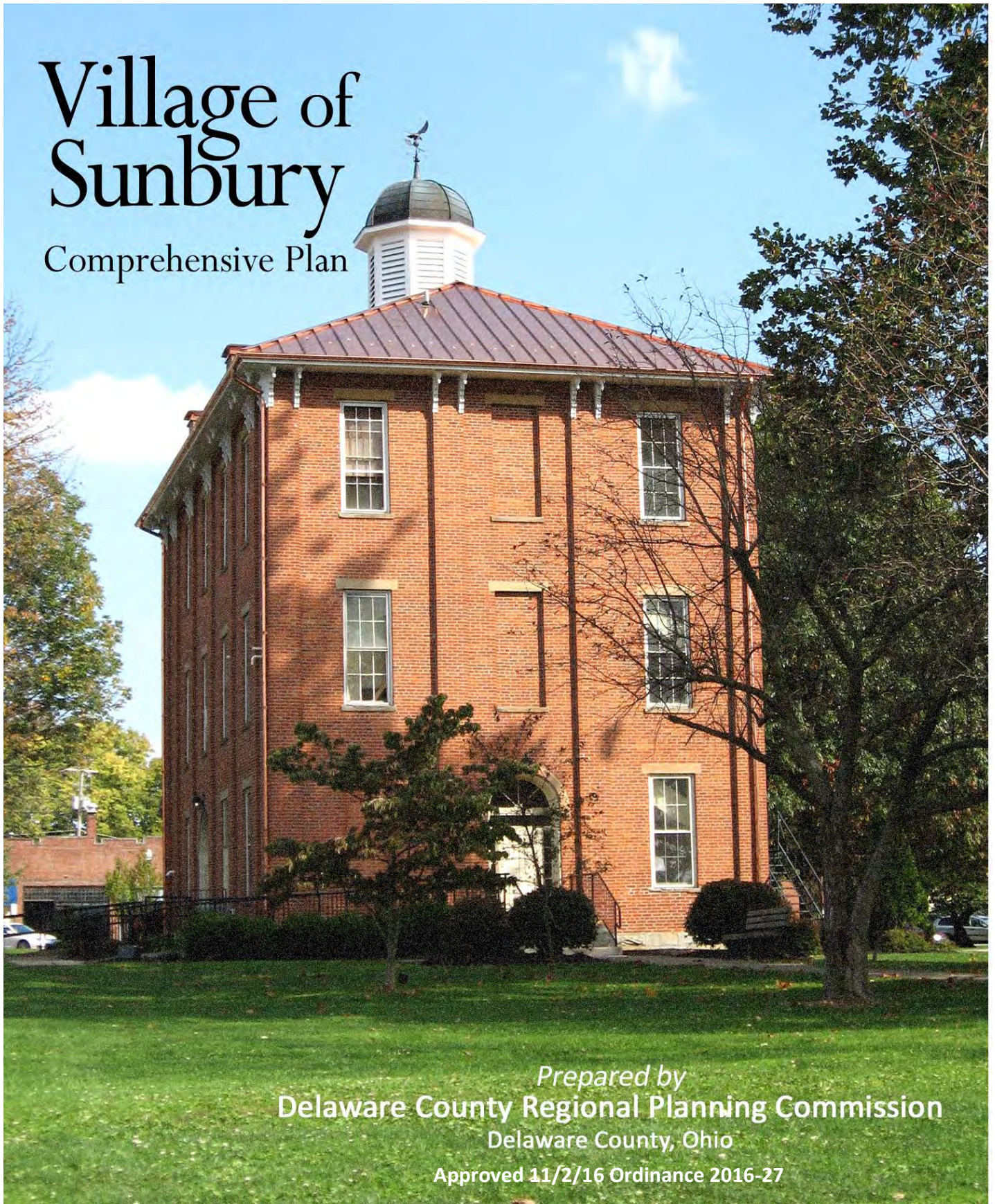


# Village of Sunbury

Comprehensive Plan



*Prepared by*  
**Delaware County Regional Planning Commission**  
Delaware County, Ohio

Approved 11/2/16 Ordinance 2016-27





# Village of Sunbury Government

(October, 2016)

