

TOWN OF SIDNEY

Through this data collection and analysis, the County, and the incorporated communities, can better understand what is happening today and what can be expected for the future. The key finding conclusion statements, highlighted within each community section, set the stage for the goals, objectives, and recommendations outlined within the final FORWARD Kosciusko County Comprehensive Plan. Unless otherwise noted, all data points were gathered from the US Census.



SIDNEY

PEOPLE

Demographic Trends

Sidney has seen a decline in population since 2000. The Town's total population is 51 people, less than 1% of the County's total population. Sidney has shrunk in population by 69.6% since 2000 and is estimated to lose nearly all its population by 2030. Sidney is projected to be the smallest community within the County by 2030, with Burket estimated to have just one additional resident. An aging population and the migration of younger families away from the Community, are the probable causes for this projection.

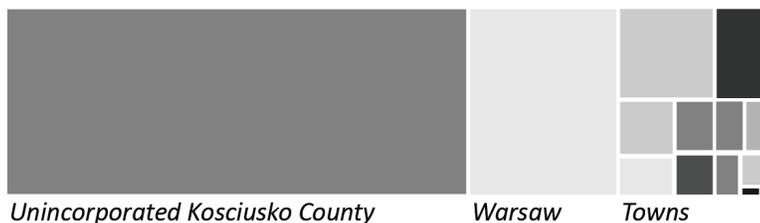
The median age of residents living within Sidney is 56.5 years, an increase from 2010 when the median age was 42.3 years and the highest out of all communities within the County. This increase is likely due to many of the Town's residents aging in place and the lower amount of school age children. The largest age cohort living within Sidney are those between 65 and 54 years of age (18.8%), the number of residents under the age of 19 has shrunk by 7% since 2010.

All of those residents living within Sidney identify as Caucasian, which has only slightly changed since 2000 when 98.2% of the community identified as Caucasian. In addition, 3.9% of residents also identify as Hispanic or Latino in origin, and increase from 2010 (1.0%).

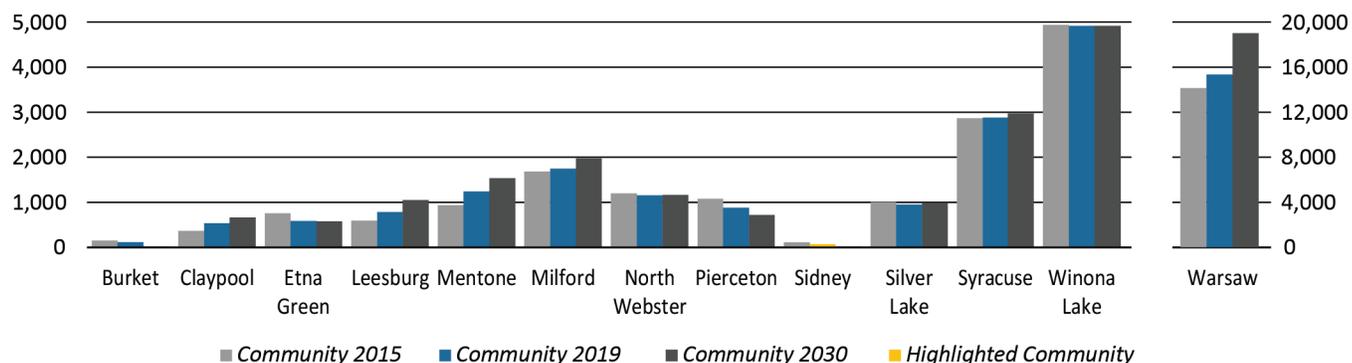
Sidney's median household income is \$30,625, a 5.8% decrease since 2010 and \$30,741 (50.1%) less than the County's median household income. The Town's income per capita (\$23,045) has grown 12.6% from 2010 to 2019. Per capita income is the average income of an area spread among all residents (including children) and is most often used to describe a community's purchasing power or income per resident. The Town's increase in median household income has been reflected by a drop in the poverty rate (13.7%) which was 15.4% in 2010.

51

Total population (2019)



Population Growth



Income and Poverty

 \$30,625 Median Household Income

9.8% County Poverty Rate

Race and Ethnicity



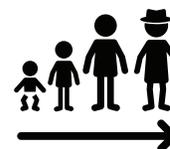
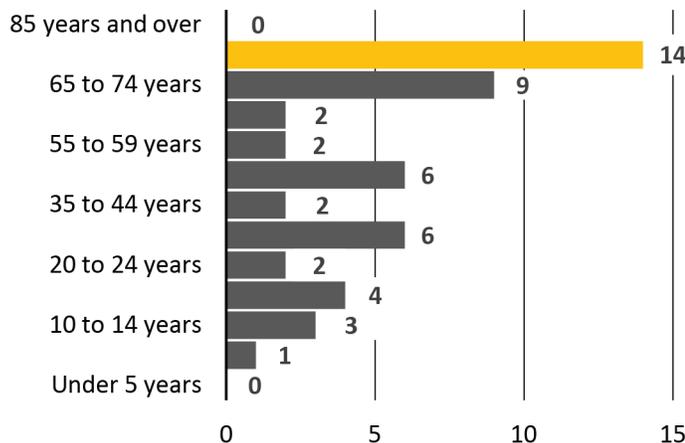
100%

