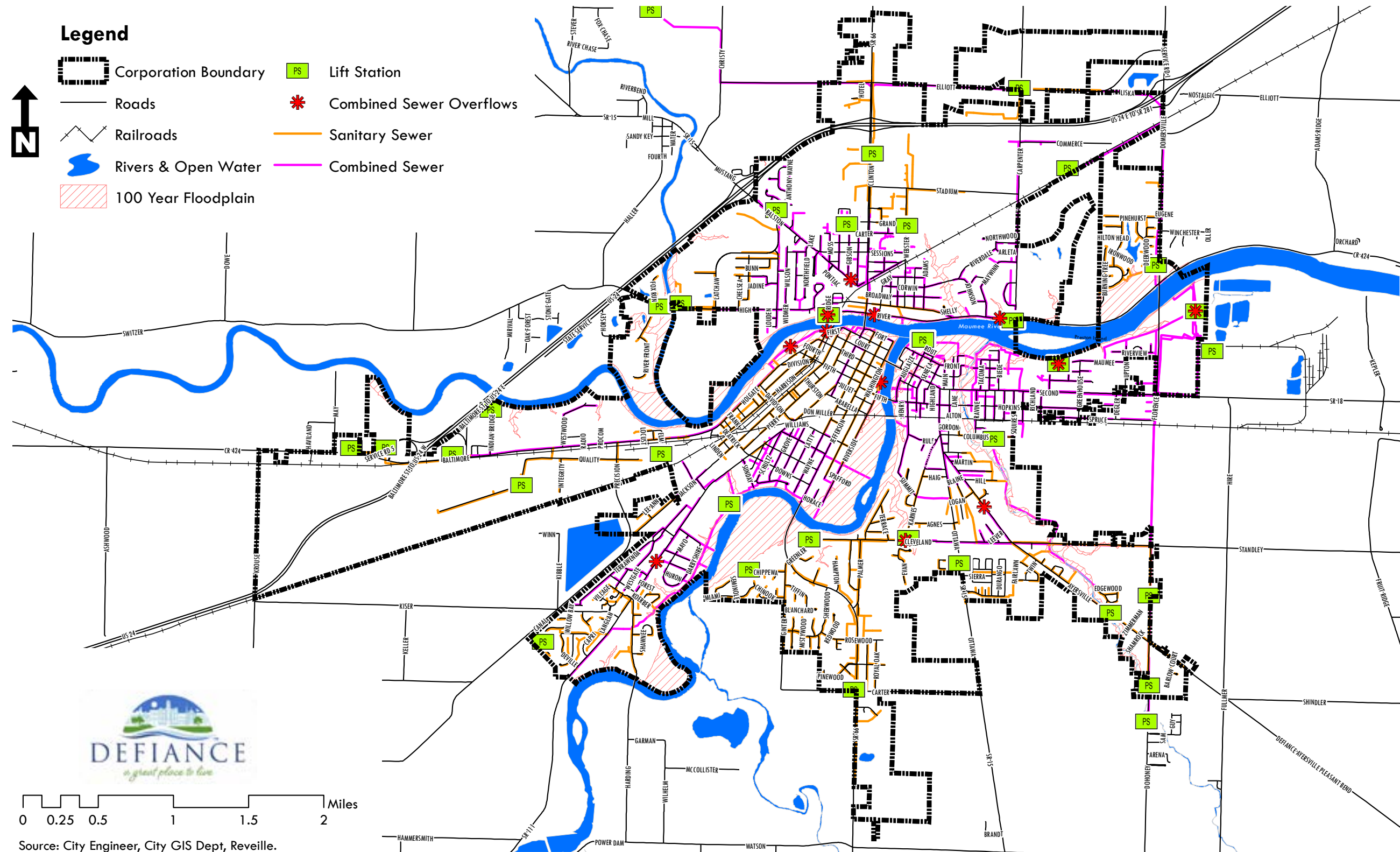
The Ohio EPA has completed a Total Maximum Daily Load (TMDL) analysis for the Lower Powell Creek. A

portion of the watershed is within the City of Defiance South River Planning Area. This watershed is currently subject to defined water quality standards for total phosphorous (TP), Nitrate/Nitrite, Biological Oxygen Demand (BOD) and Total Suspended Solids (TSS). In recognition of the TMDL, the City has developed BMPs to aid in addressing the specific requirements for the Powell Creek watershed, including more frequent construction site monitoring, enhanced street sweeping, planning for streambank restoration, and implementation of local projects to retrofit existing sites with post-construction BMPs.

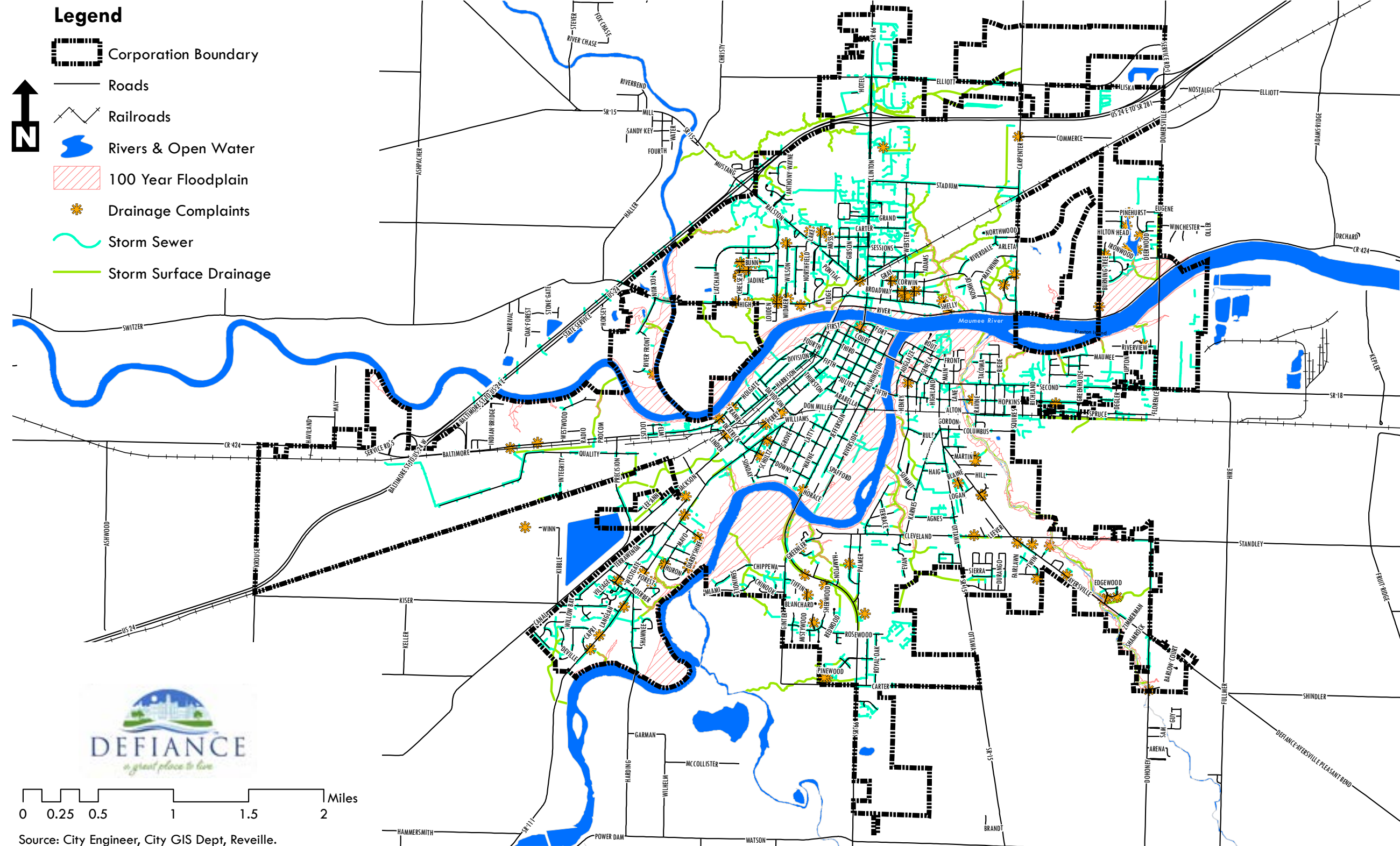
Please see Map: Defiance Storm Water Systems for the locations of storm sewers, drainageways, and rivers throughout the City of Defiance.



Defiance Wastewater Systems

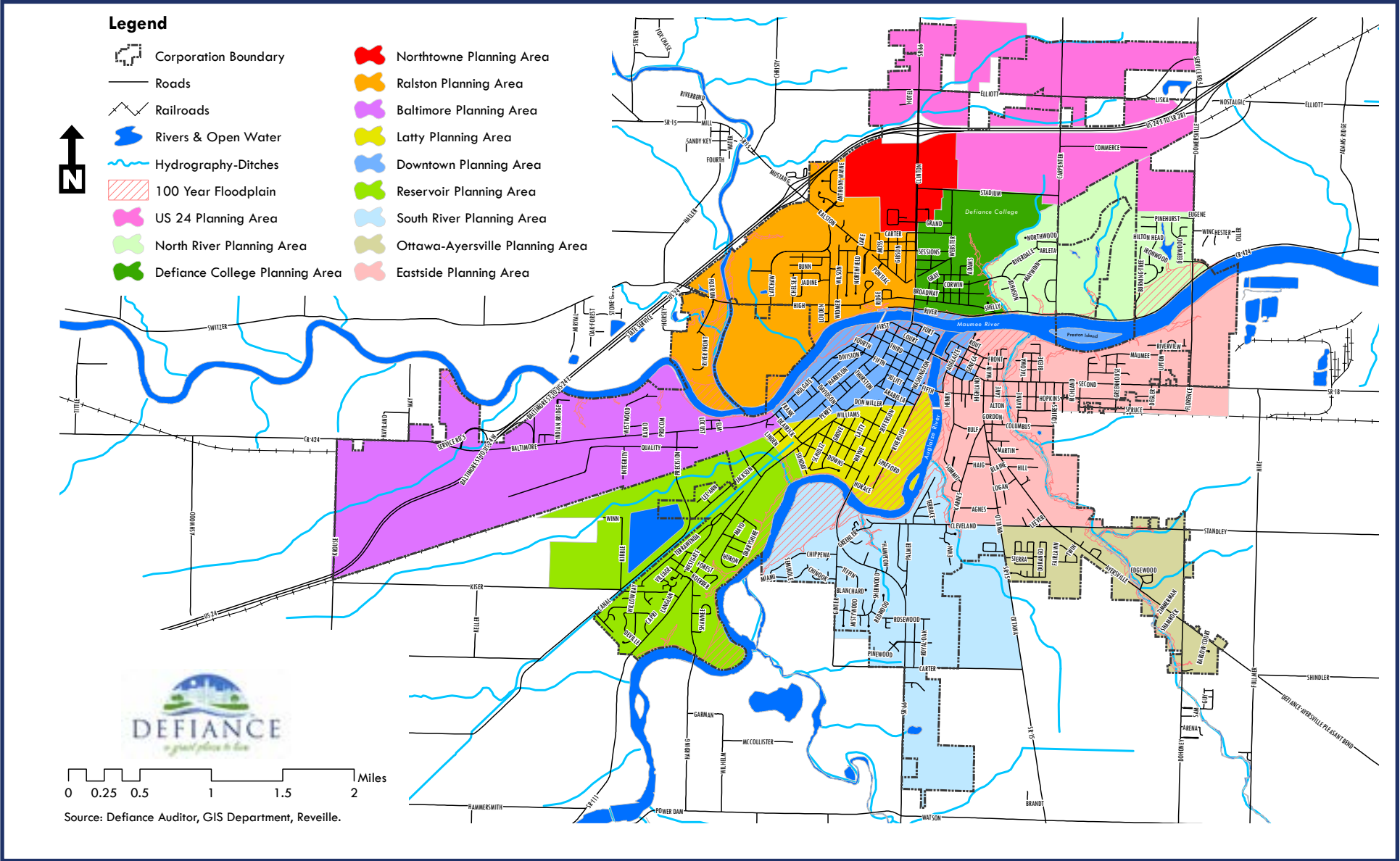


Defiance Storm Water Systems



IV

Planning Areas



US 24



North River



Defiance College



Northtowne



Ralston



Baltimore



Latty



Downtown



Reservoir



South River



Ottawa-Ayersville



Eastside

US 24 PLANNING AREA

OVERVIEW The U.S. 24 Planning Area is an area on the north side of Defiance where the U.S. 24 Highway Corridor is spurring expansion of general commercial and “big box” retailers, warehousing & logistics facilities, trucking firms, industrial & manufacturing businesses, and business park developments. The area is bounded by the SR 66 & U.S. 24 interchange on the west and the SR 281/Dommersville Road & U.S. 24 interchange on the east. Several small industrial parks, a large Johns Manville facility, and undeveloped sites with visibility and convenient access from U.S. 24 are located along Carpenter Road, Dommersville Road and Elliott Road.

This planning area is zoned predominantly industrial but also has commercial zoning along N. Clinton Street near the U.S. 24 interchange, with small pockets of commercial zoning on the south side of Elliott Road, east of Carpenter Road. A small area with office-residential zoning is located on the west side of Dommersville Road.

EXISTING LAND USES AND ZONING

Primary land uses include commercial, industrial, and agricultural.

Existing zoning classifications include: B-3 (Highway and General Business District) and B-4 (Community Shopping Center District) along Clinton north of U.S. 24. Industrial zones of M-1 (Restricted Industrial District), M-2 (Limited Industrial District), M-3 (General Industrial District), and B-3 (Highway and General Business District) comprise the remaining area. A small O-R (Office Residential District) zoned area sits right above the southernmost boundary of the planning area on the eastern corner. There are several un-zoned areas interspersed in the U.S. 24 Planning Area.

PREFERRED FUTURE LAND USES

- » Commercial and light industrial
- » Multi-family, if properly buffered
- » Agriculture (for annexation purposes)



PLANNING ISSUES

- » Prime commerce location and access of key US and state routes with opportunities to improve community gateways off U.S. 24, and aesthetics, signage, and access management along N. Clinton Street.
- » Improving the site readiness of the planning area through an assessment of the current infrastructure capacity to service future growth.
- » Properly buffering and planning of industrial uses along Stadium Drive to minimize conflicts with Defiance College and future campus expansion plans.
- » Pedestrian connectivity gaps along key corridors (Clinton, Elliott, Carpenter and Stadium).
- » Finalizing the improvements necessary at Harmon Business Park (rail spur and road extension).
- » Potential rail line blockages at at-grade crossings (Dommersville Road and Carpenter Road), if the rail line becomes more active.
- » Disjunct corporate boundaries and pockets of unincorporated areas.

ENVIRONMENTAL CONSIDERATIONS

- » Two small ditches to the north of U.S. 24 but no floodways or flooding concerns have been identified.
- » General noise, sound and light pollution from industrial and highway traffic from U.S. 24.

TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

Aside from the SR 66 and SR 281 facilities servicing the area with access to U.S. 24, the internal east-west roadways of Elliott Road north of U.S. 24, and both Commerce Drive and Stadium Drive service the adjacent land areas. The north-south roadway of Carpenter Road is also a key facility to access land areas.

Connectivity issues in this planning area include a need to extend Commerce Drive eastward and southward across a railroad line to connect to the recent Harmon Business Park development and continue eastward to connect to SR 281. The city of Defiance is proactively pursuing this improvement, with construction planned in 2023.

There are minimal sidewalk facilities in this planning area with the only sidewalks being located across the U.S. 24 & SR 66 interchange, where they stop at the intersection of SR 66 & Elliott Road. There would be a benefit to continuing sidewalks northward on SR 66 so that the commercial areas located north of Elliott Road would have sidewalk access. It would also be beneficial to provide sidewalks along Stadium Drive and Carpenter Road south of Stadium Drive to provide pedestrian access to the neighborhoods along Carpenter Road.

The remaining areas of this planning area would have limited benefits from sidewalks, as there are minimal residential areas. In regards to bicycles, one consideration is to provide signage and "Share the Road" pavement markings for key corridors to enhance bicycle safety in the area.

The following planned connectivity improvements should be considered:

- » Sidewalk improvements on:
 - Stadium Drive from SR 66 (N. Clinton St.) to Carpenter Road
 - Carpenter Road from Stadium Drive to East River Drive
 - SR 66 (N. Clinton) from Elliott Road to north corporation limits
- » Add "Bicycles May Use Full Lane" signs and Sharrow markings to:
 - Carpenter Road
 - Elliott Road
 - Stadium Drive

UTILITY CONSIDERATIONS

The installation of a new storm water pumping station near the east end of Commerce Drive will enhance development opportunity. Existing storm drainage appears sufficient to support additional development with properly designed storm water management facilities.

Existing sanitary gravity sewers and pumping stations within this Planning Area have capacity to serve current development. The pumping station capacities should be evaluated for upgrade if a significant water consuming customer developed. Aging infrastructure in this area may be a source of inflow & infiltration (I/I) entering the collection system. The Elliott Road Lift Station has been identified for programming of major repairs or replacement due to an asset management assessment. The controls for the Defiance County Pumping Station serving Christy Meadows and the existing privately-owned station east of Carpenter Road should be updated with a timer to ensure regular/frequent operation to avoid septic conditions during periods of low flow if such control does not currently exist.

The water distribution system within the US24 Planning Area is sufficient to support current development with only nominal capacity for additional demand. The water system is limited due to transmission capacity from the WTP to enable refilling of the Carpenter Road Elevated Tank. The existing SR 66 Booster Pumping Station, north of the City, should be upgraded to provide improved capacity and reliability for existing and future demands within this reach of the system. Additional water main improvements north of SR 66 are also required to support service to planned industrial development.

FUTURE CAPITAL IMPROVEMENTS

- » 2022-3 Street Improvements - East Commerce Dr, Carpenter Rd.
- » 2025 Resurfacing - Carpenter Rd
- » Future Elliott Road Lift Station Replacement
- » Future SR66 Booster Station Replacement
- » Future Gateway Signage - U.S. 24, N. Clinton St.
- » Future Commerce Drive extension eastward to SR 281



N. Clinton Street (SR 66) should be targeted from improved multimodal pedestrian connectivity elements. At the present time, the sidewalk network is disconnected.

RECOMMENDED SOLUTIONS

1. **Develop a corridor overlay zoning along N. Clinton Street (SR 66) and U.S. 24 to improve general aesthetics, access management and site planning.**
2. **Working with Noble and Richland Townships, Defiance County Economic Development, RGP/ Jobs Ohio, utility providers, property owners, and project investors on future planning efforts to maximize the site readiness and development potential of the area, which could include the development of joint economic development district or cooperative economic development agreement.**
3. **Planned capital improvements should be linked to outside resources whenever possible, from the Ohio Department of Development, Jobs Ohio, Ohio Public Works Commission, Ohio EPA, and Ohio Department of Transportation.**
4. **Pursue the feasibility to construct sidewalk and/ or bikeway improvements within commercially developed areas.**
5. **Continue sanitary and storm sewer inspections and repairs, as required, to ensure longevity and reduce I/I entering the sanitary collection system.**
6. **Continue asset management assessments and related improvements to ensure long-term reliability of the sanitary collection and water distribution systems.**
7. **Complete a water system analysis to examine impacts of system-wide modifications required to serve anticipated growth areas served by the City.**

NORTH RIVER PLANNING AREA

OVERVIEW The North River Planning Area is an established, predominantly single-family residential area located on the north side of the Maumee River extending to the eastern city limits. This area includes the Eagle Rock Golf Club and a large unincorporated “island” surrounded by the city. The area also includes the Kettering Hills Apartments, several office uses on the north side of Pinehurst Drive, and floodplain areas including an area along the Maumee River on both sides of Domersville Road. This planning area is zoned almost entirely low and medium-density residential, with the exception of the Eagle Rock Golf Club (special district zoning), Kettering Hills Apartments (medium to high density residence district zoning) and the office uses on Pinehurst Drive (highway and general business district zoning).

EXISTING LAND USES AND ZONING

Primary land uses include commercial where the golf course and related land uses are located, and low-density residential. There is also some multi-family housing mixed in with low-to-medium density housing in the eastern residential development that surrounds a pond.

Existing zoning classifications include: S-1 (Special) to accommodate the golf course, R-1 (Low Density Residential) to the west of the golf course, and R-2 (Medium Density Residential) and R-3 (Medium to High Density Residential) to the east. Zoning east of the golf course also includes a small section of B-3 (Highway and General Business) in the northeast corner and a section of O-R (Office Residential). Sections among the southern and western boundaries of this planning area are zoned FP (Flood Plain).

PREFERRED FUTURE LAND USES

- » Single Family Residential
- » Multi-Family Residential, if buffered properly from adjacent uses)
- » Neighborhood Commercial (Limited to key intersections and areas)
- » Public and Recreational Uses



PLANNING ISSUES

- » Lack of connectivity without sidewalks throughout all residential areas.
- » No public access to the Maumee River or scenic vistas of Preston Island due to highway vegetation. No public parks or recreational areas exist in the planning area.
- » Properly buffering residential development and neighborhoods from abutting industrial uses in the U.S. 24 Planning Area.
- » Minimizing the pockets of unincorporated, un-zoned areas through annexation agreements and/or utility service agreements.

ENVIRONMENTAL CONSIDERATIONS

- » Two creeks, one along the western edge of the planning area and one that runs through the golf course, emptying into the Maumee River near Preston Island.
- » Floodplains, especially along the Preston Run HUC-12 boundaries and in the low-lying lands adjacent to the Kettering Hills Lake development.



TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

The two primary residential areas in this planning area do not contain sidewalks. The key roadways servicing this area include Carpenter Road; East River Drive (CR-424) and Domersville Road. There are wide shoulders along East River Drive (CR-424) for biking and pedestrians. Carpenter Road was recently resurfaced in 2021.

Planned sidewalk improvements should be considered along:

- » Corwin Street from Webster Street to Johnson Circle
- » Johnson Circle from Corwin Street to Maywinn Road
- » Maywinn Road from Johnson Circle to Carpenter Road



FUTURE CAPITAL IMPROVEMENTS

- » 2022 Full Depth Reclamation – Maywinn Rd, Johnson Cir, Leon St
- » 2022 Resurfacing – Kettenring Dr, Maywinn Rd
- » 2022 16" Maumee River Water Main Crossing at Carpenter Road
- » 2026 Resurfacing – Deerwood Ct, Sunset Dr, Riverdale Dr
- » Future Transmission Water Main Improvements along E. River Drive and Carpenter Road
- » Future East Lift Station Replacement or Elimination
- » Future Kettenring Hills Lift Station Major Repair or Replacement



UTILITY CONSIDERATIONS

Storm drainage in the North River Planning Area is sufficient and enhanced by available topography. The City is currently in design for a constructed wetland in the area between Burning Tree & Domersville on the north side of River Drive. Construction should begin in late 2023.

Existing sanitary gravity sewers and pumping stations within this Planning Area have capacity to serve current development. The Maumee East Lift Station at Carpenter Road is recommended for replacement based upon an asset management review and should be evaluated for possible elimination with the extension of deeper gravity sewers on East River Drive. Similarly, the Kettenring Hills Lift Station is also recommended for major repair or replacement due to asset management planning.

The water distribution system within the North River Planning Area is sufficient to support current development with only nominal capacity for additional growth. Planned transmission improvements from the WTP to the new 16" water main under the Maumee River at Carpenter will enhance long-term system resiliency for the overall system.



The Kettenring Hills neighborhood.



RECOMMENDED SOLUTIONS

1. **Planned capital improvements should be linked to outside resources whenever possible, from the Ohio Department of Development, Jobs Ohio, Ohio Public Works Commission, Ohio EPA, and Ohio Department of Transportation.**
2. **Improve the pedestrian connectivity to the Defiance College Planning Area to the west through street treatments (Share the Road, sidewalks, etc.) to Corwin/Maywinn.**
3. **Extend gravity sewer on E. River Drive to eliminate East Lift Station.**
4. **Continue sanitary and storm sewer inspections and repairs, as required, to ensure longevity and reduce I/I entering the sanitary collection system.**
5. **Identify areas to activate for future public parks.**

DEFIANCE COLLEGE PLANNING AREA

OVERVIEW

The Defiance College Planning Area includes the Defiance College campus and an established residential area located on the east side of N. Clinton Street, north of the Maumee River. The planning area includes college-related facilities and housing, multi-family and single-family homes, several small commercial areas along N. Clinton Street and Stadium Drive, the Defiance County Senior Services complex, and is adjacent to Pontiac Park along the Maumee River. While the college campus makes up a large portion of this planning area, the remainder is primarily comprised of residential uses.

EXISTING LAND USES AND ZONING

Primarily single family residential and public/institutional land uses associated with Defiance College such as dormitories, buildings housing offices and classrooms, athletic facilities, and the quad. Other uses include medium-density residential, and some small pockets of commercial land use on the edges of the planning area.