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*Unless otherwise noted, base map datasets are provided by the Delaware County Auditor's GIS Office (parcel, water, political boundaries, etc.).*



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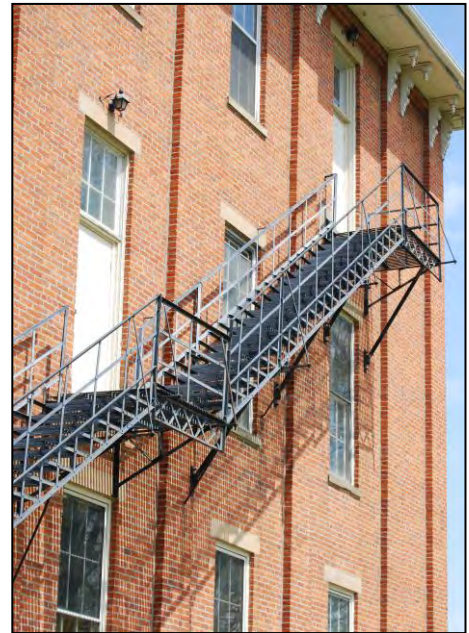
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## Executive Summary

In 1808, **Sunbury Township** was created within Delaware County, Ohio. In 1810, Sunbury Township began to be divided into the current townships of Harlem, Trenton, Porter and half of Berkshire and Genoa Townships. In 1816, William and Lawrence Myers, brothers from Pennsylvania, founded the **Village of Sunbury** within present day Berkshire Township.



Over the last several decades, the **population** has grown along with the growth of Delaware County:

*Sunbury Population 1960-2016*

Year	1960	1970	1980	1990	2000	2010	2016
Population	1,360	1,820	2,101	2,046	2,630	4,389	5,154

*Source: U.S. Census Bureau, 2010. DCRPC Estimate, 2016.*

Likewise, **building permits** over the past fourteen years indicate this growth in residential development and population:

*Building Permits issued*

	'97	'98	'99	'00	'01	'02	'03	'04	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15
Sunbury	30	33	19	47	75	72	54	3	0	18	20	31	37	34	19	34	73	36	36

*\*Data available through December, 2015, (Source Delaware County Building Dept. and Municipalities)*

Numerous **commercial**, **industrial** and **office** uses are located within the Village. Land Use Analysis indicates 161 occupied Commercial uses and 20 Industrial uses. The analysis also indicates 138 acres of vacant non-residential land. Sunbury is home to numerous institutional uses, including an EMS Station, Fire Station, Library, Post Office, a majority of the Big Walnut School buildings, and many other uses. **Parks** make up about 4% of the land use, but residents also have access to other regional parks in neighboring communities.

The key components of this plan are the map and recommendations. The following is a list of the highest priority recommendations:

- Develop a marketing effort to generate increased interest in and bring visitors to the Village Square;
- Improve signage to route users of the Ohio to Erie Trail through the Village;
- Proactive rezoning of older residential portions of the Sunbury Square area to bring a majority of uses into conformity and ensure that standards are applied consistently for additions and rebuilds;
- See design and funding for a Prairie Run greenway that would extend from the Sunbury Memorial Park to the Pulte development at the former Nestle site;
- Proactive rezoning of the 11-acre Romanelli tract to allow for commercial and office uses;
- Extend broadband fiber from 3/36/37 intersection to the Square.