Identify as Caucasian

3.9%

Identify as Hispanic

Population Age



56.5

Median Age

Employment and Industry

Of residents 25 years or older, 78.0% have a high school degree or higher and 4.9% have a bachelor degree or higher. Sidney has seen an increase in educational attainment since 2010 when 72.6% of residents over the age of 25 had a high school degree or higher, although residents with a bachelor degree or higher has declined (8.1% in 2010).

Following Sidney's decrease in population over the past decade, the labor force (38.3% of residents over the age of 16) has sharply decreased by 35% since 2010. The decrease in the Town's labor force could be explained due to the increase in the population's age, as residents are retiring within the Community. Manufacturing industries (35.3%) employ a third of Sidney's residents, while construction industries (29.4%) are the second largest employers. The average earning for manufacturing jobs within the County is \$91,815, the second highest out of all major industry types.

The mean travel time for Sidney residents is 30.3 minutes, the highest of all communities within the County. About 70.6% of residents are driving to work alone and 29.4% carpool with others. The majority of residents are commuting outside of the Community (94.1%) for work, and 29.4% are commuting outside the County for work. An estimated 7,549 Kosciusko County residents leave the County for work each day.

18 Total Residential Labor Force (2019)

94.4%

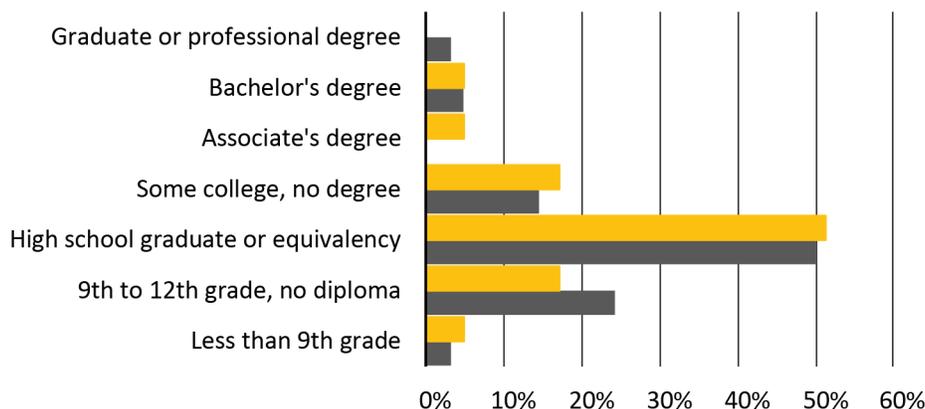
Of the local labor force is employed



5.6%

Of the local labor force is unemployed

Educational Attainment



78.0%

Have obtained a high school degree or higher

Average Earnings for Manufacturing Jobs



\$91,815

Average earnings within the County

Second highest out of all major industry types

Commuting Time



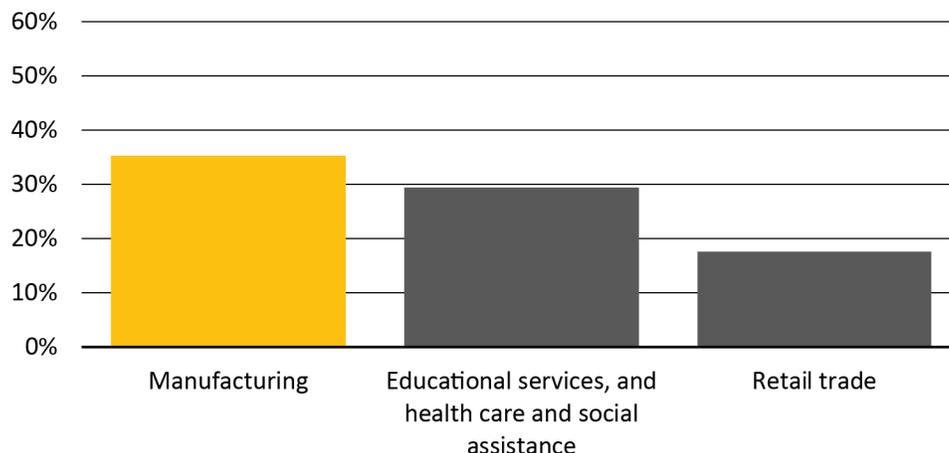
30.3

Average travel time in minutes

70.6%

Of workers prefer to drive to work alone

Local Industries and Earnings



Housing

Sidney has 33 housing units, a 52.2% decrease since 2000. The Town has seen the greatest loss in housing out of all Kosciusko County communities. Although the Town's total number of housing units has dropped since 2000, the number of vacant properties within the Community has dropped as well. Since 2010, the rate has dropped 8% and since 2000 it has dropped 1%.