Existing zoning classifications include: R-1 (Low Density Residential), R-2 (Medium Density Residential), R-3 (Medium to High Density Residential), and S-1 (Special). A portion of the planning area on the northside along Stadium Drive is zoned B-3 (Highway and General Business) and B-4 (Community Shopping Center).

PREFERRED FUTURE LAND USES

- » Single Family Residential
- » Multi-family Residential, if buffered properly
- » Neighborhood Commercial Uses along main corridors
- » Office Uses
- » Public and Institutional Uses



PLANNING ISSUES

- » Diverse neighborhood that's home to Defiance College and infused with planning challenges caused by contrasting lifestyles of long-term locals and transient students, and single-family residential owner occupied properties and rental properties.
- » General limitations to expand the Defiance College campus footprint and opportunities for the city and school officials for long-range campus planning.
- » Pedestrian connectivity gaps and opportunities to connect with the Maumee River and Pontiac Park. New sidewalks were placed along East High Street in 2020 but additional opportunities exist for multi-use paths and riverfront connectivity.
- » Neighborhood pockets in need of revitalization, infrastructure improvements, and property nuisance abatement.
- » No public park and recreational area exist in this planning area.
- » Improved buffering and landscaping between Defiance College campus and other land uses.

ENVIRONMENTAL CONSIDERATIONS

- » Preston Run HUC-12 and floodplains exist on the east side of this planning area.



TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

The primary roadways servicing this planning area include North Clinton Street; Webster Street; Stadium Drive; East High Street, and East Riverview Drive (CR-424). The north-south corridor of Webster Street has several gaps in coverage of sidewalks that would greatly improve pedestrian connectivity if the gaps were filled in. The Webster Street corridor would also be a good candidate for promoting as a shared road facility for bicycles. Fales Street was resurfaced in 2021.

The following planned connectivity improvements should be considered:

- » Sidewalk improvements along Webster Street from Stadium Drive to E. High Street
- » Add "Bicycles May Use Full Lane" signs and Sharrow markings on Webster Street from Stadium Drive to E. High Street



FUTURE CAPITAL IMPROVEMENTS

- » Riparian restoration between Pontiac Park and the Defiance College Football Stadium through the Preston Run-Maumee River HUC-12 Nonpoint Source-Implementation Strategy
- » Inspect and assess existing inverted siphon under Maumee River at Pontiac Park
- » 2024 Water Line Extension - Webster St, Sessions Ave
- » 2024 Full Depth Reclamation – Grand Ave
- » 2025 Resurfacing – Greer St
- » 2026 Resurfacing – Webster St, Southworth St, Walnut St, Pearl St
- » Future Webster St. Sidewalk Extension from Grey St. to E. High St.
- » Future Sidewalk Replacement – Third S @ R.R. Viaduct



Opportunities exist along Carpenter Road to expand Defiance College's footprint.



UTILITY CONSIDERATIONS

The Defiance College Planning Area has predominantly combined sewers. A surface load separation project, including bioswales and other low-impact design features, was recently completed on East High Street and College Place. Additional future efforts to reduce sources of clean water entering the collection system should be considered as part of on-going efforts to reduce CSO activity.

The existing inverted siphon under the Maumee River, near Pontiac Park, is the single sanitary outlet for flows produced in the Defiance College, North Clinton and Ralston Planning Areas. This critical infrastructure should be cleaned, inspected and assessed for condition and capacity. Inspections of the siphon should occur bi-annually.

The water distribution system is sufficient to support current development and nominal expansion of college student housing. Planning for a new transmission main from the WTP to Carpenter Road, along East River Drive will improve the local distribution capacity and long-term system resiliency for the entire City. Continued collaboration between the City Engineering and Water Distribution groups should occur to ensure aging and undersized water mains are replaced ahead of or concurrent with future street improvements.




RECOMMENDED SOLUTIONS

1. **Work with Defiance College officials and stakeholders on a neighborhood revitalization strategy that includes a plan for heightened property maintenance and nuisance abatement.**
2. **City and college officials could collaborate on doing income surveys to make the targeted areas eligible for Community Development Block Grants (CDBG) and other grant funds (OPWC, etc.) to promote neighborhood revitalization efforts in conjunction with Defiance College campus planning efforts.**
3. **Planned capital improvements should be linked to outside resources whenever possible, from the Ohio Department of Development, Jobs Ohio, Ohio Public Works Commission, Ohio EPA, and Ohio Department of Transportation.**
4. **Finalize a solution to connect the planning area to the Maumee River.**
5. **Inspect and assess existing inverted siphon under Maumee River at Pontiac Park.**
6. **Continue inspections of combined sewers and low impact design features and complete repairs, as required, to ensure longevity and reduce peak inflow entering the system.**
7. **Continue collaboration between the City Engineering and Water Distribution to ensure aging and undersized water mains are replaced ahead of or concurrent with future street improvements.**

NORTHTOWNE PLANNING AREA


OVERVIEW The Northtowne Planning Area is a predominantly commercial area located on both sides of N. Clinton Street, south of the U.S. 24 interchange. This planning area includes a large portion of the city's commercial uses, including the Northtowne Mall, several big box retail uses, restaurants, auto-related uses and banks. The only residential uses are a manufactured home park and apartment complex located between the mall and Carter Avenue. The area is predominantly zoned commercial, with medium to high density residential and mobile home parks zoning for the area between the mall and Carter Avenue. The undeveloped acreage located to the west of the mall is zoned medium density and medium to high density residential. Several blocks of the N. Clinton Street frontage in this planning area closest to Defiance College are in the College Overlay District.



EXISTING LAND USES AND ZONING

Primarily commercial uses, with a section of agricultural use proposed to be developed as multi-family housing. There is also a manufactured home park near the mall.


Existing zoning classifications include: B-3 (Highway and General Business) and B-4 (Community Shopping Center), as well as R-4 (Mobile Home Park) on the southwest corner of the planning area.



PREFERRED FUTURE LAND USES


- » Commercial
- » Multi-family Residential





PLANNING ISSUES

- » The corridor suffers from poor access management, aesthetics, and excessive signage.
- » Properly buffering adjacent neighborhoods and residential uses from abutting commercial.
- » Ensuring adequate infrastructure to ensure the Northtowne Mall can remain a thriving destination in the community.
- » Opportunities to better utilize the excessive impervious surfaces for infill development, stormwater BMPs, greening solutions, or public spaces.
- » Increased use of zoning and regulatory tools, incentives, and other tools will be required to revitalize the N. Clinton Street corridor.
- » Accommodating future higher density residential land uses in a manner that does not adversely affect adjacent single family neighborhoods, existing traffic flows, levels of service (LOS) at key intersections, and pedestrian safety.



ENVIRONMENTAL CONSIDERATIONS

- » Mature woodlands on the eastern edge of the planning area.



TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

The primary roadway servicing the area is the SR 66 (N. Clinton Street) corridor, which contains good sidewalk facilities along this north-south corridor; however, the side streets that intersect this roadway lack consistent sidewalk coverage. Bike racks are generally limited at most commercial enterprises.

The following planned connectivity improvements should be considered:

- » Sidewalk improvements along south side of George Isaac Drive from N. Clinton Street eastward to McKinley Street and continue eastward to Webster Street by working with Defiance College to add sidewalks along the north side of the Defiance College George M. Smart Athletic Center.
- » Add marked crosswalks at intersection of Stadium Drive and Webster Street.
- » Add sidewalks to east-west public roadways intersecting N. Clinton Street if feasible.



FUTURE CAPITAL IMPROVEMENTS

- » No significant capital projects are currently planned for this area.



UTILITY CONSIDERATIONS

The storm sewers within the Northtowne Planning Area appear sufficient to support additional development and re-development with properly designed storm water management facilities. Local storm conveyance and water quality improvements will be seen by incorporating low-impact design solutions for new and re-developed sites when they occur, including the Northtowne Mall and Stadium Plaza sites.

The sewers within this service area are separated. Existing sanitary gravity sewers and pumping stations within this Planning Area have capacity to serve current development. The pumping station on North Clinton, near Lowes, serves the properties along the east side of Clinton and discharges to a combined sewer on McKinley, within the Defiance College Planning Area. Existing public and private sanitary sewers serving the existing developments should be internally inspected for condition and as potential sources of I/I.

The water distribution system within the Northtowne Planning Area is sufficient to support current development with only nominal capacity for additional growth. Several private water mains to provide fire protection and potable supply to the large box retail locations and Northtowne Mall are connected to the distribution system. These private mains are unmetered, except for the individual service connections entering each business location. The City should coordinate with the developers to provide leak detection services to confirm that significant water losses are not occurring, as well as ensuring overall reliability.



Opportunities exist to encourage new residential opportunities adjacent to the Northtowne Mall.




RECOMMENDED SOLUTIONS

1. **Develop a N. Clinton Street Corridor Plan to establish methods to activate and improve the corridor with beautification, commercial revitalization, safety and pedestrian connectivity solutions. Key to this plan will be a financing and incentives strategy that includes the development of a special improvement district, tax increment financing or special assessments.**
2. **Pursue the feasibility of relocating overhead utilities to underground to improve streetscape/ aesthetics as part of N. Clinton Corridor Plan.**
3. **Stormwater management BMPs should be pursued in this planning area to remove unneeded impervious surfaces.**
4. **Continue sanitary and storm sewer inspections and repairs, as required, to ensure longevity and reduce I/I entering the sanitary collection system.**
5. **Updates to the zoning map could include:**
 - » Ensuring all parcels owned by Defiance College are zoned S-1.

RALSTON PLANNING AREA

OVERVIEW The Ralston Planning Area contains a diverse mixture of older/newer residential neighborhoods and apartments at various densities, public uses that include ProMedica Regional Hospital, Diehl Park, and Dey Road Tiffin River canoe launch, and commercial, business parks & light manufacturing uses along Ralston Avenue, Latchaw Drive, and High Street. There is a significant floodplain area and un-annexed “island” in the peninsula between the Maumee River and the Tiffin River.

**EXISTING LAND USES AND ZONING**


Primarily residential land uses with supportive public and institutional land uses.

Existing zoning classifications include: R-2 (Medium Density Residential) and R-3 (Medium to High Density Residential) on the majority of the eastside of the planning area. Other zoning designations in this planning area include S-1 (Special), B-3 (Highway and General Business), B-1 (Neighborhood Business District), O-R (Office Residential), M-1 (Restricted Industrial), M-2 (Limited Industrial), M-3 (General Industrial), and R-1 (Low Density Residential). This planning area includes FP (Flood Plain) zoned areas along the Maumee and Tiffin Rivers.


**PREFERRED FUTURE LAND USES**

- » Single Family Residential
- » Multi-Family Residential (properly buffered)
- » Neighborhood Commercial
- » Industrial Use (limited to existing locations)
- » Public and Institutional



**PLANNING ISSUES**

- » Diverse land uses exist throughout the Planning Area, with some residential and commercial areas exhibiting general property maintenance issues.
- » Embracing a long-term, phased neighborhood revitalization plan leveraged with federal and state grant resources, like CDBG funds. A portion of this planning area is comprised of census block groups that are classified as low-to-moderate income (LMI) with underserved populations (See Map: Economic Development Incentive Programs).
- » Poor and minimal buffering elements between generally incompatible land uses (single family residential public & institutional land uses and commercial.
- » Planning for residential expansion and supportive road network extensions.
- » Lack of connections to the Maumee River riverfront and an underutilized and poorly maintained historic canoe launch along the Tiffin River.
- » Directional challenges to local destinations and lack of gateways, specifically at the U.S. 24 overpass at the western edge of the planning area.
- » Potential rail line blockages at at-grade crossings at West High Street, if the rail line becomes more active in the future.

**ENVIRONMENTAL CONSIDERATIONS**

- » Tiffin River, Maumee River, creeks, floodplains, and wetlands

TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

The key transportation facilities that service this planning area include Ralston Avenue, Sessions Avenue, Latchaw Drive, West High Street and North Clinton Street. Several key corridors would benefit from sidewalk improvements to fill in coverage gaps and add sidewalks to corridors that have no pedestrian facilities. Mastic surface treatments were recently performed in 2021 to the following roads: High Street, Latchaw Drive, North Lane Street, Westfield Avenue, Northfield Avenue, and Southlane Street, and performed on Riverfront Dr, Maumee River Crossing, Chelsea Dr, Briarheath Dr, Jadine Dr, Meadowbrook Dr. in 2022. High St. was resurfaced in 2023.

Potential geometric intersection improvements (or roundabout) at Ralston Avenue at Harding Street/ Latchaw Drive. Potential road diet on West Sessions Avenue from Northfield Avenue to North Clinton Street.

The following planned connectivity improvements should be considered:

- » Sidewalk improvements along:
 - Ralston Avenue from U.S. to Northfield Avenue
 - Latchaw Drive from West High Street to Harding/ Ralston
 - W. High Street from Latchaw Drive to N. Clinton Street
 - Harding Street from Latchaw Drive to West High Street
- » Develop a Shared Use Path (SUP) along the Carter Avenue right-of-way from Ralston Avenue eastward to North Clinton Street, which would align with the SUP along the south side of College Place that continues east to Webster Street.

FUTURE CAPITAL IMPROVEMENTS

- » 2025 Resurfacing – Gibson St, Elbert St, Moss St, Stitsel St, Wilson Street
- » 2026 Water Line Replacement - Wooded Acres Subdivision
- » 2026 Rehabilitation – Bell Street

UTILITY CONSIDERATIONS

The Ralston Planning Area is served by both combined and separated sewers, with the combined sewers service area primarily to the east of Defiance Hospital and Harding Street. Sewer improvements along several streets within the Ralston Planning Area were completed in 2020 (Group 9.1 & 9.3 Inflow Reduction Project) to disconnect catch basins and reduce public sources of I/I within the collection system. Rain gardens and other green solutions were constructed within Diehl Park to reduce the peak rate of the flow into the combined sewers and improve water quality. Internal inspections and related repairs for existing mains throughout the service area will continue to reduce I/I tributary to the system and CSO activity.

The pumping stations on West High Street on opposite sides of the Tiffin River are prone to limited operation due to limited development upstream. A timer should be added to both of the pumping station control panels to ensure regular/frequent operation to avoid septic conditions during periods of low flow if such control does not currently exist.

The existing water distribution system within the Ralston Planning Area has sufficient capacity to support existing development and should support planned developments, as well, due to its proximity to the existing 16" crossing under the river west of Clinton Street. However, several of the existing mains are undersized to provide transmission capacity to other areas to the east and are aging. A minor leak has been identified near the intersection of Hilton Avenue at Moss Street.

Planning for a new transmission main from the WTP to Carpenter Road, along West River Drive, will improve the local distribution capacity and long-term system resiliency for the entire City. Continued collaboration between the City Engineering and Water Distribution groups should occur to ensure aging and undersized water mains are replaced ahead of or concurrent with planned street improvements.

Recent capital improvements were recently made in this area including sanitary sewer extensions along Latchaw Dr. and W. High St. in 2020, while water lines were replaced along W. High St. in 2022.

RECOMMENDED SOLUTIONS


1. **Collaborate with the Defiance County Commissioners to improve the infrastructure and overall experience of the Dey Bridge Canoe Launch. City officials could also discuss taking ownership of the site, if and when resources become available.**
2. **Work with Noble Township officials on a phased annexation plan for the "Brunersburg" area and other un-annexed "islands", e.g., land between West High Street and the Tiffin/Maumee Rivers.**
3. **Continue combined, sanitary and storm sewer inspections and repairs, as required, to ensure longevity and reduce excessive I/I entering the collection system and reduce CSO activity.**
4. **Updates to the zoning map could include:**
 - » **Ensuring city owned parcels are zoned S-1. At the present time, the northern portion of Diehl Park is zoned R-2.**



BALTIMORE PLANNING AREA

OVERVIEW The Baltimore Planning area is an area of commerce and industry located immediately south of the Maumee River and centered on Baltimore Street extending from Deatrick Street to the western city limits and encompassing two rail lines. This area includes Enterprise Industrial Park and several small industrial parcels south of Baltimore Street along Quality Drive, a mix of smaller industrial and commercial uses along Baltimore Street, several auto dealers west of the Baltimore Street/U.S. 24 interchange, the Defiance Water Treatment Plant, UAW Park, ODOT facilities, and small residential areas on Westwood Drive and Indian Bridge Lane. The residential areas include manufactured housing near Indian Bridge Lane. The planning area also contains brownfield sites under remediation for adaptive reuse (Zeller site).

Most of this planning area is zoned industrial, with commercial zoning along parts of Baltimore Street, north of Baltimore Street, and at the Baltimore Street/U.S. 24 interchange. There are areas of residential zoning between Baltimore Street and the Maumee River, and a number of parcels have special district zoning including the Defiance Water Treatment Plant and UAW Park.



EXISTING LAND USES AND ZONING

Primarily commercial, industrial, and agricultural land uses with some residential and public/institutional.

Existing zoning classifications include: M-3 (General Industrial) on the southside of Baltimore Street. The north side of Baltimore includes M-3 as well as R-1 (Low Density Residential), R-2 (Medium Density Residential), R-3 (Medium to High Density Residential), R-4 (Mobile Home Park), S-1 (Special), B-3 (Highway and General Business), and B-1 (Neighborhood Business). Sections on the northern edge are zoned FP (Floor Plain).



PREFERRED FUTURE LAND USES

- » Residential (Limited to infill development of existing residential developments)
- » Multi-Family Residential (properly buffered, preferably along the riverfront)
- » Commercial
- » Industrial
- » Public and Institutional





PLANNING ISSUES

- » The corridor suffers from a lack of unified aesthetics (signage/landscaping) and setbacks, excessive impervious surfaces, and access management issues.
- » Property and building maintenance, vacancies, and brownfield remediation issues.
- » Pedestrian connectivity gaps and no public access points to the Maumee River.
- » Opportunities to utilize City-owned land along the Maumee River for economic development or meaningful public and recreational uses.
- » Mitigating environmental issues from impervious surfaces and runoff into the Maumee River.
- » Improving the site readiness of the planning area through an assessment of the current infrastructure capacity to service future growth and help the Defiance Economic Development office in marketing the 1100+ Acre “Mega-Site” immediately to the west of the planning area.
- » Disjunct corporate boundaries and pockets of unincorporated areas.
- » Limited accessibility and electric power capacity of the Enterprise Business Park.
- » Consistent rail lines blockages at Atlantic that back up onto Baltimore Street.



ENVIRONMENTAL CONSIDERATIONS

- » Maumee River, floodplains, mature woodlands, and emergent wetlands
- » Brownfield and revitalization areas: Gary’s Auto Repair, Zeller property (on Baltimore, just west of Deatrick).



TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

The primary roadway servicing this planning area is Baltimore Street, which also has an interchange with U.S.. This corridor is a gateway into Defiance from the interchange with U.S. and is in need of enhancements to improve the aesthetics. Recent mastic surface treatments were performed on Quality Drive.

- » Sidewalk improvements along Baltimore Street from Deatrck Street westward to Indian Bridge Lane.
- » Consider an at-grade separation on Atlantic Street to minimize the railroad blockages that back unto Baltimore Street.
- » Add Shared Use Path (SUP) along Atlantic Street/ Precision Way from Baltimore Street southward to the parking lot for parking lot for the Defiance Reservoir that will connect to an existing SUP that currently ends at this parking lot.



FUTURE CAPITAL IMPROVEMENTS

- » 2023 Resurfacing – Westwood Dr, Radio Dr, Westwood Terrace, Locust St, River St
- » 2023 Mastic Surface Treatment – River St, Elm St, Cherry St
- » 2024 Resurfacing– Indian Bridge Ln
- » 2025 Resurfacing – Quality Dr, Integrity Dr.
- » Future Bulk Water Station – Baltimore Ave



UTILITY CONSIDERATIONS

The Baltimore Planning Area is served by both combined and separated sewers. The primary trunk sewer along Baltimore, west from Deatrck is a combined sewer with six (6) pumping stations contributing flows. Four (4) of these pumping stations are either privately owned or managed by the State of Ohio (Highway Garage). The “non-City” stations should be evaluated to ensure that the discharges are metered and not contributing excessive I/I to the collection system during wet weather events. These stations should also be assessed to confirm that frequent operations are occurring to avoid septic discharges to the City’s collection system.

The existing sewer system has sufficient capacity to support existing and planned development. The controls for the City pumping station on Quality Drive should be updated with a timer to ensure regular/frequent operation to avoid septic conditions during periods of low flow if such control does not currently exist.

Existing storm drainage appears sufficient to support additional development with properly designed storm water management facilities. Development could include extending sanitary sewer west of US-24 to serve Krouse Rd. and others along Baltimore/424.

The City’s Water Treatment Plant (WTP) and high service pumping are located on Baltimore Street, west of Deatrck. The larger transmission and distribution mains within the Baltimore Planning Area will support current development and capacity for additional industrial development in the immediate area. However, new transmission improvements originating at the WTP to provide additional capacity to the north of the Maumee River are required.

Recent improvements at the WTP, including the addition of GAC filters, have greatly improved the quality of potable water for the entire community and satellite systems, as well as providing a barrier for impacts due to HAB’s that may occur in the Maumee River and City Reservoir.



Economic development opportunities exist at Enterprise Industrial Park.




RECOMMENDED SOLUTIONS

1. **Develop a Baltimore Street Corridor Revitalization Plan to improve & heighten property valuations and marketability. The increased use of zoning, regulatory tools, incentives, and other financial/ grant resources will be required to revitalize the corridor.**
2. **City officials should pursue annexation of their riverfront property along the south bank of the Maumee River.**
3. **Planned capital improvements should be linked to outside resources whenever possible, from the Ohio Department of Development, Jobs Ohio, Ohio Public Works Commission, Ohio EPA, and Ohio Department of Transportation.**
4. **Complete transmission water main replacements to enhance system-wide capacity and long-term reliability.**
5. **Work with Defiance Township, Defiance County Economic Development, Regional Growth Partnership/Jobs Ohio, utility providers, property owners, and project investors on future planning efforts to maximize the site readiness and development potential of the area.**
6. **Stormwater management BMPs should be pursued in this planning area to remove unneeded impervious surfaces.**
7. **Install water meters on City facilities to account for unbilled water utilized throughout the City’s distribution system.**
8. **Continue sanitary and storm sewer inspections and repairs, as required, to ensure longevity and reduce I/I entering the sanitary collection system.**
9. **Updates to the zoning map could include:**
 - » Ensuring all city owned property is zoned S-1.

LATTY PLANNING AREA

OVERVIEW The Latty Planning area is a predominantly residential area located immediately to the south of downtown, bordered by the railroad to the north and the Auglaize River to the east and south. This area includes established single family residential areas, neighborhood commercial uses including a grocery store and restaurants along S. Clinton Street, extensive park land including Riverside Park and Veteran's Memorial Park (formerly named Latty Grove Park), and some industrial uses between Jackson Street/Perry Street and the railroad.

Most of this planning area is zoned medium density and medium to high density residential, with commercial zoning along S. Clinton Street and a small area of industrial zoning between Jackson Street/Perry Street and the railroad. Latty Grove Park is zoned special district, while Riverside Park is zoned flood plain (FP).

**EXISTING LAND USES AND ZONING**


Primary land uses include residential and park/cemetery with pockets of commercial, industrial, public/institutional, and agricultural.

Existing zoning classifications include: A majority R-2 (Medium Density Residential) and R-3 (Medium to High Density Residential), along with a considerable portion of FP (Flood Plain) on the east side of the planning area. Other zoning classifications in this planning area include S-1 (Special), B-1 (Neighborhood Business), B-3 (Highway and General Business), and M-2 (Limited Industrial).


**PREFERRED FUTURE LAND USES**

- » Single Family Residential
- » Neighborhood Commercial (in existing areas along key corridors)
- » Public and Institutional



**PLANNING ISSUES**

- » Ensuring overall neighborhood intactness and quality of life through continued public investments and nuisance and property maintenance enforcement.
- » Limited active connection points along the Auglaize River, but opportunities exist to develop a river trail system in the flood zone from the train bridge south of Hopkins Street through Riverside Park to the Riverside Drive rights-of-way. Coordination with private landowners would be required.
- » Pedestrian connectivity gaps along key corridors and neighborhood streets (Latty, Downs, Riverside/Horace, etc.).
- » Finding appropriate uses for legacy industrial properties (like the former Browns Bakery facility) that do not increase traffic and nuisances, and distracts from existing neighborhood character.
- » Finding a meaningful purpose for the existing Miami-Erie Canal behind Chief Supermarket. As the "northern terminus" along the existing canal alignment, it has the ability to provide a dedicated pedestrian connection between the downtown and southerly destinations. At the present time, the canal alignment is generally intact going south to the Junction, Ohio Paulding County line, and located on parcels owned by political subdivisions or park districts.
- » Shallow viaducts at road junctures traversed by the CSX rail line (S. Clinton, Wayne, Jefferson, Washington and Riverside) pose height restrictions for emergency vehicles.
- » Working with school officials to acquire or repurpose the school bus garage located in the flood zone along Riverside Drive.