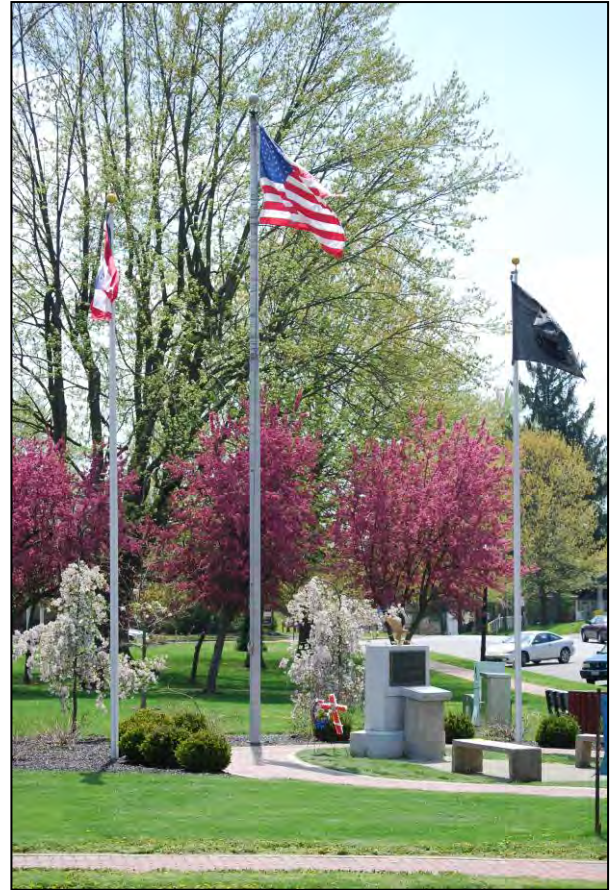
## Section 1

# Introduction

### Why Plan?

*"Make no small plans; they have no magic to stir men's blood and probably will not be realized. Make big plans; aim high in hope and work, remember that a noble logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever growing insistency. Remember that our sons and grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty."*

*Daniel Hudson Burnham,  
Father of the American City Planning Movement*



City and community planning in the United States was birthed in the City Beautiful movement of the turn of the century. Open space was the deliverance from the stuffy, overcrowded and disease-filled tenements of American cities in the late eighteen hundreds. The City Beautiful movement used parks and public open spaces as centerpieces of the future city, oases of respite from the hustle and bustle. After the First World War, the movement evolved from its landscape architecture revitalization roots to a legal instrument for planning for orderly future growth.

The intent of modern planning practice is to plan for the future. It is intended to be a vision of the future development of Sunbury. It is a guide; not a strict set of rules. Growth is dynamic and a plan must be dynamic. Development trends, the economic market, and community priorities will change over time. Along with those changes, the plan must also be amended with regular updates so that it can generally and correctly reflect the values and goals of the community.

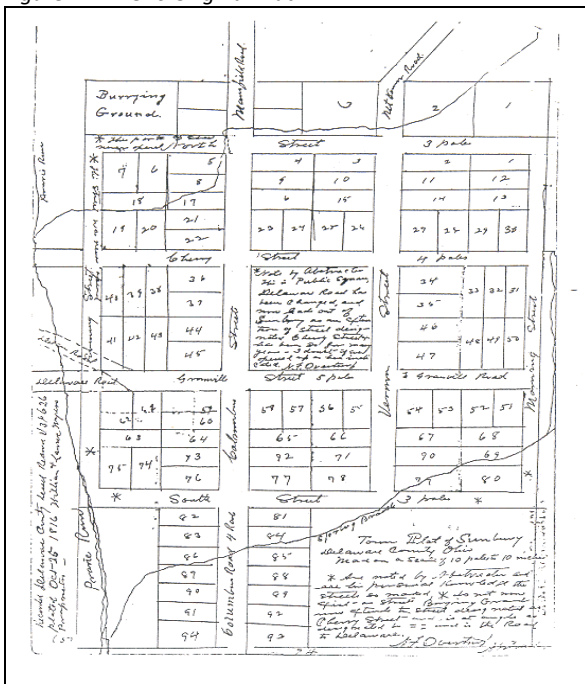


# History of Sunbury

In 1808, Sunbury Township was created within Delaware County, Ohio. In 1810, Sunbury Township began to be divided into its modern townships of Harlem, Trenton, Porter and half of Berkshire and Genoa Townships. In 1816, William and Lawrence Myers, brothers from Pennsylvania, founded the Village of Sunbury within present day Berkshire Township.

The original plat (Figure 1A) provided the centralized village green and a burial ground on the northwest corner. With only 94 platted lots, the core grid of the village was laid out. The plat contained land bound by North, Morning, South and Evening Streets.