The housing within Sidney is the oldest within the County, with 63.6% of housing built before 1940, and 87.9% of units built prior to 1970. This year is important because it marks when modern housing codes began to take effect throughout the Country. Since 2010, there have been no new housing units constructed within town limits.

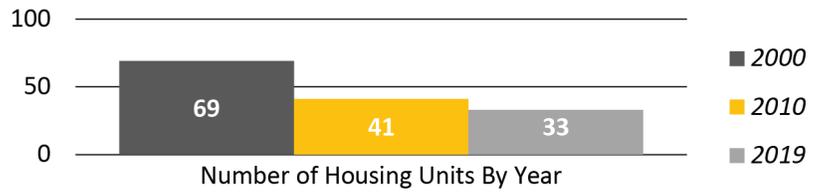
The most common type of housing structures within Sidney are single-unit detached, making up 84.8% of total housing units, with mobile homes (15.2%) making up the rest of the community's housing. The occupied households within the Town are a majority owner-occupied (96.7%), with 36.7% of units being family households and 63.3% single-person households. The percentage of rented households (3.3%) in Sidney is the lowest within the County. The Town has three vacant houses (9.1%) of its 33 total housing units.

The median home value in Sidney is \$65,800, which is less the County's median value (\$150,000) and on the low end when compared to other communities within the County. The Town's home values rose since 2000 (increase of 22.8%), when the median home value was \$53,600.

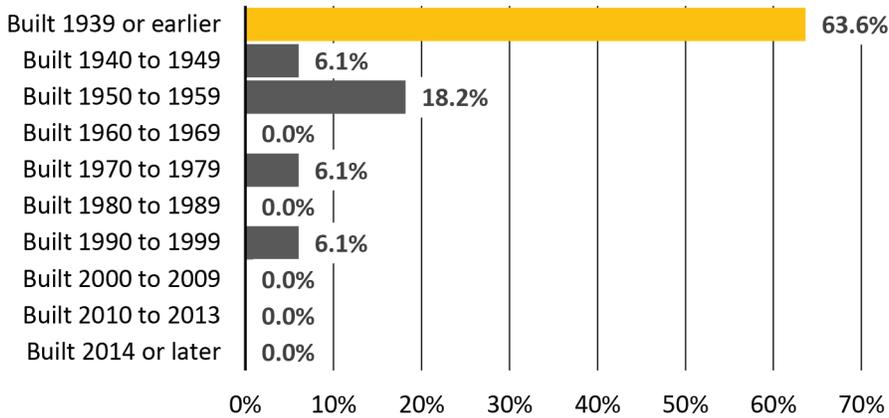
Currently, based on Zillow Research data on the prices of homes being sold within the Community, there is a large difference between the sales prices and the median assessed value of the homes as defined by the US Census. In 2019, the median home sale price was \$150,712 (compared to an assessed value of \$65,800), an increase of 33.4% since 2000 (\$112,970), and has increased 5.2% from 2019 to 2020 alone. Due to the breakdown of Zillow's data being by area code, data for Sidney also includes homes in Pierceton and near the lakes to the north.