**ENVIRONMENTAL CONSIDERATIONS**

- » Significant area of floodplain along the Auglaize River on Riverside Ave
- » Potential brownfields and environmental remediation of legacy industrial properties along Perry and Jackson Street corridor



TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

The primary roadways servicing this planning area include South Clinton Street, Deatrick Street/Downs Street, and Jefferson Avenue. There are two existing viaducts in this planning area with low clearances that prevent trucks over 12-FT high from utilizing South Clinton Street (SR 111) and Jefferson Avenue (SR 66) where the CSX Railroad passes over these roadways. This creates the need for a truck route that utilizes Downs Street/Deatrick Street/Holgate Avenue/3rd Street to gain access to areas north of this planning area. Emory Street was recently resurfaced in 2021.

The following planned connectivity improvements should be considered:

- » Sidewalk improvements on Downs Street from Clinton Street to Jefferson Avenue and well as general sidewalk network improvements where coverage gaps are located, if feasible.
- » Consider better exposing and “accentuating” the existing river trail.



FUTURE CAPITAL IMPROVEMENTS

- » 2024 Resurfacing – Schulz St, Wayne Ave, Bouton Ave, Cedar St
- » 2024 Water Line Replacement – Jefferson Ave
- » 2025 Resurfacing – Spafford St
- » 2025 Water Line Replacement – Linden St, Tuewendawie St
- » 2026 Resurfacing – Williams St
- » Future Water Line Replacements – Wayne Ave, S of Williams 2022, N of Williams 2022



UTILITY CONSIDERATIONS

The Latty Planning Area is served by combined sewers tributary to the Downtown service area. Surface-load separation projects did occur in the far westerly portion of this Planning Area in the early 2000's and reduced the volume of public I/I sources tributary to the system. Future separation projects were identified within the prior Long Term Control Plan, but may be revised based upon the Integrated Watershed Improvement Plan (IWIP) submitted to the USEPA in March 2023.

On-going regular CCTV inspections and cleaning aid in maintaining the collection system. Areas identified for needed repairs are coordinated through the Engineering Department and non-emergency repairs are included in street improvement projects when they occur. No known incidences of water in basement (WIB) or surface flooding events are occurring during wet weather.

The water distribution system is generally older distribution mains sufficient to support current development and infill of residential building and no significant history of breaks or leaks. Older fire hydrants and valves are scheduled for replacement and lead services, when identified, are replaced. Areas identified for needed repairs are coordinated through the Engineering Department and non-emergency repairs are included in street improvement projects when they occur.



As a prime and central location in Defiance, this mixed use area of the Latty Planning Area is ripe for walkable, tactical densification and commercial infill opportunities.




RECOMMENDED SOLUTIONS

1. **City officials should work with neighborhood stakeholders to brand the**
2. **Latty Neighborhood District” and identify future infrastructure and park improvements. The city could take the same approach it has with the Eastside Neighborhood Group and apply lessons-learned in this neighborhood.**
3. **Pursue CDBG and Neighborhood Revitalization and ODNR program funding for infrastructure and neighborhood parks, and to help in completing the riverfront trail system.**
4. **Continue to make tactical property acquisitions in the floodplain along Riverside Drive to integrate into the riverfront trail and connectivity planning process.**
5. **Planned capital improvements should be linked to outside resources whenever possible, from the Ohio Department of Development, Jobs Ohio, Ohio Public Works Commission, Ohio EPA, and Ohio Department of Transportation.**
6. **Develop a planned revitalization strategy of the neighborhood commercial node and “Triangle” between the CSX line and Clinton Street to promote additional property valuation and density. This area is perfect mid-way “node” between the Downtown and southerly residential neighborhoods.**
7. **Continue combined, sanitary and storm sewer inspections and repairs, as required, to ensure longevity and reduce excessive I/I entering the collection to reduce CSO activity.**
8. **Coordinate water main replacements concurrent with planned street and pavement improvements.**
9. **Updates to the zoning map could include:**
 - » **Tactical rezoning of manufacturing uses to higher density residential and commercial uses (B-2).**

DOWNTOWN PLANNING AREA


OVERVIEW This Planning Area is the historic heart of Defiance at the confluence of the Maumee and Auglaize rivers. It includes many mixed land uses including many well-kept walkable residential neighborhoods including the Holgate Historic District, several parks and other public spaces, and businesses settled in mostly historic and architecturally significant buildings. Public uses include the Defiance County Courthouse, Carnegie-funded public library, Old Fort Defiance Park, Triangle Park, Kingsbury Park, Holgate Park, Pontiac Park, and numerous cozy alleyways and gathering spaces. The Downtown planning area includes a 96-acre DORA (Defiance Outdoor Refreshment Area) and 10 Downtown Redevelopment Districts anchored by historic properties such as the former Defiance High School built in 1918. This area includes a mix of commercial, residential and industrial zoning along with significant floodplain (FP) zoning along the rivers.

**EXISTING LAND USES AND ZONING**

Primary land uses include residential, institutional, and commercial, of which a significant amount is historic in nature. A small pocket of industrial use exists in the planning area as well.

Existing zoning classifications: Mostly B-2 (Central Business District) and O-R (Office Residential) surrounded by R-2 (Medium Density Residential) and R-3 (Medium to High Density Residential). There are also several sections of M-2 (Limited Industrial) and M-3 (General Industrial) in the downtown area. Other designations include B-1 (Neighborhood Business), B-3 (Highway and General Business), S-1 (Special), and FP (Flood Plain).




**PREFERRED FUTURE LAND USES**


- » Single Family Residential (preferably infill in existing single-family neighborhoods)
- » Multi-Family Residential
- » General and Neighborhood Commercial
- » Public and Institutional (confined to existing areas, expanding public uses should be limited to generate new property valuation especially in the DRDs)

**FUTURE CAPITAL IMPROVEMENTS**

- » 2025 Signalized Intersection Upgrades – Fifth & Wayne
- » 2024 Water Line Replacement – Jefferson Ave
- » 2025 Water Line Replacement – E Second St River Crossing
- » Future Embankment Improvements – First & Jackson
- » Future Water Line Replacements – Wayne Ave, N & S of Williams
- » Future Rehabilitation – Maude Street
- » Future Embankment Improvements – Kingsbury Park
- » Future Water Transmission Main Improvements – Holgate Avenue

**ENVIRONMENTAL CONSIDERATIONS**

- » Floodplains posed by the Maumee and Auglaize rivers.
- » Potential environmental remediation as part of historic property renovation (i.e. lead; asbestos)
- » Combined sewer overflows exist at several locations near public gathering locations (Gateway Park, Kingsbury Park).
- » Potential brownfield and abatement issues at certain properties (former Vortex and Precision Products sites, Deluxe Cleaners, and Mercury Cleaners).

**PLANNING ISSUES**

- » Floodplains touch the boundaries of the entire planning area, which affects the redevelopment potential of existing properties and may limit new development.
- » Retail attraction challenges due to lack of foot traffic, incompatible mix of storefront uses, and hours of operation that are geared toward single destination patronage, rather than meandering and experience.
- » Property and poor building maintenance in the central business district.
- » Continuing development/redevelopment of Gateway Park properties acquired with FEMA Flood Hazard Mitigation Funds.
- » Pursuing the feasibility of improving pedestrian connectivity through the construction of a “Tridge” at the confluence of the Maumee and Auglaize rivers for a shared use path facility structure that would connect the three parks of Fort Defiance Park, Pontiac Park, and Kingsbury Park. Also explore trail connections westward from the Tridge to the old railroad bridge crossing of the Maumee River just west of the Clinton Street Purple Heart Bridge, where a shared use path structure may be feasible at the old railroad bridge (either attached to or built next to the railroad bridge).
- » Directional challenges to local destinations, cohesive design and branding issues and lack of public signage including small parking signs.
- » Threats to the preservation of the historic character of the Downtown and surrounding residential areas and lack of appropriate regulatory tools to support historic preservation. At the present time, only property owners in the Downtown Improvement District that utilize CDBG and other grant funds must comply with the historic design guidelines (Chapter 1351 of the Defiance Codified Ordinances).
- » Several Downtown Redevelopment Districts exist in the planning area that generate funding for revitalization and development projects, and public infrastructure that occurs in these areas.
- » Addressing pedestrian connectivity and safety issues. Vehicle and truck traffic along the main Clinton Street corridor may, at times, create unsafe conditions for pedestrians and bicyclists to navigate the downtown footprint. The traffic commission approved not allowing right turn on red at the 2nd and 3rd Street intersections along Clinton Street, but more safety elements may be necessary.
- » Planning for the adaptive reuse of aging industrial properties and the middle school property (1918 property).
- » Potential rail line blockages at at-grade crossings S. Jackson and Deatrick Streets.
- » Shallow viaducts at (Deatrick/Harrison, Jackson, Perry, Wayne, Jefferson) that pose height restrictions for emergency vehicles and trucks.
- » Opportunities may exist to create a “Grand Boulevard” along East River Drive, from N. Clinton Street to E. High Street. Pedestrian connectivity challenges exist from the Indian monument at Pontiac Park going east on E. River Road but they may be mitigated.



TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

This planning area is the city's urban core with key roadways servicing the area including Clinton Street, Second Street, Jefferson Avenue, Holgate Avenue/3rd Streets, 5th and Hopkins Streets, and a portion of E. River Road. W. First Street, Fifth Street, Perry Street, W Second Street were resurfaced in 2021, while 2022 witnessed the rehabilitation of Maude St. and mastic surface treatments to Arabella St, Riverside Ave, Washington Ave.

The Purple Heart Bridge (Clinton Street) contains a Shared Use Path on the west side of the bridge, but on the south side of the bridge there is a need to enhance bicycle and pedestrian facilities for improved connectivity.

A connectivity consideration is to connect the three parks surrounding the confluence of the Maumee River and Auglaize River by constructing "The Tridge" structure across the confluence of the Maumee & Auglaize Rivers to reduce bicycles and pedestrians on the busy corridors of North Clinton Street and East Second Street.

The following planned connectivity improvements should be considered:

- » Shared Use Path (SUP) Tridge Structure at confluence of Maumee River and Auglaize River that would connect three parks.
- » Shared Use Path from Pontiac Park west to Ridge Street, then up to High Street. Improving pedestrian connectivity east of Pontiac Park to E. High Street and beyond should be examined.
- » Evaluate feasibility of a constructing a shared use path facility structure at the old railroad bridge crossing of the Maumee River just west of the Clinton Street Purple Heart Bridge.
- » Evaluate alternatives to enhance pedestrian and bicycle safety and improve facilities in downtown Defiance through traffic signal timing/phasing revisions, possible revisions to lanes to allow for bike lanes, and development of bike facilities on adjacent parallel roads.
- » Consider conducting a Feasibility Study for a new Maumee River crossing to alleviate heavy traffic on Clinton Street and as an alternative river crossing.



UTILITY CONSIDERATIONS

The Downtown Planning Area is served by combined sewers tributary to the East Side service area and Kingsbury Pumping Station. Surface-load separation projects did occur in the westerly portion of this Planning Area in the early 2000's and reduced the volume of public I/I sources tributary to the system. On-going regular CCTV inspections and cleaning aid in maintaining the collection system. Areas identified for needed repairs are coordinated through the Engineering Department and non-emergency repairs are included in street improvement projects when they occur. No known incidences of water in basement (WIB) or surface flooding events are occurring during wet weather.

Flows collected by the Downtown Sewer System pass under the Auglaize River through two (2) inverted siphons, one (1) at the easterly end of Fort Street and the other near the Fifth Street Bridge. This critical infrastructure should be cleaned, inspected and assessed for condition and capacity. Inspections of the siphon should occur bi-annually to ensure continued service.

The water distribution system is generally older distribution mains sufficient to support current development and infill of residential and commercial development with no significant history of breaks or leaks. Older fire hydrants and valves are scheduled for replacement and lead services, when identified, are replaced. Areas identified for needed repairs are coordinated through the Engineering Department and non-emergency repairs are included in street improvement projects when they occur.

The planned transmission improvements from the WTP to the existing 16" main under the Maumee River to enhance capacity and reliability for the system north of the river will be constructed along Holgate Avenue. Additional consideration will be needed to provide a smaller distribution main parallel to the transmission main for connection of water services. The age of the existing homes along Holgate Avenue may be indicative of older plumbing that would be challenged to withstand future system pressures resulting from the transmission main installation.




RECOMMENDED SOLUTIONS

1. **Continue to develop and Public Realm Activation Strategy.** The last few planning efforts highlighted numerous opportunities of spaces to activate, with the Canal Amphitheater to nearby parks and areas like Triangle Park, Pontiac Park, and now Gateway Park. Other areas exist in the planning area to connect to the City's heritage, and Maumee and Auglaize Rivers on city owned or underutilized parcels in the flood zone. Several alleyways in the downtown could also be activated with lighting and other amenities.
2. **Develop Downtown Property Inventory and Conditions Summary.** Like with many Downtown buildings, their age and conditions are inadequate to be utilized efficiently in today's retail environment. The survey that accompanied this Plan identified these consumer preferences, but many properties are outdated and unable to meet current code requirements. City officials could utilize this inventory list along with an Activation Strategy and outside funding sources and private investors to target specific properties. Expanding this list to include commercial, industrial and under-utilized sites in the entire Downtown Planning Area would also help to implement other Plan strategies, especially in regards to residential development.
3. **Encourage tactical residential densification through the CRA incentives and flexible zoning and density bonuses.** Consider redeveloping legacy and antiquated industrial land uses along S. Jackson Street and Perry Street (like the former and now vacant Defiance Precision Products 4.25 acre site) as higher density residential areas that provide additional full-time consumer synergy to the downtown. Other documented or potential brownfields exist in this planning area (4 as of 2022) that could be utilized for dense housing opportunities.
4. **Implement the Façade Grant Program.** City Officials, working in conjunction with the Defiance Development & Visitor's Bureau and property owners could use the grant funds to incentivize targeted property owners that reactivate their building facades and signage in alignment with downtown design guidelines. Program commenced in 2023 and initially funded by \$50,000 within the City FY2023 Budget.
5. **Pursue the development of design guidelines and applying these guidelines to all projects occurring in the Central Business District (B-2).** At the present time, Chapter 1351 of the Defiance Codified Ordinance (Exterior Construction and Improvements in the Downtown Improvement District) is applied to all grant funded projects in the Downtown Improvement District bounded by the Maumee River to the north; Wayne to the east; a half block of Juliet to the south; and, Perry to the west. The city could continue to utilize two sets of guidelines, with the more rigorous existing standards being required for projects that utilize Community Development Block Grant funds.
6. **Developing a Wayfinding Plan.** City officials have embraced this activity many times in the past but never through a formal, creative process. This task should be part of the Public Realm Activation Strategy planning process.
7. **Embrace a Downtown Parking Study** to inventory downtown parking and develop policies that promote the most efficient parking turnover rates.
8. **Continue to promote the greatest level of pedestrian connectivity and safety in the downtown footprint.** The City Traffic Committee recently made turn lane restrictions on 2nd and 3rd Streets, but ongoing policies will be needed to improve the walkability culture in the downtown. City officials have embraced downtown stakeholders with Road Diet and other pedestrian connectivity strategy, but further Complete Streets elements can be infused into public and private projects in the Planning Area.
9. **Planned capital improvements should be linked to outside resources whenever possible,** from the Ohio Department of Development, Jobs Ohio, Ohio Public Works Commission, Ohio EPA, and Ohio Department of Transportation.
10. **Consider working with Defiance College in the future adaptive reuse of the middle school property (1918 property).** Defiance College's new Engineering School initiative and ongoing need for additional housing opportunities for staff and graduate students appear to be good reasons in framing this potential partnership.
11. **Install water meters on City facilities** to account for unbilled water utilized throughout the City's distribution system.
12. **Inspect and assess existing inverted siphon under Maumee River at Pontiac Park and under the Auglaize River at Kingsbury Park.**
13. **Updates to the zoning map could include:**
14. **Phased approval of the rezoning of older manufacturing land uses along (once blighted or vacated) to higher density residential uses**
15. **Rezone all public properties to S-1 zoning**


RESERVOIR PLANNING AREA

OVERVIEW The Reservoir Planning Area is a predominantly residential area centered on S. Clinton Street and bordering the Auglaize River. The area includes newer residential subdivisions, several apartment complexes, a senior housing complex, neighborhood commercial uses along S. Clinton Street, and public and institutional uses like the Defiance Municipal Reservoir, Riverside Cemetery, Bronson Park/Splash Park and Holy Cross School. This area is zoned almost exclusively residential. There are two small areas with commercial zoning along S. Clinton Street at its intersections with Dotterer Street and Kiser Road, and an area with industrial zoning between Linden Street and Dolan Street. The lands owned by the City and encompassing the reservoir site are currently unincorporated.

**EXISTING LAND USES AND ZONING**


Primarily residential land uses with supportive public and institutional land uses.

Existing zoning classifications include: Mostly R-1 (Low Density Residential), R-2 (Medium Density Residential), and R-3 (Medium to High Residential). Other designations include S-1 (Special), B-1 (Neighborhood Business), FP (Flood Plain), as well as one M-2 (Limited Industrial) area in the northeast corner of the planning area.

**PREFERRED FUTURE LAND USES**

- » Single Family Residential
- » Multi-Family Residential (limited to existing areas, properly buffered)
- » Neighborhood Commercial (limited to existing areas, properly buffered)
- » Public and Institutional



**PLANNING ISSUES**

- » Limited formalized connectivity points to the Auglaize River but opportunities exist to utilize Riverside Cemetery/Bronson Park and other city-owned parcels in the flood zone.
- » Continuing to plan pedestrian and bicycle connectivity improvements and opportunities to utilize the existing Miami-Erie Canal alignment and parcels as a dedicated pedestrian connection between the Reservoir and the Downtown.
- » A good portion of this planning area is classified as low-to-moderate income (LMI) making it eligible to community development block grant funding for public infrastructure projects (See Map: Economic Development Incentive Programs).
- » Working with Defiance Township on future land use planning, as areas best suited to be logical extension of the City's residential neighborhoods are currently designated in Defiance Township Land Use Plan as prime manufacturing ground.
- » Ensuring that new residential subdivisions are connected to each other, public areas, and developed in a manner that preserves mature woodlands.
- » Buffering the existing commercial uses along S. Clinton Street from residential and park uses.

**ENVIRONMENTAL CONSIDERATIONS**

- » Three Mile Creek, Colwell Ditch and other tributaries to the Auglaize River, floodplains, mature woodlands, and potential wetlands. Defiance's most dense wooded area is located in this area.



TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

This planning area is serviced by the key roadways of South Clinton Street (SR 111); Power Dam Road; Jackson Street/Canal Road; Precision Way, and Kiser Road. Several connectivity issues exist for pedestrians, which are highlighted in the recommended future capital improvements for consideration.

Numerous road improvements in this planning area were made in 2021, to include: Mastic Surface Treatments to Lee Ann Ave, Lee Ann Dr, Capri Rd, Deville Dr, Monterey Rd, and Rivera Rd; Resurfacing to Kiser Road (and rehabilitation), Waterford Lane, and Newport Cove. Mastic surface treatments were made to Terrawanda Dr, Ronmar Dr, Baringer Dr, Emblanche Dr. in 2022.

The following planned connectivity improvements should be considered:

- » Sidewalk improvements along west side of South Clinton Street from Power Dam Road southward to Deville Drive.
- » Upgrade sidewalks on Power Dam Road from South Clinton Street to Bronson Park.
- » Upgrade/Construct sidewalks on South Jackson Street from Deatrick Street to Precision Way.
- » Construct Shared Use Path (SUP) along north side of Kiser Road from where the current SUP ends at Ralvan Drive and extend eastward to South Clinton Street and provide RRFB crossing of Clinton Street to cross over to east side of Clinton Street to Holy Cross Catholic School. Work with Holy Cross School to extend the SUP southeastward to connect to the SUP recently constructed in Bronson Park.



UTILITY CONSIDERATIONS

The Reservoir Planning Area is served by both combined and separated sewers that are tributary to the Auglaize Lift Station located within the Riverside Cemetery. This lift station has been identified as a high priority for replacement based upon asset management review. Inflow reduction projects have been identified within the former Long Term Control Plan to remove sources of public inflow to the collection system along several streets, some of which were originally constructed without curb and gutter. Existing storm drainage appears sufficient to support additional development with properly designed storm water management facilities.

The water distribution system is generally older distribution mains sufficient to support current development and infill of residential and commercial development with no significant history of breaks or leaks on most water mains. A major water main break occurred on the 16" transmission main at Jackson and Dotterer Streets. Older fire hydrants and valves are scheduled for replacement. Areas identified for needed repairs are coordinated through the Engineering Department and non-emergency repairs are included in street improvement projects when they occur.

The City's facilities located at Splash Park, Reservoir and Riverside Cemetery are currently un-metered connections that should have meters installed to enable the City to better track losses in the distribution system.



FUTURE CAPITAL IMPROVEMENTS

- » 2023 Resurfacing and AC Water Main Replacements – Bassard Dr, Mayo Dr, Darbyshire Dr, Powell St, Huron Ave, Wyandotte Ave, Glenwood Dr
- » 2025 Resurfacing – Ralvan Dr, Terrawanda Dr
- » 2026 Resurfacing – Dolan St, Westgate Dr
- » Future Dog Park Parking Lot - Precision Way
- » Future Boat Dock Parking Lot - Reservoir
- » Future Group 18 Inflow Reduction - Terrawanda Dr, Westgate Dr, Park Entrance




RECOMMENDED SOLUTIONS

1. Pursue the feasibility of adding new Auglaize River access points at Tecumseh Park and Bronson Park, and better exposing and connecting pedestrians to the rustic river trail at Riverside Cemetery.
2. Work with Defiance Township and County Officials on a phased strategy to annex the Municipal Reservoir and other adjacent undeveloped parcels off Kibble, Kiser, and Canal roads.
3. Work with developers on a tree preservation plan on projects that impact mature, established woodlots. City officials should consider adopting a Tree Preservation Ordinance that provides guidance to developers of applicable projects.
4. City officials should pursue annexation of their reservoir property.
5. Install water meters on City facilities to account for unbilled water utilized throughout the City's distribution system.
6. Updates to the zoning map could include:
 - » Expand the S-1 zoning at Riverside Cemetery to include city owned parcels along the Auglaize River.

SOUTH RIVER PLANNING AREA

OVERVIEW The South River Planning Area is a predominantly residential area centered on Jefferson Avenue extending from the Auglaize River to the southern city limits, adjacent to Camp Lakota (a large camp operated by the Boy Scouts of America). The area includes newer residential subdivisions, several apartment complexes, a nursing home, senior housing, a number of churches, developed and undeveloped commercial sites along Jefferson Avenue, the Defiance Area YMCA, and the Defiance City Schools campus and stadium. The only industrial use in this planning area is a concrete plant on Cleveland Avenue near Ottawa Street.

This area is zoned predominantly residential. There is commercial zoning on Jefferson Avenue extending for most of the frontage from the Auglaize River to Rosewood Avenue along with several areas of office-residential zoning. There is also a small area of commercial zoning at the southwest corner of Cleveland Avenue and Ottawa Avenue. The Defiance City Schools complex is zoned special district and the concrete plant on Cleveland Avenue is zoned industrial. There is an area zoned agriculture on the east side of Jefferson Avenue, south of Carter Road.

**EXISTING LAND USES AND ZONING**


Primary land uses include public/institutional, residential, multi-family residential, commercial, and agricultural.

Existing zoning classifications include: B-3 (Highway and General Business), O-R (Office-Residential), and R-1 (Low Density Residential) along the S Jefferson Ave corridor. To the east and west of Jefferson, areas are zoned R-2 (Medium Density Residential), R-3 (Medium to High Density Residential), and S-1 (Special) where the schools are located. Areas below Carter Rd along SR 66 are zoned R-2, R-3, and A-1 (Agricultural). Other designations include a significant portion of FP (Flood Plain) on the north side of the planning area, and a small M-1 (Restricted Industrial) area along Cleveland Ave.


**PREFERRED FUTURE LAND USES**

- » Single Family Residential
- » Multi-Family Residential (limited to existing areas, properly buffered)
- » Neighborhood Commercial (limited to existing areas, properly buffered)
- » Public and Institutional



**PLANNING ISSUES**

- » Improving the pedestrian connections around and to the schools and working with school officials on an updated pedestrian connectivity improvement strategy.
- » A portion of this planning area (north of Cleveland Avenue) is classified as low-to-moderate income (LMI) making it eligible to community development block grant funding for public infrastructure projects (See Map: Economic Development Incentive Programs).
- » Addressing commercial revitalization opportunities along Jefferson Avenue.
- » No access points or connectivity to the Auglaize River, but opportunities exist for future planning and collaboration with Camp Lakota officials for planned site accessibility in their "off-season".
- » Significant flood zones north of Chippewa Drive and growth areas that include mature woodlots.