Figure 1A – 1816 Original Plat

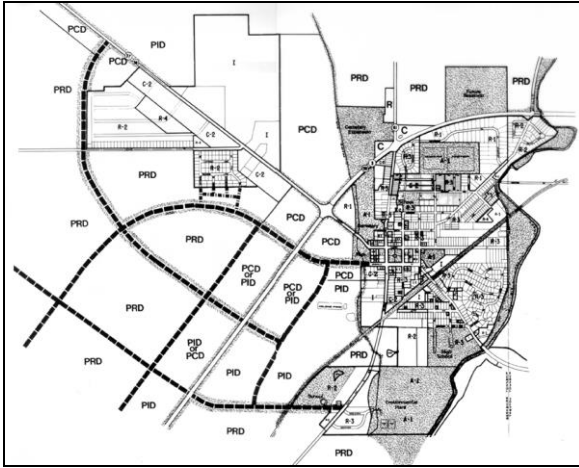


## Previous plans

The Village of Sunbury adopted a master plan and new zoning resolution in 1981 in response to residential growth averaging 2.7% annually for the previous twenty years. The Delaware County Regional Planning Commission completed the master plan at the request of the village.

The plan was the underpinning of zoning and road planning for 21 years and outlined the village’s desire for open space and recreation, including bike trails along the abandoned tracts and parks along the Big Walnut River. The plan also sought to preserve the village square and recommended key elements preserving its urban character.

*Figure 1B – 1981 Sunbury Master Land Use Plan*



However, there were drawbacks to the plan. Its existing conditions were brief and significantly outdated. Its objectives did not define densities. Its objectives rely on the completion of additional housing & transportation studies. The recommendation for making the square one-way for access management purposes wouldn't have necessarily prevented pedestrian/automobile conflicts, and would adversely affect the commercial success and human interaction.

Also, there were no objectives to implement goal attainment, no implementation strategies, and no specific sub-area planning recommendations or development policies for lands in transition.

### **2016 Village of Sunbury Comprehensive Plan**

By the end of the 20<sup>th</sup> century, it was clear that much more development and change was in store for the Village of Sunbury. Development pressure was based on zoning that many residents now saw as overly permissive. With that in mind, the Sunbury Village Council convened on October 1, 2001 for the purpose of updating the 1981 Sunbury Master Plan. The Delaware County Regional Planning Commission was again contracted to update the Village of Sunbury Comprehensive Plan.

The Planning Commission is responsible for adopting a municipal plan to achieve the purposes of land use regulation under municipal powers. At-large residents and landowners of the village were encouraged to participate in the planning process.

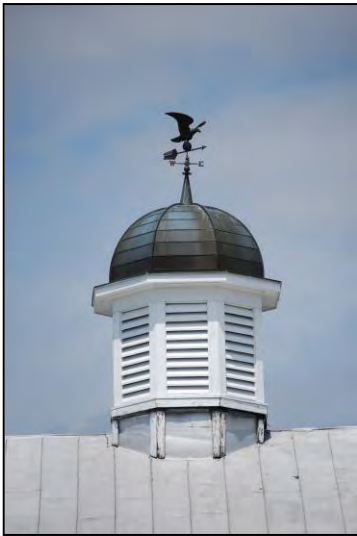
The 2016 Sunbury Comprehensive Land Use Plan is intended to review internal and external changes that have occurred from 1981 to 2013, review past goals and policies while judging whether they are still representative of the community's values and vision of its future, revise the text and create a map for the recommended land use of each parcel on a site-specific basis to guide future growth and recommend amendments or additions to local zoning and development policies to assure that the village will be what it has envisioned when it is all built out.

## Digital information and the ability to plan

The Delaware County Auditor developed a Geographic Information System (GIS) for the purpose of accurately mapping tax parcels. It is an accurate computer mapping system that offers both tabular and graphic real estate data about each of the tens of thousands of tax parcels in Delaware County. Parcel data is then used as the foundation for the creation of hundreds of other datasets like zoning and future planning areas.



GIS mapping is used as the base map for the 2016 Sunbury Comprehensive Plan. The software used is Arc/Info and ArcView, by ESRI. Users may view and consider each parcel in a site-specific manner, given the various informational layers that may be applied to each area. This allows the Comprehensive Land Use Plan to be site-specific.