33

Total housing units



Age of Housing



Of local housing units were built before 1970

Home Value

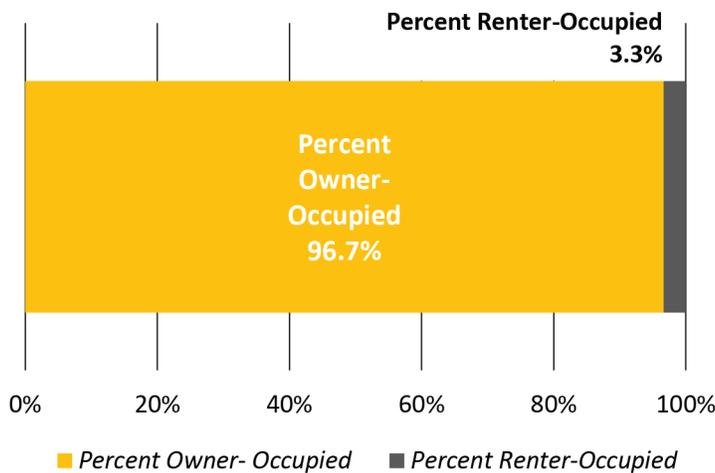


\$65,800

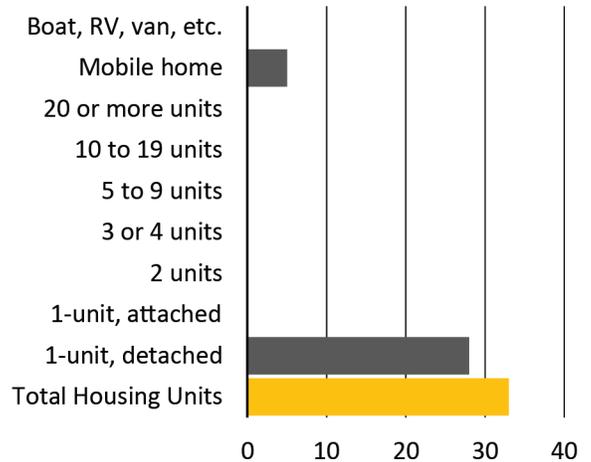
Median Home Value

Versus a median home sale price of \$150,712 (Zillow Research)

Housing Occupancy



Housing Type



SIDNEY

PLACES

Existing development

Land use is the term used to describe the type of activity or development occurring on a parcel or within a structure located on the parcel. An existing land use map can often reveal development patterns that have occurred over time, potential conflicts or challenges, and opportunities for growth. Using Kosciusko County Assessor Office Class Code information at the property level, existing land uses were identified within the Town. Due to the way the data is aggregated, some inconsistencies may exist. Sidney's existing development patterns include the following:

Residential

The majority of Sidney's residential properties, and all properties in general, are located on either side of SR 13 and north of 900 S. Most development has occurred to the north of the rail line, and there is room for new development on the south end of the Community.

Commercial/ Industrial

The Town's retail and commercial land uses are centered around the intersection of Center Street and SR 13. There are no industrial properties within Sidney or in the immediate area, although a landfill is located due west of the Community.

Government/ Civic

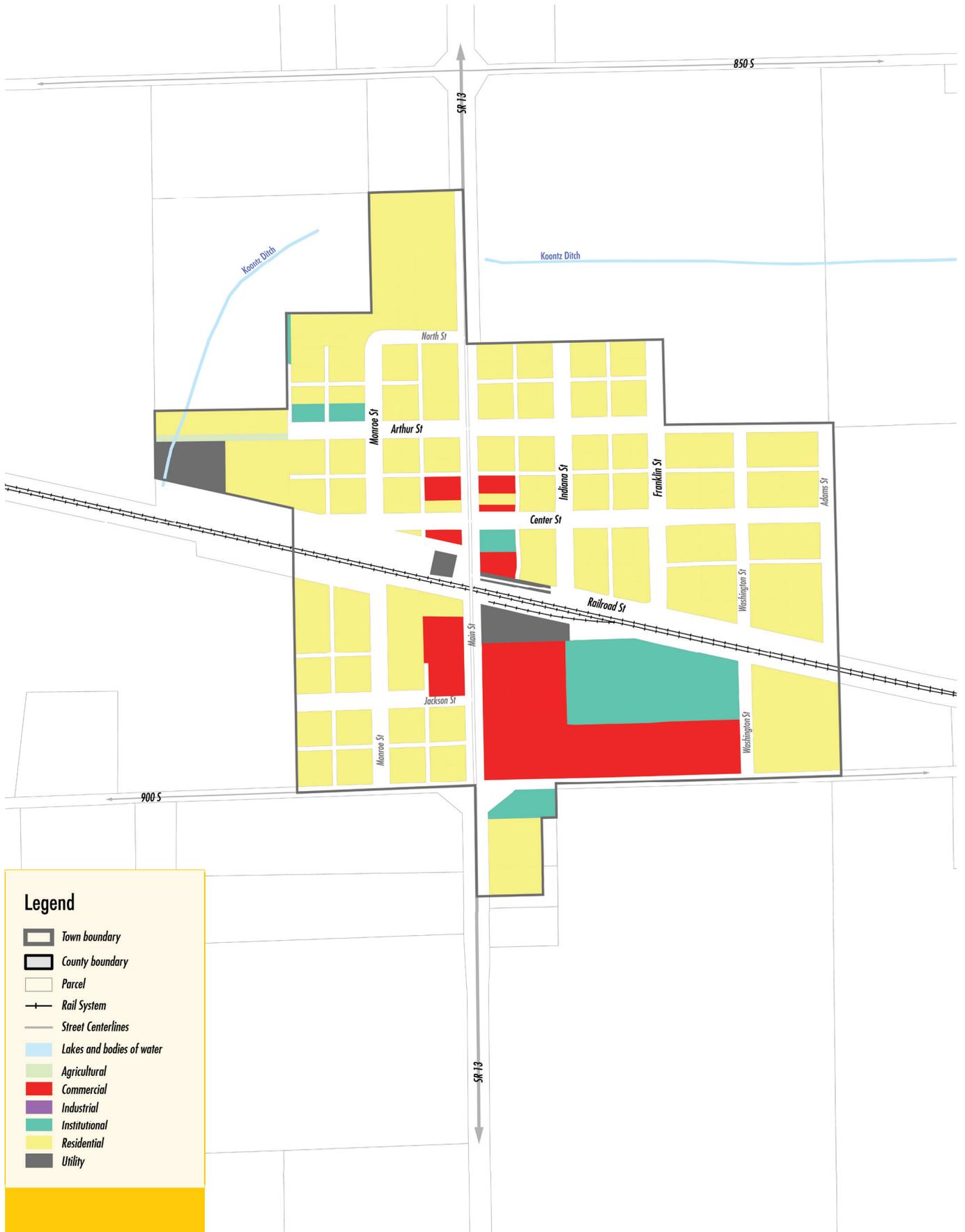
Sidney has a single property used for a government/civil use, a fire station and community building, at the corner of Center Street and SR 13.