**ENVIRONMENTAL CONSIDERATIONS**

- » Significant floodplains in the northwest corner of the planning area along the Auglaize River, north of Chippewa Drive
- » Creek along the northeast edge of the planning area
- » Mature woodlots

TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

The planning area is serviced by the key roadways of Jefferson Avenue (SR 66); Ottawa Avenue (SR 15); Cleveland Avenue, and Carter Road. Recent improvements in this planning area include the SR 15/Cleveland Ave Roundabout (2021), resurfacing of Chippewa Drive, Kiowa Court, and Delaware Court, and Safe Routes to School connectivity improvements along Cleveland Avenue. Oak Pointe Lane and Oak Ridge Lane were rehabilitated in 2022.

The following planned connectivity improvements should be considered:

- » Sidewalk improvements on Jefferson Avenue from Rosewood Avenue to Carter Road
- » Sidewalk improvements to infill sidewalk gaps within Sherwood Forest
- » Sidewalk improvements on Ginter Road from Jefferson Avenue to south corporation limits (completing in 2023 in cooperation with Defiance Township)
- » Sidewalk improvements on Cleveland Avenue from Greenler Road to Palmer Drive

FUTURE CAPITAL IMPROVEMENTS

- » 2023 Full Depth Reclamation – Ginter Rd, Carter Rd
- » 2024 Resurfacing – W Sherwood Dr, Colleen Dr, Buckingham Ct, Laurelwood Dr, Redwood Dr, Evan Dr, Sports Ct
- » 2024 Rehabilitation – Sherwood Dr
- » 2026 Resurfacing – Chinook Ave, Chippewa Dr, Seminole Ave, Chinook Trail Ct, Iroquois Ct
- » Future Rehabilitation – Oak Pointe Ln, Oak Ridge Ln



Cleveland Avenue plays a key pedestrian connectivity role in getting residents and students safely to the unified school and YMCA footprint. A shared use path was recently added but more improvements are necessary.



UTILITY CONSIDERATIONS

The storm sewers within the South River Planning Area appear sufficient to support existing and future additional development with properly designed storm water management facilities. Local storm conveyance and water quality improvements will be seen by incorporating low-impact design solutions for newly developed sites when they occur.

The sewers within this service area are separated and served by four (4) existing pumping stations. Existing sanitary gravity sewers and pumping stations within this Planning Area have capacity to serve current development. Pumping station capacities will need to be assessed when future additional development occurs. Existing public and private sanitary sewers serving the existing developments should be internally inspected for condition and as potential sources of I/I and regular maintenance.

The water distribution system within the South River Planning Area is relatively new in comparison to other part of the City and is sufficient to support current and planned development. Several private water mains to provide fire protection and potable supply to the Defiance City Schools are connected to the distribution system and are relatively new. These private mains are unmetered, except for the individual service connections entering different school buildings. The City should coordinate with the schools to provide leak detection services to confirm that significant water losses are not occurring and overall reliability.

The water main along South Ottawa Avenue (SR15) is a dead-end main south of Cleveland Avenue. The water main on Jefferson Street, south of Rosewood Avenue, is also a dead-end main. Future connections along Carter Road, east to the main on South Ottawa Avenue (SR15) and west to Ginter Road, should be considered for overall system reliability.

Water mains within the Ranchland Heights Subdivision are currently located within backyard easements and very difficult to access for maintenance. Future improvements along these streets should include relocation of the water mains into the public rights-of-way for future maintenance.



RECOMMENDED SOLUTIONS

1. Future park and recreational planning should work to improve Auglaize River accessibility. Opportunities exist for additional collaboration with Camp Lakota officials for planned site accessibility in their "off-season".
2. Work with Defiance City Local School officials in the development of a new School Travel Plan (STP). The last STP was completed in 2008 before the school consolidation and should be updated to reflect the current walking and biking impediments and opportunities. City and school officials could also pursue the creation of wooded trail system and "Interpretive Environmental Stewardship Nature Area" on their footprint adjacent to the Elementary School.
3. Pursue the development of a Corridor Overlay along Jefferson Street to promote general aesthetics, access management and site planning.
4. Planned capital improvements should be linked to outside resources whenever possible, from the Ohio Department of Development, Jobs Ohio, Ohio Public Works Commission, Ohio EPA, and Ohio Department of Transportation.
5. Work with developers on a tree preservation plan on projects that impact mature, established woodlots. City officials should consider adopting a Tree Preservation Ordinance that provides guidance to developers of applicable projects in the future.
6. Complete water main improvements to eliminate dead ends in the distribution system and improve overall reliability.
7. Install water meters on City facilities to account for unbilled water utilized throughout the City's distribution system.
8. Updates to the zoning map could include:
 - » Expand the S-1 zoning at the southwest corner of the school complex along Palmer to include the school athletic field. At the present time this area is zoned B-3.

OTTAWA-AYERSVILLE PLANNING AREA

OVERVIEW The Ottawa-Ayersville Planning Area, located in the southeast corner of the city boundary, is located mostly along Ottawa Avenue, Ayersville Avenue, and Standley Road. This area includes low and medium density residential subdivisions, acreage parcels fronting on the major roads, a large manufactured home park, and agricultural uses. Several commercial and industrial uses, including a gas station and self-storage facility, are located at the southeast corner of Cleveland Avenue and Ottawa Avenue. The Preston Run floodplain runs through the western portion of this planning area. The area is zoned predominantly residential, with a small area of commercial and industrial zoning located at the southeast corner of Cleveland Avenue and Ottawa Avenue.

EXISTING LAND USES AND ZONING

Residential lands uses and agricultural.

Existing zoning classifications include: R-4 (Mobile Home Park), M-2 (Limited Industrial), and B-3 (Highway and General Business) in the northwest corner of this planning area. The rest of this planning area is zoned R-1 (Low Density Residential), R-2 (Medium Density Residential), R-3 (Medium to High Density Residential), and FP (Flood Plain).

PREFERRED FUTURE LAND USES

- » Single Family Residential
- » Commercial (limited to existing locations, properly buffered)
- » Agriculture



PLANNING ISSUES

- » Access management and improving pedestrian connectivity.
- » Minimal connectivity within existing residential subdivisions.
- » Minimal buffering between land uses especially with commercial land uses along Cleveland Avenue.
- » Environmental challenges and trail opportunities posed by Preston Run.

ENVIRONMENTAL CONSIDERATIONS

- » Several ditches/creeks run through this planning area, including Preston Run which has some floodplain



TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

This planning area is primarily serviced by the key roadways of Ottawa Avenue, Ayersville Avenue, Cleveland Avenue, and Dohoney Road.

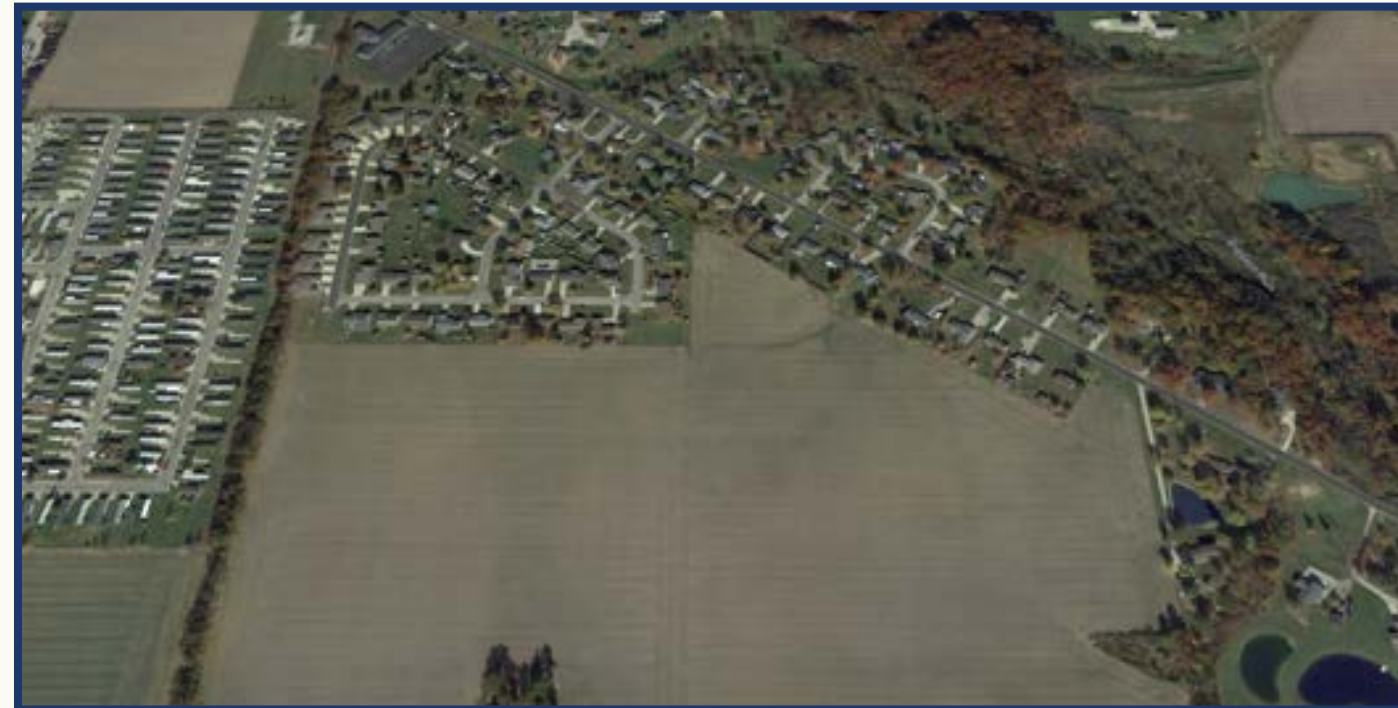
The following planned connectivity improvements should be considered:

- » Sidewalk improvements along Ayersville Avenue from Cleveland Avenue to Dohoney Road
- » Improve geometrics of intersection of Cleveland Avenue and Ayersville Avenue



FUTURE CAPITAL IMPROVEMENTS

- » 2025 Resurfacing – Edgewood Dr, Tanglewood Dr, Standley Rd/Cleveland Ave, Sycamore Ct, Crestwood Dr



Residential growth opportunities that occur in this planning area should connect to existing subdivisions and road network to maximize connectivity.



UTILITY CONSIDERATIONS

The storm sewers within the Ottawa-Ayersville Planning Area appear sufficient to support existing and future additional development with properly designed storm water management facilities.

The sanitary sewers within this service area are separated and served by five (5) existing pumping stations, including the Ayersville Lift Station on Dohoney Road. Existing sanitary gravity sewers and pumping stations within this Planning Area have capacity to serve current development. Pumping station capacities will need to be assessed when future additional development occurs. Existing public sanitary sewers serving the Area should be internally inspected for condition and as potential sources of I/I and regular maintenance.

A timer should be added to Ayersville Lift Station control panel to ensure regular/frequent operation to avoid septic conditions during periods of low flow if such control does not currently exist.

The water distribution system within the South River Planning Area is relatively new in comparison to other parts of the City and is sufficient to support current and planned development. The water main along Ayersville Avenue extends to the Ayersville Water District and is owned by the City out to the Ayersville metering/booster pumping station near the intersection of Shindler Road. Future connection from Ayersville Road to the main on South Ottawa Avenue (SR15) should be considered for overall reliability.



RECOMMENDED SOLUTIONS

1. Continue to pursue resources for pedestrian connectivity solutions.
2. Encouraging and/or requiring developers to connect to residential neighborhoods and parks, paths and sidewalks.
3. Work with developers on a tree preservation plan on projects that impact mature, established woodlots. City officials should consider adopting a Tree Preservation Ordinance that provides guidance to developers of applicable projects.

EASTSIDE PLANNING AREA

OVERVIEW This planning area is located immediately to the east of downtown abutting the Maumee River and Auglaize River and extends to the city limits to the east and Cleveland Avenue to the south. The planning area is a diverse collection of aging and newer residential neighborhoods, with of a variety of non-residential land uses clustered along East Second St, Ottawa Ave, Ayersville Ave, Karnes Ave, and Columbus Avenue/railroad corridor. Major public and institutional uses include Mercy Health Center, Defiance County offices and Eastside Park.

The Defiance Water Pollution Control plant is located north of E. Second Street near the eastern city limits, and the adjacent GM Powertrain Plant is located just beyond the eastern city limits. Eastside Park and the Preston Run floodplain, along with floodplain areas along the Maumee River and Auglaize River, are also located in this planning area. This area includes one Downtown Redevelopment District anchored by the historic firehouse.

The area is zoned predominantly residential, with commercial zoning along E. Second Street, Hopkins Street, Ottawa Avenue and Spruce Street. There is a significant area near the confluence zoned as floodplain (FP) and industrial zoning in the Columbus Avenue/railroad corridor and the Cleveland Avenue/Ottawa Avenue area. The Defiance County office campus is zoned special district and the Mercy Health Defiance Hospital campus is zoned office residential.



- » Preston Creek, floodplains, and wetlands.
- » Former SK Hand Tool Brownfield (remediation should be completed by 2023)

EXISTING LAND USES AND ZONING

Primary land uses include residential, multi-family residential, public/institutional, commercial, and industrial.

Existing zoning classifications include: M-1 (Restricted Industrial), M-2 (Limited Industrial), M-3 (General Industrial), B-1(Neighborhood Business District), B-3 (Highway and General Business), B-4 (Community Shopping Center), O-R (Office-Residential), R-1 (Low Density Residential), R-2 (Medium Density Residential), R-3 (Medium to High Density Residential), S-1 (Special), F-P (Flood Plain)

PREFERRED FUTURE LAND USES

- » Single Family Residential
- » Multi-family Residential (if infill, buffered properly)
- » Commercial and Offices
- » Industrial (Expansion limited to Cleveland/ Agnes/E.2nd Street adjacent to GM; Legacy areas should be phased out.)
- » Public and Institutional Uses

PLANNING ISSUES

- » Framing in a long-term, phased neighborhood revitalization plan in collaboration with the Eastside Neighborhood Association, leveraged with federal and state grant resources, like CDBG funds. Most of the census tracts in this planning area and portions of Richland Township going east to Hire Road are classified as low-to-moderate income (LMI) with underserved populations (See Map: Economic Development Incentive Programs).
- » Opportunities for improved pedestrian connectivity elements and new or improved access points along the Maumee and Auglaize Rivers, and Preston Run. This area was once connected to Preston Island with a pontoon walkway until the flood of 1913. The existing trails behind Mercy (managed by the Defiance County Health District) are not capitalized on and could use better signage, wayfinding, and placemaking features such as benches and river views.
- » Several properties on East Second Street are in need of revitalization and façade renewal in order to improve the aesthetics of the corridor.
- » Opportunities to improve land use buffering between land uses and address billboards and excess signage along E. 2nd Street.
- » Numerous locations for residential single & multi-family infill opportunities. According to the 2019 Housing Study, two vacant parcels north of Kroger along Upton would score well for OHFA multi-family tax credit applications.
- » The former SK Hand Tool site, located at 135 Hickory Street, once remediated could annexed to the city and incentivized for adaptive reuse purposes. Several parcels that comprise the former brownfield are wholly owned by the Defiance County Land Reutilization Corporation.
- » Planning for legacy land uses/structures and areas located in the flood zone that must now comply to Chapter 1333 (Floodplain Construction Standards) and likely cannot rebuild if damaged.
- » Identifying future growth and commerce areas adjacent to Defiance in Richland Township and collaborating with stakeholders for transportation and infrastructure capacity improvements. At the present time, the CSX Industrial Site across from the GM plant needs sewer services.
- » Potential rail line blockages at at-grade crossings (SR 15/Ottawa Avenue).
- » This planning area is adjacent to pockets to parcels that are not located in the corporation limits, but may receive city services.



FUTURE CAPITAL IMPROVEMENTS

- » 2023 16" Maumee River Water Main Crossing at Carpenter Road
- » 2023 Resurfacing – Wildwood Dr, Maumee Dr, Euclid Ave, Glover Ave, Tiedeman Ave, Rulf St, King St, Ravine Ave, Greenler St, Alton Street
- » 2023 Full Depth Reclamation – Lora Lane
- » 2024 Signalized Intersection Upgrades – E Second & Greenhouse
- » 2024 Water Line Replacement – Summit St, East St, Douglas St, Sauers Avenue
- » 2024 Resurfacing – Hopkins Street
- » 2026 Resurfacing – Elmwood Dr, Summit St, Henry St, Emmett St, Vine St, Petain St, Upton St, Degler St, Elmwood Dr, Greenhouse Ave, Buckeye St, Richland St, Spruce Street
- » 2027 Water Transmission Main Line – Ottawa Ave, Greenler Street
- » 2028 Water Line Replacement – Columbus Avenue
- » Future Group 20 Inflow Reduction – Ayersville Ave, Leever Ave, Madison Ave, Martin Ave, Sauers Ave, Greenler St, Hopkins Ave, Seneca St, 3rd St, East Street
- » Future Kingsbury Pumping Station Improvements LTCP Group 31A

TRANSPORTATION AND CONNECTIVITY CONSIDERATIONS

The primary roadways servicing this planning area include East Second Street (SR 18); Ottawa Avenue (SR 15); Ayersville Avenue; Domersville Road (SR 281); Hopkins Street, and Karnes Avenue. The area is in need of improving pedestrian connectivity, as there are sidewalk coverage gaps through various areas.

Numerous road and connectivity improvements were made in this planning area since 2020, to include: Signalized Intersection Upgrades at East Second & Beide (2021), Blaine Street and Eastside Park pedestrian improvements (2020), Hopkins Street bridge replacement, and the resurfacing of Summit Street (2021). Auglaize St, Seneca St, East St, Summit St, Highland St, Main St, Prospect St were resurfaced in 2022.

The following planned connectivity improvements should be considered:

- » Add sidewalks along:
 - Cleveland Avenue from Ottawa Avenue to Ayersville Avenue (funding awarded by ODOT in 2022)
 - Ayersville Avenue from Ottawa Avenue to Cleveland Avenue
 - Ottawa Avenue from Blaine Street to East Second Street (funding awarded by ODOT in 2022)
 - Karnes Avenue from Cleveland Avenue to Eastside Park, including a RRFB crossing at Karnes & Cleveland
- » Sidewalk improvements along E. Second Street from Tiedeman Avenue to Domersville Road.
- » Extend Shared Use Path along Ottawa Avenue northward to Blaine Street.
- » Improve Ottawa Avenue to curb and gutter design from Agnes Street northward to CSX railroad to improve drainage issues.
- » Coordinate with the Health District on a connectivity plan of recreational trails located near the Defiance County Sheriff's Office and the old hospital property.
- » Explore the feasibility of extending Florence Avenue southward Standley Road with a potential overpass of the CSX railroad.
- » Explore the feasibility of activating Preston Run with a trail system from Standley Road to East Second Street.



Activating Preston Run with a trail system could connect the community in profound ways.



UTILITY CONSIDERATIONS

The Eastside Planning Area is served by combined sewers tributary to the Kingsbury Lift Station. The Kingsbury Lift Station and Force Main are identified as critical areas in the City's watershed and asset management planning and are planned for replacement in the near future. The facilities are responsible for conveying the vast majority of sanitary and combined flows generated by the City to the Water Pollution Control Facility on East Second Street, just east of Domersville Road. Four (4) additional lift stations, including one (1) owned by General Motors, are tributary to the collection system.

No known incidences of water in basement (WIB) or surface flooding events are occurring during wet weather. Regular internal inspection of the sewers is occurring and should continue to identify locations of issues. Areas identified for needed repairs are coordinated through the Engineering Department and non-emergency repairs are included in street improvement projects when they occur.

The water distribution system is generally older distribution mains sufficient to support current development and infill of residential and commercial development with no significant history of breaks or leaks. Older fire hydrants and valves are scheduled for replacement and lead services, when identified, are replaced. Areas identified for needed repairs are coordinated through the Engineering Department and non-emergency repairs are included in street improvement projects when they occur.

Water lines were replaced along Hopkins Street and Greenhouse and Florence Avenues in 2020, and city officials in 2022 began planning and construction for a 16" Maumee River Crossing Replacement Project connecting to Carpenter Road on the north will begin just east of Biede Avenue on the south side in 2022.



RECOMMENDED SOLUTIONS

1. City officials should continue to work with the Eastside Neighborhood stakeholders in developing a phased Neighborhood Revitalization Strategy, to include a plan for heightened property maintenance and nuisance abatement. Consider expanding Eastside Park by acquiring additional vacant parcels.
2. Collaborate with realtor and property owners of vacant commercial properties on available tools and incentives to improve their marketability and potential for adaptive reuse projects.
3. Continue to pursue Complete Streets and off-road pedestrian connectivity solutions that connect to the school campus and YMCA. An opportunity may exist to develop a trail system along Preston Run connecting Hopkins Street to Standley/Ayersville Road juncture utilizing city-owned parcels, utility easements, and rights-of-way, with minimal private property acquisition.
4. Finalize and fund improvements at Buchman Park, and pursue other activation nodes along the Auglaize River like Kahlo Cemetery. At the present time, access to the cemetery is hard to distinguish and not signed/maintained appropriately.
5. Adopt and utilize a vacant property registration ordinance to monitor and create accountability for vacant commercial properties.
6. Planned capital improvements should be linked to outside resources whenever possible, from the Ohio Department of Development, Jobs Ohio, Ohio Public Works Commission, Ohio EPA, and Ohio Department of Transportation.
7. Pursue the development of a Corridor Overlay along East 2nd Street to promote general aesthetics, access management and site planning.
8. City officials should consider working with the owners of Vaughn's Auto Sales and junkyard on a phase out strategy. It is currently a non-conforming land use operating in an R-1 residential district, and on city-owned property in a floodway along Preston Run.
9. Working with Richland Township, Defiance County Commissioners, and business/property owners (especially along E. Second Street, Hopkins and Spruce Streets) on future transportation network improvements and on a phased annexation strategy that aims to help improve the site readiness of underutilized and undeveloped parcels. Income tax grants that ameliorate the annexation "costs" on employees could be pursued, especially for large employers.
10. Install water meters on City facilities to account for unbilled water utilized throughout the City's distribution system.
11. Eroded banks along the southern edge of the Maumee River near Preston Run.
12. Updates to the zoning map could include:
 - » Phased approval of the rezoning of older M-3 land uses along Columbus (once vacated) to higher density residential uses
 - » Rezone all public properties to S-1 zoning, especially Eastside Park (currently zoned R-2)



Plan Themes & Strategies



... Downtown
Renewal



... Preservation &
Prosperity



... Utilities



... Connected
Community



DOWNTOWN RENEWAL

|DR-1 *Develop a Downtown Property Inventory and Conditions Summary*

Downtown Defiance is on track to being a regional year-round destination. As the city and its main management arm- Downtown Defiance & Visitor's Bureau (DDVB) work toward this goal, a database and inventory of downtown properties should be formalized with a goal of better understanding building conditions.

All three planning surveys that accompanied this Plan identified a strong demand by residents and students for more and better downtown retail, shopping and living opportunities. However, at the present time, it is

believed that over half of the downtown's buildings have limitations that minimize full occupancy (building code issues, general obsolescence, parking, etc.).

This database, which exists in a limited format, will play an important role in identifying development opportunities, lease absorption, and for targeting resources and incentives. City officials should utilize this database to prioritize projects, funding sources and private investors to target specific properties. Expanding this list to include commercial, industrial and

under-utilized sites in the entire Downtown Planning Area would also help to implement other Plan strategies, especially in regards to promote tactical densification (see Strategy PP-8) and infill residential development.

|DR-2 *Update the Downtown Design Guidelines (Chapter 1351 of the Defiance Codified Ordinance)*

Defiance has witnessed its share of loss of historic properties, either by neglect, voluntary removal, fire, or flood damage. While many blocks are intact, some are comprised of eclectic buildings reflective of design elements reminiscent to the decade they were built. Retaining the historic nature of the downtown is valuable to 70% of residents that completed the plan survey as they believed that the historical buildings promote the marketability of the downtown.

City officials should look to update their current design guidelines and make them applicable to all projects occurring in the Central Business District (B-2). At the present time, Chapter 1351 of the Defiance Codified Ordinance (Exterior Construction and Improvements in the Downtown Improvement District) is applied to all grant funded projects in the Downtown Improvement District bounded by the Maumee River to the north; Wayne to the east; a half block of Juliet to the south; and, Perry to the west. The city could continue to utilize two sets of guidelines, with the more rigorous existing standards being required for projects that utilize Community Development Block Grant funds.



Downtown Defiance has a unique eclectic assortment of building styles.



DR-3 Public Realm Activation and Wayfinding Strategy

City officials should continue to discuss methods and public areas to “activate”. The last few planning efforts and Small Nation report highlighted numerous opportunities of spaces to activate, with the Canal Amphitheater to nearby parks and areas like Triangle Park, Pontiac Park, and now Gateway Park. Other areas exist in the planning area to connect to the City’s heritage, and Maumee and Auglaize Rivers on city owned or underutilized parcels in the flood zone. Several alleyways in the downtown could also be activated with lighting and

other amenities.