Recreation

Sidney's only dedicated recreational space is a baseball/softball field south of the train tracks on the east side of SR 13.

Agriculture

Agricultural land uses surround Sidney, which may have once contributed to the Town's inability to expand.



Legend

- Town boundary
- County boundary
- Parcel
- Rail System
- Street Centerlines
- Lakes and bodies of water
- Agricultural
- Commercial
- Industrial
- Residential
- Utility

Zoning

Zoning refers to municipal or local regulations that govern how property can and cannot be used in certain geographic areas. A zoning map and/ or ordinance includes designated districts that determine the appropriate uses and development criteria for each parcel of land. Within each district, there are regulations stating the permitted types of development, lot sizes, building area, setbacks, etc. In addition to preventing conflicts, zoning can play a major role in preserving the Community's character and enhancing the local quality of life.

Sidney is part of the Kosciusko County Area Plan Commission (APC). The APC is a cooperative effort between Kosciusko County and many of the incorporated towns and is responsible for reviewing and making recommendations on rezoning requests, ordinance amendments and right of way vacations to the County Commissioners or associated Town Boards. The Town of Sidney is divided into the following zoning districts:

Public Use District: This district is designated for and limited to uses that serve to benefit the public. These uses may or may not be taxed, and may be owned and operated either privately or publicly.

Agricultural District: The purpose of this district is to protect prime agricultural land and related uses from undesirable urban growth. It establishes a quarter (1/4) mile protective zone for livestock operations, to protect them from urban development that is not compatible.

Residential District: The residential district is limited to dwellings as well as public and semi-public uses that are normally associated with residential neighborhoods.

Commercial District: The commercial district is primarily for retail or service uses.

Light Industrial District: This district is intended to provide areas for industrial uses such as operations associated with fabricating, manufacturing, processing, wholesaling, warehousing, and ancillary-related offices.

No mapping data was available for the Town of Sidney.

Existing Development, Sidney, IN | TSWDG



Redevelopment and Development Opportunities

A key component to planning for future growth and development requires addressing the unique opportunities and needs of older or transitioning parts of the Town. These areas present an opportunity to conserve land resources, leverage existing infrastructure, repurpose existing structures and capitalize on economic development tools, if appropriate.

Historic Features and Districts

Sidney does not have a traditional downtown core but does have a handful of structures that contribute to a historic character along Main Street (SR 13) and throughout portions of the Town.

The Indiana Department of Natural Resources (IDNR). The Indiana State Historic Architectural and Archaeological Research Database (SHAARD) allows users to search cultural resource information on known historic resources throughout Indiana. The data contained in SHAARD was collected from previously conducted cultural resource inventories, National Register nominations, and cultural resource management projects. The quality of the data varies with the completeness and precision of the original records and may be out-of-date. Absence of data does not necessarily indicate the absence of resources. The SHAARD is an ongoing initiative, and the associated data will undergo staged enhancements and constant updating. However, it offers insight into properties that may be of historical significance. The database uses four primary classifications for properties and structures:

Outstanding: The property has sufficient historic or architectural significance that is listed, or is eligible for individual listing, in the National Register of Historic Places. Outstanding resources can be of local, state, or national importance.

Notable: The property does not merit the outstanding rating, but is still above average in its importance. Notable structures may be eligible for the National Register.

Contributing: The property is at least 40 years old, but does not meet the criteria of outstanding or notable. These resources are important to the density or continuity of the area's historic fabric. Contributing structures can only be listed in the National Register as part of a historic district.

Non-contributing: The property is not included in an inventory unless it is located within the boundaries of a historic district. These properties may be less than 50 years old, or may be older structures that have been altered in such a way that they have lost their historic character. These properties are not eligible for listing in the National Register.