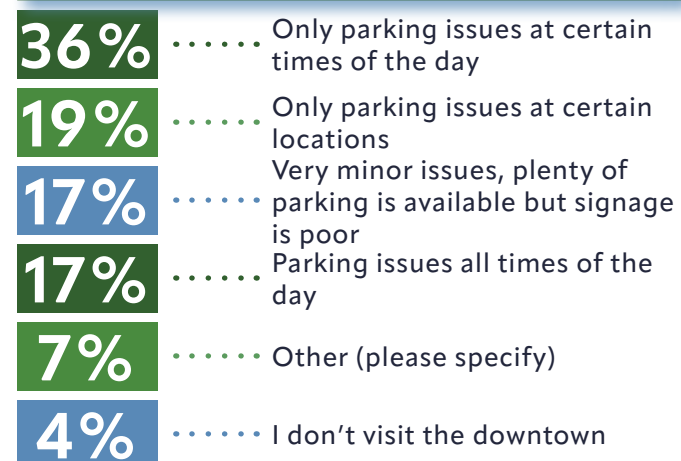
The same is true for Wayfinding. City officials have embraced this activity in the past but never through a formal process. Our planning team often stumbled into unique and interested places all the community, especially along the several miles of lands situated along the three riverfronts. In an effort to help better market and brand Defiance, City and DDVB officials should work with interested stakeholders to link and connect community assets through meaningful wayfinding techniques.

DR-4 Prepare a Downtown Parking Study

According the City officials, working closely with Defiance Development and Visitor’s Bureau (DDVB) should embrace a Downtown Parking Study to inventory downtown parking/parking signage and develop policies that promote the most efficient parking turnover rates. At the present time, as in many downtowns like Bowling Green, certain areas

tend to be more over-parked and congested than other areas of the downtown. Having a better understanding of current parking constraints and patterns will play an important role in establishing which areas of the downtown may be better to activate for new downtown living opportunities and traffic intensive land uses.

HOW WOULD YOU DESCRIBE PARKING AVAILABILITY IN THE DOWNTOWN?



Selected “Other” responses include limited handicap parking, pedestrian safety, employees using customer spaces, and a combination of the answers.

DR-5 Develop Gateway Park with Maumee River Boat / Canoe / Kayak Access

Located at the northern terminus of the former Maumee & Erie and southwest edge of the Purple Heart Bridge sits the future home of Gateway Park. The intensive planning for Gateway Park included various stakeholders and required the city to acquire and demolish buildings. Once completed, Gateway Park will house an open-air pavilion for the permanent home of the Downtown Farmer’s

Market and food truck parking, public restrooms, canoe/kayak/boat docks, outdoor seating, and an amphitheater overlooking the river.



City officials acquired several parcels immediately south of the Purple Heart Bridge and terminus of the Miami & Erie Canal for Gateway Park. Beilharz Architects assisted the city in reimagining the site.



DR-6 Adaptive reuse of the Arabella Belle 1918 building

City officials, on the 100th anniversary of the construction of the Defiance Junior High, began the process with a design collaborative (DPMT7) from the University of Cincinnati to reimagine the adaptive reuse of the footprint. This study explored different options for an adaptive reuse of the former junior high school campus. Proposed plans by call for the three buildings on site to be redeveloped into a hospitality, conference, event and performance space along with apartments on the south of the former campus complex. In 2022, city officials retained Garmann Miller to develop design

concepts and cost estimates for projects reutilizing the site, which includes repurposing the 1918 building with offices, co-working space, restaurant and 26 residential lofts.

Future initiatives to revitalize the site will require a P3 (public-private partnership) approach and the leveraging of incentives and resources found in Plan Strategy DR-11. Defiance County Economic Development officials are actively marketing the site to potential developers.

DR-7 Assess & Update Downtown Water & Sewer Systems to Ensure Long-Term Service and Reliability

The water distribution mains serving the Downtown Planning Area are generally older cast-iron mains, valves and hydrants that have been in continuous service for at least 50+ years. The existing sewers are mostly combined sewers that have also been in service for at least 75 years and subject to combined sewer overflow (CSO) events during wet weather. Many of the water and sewer mains within the Central Business District were installed in alleys and narrow rights-of-way, near and behind buildings, making access for even routine maintenance difficult. The mains are capable of providing service for typical daily demands but are limited in capability for fire suppression or isolating segments of the system due to inoperable and poor-closing valves. Replacement and relocation (when feasible) of water and sewer mains to improve system performance and reliability will greatly enhance the redevelopment opportunities within the Downtown Planning Area, as well as supporting identification and removal of lead and galvanized water services. Where sewers cannot be relocated due to existing

service connections and building plumbing, programs of sewer lining and other trenchless rehabilitation methods should be evaluated. Funding programs including through the Ohio EPA Water Supply Revolving Loan Account (WSRLA), Ohio EPA Water Pollution Control Loan Fund (WPCLF), Ohio Public Works Commission (OPWC) and Community Development Block Grant (CDBG) programs may be applied for these infrastructure replacements and rehabilitation projects.



In 2023, Garmann Miller Architects drafted an adaptive reuse plan for the City of Defiance for the 1918 building.

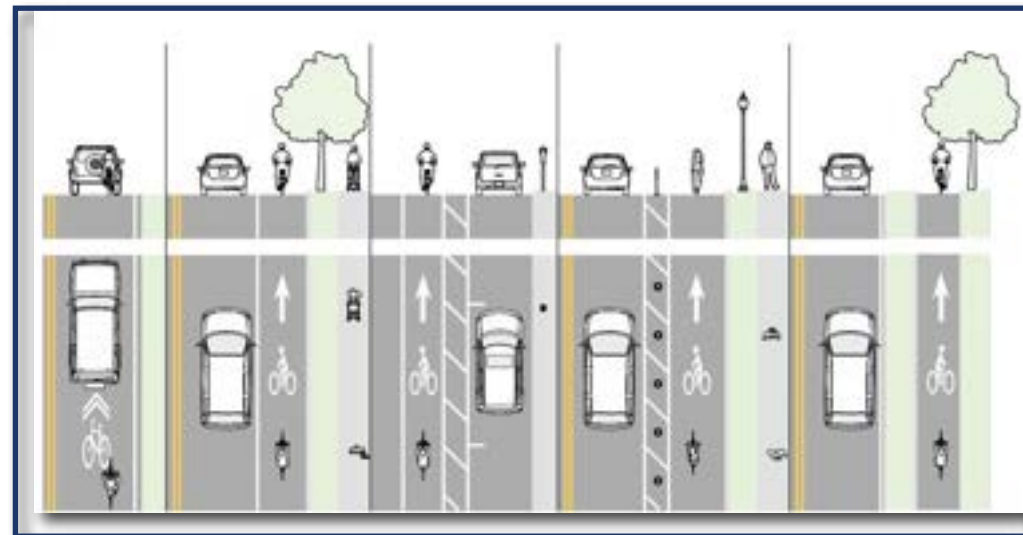


DR-8 Improve Downtown pedestrian and bicycle safety

Improving Downtown pedestrian and bicycle safety is a critical focus of the community as there has been a higher frequency of crashes involving pedestrians and bicyclists. The City Traffic Commission recently implemented “no right on red” from High Street to 5th Street, added lead phasing for pedestrians from 1st to 5th Street, and added marking crosswalks from High Street to 5th Street.

One problem contributing to these crashes is the right turn on red at the traffic signals. Several Ohio Department of Transportation (ODOT) funding programs can be applied to for improvements to non-motorized transportation improvements. These programs include the Abbreviated Safety Program

(up to \$500K per location); Systemic Safety Program (up to \$2M for pedestrian improvements); Formal Safety Program (up to \$5M for locations with over 30% injury/fatal crashes); Transportation Alternatives Program (TAP); and the Safe Routes to School (SRTS) Program. The City successfully secured funding in 2023 from the Abbreviated Safety Program to upgrade signals and signage in the Downtown to prohibit right turns on red to enhance pedestrian & bicycle crossings at intersections. Additional measures to enhance pedestrian and bicycle safety enhancements could include exploring the feasibility of incorporating complete streets with travel lane revisions.



City residents are desirous of making the downtown more friendly to pedestrians and bikers. S. Clinton Street is currently a truck route and traffic congestion can be heavy at times.

DR-9 Implement the Façade Grant Program

Downtown Defiance's best quality is its attractive historic character, and this character is embodied in the several historic buildings that reside in it. Some of these buildings still remain primarily intact. However, some buildings have been altered over the years that removed any and all significant historic features, such as facades, windows, and awnings. A general lack of maintenance still remains as the biggest cause of property disrepair, and this currently applies to a variety of buildings in the downtown area. At the present time, the ability of City and DDVB officials to capture new businesses and residents in the downtown footprint is severely limited due to building inadequacy, vacancy, or the costs to renovate.

In 2023, the City of Defiance and the DDVB launched a local façade grant program offering \$50,000 from the city municipality to support the historic preservation of downtown buildings. The program is directly borne from the resident's desire, many of which that completed the two plan surveys, to improve the level of goods and services in the downtown along with overall vibrancy.

Funds should be prioritized towards projects that aim to maintain the historic or architectural integrity of the structure, and preserve, replace or restore historic and architectural features or decorative details that may have appeared on the original building façade.



The Community Action Plan supports initiatives that provide for improved downtown aesthetics.



|DR-10 *Encourage Downtown Housing Opportunities*

Defiance's downtown is suitably positioned to be attractive for housing especially for young professionals and empty nesters. Providing housing options that are attractive to the younger and older community in the same area will help to promote compatible mixed uses.

The 2019 Housing Study indicated that the downtown was one of two most popular places in Defiance for renters to relocate. The study noted that areas within a few blocks of the core downtown area should be considered candidates for multifamily redevelopment, primarily rental, but also for-sale housing. At the present time, there are limited housing options in the upper stories of downtown structures and the cost to renovate may be cost prohibitive.

Findings from the Housing Study support immediate opportunities for upscale rental housing in the downtown area like the 300 Clinton Street project. The focus of redevelopment should continue to be the conversion of upper floor spaces in historic buildings along the Clinton Street corridor for rental housing units.

The redevelopment potential of municipal-owned parcels like the 1918 property, including surface parking and other underutilized parcels, should be a priority to incentivizing developers to build new housing in the greater downtown area of Defiance. Areas along key corridors like W. 2nd Street (between Wayne & Washington), and areas along Perry and Wayne Streets could accommodate infill residential uses.

The placement of new residential opportunities will require an assessment of housing's compatibility with other downtown uses, as all of the above residential

uses will contribute to an increased demand for off-street parking. The following are some of the general categories of housing that could exist in and adjacent to Downtown Defiance:

Upper-Floor Units

These units are often located on the upper-floors of downtown stores, offices, restaurants, and other businesses. Most are rented, but sometimes the unit is occupied by the building owner or operator of the first-floor business.

Brownstones and Townhouses

Townhouses provide the amenities of a house in a downtown setting. Most townhouses share common walls, so a significant number of units can fit onto a small city lot. They attract people who do not want to live in an apartment-style unit but do want to live in or near downtown. When properly aligned along the street frontage, these housing types can work to activate neighborhoods better than any other housing type.

Apartment or Condominiums

These freestanding buildings can bring significant population density downtown and can serve those looking for rental units or owner-occupied units. By offering convenience and center-city amenities that are not available at other apartment/condominium buildings in other areas, downtown housing can gain a competitive market advantage.

Live/Work Units

These units, which could include Bed and Breakfast establishments, allow the occupant to comfortably live and work in the same unit. They are appropriate

for a number of service businesses that are run from the home and help the tenant save on renting an additional office space. For those residents intending to work from home or telecommute, live-work units provide office space or even a small business under

one mortgage. Having these units in and adjacent to the downtown will help attract entrepreneurial-minded residents. Some areas around the Downtown are currently zoned as Office-Residential District that provides for these uses.



The renovation of historic 300 Clinton Street property will include a new restaurant with outdoor patio, and upper floor offices and market-rate apartments.



DR-11 *Leverage grants and resources for revitalization efforts*

This Plan capitalizes on the Downtown's best qualities, its history and its historic buildings, many that remain primarily intact. However, some buildings have been altered in a way that has removed or covered significant historic features, such as facades, windows, and awnings. In addition, some buildings have experienced a general lack of maintenance that has resulted in property disrepair. This currently applies to a variety of buildings in the downtown planning area.

Encouraging new investments in the public's most valuable assets will require a variety of tools to be used, including incentives. Many programs like façade grants, downtown revitalization districts (DRD), community reinvestment area (CRA), property abatements, job creation grants are already in place. State and federal resources can also be used to incentivize preferred development such as Community Development Block Grants (formula and competitive programs), Opportunity Zones (set to expire in 2028) and historic rehabilitation tax credits (see Map: Economic Development Incentive Areas).

Certain parcels in and around the downtown are located in one of 11 Downtown Redevelopment Districts (DRDs) that allow for incremental property taxes to be redirected back to these areas for grants to historic properties, loans to businesses, public infrastructure, and administration and marketing-related costs.

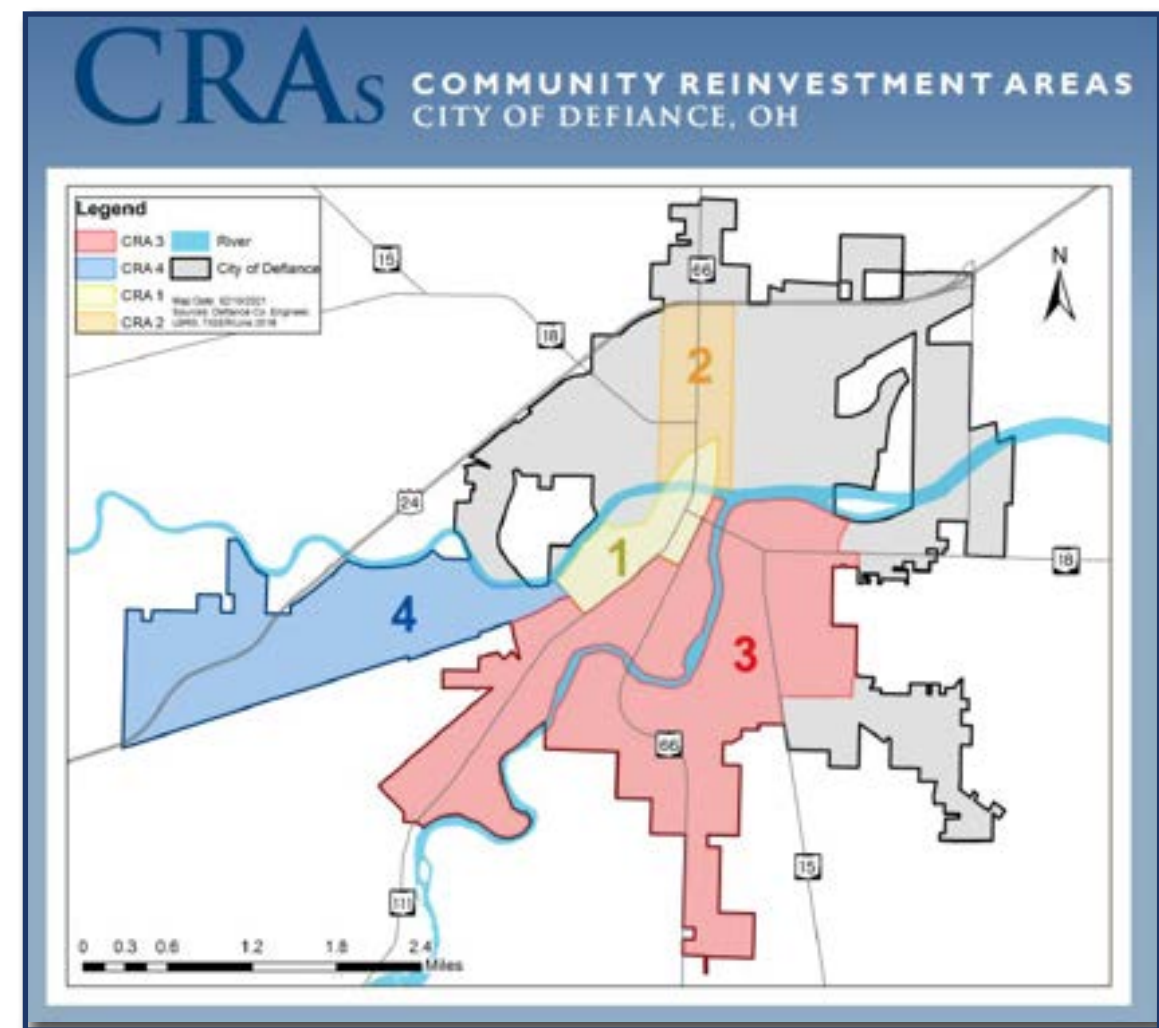
The CRA program should also be publicized, especially to downtown business and property owners. Property owners could use this incentive (tax abatement on new real property taxes resulting from improvements to buildings or construction of new buildings), in conjunction with other financing

tools to maximize their rehabilitation dollars. Additionally, Defiance's Job Creation and Retention Grant Program could be utilized to entice certain businesses to the downtown.

The Opportunity Zone (OZ) exists in the north and western areas of Downtown Defiance. OZ's can be used in conjunction with other incentive programs, such as the Federal and State Historic Tax Credit program or the CRA Program.

DDVB, City Officials, and property owners could also explore the opportunities of a Special Improvement District (SID) to raise revenues for downtown enhancements. The advantages of SIDs authorized under Ohio Revised Code (Chapter 1710) allow property owners a venue to create a plan for public redevelopment and services such as marketing and special events, streetscape improvements, maintenance and security. Property owners vote to agree to incrementally assess themselves for implementation of the plan. The primary advantage of a SID is the localized control by property owners within the SID to determine how assessment funds are spent. Many downtowns in Ohio are promoted and maintained using SIDs.

Several tax credit programs currently exist that help to offset renovation costs. The Federal Historic Preservation Tax Incentives program provides federal tax incentives to support the rehabilitation of commercial historic buildings that comply with the Secretary of Interior's standards. The State of Ohio also offers historic preservation tax credits for rehabilitation of historic structures. Ohio's requirements are not as restrictive as the federal program, however the program is competitive and has two application cycles annually.



The City has four community reinvestment area zones to help incentivize residential, commercial and industrial projects that meet certain guidelines.



PRESERVATION & PROSPERITY

PP-1 *Update the Community Reinvestment Area Program*

The City currently has four Community Reinvestment Areas that offer property tax abatement to spur residential, commercial, and industrial investments (see Map: Economic Development Incentive Areas). To help promote the revitalization of certain neighborhoods, it is recommended that this abatement tool be used, although judiciously, to promote development and revitalization efforts, especially new residential development.

Defiance should update their CRA program to account for Ohio Revised Code (3735.65-71) requirements and updates, and to better align with best practices and ideas highlighted in this Plan. Improvements to the CRA program could include:

- » Increase the residential abatement incentive percentage in all CRA Zones to help developers offset the current high residential development costs.
- » Amend the boundary for CRA 2 to include new neighborhoods in need of residential reinvestment and increase the commercial abatement incentive term to 15 years for all project types.
- » Amend CRA 1 to align with Ohio Revised Code section 3735.65 that allows communities to provide another 10 years of incentives if the dwelling is a structure of historical or architectural significance, is a certified historic structure that has been subject to

federal tax treatment under 26 U.S.C. 47 and 170(h), and units within the structure have been leased to individual tenants for five consecutive years. This would help to encourage new residential living opportunities downtown and provide a significant incentive to residents that own historic homes to make improvements, which at times can be cost prohibitive.

- » Update the CRA applications for CRA Zones 3 and 4 to reflect Post-94 requirements

PP-2 *Update the Job Creation Incentive Program*

Defiance created a jobs creation tax credit program in 2008 to help promote business attraction and retention efforts. Qualified companies may be eligible for a refundable or nonrefundable income tax credit against their business or individual income tax. The proposed rate and term of the credit is negotiated by the Job Creation Incentive Program Committee with final approval of Defiance City Council. In 2022, the city approved two job incentive grants with Castlehill Materials and Tessenderlo Kerley.

City officials could consider updating the program in the following ways:

- » Reduce the job creation minimum, focusing simply on the minimum payroll threshold.
- » Consider identify preferred or "critical need" businesses like corporate offices, manufacturers, professional office-type employers, and retailers that locate in the central business district. Consider increasing the refund percentage to 50% or more for a shorter incentive period to help spearhead new downtown business.
- » Reduce the maximum incentive term from 15 years to 10 years or less (preferably 5 years).
- » Increase the percentage of the refund paid to be

a third of the income tax paid (which should be verified by the city's income tax department).

- » Add a clawback provision for cases of default.



PP-3 Pursue the feasibility developing a Joint Economic Development District (JEDD) with Noble Township, Defiance, and Richland Townships

The City of Defiance is strategically located along US 24, three rivers, and key state routes and railroads. Defiance's commerce plays a role in the northwest corner of Ohio as the largest community of the six northwestern counties. As such, Defiance's economic development arm- Defiance County Economic Development (DCED) is often approached

by site selectors on growth opportunities that would benefit the region yet are not located in Defiance. To help capture investments that would provide holistic benefits, City Officials may want to consider discussing the feasibility of creating a JEDD with the adjacent township of Noble, Defiance, Richland that would help to capture new development

opportunities and resources (income taxes, etc.) that could be used to fund infrastructure and public services needed to service the project (s).

Another benefit of the JEDD would be to unify development standards and zoning in a manner that is meaningful and works to generate long term

property values. At the present time, several parcels along East 2nd Street (in Richland Township) and SR 66 (in Noble Township) are not located in the city and therefore are guided by different standards.

PP-4 Update the City's nuisance and property maintenance and inspection standards

Residents indicated on the community surveys the importance to reduce nuisances and property blight in their respective neighborhoods. While some of their concerns revolve around property maintenance issues that would be best served by the updating the city's codes, some residents voiced their concern about City officials simply allocating more resources to enforcing existing nuisance regulations (Chapter 1339: Maintenance Standards). At the present time, exterior property inspections and nuisance abatement activities are handled by City staff, but the caseload and existing resources severely limit a proactive approach.

One major step to protect Defiance's neighborhoods would be to require additional oversight on the City's rental stock, with all rental properties receiving planned interior/exterior inspections.

Additional remedies to reduce these issues could come from:

1. Allocating the appropriate resources to property maintenance and enforcement.
2. Utilizing Neighborhood Associations to work with landlords to establish a working dialogue to address issues without city intervention. The Eastside Neighborhood Association in Defiance

is an example of an effective neighborhood group that could be modeled elsewhere to protect other neighborhoods like Latty. They may effective in approaching landlords to establish a working dialogue to address issues without city intervention and develop creative solutions.

3. Pursuing the feasibility of a rental registration ordinance and a vacant property registration ordinance (for commercial properties).
4. Identifying sources of financial and other assistance that can be used by property owners facing code enforcement actions for major renovations. City officials could increase the fees for new residential and commercial development. Raising these fees could pay for additional property maintenance enforcement.
5. In order to minimize the conversion of single-family homes into rentals in any defined neighborhood, a Neighborhood Conservation Overlay District could be used. This tool, used in Oxford, Ohio, and in other communities, could be neighborhood-driven, and one possibly pursued by neighborhood associations.
6. The City should identify sources of financial

and other assistance that can be used by property owners facing code enforcement actions for major renovations. Such sources could include state and federal loans and grants, CDBG-funded lend-a-tool program and low-cost financing arranged by the City

through local financial institutions. Source allocation could be limited to severe cases involving financial/economic hardship. Providing this assistance will improve the City's ability to successfully enforce zoning, health and building violations.



Signs of property disinvestment area evident in a variety of locations, but primarily in the Ralston, Defiance College, Eastside, and Baltimore Planning Areas. Resident's that participated in the surveys were in favor of additional tools to protect their neighborhoods from blight.



PP-5 Adopt a Rental Registration Ordinance

Over the past decade certain neighborhoods have witnessed a trend of the conversion of owner-occupied single family residential properties becoming rentals. The City of Defiance should support and encourage the core value of home ownership and recognize the long-term benefit of owner-occupied dwellings as vital to the overall well-being of any community.

This information, along with the adoption of the

rental registration ordinance, can provide the basis for generating a comprehensive database of rentals in the community. This database could be used to by City and public safety officials, and neighborhood associations to monitor neighborhoods and identify properties and areas in need of additional support.

One major step to protect neighborhoods would be to require additional oversight on the rental stock, with problematic rental properties receiving

interior/exterior inspections. In addition, Defiance officials could make rental owners with documented issues obtain an annual or bi-annual Certificate of Occupancy. Many communities throughout Ohio have adopted rental registration ordinances to minimize neighborhood nuisances (Barberton, Berea, Huron, Maumee, Sandusky, Vermillion, etc).

City officials could enlist the assistance of neighborhood associations in reviewing the

housing conditions and occupancy makeup in their neighborhoods. If needed, they could work with housing inspectors on issues and locations that present problems to the adjoining neighbors. These associations can also assist renters in the neighborhood to welcome them and provide helpful information to new residents about services from the City.

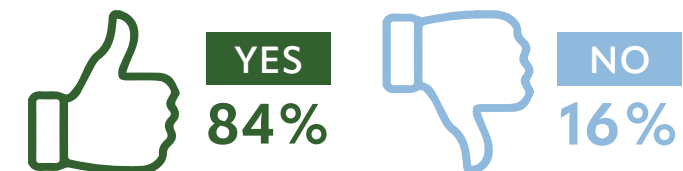
PP-6 Adopt a Vacant Property Registration Ordinance (VPRO)

Beautiful and revitalized neighborhoods are vital to community prosperity. In this vein, certain elements of Defiance's approach to nuisance abatement will need to take into consideration the registering and annual monitoring of vacant properties. The first step towards this action is the adoption of a vacant property maintenance ordinance that establishes the types of properties targeted (e.g., residential and/or commercial properties, or both) and penalties incurred for non-compliance. Many communities throughout Ohio utilize VPROs to minimize property and neighborhood blight (Northwood, Painesville, Sidney, St. Marys, North Canton, etc.).

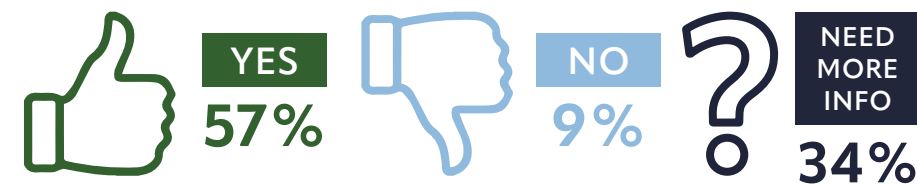
WOULD YOU BE IN FAVOR OF A VACANT PROPERTY REGISTRATION ORDINANCE TO ENSURE OWNERS MEET A MINIMUM STANDARD OF MAINTENANCE OF THEIR PROPERTIES WHILE VACANT?



SHOULD MORE TOOLS BE DEVELOPED THAT PROTECT OUR NEIGHBORHOODS FROM PROPERTY BLIGHT AND NUISANCES?



DO YOU BELIEVE SOME SORT OF EXTERIOR INSPECTION FOR SINGLE FAMILY RENTAL PROPERTIES WOULD HELP PROTECT NEIGHBORHOODS FROM FURTHER BLIGHT?





PP-7 Embrace Tactical Densification in Targeted Areas

In 2022, the City identified over 100 projects on a “20-Year Potential Capital Improvement Needs” list. With total cost of \$232MM to repair existing sewer infrastructure assets only, the list does not include the costs of developing new capital assets or programs.

To maximize the greatest return of property tax revenues and city resources, City officials should look to maximize building density where feasible. Densification has a range of benefits, including: higher worker productivity, more innovation, shorter commutes, better access to private services (such as restaurants), cheaper provision of public services, land preservation, and a lower carbon footprint. It can also be done utilizing existing infrastructure on parcels usually closest to city service providers.

While the easiest areas for densification include

existing brownfields (SK Hand Tool site along Hopkins Street, former Zeller property on Baltimore Road, former Vortex property on Jackson Avenue, former Defiance Precision Products site), there are various pockets of land, either undeveloped or under-utilized, that would allow for higher and best uses, especially for rental and senior housing projects. According to the 2019 Housing Study, the greatest unmet demand for housing in Defiance is rental housing for seniors and young professionals, and families.

Zoning flexibility and incentives (see Strategy PP-13) will likely play a key component of redeveloping these areas, which could include:

Fast Track and Streamlined Permitting

Fast track permitting, applied within targeted redevelopment areas, allows developers of these

parcels to get their application processed ahead of non-infill applications.

Reduce Lot Sizes, Setbacks, and Parking Requirements

Key incentives could allow for modified regulations that reduce residential lot sizes, reduce setback requirements, and reduce street and parking standards. Older standards often make development of infill parcels impractical because they tie up a large percentage of a site’s total land area.

Rezone for Mixed-Use Development

Traditional zoning has emphasized the separation of land uses. Smart growth principles emphasize the creation of integrated, multi-use districts that blend housing, services, recreation and jobs. A recommendation of this Plan is for Defiance to

develop and adopt a Mixed Use Zoning to provide for additional synergy in areas better suited to promote infill development better than its conventional zoning classifications.

Increase Density and Height Allowances

Increasing the maximum allowed density for infill areas in the zoning ordinance is an important incentive. Higher densities permit more intensive development of a parcel and allow the developer the opportunity to spread development costs over more units. Defiance could also provide density bonuses to developers of infill sites that designate a certain percentage of housing units as “market rate.” Increasing the height restrictions where feasible can also provide for greater project returns.

PP-8 PP-8: Promote Development Opportunities in Growth Areas

A variety of locations in the Defiance community have been identified for future development or redevelopment based upon key criteria like availability of infrastructure, location near and around key community assets, or willingness of the property owner to embrace development. For a better location of these areas, please see Map: Development Opportunity Areas. First priority should be given to projects located within city boundaries.

Promoting residential development opportunities should be given the same priority as commercial and industrial development projects. Defiance housing market is severely constrained by the lack of newer housing opportunities, especially among

rental housing and more moderately priced for-sale housing. Defiance’s rental housing stock is much older and more likely to be functionally obsolete than for-sale housing options. Defiance’s demographic trending over the past 10 years indicates that the greatest growth among household age groups is among empty nester age cohorts, and over 65 households indicating an increasing need for housing for older adults/seniors in the market.

The lack of modern housing is hindering household growth in the Defiance market and adversely impacting the attraction and retention of commercial retailers (e.g. lower consumer spending power and smaller labor pool) and municipal and school district revenue (e.g. income and property

tax).

Pursuing commercial and especially industrial development projects within the Growth Areas of the US24 and North River Planning Areas that are located in the northeasterly quadrant of the City will be limited until additional water transmission capacity and resiliency from the WTP on Baltimore Street (southwest) is enhanced to ensure ability to meet peak operating demands. The water system is currently limited in that the existing 16” river crossing at Carpenter Road is the primary source and connections to it are insufficient to convey potable water to refill the Carpenter Road Tank at Stadium Drive during peak system demands. Planning for water transmission from the WTP to a

new connection at East River Drive and Carpenter is currently underway and should greatly improve system-wide capacities and reliability for the promotion of growth north of the Maumee River.

WHICH STATEMENT DO YOU IDENTIFY WITH THE MOST?

82%

City officials should focus their efforts on first developing and revitalizing areas within their respective corporate limits

18%

City officials should focus their efforts on capturing new growth opportunities outside their corporate limits





PP-9 Develop a Mixed Use Zoning District

Mixed-use development could be extremely valuable to a community like Defiance that is dominated primarily with single oriented land uses. Multi-family and professional office land uses are limited in Defiance and should be encouraged into the mixed use context to help increase the City's tax base.

Currently, no zoning district provides for a "by-right" deployment of various land uses. The current planned unit development (PUD) section (Chapter 1171) permits some mixture of uses but only in O-R, R-3 and M-1 districts and requires that any additional uses proposed in an overlay (PUD) may not make up

more than 20% of the total land area." The approval process for mixed use PUDs is also time-consuming, taking up to 6 months.

In creating the new district, city officials could provide developers the opportunity to ask for rezoning and deploy it along key major corridors where higher density residential, commercial and office uses are preferred to promote highest and best uses. Allowing for increased density in transitional and other compatible areas could help promote a better economy of scale and make projects pro-forma easier.

PP-11 Baltimore Street Revitalization Corridor Study

Baltimore Street is a corridor that leads into the City from the interchange with US24 on the southwest side of the City. Once one of Defiance's most vibrant commercial corridors, Baltimore Street could benefit from additional revitalization, as abandoned industrial sites, vacant commercial buildings, and various types of buildings in disrepair litter the corridor. The revitalization of the corridor could enhance this Gateway into the community and provide an enhanced first impression of the City. Several bright spots of the corridor include the UAW facility and park, several manufacturing facilities, and the nearby Reservoir/recreational area that is accessed through the intersection of Atlantic Street and Baltimore Street. Development and redevelopment opportunities exist in this area and should occur along with a planned and coordinated beautification effort.



Once a prime commercial corridor, Baltimore Street is now a hodgepodge of land uses, some that are non-conforming to the current zoning code. City officials should target the area with additional regulation enforcement and redevelopment incentives.

PP-10 Zoning Code Improvements

The key to implementing the 2023 Defiance Community Action Plan is the assurance that key regulatory tools are updated. An updated zoning code and other development regulations will be necessary to align with the ideas and desires of residents, as noted in the surveys, and best practices. The City should update these regulations as outlined

in the Plan Implementation Chapter. The focus of these updates should be incentives to encourage quality growth in a pattern consistent with the Planning Areas Map and land use recommendations highlighted in each of the Planning Areas.

PP-12 Pursue the feasibility creating a Community Development Department

Implementing the 2023 Defiance Comprehensive Plan will require close and active collaboration with all of the parties identified as stakeholders. But most especially, it will require that one party be tasked with long range planning while operating as the primary coordinator of all things community development related. At the present time, the city planner works in conjunction and under the City Engineer to accomplish many of these activities, with the Building Department managing the building, permits, and zoning functions, and overseeing the Planning Commission.

Having a Community Development Department will help to better coordinate, prioritize, and activate the resources necessary to improve Defiance's built environment and implement this Plan. It will

also set the tone with residents that **community development is equally as valuable as economic development**, as businesses follow residents, and resident's desire vibrant neighborhoods and housing opportunities.





PP-13 *Leverage grants, incentives and grassroots efforts to improve housing and public infrastructure in targeted neighborhoods*

Many residents noted a desire for additional revitalization efforts in their respective neighborhoods, to include infrastructure improvements (sidewalk repairs, roads, etc.) and improved code enforcement and property maintenance, especially with rental properties.

Defiance has received funding over the years, and most recently, neighborhood revitalization grants, to promote revitalization or remove blighted properties. City officials leveraged multiple funding sources to complete their Eastside Neighborhood project that included new storm sewers along Ottawa, Thurman, and Ayersville Avenues, new sidewalks and road repaving, new waterlines on Myrna, and a new neighborhood park with playgrounds and a shelter house.

City officials should continue the appropriate resources to seek federal, state and local programs and resources to promote development and neighborhood revitalization. Some of these programs include:

Community Development Block Grants (Formula and Competitive Programs)

Certain neighborhoods and households may be eligible for CDBG funds to mitigate slum and blight issues and to assist low to moderate income neighborhoods, among other issues (See Map: Economic Development Incentive Areas). Defiance

has received funding over the years, and most recently, neighborhood stabilization grants, to promote revitalization or remove blighted properties.

Community Reinvestment Area Program

Defiance has 4 Community Reinvestment Area (CRA) zones that offer property tax abatement in conjunction with development and revitalization projects (residential, commercial and industrial). All zones provide abatement for residential projects and should be promoted and utilized extensively in targeted neighborhoods to recharge residential development.

NatureWorks (ODNR)

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. The City of Defiance has recently tapped the NatureWorks program for several park projects, including Kingsbury, Eastside, and Bronson.

Northwest Ohio Advanced Energy Improvement District

A common denominator with many of the older residential structures is old, inefficient energy

systems. Defiance is part of the Northwest Ohio Advanced Energy Improvement District and should work with the Toledo Lucas County Port Authority on their Better Buildings Program. This will allow eligible home owners the ability to tap into up to 100%- 15 year full-cycle flexible financing for projects that focus on conserving energy and generate savings through equipment upgrades to existing facilities, with lighting and building controls, HVAC, boilers and chillers, compressor, motors/drives, refrigeration, waste energy recovery, and electrical distribution.

Opportunity Zones (OZ)

The OZ impacts the north and western areas of Downtown Defiance. Specifically, all eligible areas south of Fourth Street are on the north side of Clinton Street. QOZ's can be used in conjunction with other incentive programs, such as the Federal and State Historic Tax Credit program or the CRA Program.

Special / Residential Improvement Districts

Some neighborhoods are in need of critical street and other neighborhood updates. One key tool to help fund these improvements is through the utilization of a Special Improvement Districts (SID) and/or Residential Improvement District (RID). These tools, if agreed upon by the majority of the property owners, would assess a fee to properties located within the improvement district. Funds

raised from this self-assessment would be placed in a special account to finance specific area projects. The formula to determine that fee would be decided upon and agreed to by the property owners.

Transportation Alternative Program (ODOT)

The Transportation Alternatives Program (TAP) provides funding for projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; and safe routes to school projects.

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) is an economic development mechanism to finance public infrastructure improvements and, in certain circumstances, residential rehabilitation. A TIF works by locking in the taxable worth of real property at the value it holds at the time the authorizing legislation was approved. Payments derived from the increased assessed value of any improvement to real property beyond that amount are directed towards a separate fund to finance project elements as defined within the TIF legislation.

PP-14 *Pursue the feasibility creating a Public Information Officer (PIO) position for education & outreach*

Defiance is a community in constant motion, always improving and destined for greatness. Part of its greatness is constrained by its ability to build a meaningful dialogue with its residents and stakeholders. To help implement the 2023 Community Action Plan, a vital component will

be for the City of Defiance to create a dedicated Public Information Officer (PIO) to help maintain continuity in messaging across all platforms used by its constituency.

This position is more necessary now than ever before, given the reduction in local media coverage

combined with the ever-broadening landscape of social media and digital content hosting. In order to gain the public's confidence in the information provided by their city, it is imperative for the city to provide a visually and verbally unified brand across all divisions. The right candidate for this position will

already have experience cross-posting content on multiple platforms at once, and will be someone with outstanding written and spoken vocabulary skills as they would handle press releases/conferences on behalf of the City of Defiance.



UTILITIES

U-1 *Continue Study to Identify, Locate & Remove Lead Water Service Lines throughout the City*

As an update to the Lead & Copper Rule (LCR), the USEPA and Ohio EPA have issued an unfunded mandate for all communities to identify, locate and remove all lead and galvanized water services throughout their water distribution systems. The City of Defiance should continue review and evaluation of service connection records to identify locations of older service connections and, as water mains are replaced or routine repairs completed, confirm materials utilized

for the services. When lead and galvanized services are identified, the City must replace the services to the right-of-way (at a minimum) and should develop a formal policy and process to replace the connections into the private homes and businesses to reduce the potential exposure for lead contamination. The current version of LCR does not require a specific timeline for removal of all lead and galvanized services. However, due to adverse public health impacts from lead in

drinking water, it is recommended for the City of Defiance to complete these removals/replacements within 20 years. Funding to support elimination of lead and galvanized water service connections is available through the Ohio EPA Water Supply Revolving Loan Account (WSRLA), with project nominations due each year.

U-2 *Continue Maintenance and Update of Water Distribution Model. Implement Planned Improvements in Water System Master Plan*

The City of Defiance Water System Master Plan, including a new water distribution model, was updated in 2019. Regular reviews and updates to the model to reflect water main capital improvements and modifications, as well as confirmation of assumed sizes and connections, should be undertaken at least annually. These updates should include all physical modifications and changes in operation to the high service pumping at that the WTP and operating water levels at the Greenler and Carpenter Road elevated storage tanks. System-wide demands should be evaluated every two (2) to three (3) and any significant increases due to new customers or closure of facilities should also be reflected. Flows derived during semi-annual hydrant flushing should be compared to predicted fire flows within the model and significant variations noted for further evaluation. Transmission and local distribution improvements identified within the 2019 Water System Master Plan should be completed systematically and in conjunction with other planned capital programs for sewers and/or street improvements to minimize disruption to local residents and businesses. A significant benefit of having an up-to-date Water System Master Plan and Model will be in the ability of the City to react in a timely manner for predicting

capacity to take on new large-scale customers, as well as creating a timeline for nominating projects for applicable funding.



The City of Defiance Water System Master Plan, including a new water distribution model, was updated in 2019.



U-3 *Evaluate Need for Increased Reservoir and Water Treatment Capacities*

Current average day demands at the City of Defiance WTP are roughly 3.8 million gallons per day (MGD), with peak demands exceeding 5.7 MGD. High service pumping capacity is limited to about 5.8 MGD due to high pressures that occur beyond that rate, while the WTP itself can produce up to 8.0 MGD. Recent economic development activity north of the Maumee River within the US24 and North River Planning Areas has brought to light concern related to potable water transmission and pumping capacity to these service areas. Additional potential growth is anticipated within the Enterprise Industrial Park in the Baltimore Planning Area and is more

easily served from the WTP due to its proximity. The existing up ground reservoir has a working capacity of approximately 350 MG or based upon current average day demands, roughly 90 to 95 days of storage if raw water is not pumped from the Maumee River. As system-wide demands for potable water and fire protection increase, the ability to store raw water and supply potable water to the system require regular evaluation and study to enable increased capacity for growth.

U-5 *Improve Pressures and Resiliency within Water Distribution by Completing Capital Projects*

A limitation to enabling economic development north of the Maumee River is the transmission capacity within the City of Defiance water distribution system. Current routing of flows relies heavily on a single 16" water main under the Maumee River at Carpenter Road. A second, underutilized water main crossing exists off the northerly end of Harrison Avenue, just west of the existing railroad trestle over the River. This second crossing is underutilized due to restrictions within the distribution system from the WTP to the south, as well as restrictions on the north side. Conceptual planning is currently underway to increase transmission capacity and enhance overall system resiliency by extending a new transmission main from the WTP to the westerly Maumee River crossing and install a new transmission connection along River Drive to connect to the 16" main on Carpenter Road. Further capacity enhancements will address existing valve and pipe configurations on the high service pump discharges at the WTP to improve

the City's ability to balance flows from each High Service Pump when in operation. Additional planned distribution improvements include reconnecting the Auglaize River crossing at the 5th/Hopkins Street Bridge. Coordination of water main improvements should occur with Implementation of Strategies DR-7, PP-9 and U-1 thru U-4 above, as well as various street resurfacing and reconstruction projects when they occur.

U-4 *Prepare an Annual Hydrant and Valve Repair, Replacement and Testing Plan*

City of Defiance Water Distribution personnel perform regular semi-annual flushing of the water distribution system through fire hydrants. Flow rates and hydrant operating conditions are documented. Water Distribution personnel are also required to conduct an annual valve exercising program with the expectation that at least 20% of the valves within the distribution system are exercised each year, with critical valves on the transmission mains exercised annually (See OEPA Valve Exercising Guidance). Based upon discussion with City personnel and recent observed activity related to the 16" water main under the Maumee River at Carpenter Road,

it is unclear if such valve exercising is occurring. The City should create a formal Hydrant and Valve Repair, Replacement and Testing Plan that outlines the standard operating procedures for field work and documentation, incorporates information gathered through the semi-annual system-wide flushing and valve exercising and defines a prioritized schedule for repair and replacement as required.

U-6 *Reduce I/I Entering Sanitary Collection System in Separated Sewer Areas*

Reduction of inflow and infiltration (I/I) (e.g. – clean water) entering the sanitary collection system enables the City to preserve available capacity within the sewers for residential, commercial and industrial uses. Excessive I/I is also detrimental to the system in that it can represent a precursor to premature failure of the City's infrastructure by allowing fine materials to migrate creating voids and sinkholes that can cause damage to water and storm systems and pavements. The I/I component of the Water Pollution Control (WPC) Facility raw wastewater influent also consumes excess chemicals and energy during the pumping and treatment processes. Lastly, for separated areas that pass through combined sewer areas before reaching the WPC Facility, the I/I can also significantly contribute to the frequency of activity at CSO outfalls in the system. Targeted areas of known I/I should be rapidly advanced for capital improvement and areas identified through the City's cleaning and televising programs should be prioritized to be completed with street resurfacing

and reconstruction projects. Specific areas in most need of sewer infrastructure repair as identified through local interviews include: Terrawanda; Westgate; Darbyshire; Huron; Wyandotte within the Reservoir Planning Area; and Deerwood-Candelwood, Pinehurst and Inverness within the North River Planning Area.



U-7 *Promote Regular Cleaning and Inspection of Inverted Siphons under the Maumee and Auglaize Rivers*

The Defiance College, Northtowne and Ralston Planning Areas currently discharge their sanitary waste through the single outlet of an inverted siphon under the Maumee River, near Pontiac Park, that is tributary to the Downtown Planning Area. The sanitary discharge from the Downtown Planning Area, including the Planning Areas above and the Baltimore, Reservoir and Latty Planning Areas, are all collected and pass through two (2) inverted siphons under the Auglaize River. One (1) siphon is at the easterly of Fort Street and outlets to an interceptor in Kingsbury Park and the other is near the 5th/Hopkins Street Bridge and discharges to an interceptor parallel to the east bank of the Auglaize River. These inverted siphons are absolutely critical

pieces of infrastructure for the City and are currently programmed for cleaning and inspection in 2023 and should be re-assessed at least every three (3) to five (5) years. Parallel installations should be considered at each location to ensure long-term reliability and improved capacity.

U-8 *Complete Water Pollution Control (WPC) Facility Upgrades for Flow and Treatment Enhancements, Including Wet Weather Facilities*

The City has made tremendous investment in completing projects throughout the collection system and anticipated further substantial investment through the proposed Integrated Watershed Improvement Plan (IWIP). Great progress has occurred in reducing CSO activity and volumes, as well as reducing wet weather flows to the WPC Facility. Current average daily flows are about 3.8 MGD, with peak flows exceeding 15.0 MGD. Planned improvements within the IWIP will include upgrades to the Kingsbury Pumping Station and Force Main that will likely result in increased peak flow to the WPC Facility and additional stresses on the treatment processes and equipment. A flow equalization basin to mitigate peak flows at the plant has been proposed and should be completed to aid in controlling wet weather and peak flows through the existing facility. Additional enhancements identified within a 20-Year Projection by WPC

staff include replacement of raw influent screens, secondary (final) and primary clarifier mechanism upgrades and solids handling improvements. Further improvements may be identified as the final IWIP Plan is negotiated through the USEPA and discharge limits are refined in response to the Total Maximum Daily Loading (TMDL) Report prepared by the Ohio EPA for the Maumee River. Planning, design and construction efforts are all eligible for funding through the Ohio EPA Water Pollution Control Fund (WPCLF), among other sources.

U-9 *Assess Pumping Station Controls to Reduce Septic Conditions from Infrequent Operation*

Extended residence time within pumping stations and long force mains can cause sanitary flows to turn septic and when discharged to the collection system can cause excessive odors and rapid deterioration of concrete manholes and other downstream facilities. Several pumping stations within the City of Defiance sanitary collection system are relatively remote in location and operate infrequently, promoting creation of potentially septic conditions. Stations that are within the Brunersburg system that discharge to the City can also create challenges due to the length of the respective force mains and frequency of operation. The City should examine each pumping station and, if septic conditions are encountered, coordinate the installation of timers at identified locations to turn the pumps on several times a day to promote maintaining "fresh" waste within the stations and force mains.

U-10 *Continue Maintenance and Updates of Sanitary Sewer System Model and Asset Management Program*

The sewer system modeling completed to facilitate development of the IWIP Program is limited based upon the information available at the time of its development. As additional investigations and capital projects are completed within the collection system and WPC Facility, system dynamics will evolve and the predicted outcomes generated from the model can vary. Confirmatory flow metering and system monitoring to assess the effectiveness of completed project should be undertaken every

two (2) to three (3) years and a model re-calibration and possible realignment of priorities within the Asset Management Program should be completed every five (5) years to ensure consistent return on investment and proper direction of financial resources.



U-11 *Continue to Promote and Implement Green Initiatives to Help Reduce Flooding and Improve Water Quality*

Green initiatives and low impact design (LID) principles play a vital role in the integrative planning associated with the City of Defiance Municipal Separate Storm Sewer System (MS4), combined and separated sewers, WPC Facility, watershed management and local/regional source water protection for the reservoir and WTP. Promotion and outreach related to the overall MS4 program is one of the Six Minimum Control Measures required by the General Municipal Stormwater Permit issued by the State of Ohio and enforced as an unfunded mandate upon the City. Green initiatives such as rain gardens and infiltration trenches have been incorporated as best management practices (BMPs) to reduce peak discharges (i.e. water quantity) and remove pollutants (i.e. water quality) discharged to the local receiving streams. Other efforts including streambank and

wetland restorations have also been constructed or are significantly advanced through design. Continuation of the Land to Lake Initiative and the recently developed Defiance Research Collaborative between the City of Defiance and Defiance College will aid in facilitating awareness and provide opportunity for data-driven implementation of green initiatives and conservation approaches throughout the Maumee Watershed to the long-term benefit of the City and region. The programs will also serve as an avenue to access funding through various programs such as H2Ohio. As a subset to the green initiatives, continued City support of the local efforts to maintain its Tree City USA designation will aid in reducing runoff and pollutants and provide aesthetics conducive for a livable and sustainable community.

U-12 *Review and Update Engineering Handbook and Make Accessible for Outside Use*

The City of Defiance Engineering Department, working in conjunction with several other City departments has developed a general set of design standards, plan notes and specifications for local public capital improvement projects as well as for private developments connecting to or reliant upon City systems. Standards include design parameters for roadways, stormwater management, utility design and placement and acceptable materials and installation requirements. Review and update of these standards should occur at least annually and the documents should evolve as issues are identified from project to project, state and federal regulations

are modified and other generally accepted standards through organizations such as ODOT, ASTM and AWWA are revised. All documents should be compiled and readily available as downloads through the City of Defiance website. Such transparency and availability of City-wide standards can be a tremendous asset for continued economic development by ensuring consistency from project to project. These standards also aid in creating efficiencies by standardizing review processes and ensuring common materials are utilized to enable the City departments to maintain reduced stock for maintenance.