Within Sidney, there are numerous properties mapped within the SHAARD database, one of which is noted as a 'notable' structure. A residential home near the intersection of Main Street (SR 13) and North Street features unique characteristics and dates back to 1920. Sidney also features several 'contributing' properties along both Main Street (SR 13) and Center Street, with additional 'contributing' structures located throughout the Community.

Development Incentive Districts

Currently, there are no development incentive districts within or adjacent to Sidney.



Legend

- Town boundary
- County boundary
- Parcel
- Rail System
- Street Centerlines
- Lakes and bodies of water
- TIF District Boundaries
- National Register Historic Districts
- National Register Historic Sites
- Sites: Outstanding
- Sites: Notable
- Sites: Contributing
- Sites: Non-Contributing

SIDNEY

TRANSPORTATION SYSTEMS

Motorized

Roadways within and surrounding the Town of Sidney can be classified under the Highway Functional Classification system established by the Federal Highway Administration. This system was established to group streets and highways into classes based on the level of service there are intended to provide. These classifications not only allow the roads system to be evaluated and maintained in an efficient manner, but also rate roadways based on the concepts of mobility and accessibility.

Made up of Local Collectors, like most residential communities, Sidney has two roadways with differing classification. This includes SR-13/Main Street which is a Major Collector and CR 900 South which is classified as a Minor Collector. These classifications are also responsible for the greatest volume of traffic in the Community. With most traffic moving along SR 13 through the Community, it can be inferred that the SR 13 and CR 900 South intersection is a major convergence/dispersal point for regional traffic.

Given its location along SR 13, the Town of Sidney connects northward with several smaller communities within Kosciusko County, all the way up to the Town of Syracuse. This route also provides indirect access to the County Seat of Warsaw via US-30. Moving south, SR 13 provides a direct route to the communities of North Manchester and Wabash.

Roadway Character and Condition

The roadways within and surrounding Sidney, while rural in nature, vary in character. SR 13 is the Town's primary corridor and provides thru access from the north to the south. At the southern end of the Town, SR 13 consists only of two travel lanes which are separated by a center pavement marking. On either side there are narrow shoulders which are either paved or gravel. Pavement appears to be in fairly poor conditions with several patches and fading pavement markings. Sidewalks are limited to areas with commercial development and do not extend into residential areas.

The character of CR 900 South is similar to SR 13 with two travel lanes separated by a center pavement marking. The primary difference in the character of the roadway is that the county road does not have any type of buffer along the side of the pavement. In this case, the pavement is abutting vegetation.

As an incorporated community, Sidney is responsible for the public right of way within the town boundary. Kosciusko County, and many of the incorporated communities, utilize the Pavement Surface Evaluation and Rating System (PASER) to visually assess and rate the condition of local roads. The PASER system rates the condition of the road from 1 (failing) to 10 (excellent). With this information, local governments are able to project future conditions of the pavement and plan for the most effective treatment. Pavement conditions, as defined by the PASER system, have been collected on a regular basis for County roads from 2016 to 2020, including all roads within the Town of Etna Green. Nearly all of the roads within Town are classified as a "Fair" rating or above, with only one roadway segment being noted in "Failed" condition.

Based on available data, there are no known roadway improvement projects currently being planned or considered by Kosciusko County or the Town of Sidney.

Roadway Character, Sidney, IN | TSWDG



Rail Corridor

The Town of Sidney is intersected by a single railway, the Chicago District Rail Line. This railway runs from the City of Chicago, IL to the City of Fort Wayne, IN. The rail line, though largely single-track in nature, splits to a double wide track near the community of Sidney, allowing another train to bypass when traveling.

Public Transportation

The Kosciusko Area Bus Service (KABS) provides countywide, demand-responsive, public transportation service. The service is operated by Cardinal Services of Indiana, a not-for-profit corporation that provides services for persons with disabilities and other life challenges. Ridership in 2019 was about 58,000 trips, a slight reduction from the 2018 figure of about 59,000 trips. The system owned 12 ADA-accessible vehicles in 2019, and received funding from fares and contributions from Kosciusko County, the Indiana Department of Transportation, and the U.S. Federal Transit Administration.

Non-Motorized

Pedestrian and biking infrastructure within the Community are nearly non-existent, with very limited sidewalks being in place along SR-13 moving north-south through the Community. Even these features cease to exist once outside the downtown area.

Existing Development Sidney, IN | TSWDG



SIDNEY

UTILITY SYSTEMS

Water and Wastewater

Town residents are served water and sewer by a municipally-owned utility, as well as by personal wells.

Gas and Electric

The Town of Sidney is unusual for Kosciusko County, as its main electric utility provider is Duke Energy, as opposed to the rest of the County that is serviced by the Northern Indiana Public Service Company (NIPSCO). Alternatively, residents may have the option of the Kosciusko Rural Electric Membership Corporation (REMC) for their power needs. No gas options seem to be available.