The City's Water Treatment Plant (WTP) draws water from the Maumee River to replenish its 74 acre upground reservoir which acts as a pre-treatment basin.



U-13 *Evaluate the Creation of a Public Works Director Position*

The City of Defiance has a complex array of public facilities and infrastructure that contribute to the general well-being and growth of the overall community and oft-times are faced with competing priorities in maintaining the facilities. The current organizational structure of the City is reliant upon several department heads, each responsible for their specific facility or utility and the City Engineer all working as peers under the direction of the City Administrator. Creation of a new Director of Public

Works (DPW) position would enable introduction of a new hierarchy/structure to aid the City Administrator in ensuring coordination and prioritization of public works programs and projects. The new DPW position would enable a more streamlined process of resolving conflicting priorities and developing timelines for the completion of tasks. The DPW position can also serve as a spokesperson, interacting with the general public, contractors, designers and funding agencies for public works related issues.

U-14 *Implement Recommendations of IWIP and Asset Management Plans*

The City of Defiance Integrated Watershed Improvement Plan (IWIP) was submitted to the USEPA on August 1, 2022. The IWIP includes about \$40.7MM in capital projects and monitoring & study in response to the Consent Decree issued for local CSO activity. Additionally, WPC staff collaborated with a consultant to create a prioritized listing of near-term, on-going and longer-term asset management improvements in the collection systems and at the WPC facility that could exceed \$230MM. The implementation of the IWIP Plan, once accepted by the USEPA, will be mandated to be executed by the consent order issued through the Defiance County Court of Common Pleas and the Clean Water Act. The IWIP establishes a baseline to control CSO activity and reduce pollutants discharging to the local waterways but will

not increase the overall capacity of the collection and treatment systems, nor will the IWIP projects address much of the aging infrastructure within the City. The Asset Management program will help to support continuous operation of the facilities, as well as opening additional capacity for economic and residential development, while also enhancing the City's ability to ensure consistent effluent quality discharging to the Maumee River. As these plans continue to be developed and refined, funding sources such as WPCLF and Congressionally Directed Funding Requests should be pursued.

U-15 *Pursue Feasibility of Stormwater Utility*

Several costly unfunded mandates have been and will continue to be imposed upon the City of Defiance. Creation of a new stormwater utility would enable the City to create a new source of revenue to help fund operations and capital improvements within the MS4, IWIP and asset management programs. Stormwater utilities are prevalent in large and mid-sized communities throughout the US and can provide opportunity to encourage creative reuse of existing sites and incentives for implementation of

water quantity and water quality improvements at existing sites.

U-16 *Continue Watershed Approach for Source Water Protection*

The City of Defiance draws raw water from the Upper Maumee River, near the confluence of the Tiffin River, with the predominantly agricultural watershed extending west into Indiana, north into Michigan and as far south as Grand Lake-St. Mary's. WTP staff created a Drinking Water Source Protection Plan in 2020 that has been endorsed by the Ohio EPA. A copy of the report is posted to the City website. As acknowledged within the Executive Summary, "An extraordinary amount of federal and state funding has been targeted to this area for water quality studies and to encourage practices that reduce the loading of nitrates and phosphates into the tributaries and streams of the Western Lake Erie Basin ... It is clear that the City of Defiance can achieve its source water protection goals most effectively by encouraging and coordinating with

these efforts whenever possible and maintaining and extending the partnerships it has already established ..." The City is currently collaborating with Defiance College through the Defiance Research Alliance and Land to Lake Initiative. The extensive footprint of area upstream of the City of Defiance necessitates an extensive watershed approach to maintaining source water quality and protections.



CONNECTED COMMUNITY

CC-1 *Prepare an Inventory of All Community Assets*

A community is nothing more than a sum of its assets, destinations, neighborhoods and “spaces between the places.” And when it comes to Defiance- a community that developed earlier than most of its NW Ohio peers due to perfect geography- there’s plenty of just about everything.

A comprehensive mapping that took place during the planning process uncovered numerous parcels owned by the city of Defiance, along with a preliminary database of “Points of Interest” that included places like parks, schools, churches, and hospitals. Before the officials begin the process of developing a Parks

& Recreation Master Plan (CC-2), it is recommended that a comprehensive list of these “assets” be fully ascertained so that they can be better connected to one another via sidewalks, shared use paths, and waterborne methods (kayaks, canoes, water ferries).

CC-2 *Develop a Parks & Recreation Master Plan*

According to the community survey, Defiance residents simply love and adore their park and recreation programs, but crave more of these amenities like improved “all-ages” programming and access to all of its three rivers (Maumee, Auglaize and Tiffin Rivers. City officials should look to expound upon the 2014 Riverfront Master Plan and develop a Citywide Parks and Recreation Master Plan to help address issues of upkeep, programming, and park refinements.

A primary goal of the new Parks and Recreation Plan should be to connect the community to its assets, “destinations”, neighborhoods, riverfronts and existing trail systems (Reservoir Trail, Buckeye Trail and North Country Trails) in profound, quirky and meaningful ways. Another important goal of the Plan would be to raise awareness and motivation to generate new revenues and resources for park and recreational activities. At the present time, the entire park footprint of 11 or more parks, plus programming, is managed and maintained on a \$500,000 budget with a 5 full-time staff, a remarkable feat based upon current park budgets of similar sized communities in Ohio.

Some of the items that a parks and recreation plan will help to address:

1. Conduct a citizen’s survey to determine desires and

aspirations. According to the 2023 Comprehensive Plan Survey and Community Preferences Survey, parks and recreation, and community public spaces are two of the top three land uses residents wish to be expanded in the community (see Chapter: Public Participation).

2. Evaluate the existing base of parks for issues with maintenance, upkeep and programming.
3. Create and maintain cooperative partnerships with recreation providers and facilities to plan and coordinate programs with available facilities inside and outside the City in order to efficiently provide the widest variety of recreational opportunities.
4. Maintain sufficient sports fields to permit scheduled periods of rest and recovery for the fields without limiting league activities and informal community use.
5. Assure through proper budgeting that park user fees pay for the maintenance of facilities.
6. Coordinate City organizations, City Schools and local committees and leagues to balance the overall recreational needs of the available facilities.
7. Ensure new development plans for trails, open space, parks and recreational land as well as tree

preservation; develop urban park standards.

8. Ensure the continuation of trails, walkways and crosswalks through transportation planning and public development and coordination with the Metroparks of Defiance County and other important groups like the local sports clubs and Camp Lakota/ Boy Scout officials.
9. Evaluate the possibility of acquiring properties such as vacant schools, churches, land or large buildings that meet recreational objectives.
10. Continue to require developers to set aside resources for parkland dedication.



CC-3 *Update the School Travel Plan (STP) and coordinate with Defiance County Active Transportation Plan*

Improving Defiance's pedestrian connectivity infrastructure remains a big priority for the close to 2000 residents and students that were surveyed during the planning process. Connectivity can be improved by repairing existing sidewalks, reducing existing sidewalk gaps and/or utilizing other multi-use path systems. This would help to reduce vehicular traffic and encourage healthy modes of transportation for pedestrians and cyclists to a variety of destinations.

Defiance officials should work closely with the school's leadership, parents and students to update their 2019 Defiance School Travel Plan (STP) to qualify for additional state funding. ODOT requires communities to update their plans if they are over five years old, if the schools moved, or if leadership has changed.

The goal of Ohio Department of Transportation's Safe Routes to School Program (SRTS) is to assist communities in developing and implementing

projects and programs that encourage and enable children in grades K-12, including those with disabilities, to walk or bike to school safely. Up to \$500,000 in grants is available for infrastructure improvements and up to \$120,000 for non-infrastructure solutions is available to communities with STPs.

CC-4 *Continually improve Downtown Pedestrian Safety and Mobility Options*

Improving Downtown pedestrian safety and mobility is critical to keeping the vitality of the Downtown business district welcoming of foot traffic. In late 2022, the City Traffic Committee made turn lane restrictions on 2nd and 3rd Streets, but ongoing policies will be needed to improve the walkability culture in the downtown. City officials have embraced downtown stakeholders with Road Diet and other pedestrian connectivity strategy, but further Complete Streets elements can be infused into public and private projects in the Planning Area.

Continually exploring ways to provide improved connections between the businesses and the surrounding neighborhoods will benefit the Downtown. Continued improvements to enhance

alley ways with improved pavement and lighting is important to connect rear parking lots to the storefronts along Clinton Street. Enhancing the pedestrian safety of crossing intersections is also critical. In 2023, the City secured funding from ODOT from their Abbreviated Safety Program to revise signal timing/phasing and to enhance signing to implement a no turn on red at signalized intersections. This measure will help reduce vehicle conflicts with pedestrians by requiring motorists to remain stationary instead of turning right on red during a red phase of a signal when the crossing of roadways by pedestrians is permitted.

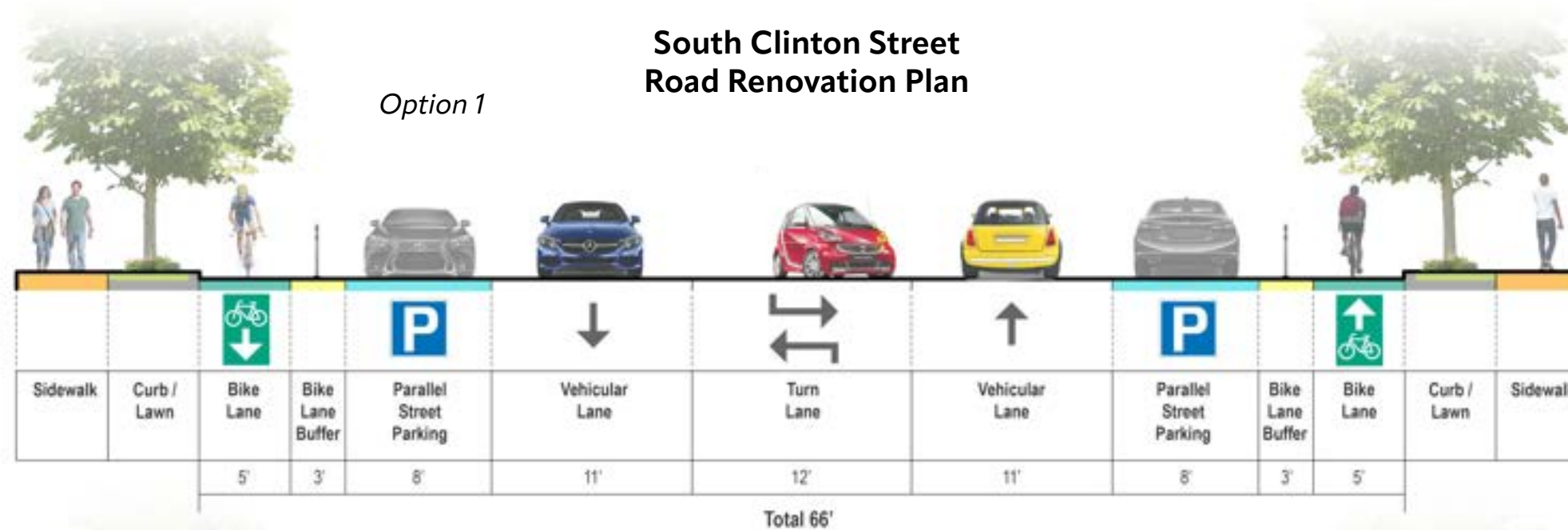


Many residents that live in neighborhoods that feed into the Downtown are desirous of additional safe pedestrian connectivity elements.

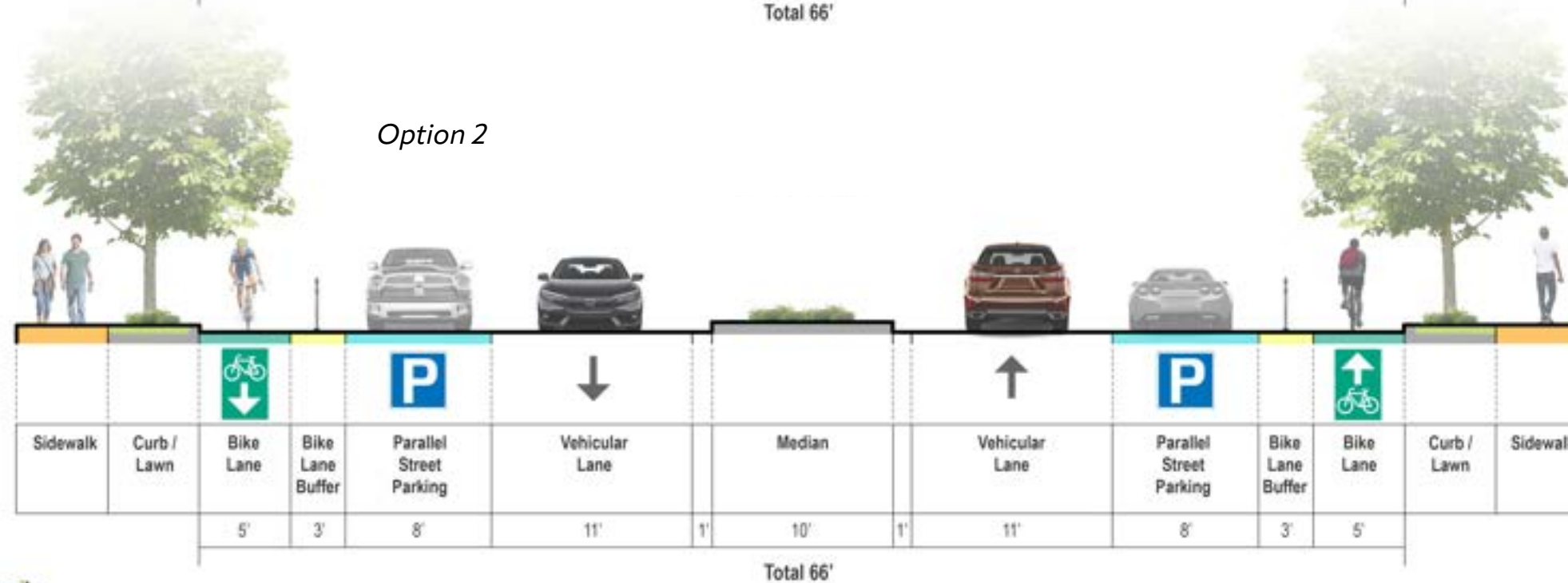


South Clinton Street Road Renovation Plan

Option 1



Option 2





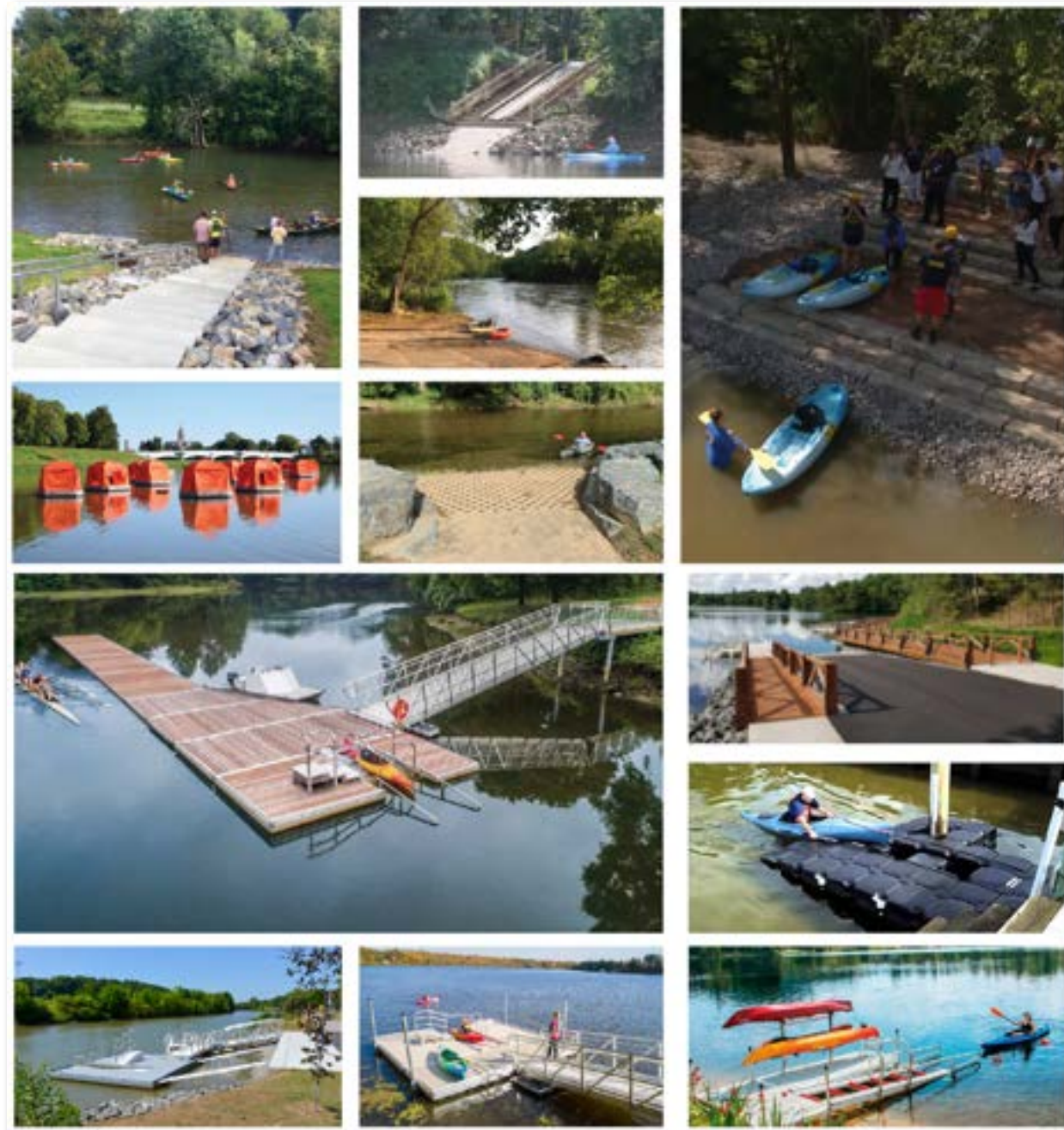
CC-5 *Develop Canoe/Kayak Activation Nodes*

As community traversed by three rivers, one could assume that residents would have more than one watercraft access point. At the present time, the boat/canoe launch at Pontiac Park remains the only access point within the city limits, as the Dey Road launch (operated and maintained by the Defiance County Commissioners).

This Plan affirms the recommendations for the 2014 Riverfront Plan to activate riverfront access points at a downtown location (Gateway Park) and Kingsbury Park, and sets in motion the activation of new access nodes along the Auglaize River at Riverside Cemetery and Bronson Park. Both locations are under city ownership and could be seasonally-activated through high impact-low cost methods.



The Auglaize River could be activated at Riverside Cemetery with a new canoe/kayak access point and connect to similar locations at Bronson Park and Kingsbury Park.



Many locations along the city's three rivers can be activated with seasonal high-impact, low-cost river access solutions, some of them highlighted above. Float Troy, provides tents to summer-goers along the Great Miami River, and similar arrangements could occur along the Auglaize River.

CC-6 *Develop a Complete Streets Policy Ordinance to aid with funding applications*

The City of Defiance should develop a Complete Streets policy ordinance that encourages all improvements to roadways in the community to explore the feasibility of incorporating complete street components. Resurfacing projects could explore the possibility of widening shoulders to provide 5 FT bike lanes and/or is it feasible to add sidewalks along a corridor that is being resurfaced. The use of road diets can also be used where sections of roadways have excess capacity such that fewer travel lanes would operate adequately. Reducing the number of travel lanes can provide the opportunity to incorporate on street bike lanes and it typically results in calming traffic, which enhances pedestrian safety

along a corridor. The expansion of sidewalks, bike lanes, and shared use paths in a community will help reduce vehicular traffic and encourage healthy modes of transportation.

Officials should remain firm to Section 1167.06 that requires sidewalks in residential and nonresidential subdivisions, and also require that developments connect to adjacent developments and, most importantly, public destinations. Bike lanes or "sharrows" could be added to roads in subdivisions where sidewalks are not present and road width allows.

CC-7 *Develop a Transportation Master Plan that focuses on Various Modes of Transportation Needs for a 20-year Horizon*

Consideration should be given to developing a citywide Transportation Master Plan. The purpose of such a plan is to focus on the transportation needs of the community for the next 20 years by coordinating future demands with the land use plan to predict future needs. In addition to motorized transportation needs, the plan will also identify pedestrian and bicycle facility needs and connections within the City. Various significant improvements are identified in a Transportation Master Plan such as potential locations for new river crossings; locations where grade separations of railroads are needed; locations of connector roads; etc. One significant benefit of having a Transportation Plan is that

many Federal and State funding programs rank funding applications higher for those communities that have the project they are applying for funding in a Master Plan document.



CC-8 Identify Systemic Safety Pedestrian Improvements in the Community

Identifying the locations within the City of Defiance for systemic safety needs will assist on enhancing connectivity of pedestrian facilities. A cursory review of ODOT's Safety Map Viewer assists in identifying systemic priorities for pedestrian segments (see graphic below). These identified corridors provide the opportunity to apply to ODOT's Systemic Safety program for pedestrian improvements; ODOT's Transportation Alternatives Program (TAP) and the Safe Routes to School (SRTS) Program. Additional pedestrian corridor needs not listed on ODOT's Safety Map Viewer could also be identified in a local plan, such as an Active Transportation Plan or a Transportation Master Plan. Pedestrian projects listed on any of these plans assists in helping with the ranking of projects.



Defiance has many unique assets that could be activated to provide safe pedestrian connectivity.

CC-9 Development Plan of Implementing a Shared Use Path Tridge at Confluence of Maumee and Auglaize Rivers

The City has been working on exploring the feasibility of constructing a Tridge Structure at the confluence of the Maumee and Auglaize Rivers for a Shared Use Path (SUP). Providing such a facility would allow pedestrians and bicyclists to use this three-legged structure to access three key parks in the City. Currently to access these three parks, residents must travel across two bridges and along busy arterial roadways. One potential funding source for this improvement, as well as other safety improvements is the newly created Safe Streets for

All (SS4A) program that was created in the Federal Bipartisan Infrastructure Legislation (BIL). The first step of the SS4A is developing a Safety Action Plan that can be funded by the program, and then in subsequent rounds, funding can be applied to for constructing the recommended projects. Additional funding programs for shared use paths and recreational facilities are available through the Ohio Department of Natural Resources (ODNR) and ODOT's Transportation Alternatives Program.



The "Tridge" is a grand vision to connect Defiance at the Confluence.

CC-10 Riverfront Revitalization & Shared Use Path Connectivity Trails System (Peddle and Paddle Plan)

One of the largest assets of Defiance is the natural features of the community, involving the confluence of the Maumee and Auglaize Rivers, as well as the Tiffin River that is located approximately 1.8 miles upstream on the Maumee River. There are sections of Shared Use Path (SUP) and walking facilities that have been constructed along the river, particularly on the north side of the river under the Purple Heart Bridge, and into the Pontiac Park area. There is also a walking trail along the riverfront on the south side of the river from the Purple Heart Bridge to Fort

Defiance Park. Providing SUP connections from the Purple Heart Bridge that head further west would be beneficial for providing additional recreational trails. One consideration is to provide a potential river crossing for the SUP adjacent to the existing railroad structure just upstream from the Purple Heart Bridge. The same funding sources listed in CC-10 previously would also apply to this project.





CC-11 *Second River Crossing Feasibility Study*

A second river crossing of the Maumee River has been a consideration for several years within the City of Defiance. The issue is that when the existing bridge over the Maumee River is closed for repairs, or an accident, or other unforeseen events, there is a lengthy detour involved. This creates traffic issues,

as well as issues with emergency services since the Fire/EMS/Police are all based on the south side of the Maumee River. Consideration should be given to conducting a feasibility study to determine if a second river crossing is feasible and a potential location for the new crossing.

CC-12 *East Second Street Non-Motorized Facilities*

The East Second Street corridor is the major east-west corridor through the City of Defiance. This is a critical corridor to provide non-motorized transportation facilities for residents. Currently there are sidewalks on both sides of East Second Street from Clinton Street in Downtown Defiance eastward to Tedeman Avenue. There is a gap in sidewalk coverage on the south side of the corridor from Tedeman Avenue to Greenhouse Avenue. Then from Greenhouse Avenue to Domersville Road/Florence

Avenue there are no sidewalks on both sides of the roadway. The City should explore incorporating sidewalk improvements into the corridor to complete the coverage gaps that currently exist. Several funding programs that could be considered include ODOT's Systemic Safety program for pedestrian improvements, ODOT's Transportation Alternatives Program (TAP), and the Safe Routes to School (SRTS) Program.