Broadband

According to BroadbandNow, a digital database that utilizes data from the Federal Communications Commission (FCC) and local service providers, there are 12 internet providers in Sidney, with 9 of those offering residential service. The majority of service within the Town is gained through DSL or satellite providers, although commercial service is available through cable/fiber. Due to the way broadband data is reported, and collected by the FCC, some zip codes report having a higher number of providers and subscription plans available to local residents. While there are numerous providers, coverage varies depending on the specific provider. Broadband speeds are measured by upload and download speeds in Megabytes per second (Mbps). The average download speed within Sidney is 6.24 Mbps, which is 95.2% slower than Indiana's average. For reference, the Federal Communications Commission defines broadband as a minimum download speed of 25Mbps and upload speed of 3Mbps.

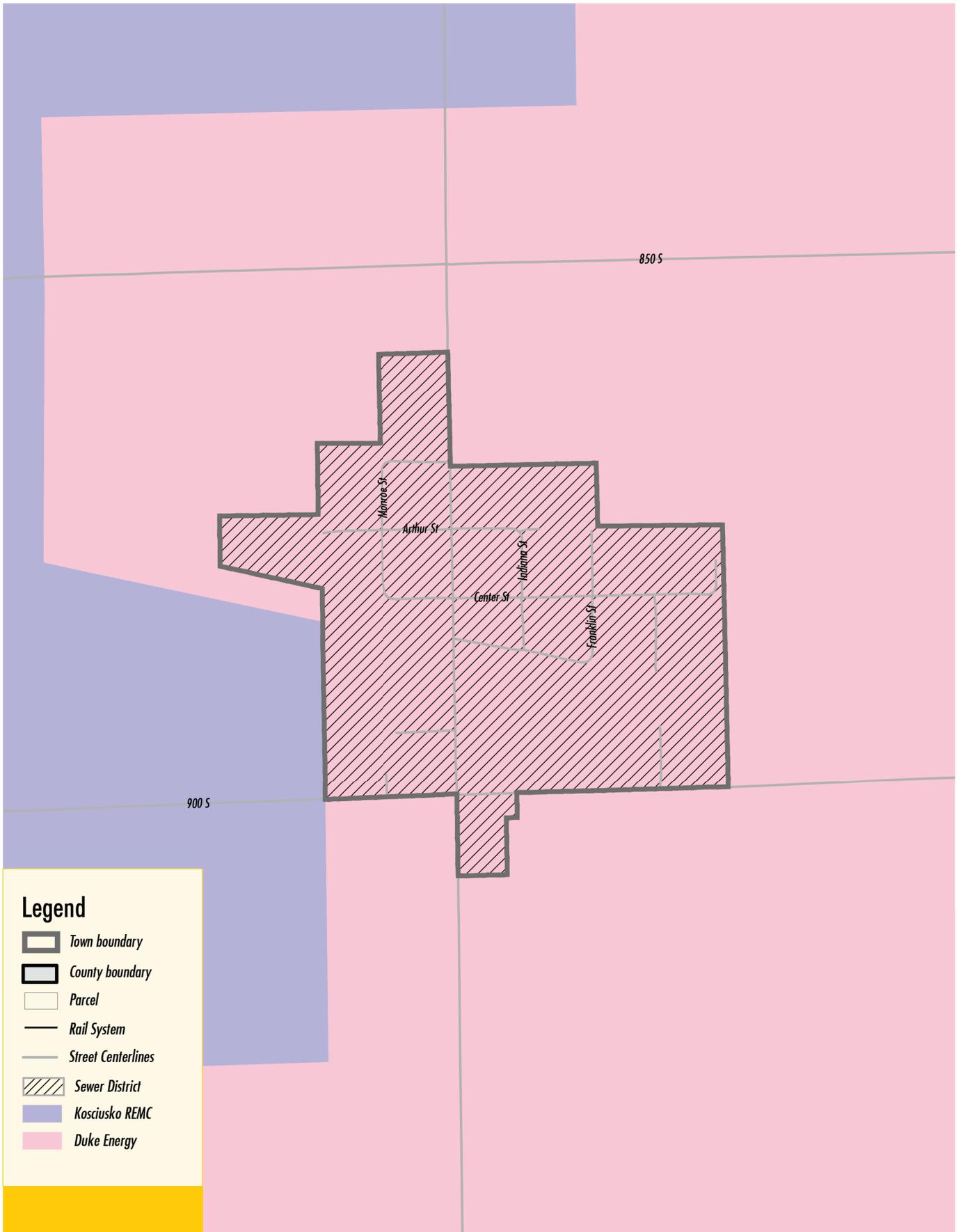
Rural Indiana Stats, an application managed by Purdue University and the Indiana Office of Community & Rural Affairs, offers an alternative view of local broadband statistics. The application, which aggregates FCC data at the Census tract level, reports that 19.1% of area residents do not have internet access, 12.8% have no computing device and 15.0% use a mobile device exclusively.

Due to the way data is aggregated and reported, both databases use geographic boundaries that include the Town of Sidney as well as unincorporated areas of the County in the statistics identified above.

Public Safety Systems

The Sidney-Jackson Township Volunteer Fire Department is located on the corner of Center Street and SR 13. The firehouse is also used as the Town's community building.

Police needs for Sidney are handled by the County Sherriff, as the Town does not have its own force.



SIDNEY

DESTINATIONS

Community Facilities and Support Services

Government Facilities

While the Town does not have a physical town hall, the fire station acts as the community building. Sidney is also lacking a post office and a library, with the nearest facilities being in Liberty Mills or Pierceton.

Public Health Facilities

Sidney does not have any form of healthcare offices within the Town, forcing residents to travel to neighboring communities for treatment and services. North Manchester, approximately 10 miles to the south, Warsaw, approximately 15 miles to the northwest, or Columbia City, approximately 20 miles to the northeast, have the nearest doctor's office, hospital and specialized treatment centers.

Schools and Learning Institutions

Sidney is part of the Whitko Community School Corporation, but lacks a school of its own. Students travel to South Whitely for both elementary and high school (grades 6-8), and commute to Larwill for middle school (grades 6-9).

Child Care and Early Childhood Facilities

Based on a search of INconnect, an online database of childcare or early childhood facilities, Sidney has no childcare or early childhood facilities within the Town, forcing parents to take their children outside the Community for such services. The closest facilities are located in North Manchester, Warsaw or Columbia City. INconnect allows any individual to search for care providers by a variety of criteria and provides listings for both licensed and unlicensed, centers, homes and ministry-based facilities.

Grocery and Convenience Stores

Sidney lacks any form of grocery or convenience store. At one time, the Community was able to support a small grocery store; however, it currently appears to be permanently closed. The closest available location for buying either fresh foods or pantry staples is located in North Manchester, approximately 10 miles to the south of the Town. Sidney is in a food desert, defined as an area where people have limited access to a variety of healthy and fresh foods. Aside from North Manchester, additional grocery options can be found in central Warsaw.

Civic and Entertainment Facilities

There are little to no entertainment venues within Sidney, forcing residents to travel to surrounding communities for their entertainment needs.

Religious and Cultural Facilities

There is one religious' institution within Sidney.



Legend

-  Town boundary
-  County boundary
-  Parcel
-  Rail System
-  Street Centerlines
-  Lakes and bodies of water
-  Civic and Entertainment Facilities
-  1 Town Hall
-  2 Sidney Volunteer Fire Department
-  3 Spangle's Country Crossing
-  4 Amazing Grace Community Church
-  5 Trinity Bible Methodist Church

Parks and recreation

Sidney has a single recreation area located on the east side of SR 13 south of the rail line that exists as a small baseball/softball field. The nearest community which would have park amenities for residents to use would be South Whitley.

Lakes and waterways

Sidney does not have any large bodies of water within the Community, and there is no public lake access in close vicinity.

Existing Development Sidney, IN | TSWDG



SIDNEY

KEY FINDINGS

The key findings of the Sidney community condition assessment have been organized into two key categories: Strengths/ Opportunities and Weaknesses/ Threats. Strengths and opportunities are internal, positive attributes that are within control of the Town. Opportunities are external environmental factors that are likely to contribute to the Town's success. Conversely, weaknesses and threats are negative factors that detract from the strengths. These may require improvement in order for the Town to be competitive as an attractive community. Threats are external factors that the Town has no control over. It may be considered that a contingency plan be put in place for dealing with them as/ if they occur.

Strengths and Opportunities:

- The Town does not have many amenities that can draw new residents, but it is located between multiple communities that do have desired amenities.
- The Town has a small downtown area that could support new businesses.
- Sidney is situated between multiple large communities with easy access to hubs of employment.
- The Town has a number of historic sites, which it can use for future attractions
- The existing sidewalk infrastructure within the Town can be improved and expanded to provide alternative transportation routes to local residents.

Weaknesses and Threats:

- Sidney lost a significant amount of its population in the past two decades and is projected to lose almost all residents by 2030.
- The Town's aging population and lack of new families moving into the Community is the single greatest threat facing the Community.
- The lack of residential amenities including grocery and convenience stores, child care and early childhood education facilities, and public health facilities negatively impacts the Town's ability to attract new residents.
- Sidewalk infrastructure is present but portions of the system are in varying conditions. Improvements may be needed to repair existing segments.
- The Town has portions of roadways that have been categorized as 'Poor' condition per the PASER rating system. Improvements and maintenance will be needed.
- Local broadband services fall far below the national baseline of 25 Mbps download and 3Mbps upload. Additionally, most services are based off wireless and satellite technologies which are unreliable.