CC-13 *Ottawa Avenue, Ayersville Avenue, and East Side Infrastructure Improvements*

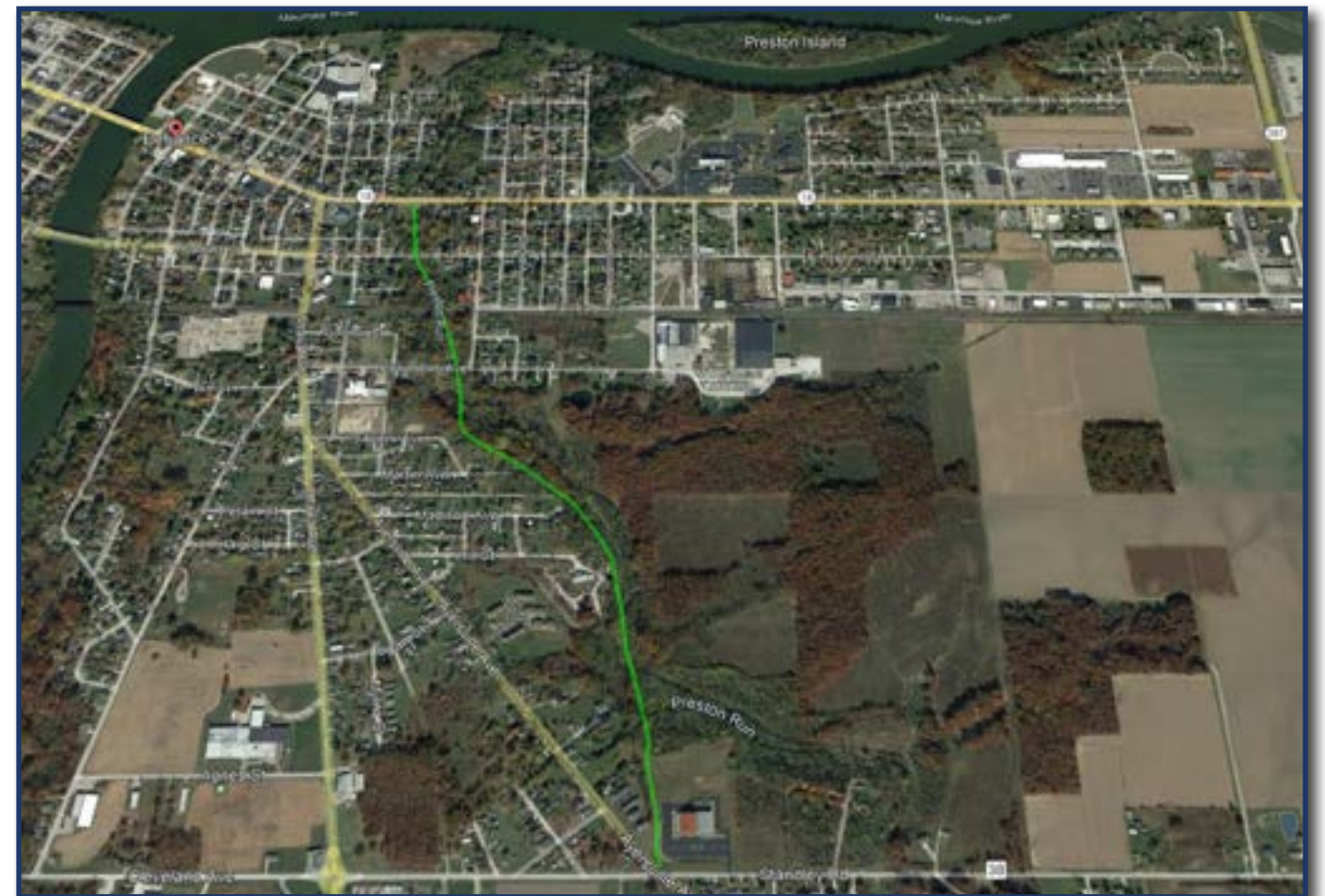
The City has made great progress in recent years in obtaining various funding program awards to upgrade portions of Ottawa Avenue (SR15), as well as construct sidewalks and Shared Use Path (SUP) segments on the East Side of the City. There are high Active Transportation Needs and Demands on the East Side. The City continues to apply for ODOT

Safety Funds and TAP Funds to construct pedestrian improvements. In 2022, both Systemic Safety and TAP funding awards were secured to improve pedestrian and SUP facilities along Ottawa Avenue as well sidewalks on Cleveland Avenue between Ottawa Avenue and Ayersville Avenue.

CC-14 *Pursue the Feasibility of Developing a Preston Run Trail System*

Preston Run is a small creek with surrounding trees and vegetation areas that runs from the Maumee River southward to Standley Road. This natural area through the East Side of Defiance is a potential greenspace and recreational trail area that could be developed. The feasibility of such a recreational trail

system would need evaluated, as there are several locations where it will be difficult to implement a trail system, such as the CSX mainline railroad, as well as flood zone areas found in locations along Preston Run.



The potential exists to activate a trail system along Preston Run from E. Second Street to the intersection of Cleveland Ave – Standley Road.



CC-15 CSX Railroad Underpass Clearance Improvement to Jefferson Avenue

The existing underpass on Jefferson Avenue has a vertical clearance of 12'5" and is periodically struck by semi-trailer trucks. This corridor carries the SR66 designation; however, trucks are re-routed to Downs Street and Holgate Avenue to avoid the Jefferson Avenue low clearance underpass. This corridor could offer a more efficient way to traverse trucks through the City if the underpass clearance could be improved to allow semi-trailer trucks to safely pass beneath this underpass.



The CSX viaduct limits trucks from utilizing Jefferson Street.

CC-16 Ginter Road, Carter Road, & Jefferson Avenue Sidewalk or Shared Use Path Improvements

In the desire to enhance non-motorized transportation in the community, and to encourage active transportation, this southern part of the City should incorporate sidewalk connections. Providing sidewalks and/or Shared Use Path facilities to these three streets would provide safe travel routes to the Elementary and High/Middle School campuses

for the surrounding neighborhoods. Several funding programs that could be considered include ODOT's Systemic Safety program for pedestrian improvements, ODOT's Transportation Alternatives Program (TAP), and the Safe Routes to School (SRTS) Program.

CC-17 Riverside Park Connectivity for Pedestrians and Bikes

Riverside Park is located between Riverside Avenue and the Auglaize River. This recreational area could improve access to the park by creating sidewalk and Shared Use Path connections that reach into the surrounding neighborhoods. There are existing

city-owned parcels leading into the park just south of the CSX railroad, that offer the potential to provide non-motorized facilities to encourage active transportation for the surrounding neighborhoods.



Past several planning efforts have discussed formalizing a trail system along the Auglaize River at Riverside Park and beyond. The key is doing in a way that retains the existing trail's current quirkiness.



CC-18 *Atlantic Street at CSX Railroad Crossing Access to Enterprise Industrial Park*

The Enterprise Industrial Park is located just south of Baltimore Street on the south side of the CSX railroad. This industrial park is accessed by using Atlantic Street, which has an at-grade intersection with the railroad. The intersection of Atlantic Street and Baltimore Street could benefit from turn lanes being added to Baltimore Street so to add storage length for vehicles when trains are passing through on the CSX railroad line. These turn lanes would allow turning vehicles to be removed from through traffic on Baltimore Street and would enhance traffic flow on the corridor.

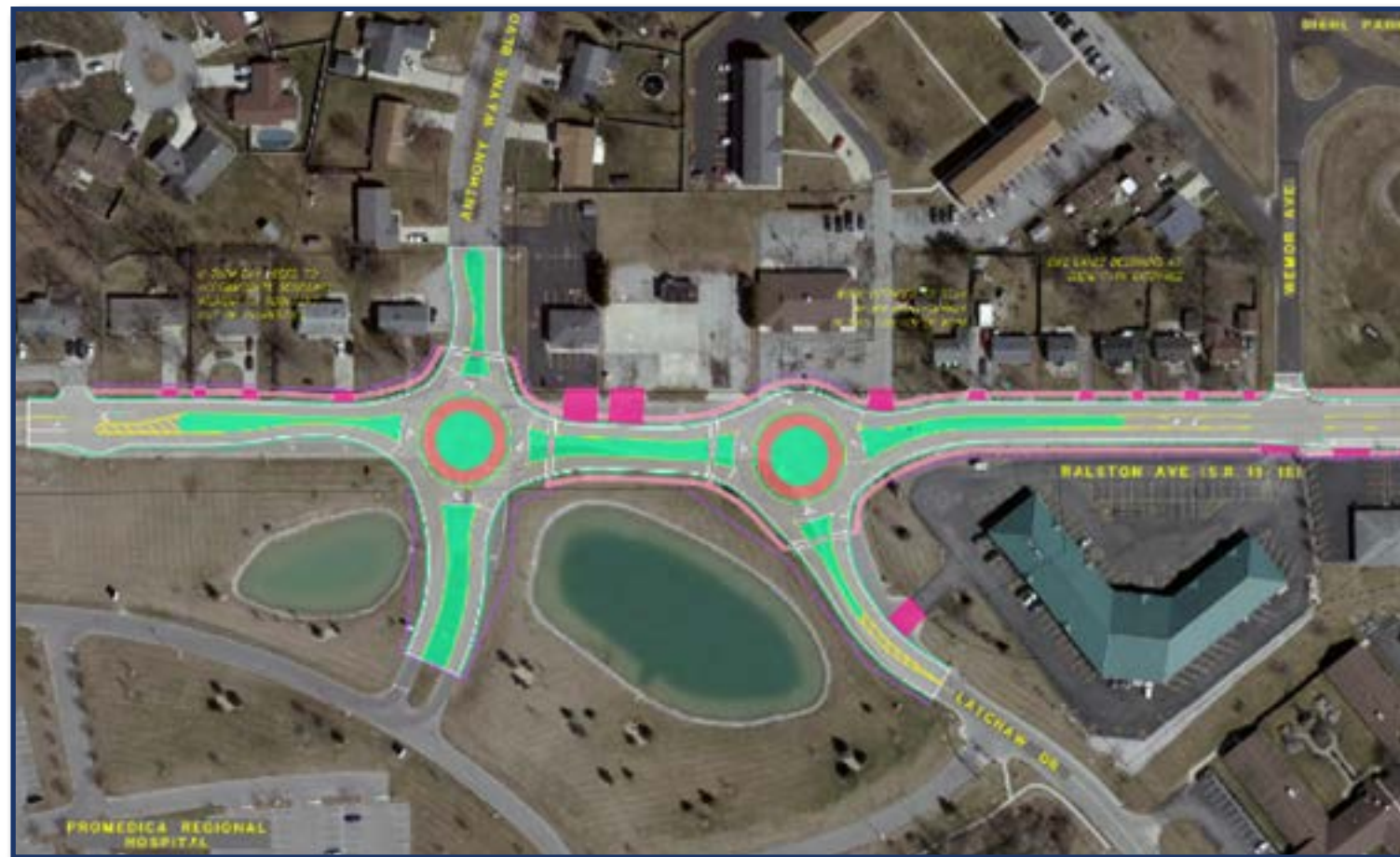
CC-19 *SR66 (N. Clinton Street) Improvements North of Elliott Road*

Commercial, retail, warehousing, distribution facilities, and light industrial/manufacturing facilities continue to develop along SR66 north of the US24 interchange and Elliott Road intersection. As developments and traffic continue to grow, there will likely be a need to expand the three-lane roadway further north, or to expand the roadway to a five lane facility. The SR66 corridor should also consider adding sidewalks northward from Elliott Road to provide safe travel for pedestrians along this busy corridor.

CC-20 *Continue planning for Ralston Avenue/Sessions Avenue Corridor Improvements*

The City previously had a Safety/Feasibility Study conducted on the Ralston Avenue/Sessions Avenue corridor in 2020 that identified incorporating a pair of roundabouts at the entrance to the ProMedica Hospital and at Harding Street/Latchaw Drive. The study also explored incorporating a road diet on Sessions Avenue from Northfield Avenue to

Nicholas Street where the five lane roadway would be transformed to a three lane roadway with on-street bike lanes. The City is pursuing a Small City Congestion Grant application in 2023 to assist in funding the two roundabouts. The improvement of the Ralston Avenue/Sessions Avenue would enhance this Gateway into the City.



City officials have future plans to improve pedestrian safety with dual roundabouts along Ralston Avenue / W. Session Street.

An aerial night photograph of a city street filled with a large crowd of people. The street is lined with multi-story brick buildings. In the foreground, there is a stage area with purple lighting and smoke. The background shows more city buildings and a hillside under a dark sky. The overall scene is vibrant and festive.

IV

Plan Implementation

Plan Element	Element No.	Strategy	Collaborating Entity or Organization					
			City Council	Planning Commission	Departments	Local/Other Organizations	Time Frame I=Immediate (Less than 2 years) M=Medium (3-4 years) L=Long (5+ years) O=Ongoing *=Strategy Lead	Percent Complete
Downtown Renewal	DR 1	Develop a Downtown Property Inventory and Conditions Summary	X	X	Engineering, Planning*, Building, Fire	DDVB, Downtown Property Owners, Downtown Businesses, Stakeholders	I	
	DR 2	Update the Downtown Design Guidelines (Chapter 1351 of the Defiance Codified Ordinance)	X	X	Engineering, Planning*, Law, Zoning	DDVB, Design Review Board, Downtown Businesses/Property Owners, Stakeholders	I	
	DR 3	Public Realm Activation and Wayfinding Strategy			Engineering*, Planning	DDVB, Downtown Business/Property Owners, Stakeholders	I	
	DR 4	Prepare a Downtown Parking Study	X	X	Engineering*, Planning	Traffic Commission, DDVB, Chamber, DCED, Downtown Business/Property Owners, Stakeholders	I	
	DR 5	Develop Gateway Park with Maumee River Boat / Canoe / Kayak Access	X		Engineering*, Planning, Parks & Recreation, Police, Fire	Defiance Metroparks, Defiance County Commissioners, Fraternal / Charitable Organizations, Interested Stakeholders	M	
	DR 6	Adaptive reuse of the middle school property (1918 property)	X	X	Engineering, Planning*	DDVB, DCED, Defiance Commissioners, Defiance College, Historic Homes of Defiance, Private Developers	L	
	DR 7	Assess and update Downtown water and sewer systems to ensure long-term service and reliability.	X		Engineering*, Planning, Water Distribution, Water Pollution Control	DDVB, Downtown Business/Property Owners, Stakeholders	O	
	DR 8	Improve Downtown pedestrian and bicycle safety	X	X	Engineering*, Planning	Traffic Commission, Downtown Business/Property Owners, Chamber, Council	O	
	DR 9	Implement the Façade Grant Program		X	Planning*, Engineering	DDVB, Downtown Business/Property Owners, Stakeholders	O	
	DR 10	Increase Downtown Residential Living Opportunities	X	X	Planning*, Engineering, Building	DDVB, Chamber, Downtown Business/Property Owners, ODOT, Realtors, Developers, Stakeholders	O	
	DR 11	Leverage grants and resources for revitalization efforts	X		Planning*, Engineering	DDVB, Chamber, Downtown Business/Property Owners, Local Charitable Organizations, ODOT, Stakeholders	O	

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Preservation & Prosperity	PP 1	Update the Community Reinvestment Area Program	X		Planning*, Board of Control	DCED, CRA Board (Housing Council), Realtors, Bankers, Stakeholders	I	
	PP 2	Update the Job Creation and Retention Program	X		Board of Control, Finance*, Planning	DCED, MVPO	I	
	PP 3	Pursue the feasibility developing a Joint Economic Development District (JEDD) with Noble Township, Defiance, and Richland Townships	X		Administration*, Engineering, Planning, Fire, Police	Defiance County Commissioners, DCED, Township Trustees of Noble, Defiance, and Richland; Property Owners, Interested Stakeholders	I	
	PP 4	Update the City's nuisance and property maintenance and inspection standards	X	X	Law, Engineering, Planning, Building*, Fire	Nuisance Abatement Board, Businesses, Property Owners, Neighborhood Groups	I	
	PP 5	Adopt a Rental Registration Ordinance	X		Law, Planning, Building*, Police, Fire	Neighborhood Groups; Homeowner Associations; Property Owners	I	
	PP 6	Adopt a Vacant Property Registration Ordinance (VPRO)	X		Law, Engineering, Planning, Building*, Police, Fire, Public Works	Police/Fire Departments, Neighborhood Groups; Homeowner Associations	I	
	PP 7	Embrace Tactical Densification in Targeted Areas		X	Engineering, Planning*, Fire, Police	Chamber, Developers, Realtors, Senior Living Providers	O	
	PP 8	Promote Development Opportunities in Growth Areas		X	Engineering, Planning*, Building	DCED, Property Owners, Realtors, Noble, Defiance, Richland Townships, ODOT, Stakeholders	O	
	PP 9	Develop a Mixed Use Zoning District	X	X	Engineering, Planning, Building*	DCED, DDVB, Stakeholders	I	
	PP 10	Zoning Code Improvements	X	X	Engineering, Law, Administrator, Planning, Building*, Fire	DCED, DDVB, Business and Property Owners, Stakeholders	I / O	
	PP 11	Baltimore Street Revitalization Corridor Study	X	X	Engineering*, Planning, Parks & Recreation	DCED, Businesses, Property Owners, Stakeholders, ODOT, RTPO	O	
	PP 12	Pursue the feasibility creating a Community Development Department	X	X	Board of Control*, Engineering, Planning, Building	DCED	I	
	PP13	Leverage incentives and grassroots efforts to improve housing and public infrastructure in targeted neighborhoods	X		Engineering, Planning*	ODOG, ODNr, OPWC, RTPO, MVPO, Neighborhood Groups, Property Owners	O	
	PP 14	Pursue the feasibility creating a Public Information Officer (PIO) position for education & outreach	X		Board of Control*	Private Sector Multimedia Businesses, Consulting Businesses	L	

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Utilities	U 1	Continue study to identify, locate & remove lead water service lines throughout City	X		Engineering, Water Distribution*	Ohio EPA	O	
	U 2	Continue maintenance and update of water distribution model. Implement planned improvements in Water System Master Plan.	X		Engineering*, Water Distribution, Water Treatment	Ohio EPA	M	
	U 3	Evaluate need for increased reservoir and water treatment capacities.	X		Engineering*, Water Treatment	Ohio EPA, ODNR	I/O	
	U 4	Prepare an annual hydrant and valve repair, replacement, and testing plan.	X		Engineering, Water Distribution*, Fire		I	
	U 5	Improve pressures and resiliency within water distribution by completing capital projects	X		Engineering*, Water Distribution, Water Treatment	Ohio EPA	O	
	U 6	Reduce I/I entering sanitary collection system in separated sewer areas.	X		Engineering, Board of Control, Water Pollution Control*, MS4	Ohio EPA	L	
	U 7	Promote regular cleaning and inspection of inverted siphons under the Maumee and Auglaize Rivers.	X		Board of Control, Engineering, Water Pollution Control*		I	
	U 8	Complete WWTP upgrades for flow and treatment enhancements, including wet weather facilities.	X		Board of Control, Engineering, Water Pollution Control*	Ohio EPA	L	
	U 9	Assess pumping station controls to reduce septic conditions from infrequent operation.	X		Water Pollution Control*	Brunersburg, Ayersville	I	
	U 10	Continue maintenance and updates of sanitary sewer system model and asset management program.	X		Engineering, Water Pollution Control*	Ohio EPA	O	
	U 11	Continue to promote and implement green initiatives to help reduce flooding and improve water quality.	X		Engineering, Water Pollution Control, MS4*, Planning	Ohio EPA, ODNR	O	
	U 12	Review and update Engineering Handbook and make accessible for outside use.		X	Engineering*, Water Distribution, Water Pollution Control, MS4		I	
	U 13	Evaluate the creation of a Public Works Director Position	X		Board of Control*		L	
	U 14	Implement recommendations of IWIP and Asset Management Plans	X		Board of Control, Engineering*, Water Pollution Control, MS4		L	
	U 15	Pursue feasibility of Stormwater Utility	X		Board of Control*, Engineering, Water Pollution Control, Public Service, MS4		L	
	U 16	Continue watershed approach for source water protection	X		Engineering, Water Treatment, Water Pollution Control, MS4*	Ohio EPA, ODNR	O	

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Connected Community	CC 1	Prepare an Inventory of All Community Assets and Properties			Planning*	DDVB, Chamber, DCED, Defiance College, Interested Stakeholders, media outlets	I	
	CC 2	Develop a Parks & Recreation Master Plan	X	X	Engineering, Planning*, Parks & Recreation	Park Board, DDVB, Defiance Metroparks, Defiance County Commissioners, Health Department, Schools, Camp Lakota officials, Defiance College, Defiance County Board of Disabilities, Mercy Hospital, ProMedica, Township Trustees of Defiance, Noble, and Richland, Acres Land Trust (Preston Island)	I	
	CC 3	Update the School Travel Plan (STP) and coordinate with Defiance County Active Transportation Plan	X	X	Engineering*, Planning	ODOT, Defiance Schools, private/parochial schools	I	
	CC 4	Continually improve Downtown Pedestrian Safety and Mobility Options	X		Engineering*, Planning, Law Director	Traffic Commission, DDVB, Defiance County Board of Disabilities, Chamber, and Interested Stakeholders	I	
	CC 5	Develop Canoe/Kayak Activation Nodes	X		Engineering*, Planning, Parks & Recreation, Police, Fire	Parks Board, Defiance Metroparks, Defiance County Commissioners, Fraternal / Charitable Organizations, Health Department, Schools, Camp Lakota officials, Acres Land Trust (Preston Island)	I / O	
	CC 6	Develop a Complete Streets Policy Ordinance to aid with funding applications	X	X	Engineering*, Planning, Law Director	Traffic Commission, DDVB, RTPO, Chamber, Defiance County Board of Disabilities, Stakeholders	I	
	CC 7	Develop a Transportation Master Plan that focuses on Various Modes of Transportation Needs for a 20-year Horizon	X	X	Engineering*, Planning, Parks & Recreation, Police, Fire	Adjacent townships, Defiance Schools, Defiance County Board of Disabilities, RTPO, Hospitals, Businesses, Stakeholders	M	
	CC 8	Identify Systemic Safety Pedestrian Improvements			Engineering*	RTPO, ODOT	O	
	CC 9	Development Plan of Implementing a Shared Use Path Tridge at the Rivers Confluence	X		Engineering*, Planning, Parks & Recreation	DDVB, Chamber, DCED, Defiance Public Library, Local Businesses, Stakeholders, Elected Officials.	O/I	
	CC 10	Riverfront & Shared Use Path Connectivity Trails System (Peddle & Paddle Plan)	X	X	Engineering*, Planning, Parks & Recreation	Park Board, DDVB, Chamber, DCED, Local Businesses, Property Owners, Stakeholders	M	
	CC 11	Second River Crossing Feasibility Study	X	X	Engineering*	Traffic Commission, RTPO, ODOT	M	
	CC 12	East Second Street Non-Motorized Facilities	X		Engineering*	Traffic Commission, RTPO, ODOT, Richland Township	M	
	CC 13	Ottawa Avenue, Ayersville Avenue, and East Side Infrastructure Improvements	X		Engineering*	RTPO, ODOT, East Side Neighborhoods, Churches, Defiance County, Adjacent Townships	O/I	
	CC 14	Pursue the Feasibility of Developing a Preston Run Trail System	X	X	Engineering*, Planning, Parks & Recreation	Parks Board, RTPO, ODNr, Property Owners, Stakeholders	L	
	CC 15	Pursue the Feasibility of a Railroad Underpass Clearance Improvement to Jefferson Ave.	X	X	Engineering*	Traffic Commission, DCED, Fire/EMS, CSX Railroad, ODOT, RTPO, Stakeholders	L	
	CC 16	Ginter Road, Carter Road, & Jefferson Avenue Sidewalk or Shared Use Path Improvements	X		Engineering*	RTPO, ODOT, Neighborhoods, Churches, Defiance County, Adjacent Townships, Defiance City Schools	I/O	
	CC 17	Riverside Park Connectivity for Pedestrians and Bikes		X	Engineering*, Planning, Parks & Recreation	Parks Board, Property Owners, Stakeholders	L	

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	CC 18	Atlantic Street at CSX Railroad Crossing Access to Enterprise Industrial Park	X		Engineering*	DCED, Stakeholders, Fire/EMS, CSX Railroad, ODOT, RTPO, Enterprise Industrial Park	L	
	CC 19	Pursue the Feasibility of Widening SR66 (N. Clinton Street) North of Elliott Road with Noble and Tiffin Townships	X		Engineering*	Defiance County Engineer, Noble/Tiffin Twps, DCED, Fire/EMS, ODOT, RTPO, Businesses, Stakeholders	L	
	CC 20	Continue planning for Ralston Avenue/Sessions Avenue Corridor Improvements	X		Engineering*, Parks and Recreation	DCED, Fire/EMS, ODOT, RTPO, Businesses, Parks & Recreation, ProMedica, Stakeholders	O	

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Defiance Opera House, Defiance, Ohio.



ERIE CANAL & LOGS.