## A Brief History

The Village of Sunbury has evolved from the original plat of ten small squares, 400 feet per side as laid out in 1816, to a bustling village of over 5,154 people and businesses (DCRPC projection, December 2015). Growth in Delaware County has come by leaps and bounds, propelling it to the 22<sup>nd</sup>-fastest-growing county in America in the period from 2000-2010. Most of this growth has come in the southern half of the county, following water and sewer extensions. Sunbury controls its own sewer service and its growth has been somewhat slower paced. By the turn of the Twenty-First Century the production home builders had discovered it. Large residential subdivisions capable of adding several hundred new residents per year were being proposed and built.

The Village embarked on a citizen-led master plan for future development, and contracted with the Delaware County Regional Planning Commission to lead the group. Meetings began in September 2002 and continued on a monthly basis to the project completion of the first draft in 2004. This draft was reworked for a new planning group, which started reviewing the plan in 2012. The draft master plan was sent to the Sunbury Planning and Zoning Commission, which is responsible for holding public hearings and recommending any changes they may desire before referring it to the Village Council for final adoption.

The planning area covers the current boundaries of the village, from the recently-annexed land to the West to the Big Walnut Creek on the east, and from the Galena border on the south to the fork in State Route 61 with Blayney Road on the north. The plan recommends a use and density within the planning area, as described in detail in the Recommendations section of the plan, and as mapped on the Comprehensive Plan map.



## Section 2

# Population and Development Trends

### Population

For the past 30 years, the village has had varied growth, with a nearly three percent population decline from 1980 to 1990, then a 28% increase from 1990 to 2000 and a 68% increase from 2000 to 2010.

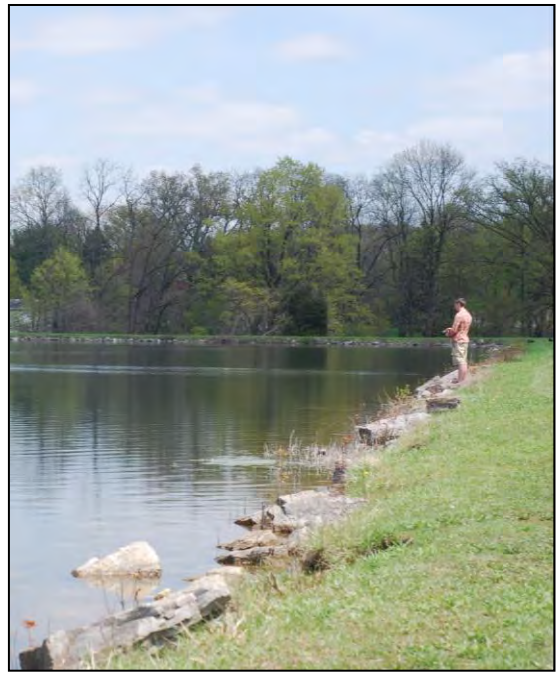


Figure 2A Sunbury Population 1960-2016

Year	1960	1970	1980	1990	2000	2010	2016
Population	1,360	1,820	2,101	2,046	2,630	4,389	5,154

Source: U.S. Census Bureau, 2010. DCRPC Estimate, 2016.

Figure 2B Sunbury, Ohio 2010 Census

Subject	Sunbury Total		Sunbury 18 years+		Delaware County*	
	Number	Percent	Number	Percent	Number	Percent
<b>Race</b>						
<b>Total population</b>	<b>4,389</b>	<b>100.0</b>	<b>3,083</b>	<b>100.0</b>	<b>178,341</b>	<b>100.0</b>
<b>One race</b>	4,323	98.5	3,058	99.2	175,268	98.3
White	4,179	95.2	2,968	96.3	159,113	89.2
Black or African American	50	1.1	32	1.0	6,754	3.8
Asian	47	1.1	32	1.0	7,362	4.1
Native Hawaiian, Pacific Island	5	0.1	4	0.1	0	0
Other Race	35	0.8	16	0.5	1,415	0.8
<b>Two or more races</b>	66	1.5	25	0.8	3,073	1.7
<b>Hispanic or Latino</b>						
<b>Total population</b>	<b>4,389</b>	<b>100.0</b>	<b>3,083</b>	<b>100.0</b>	<b>178,341</b>	<b>100.0</b>
Hispanic or Latino (of any race)	75	1.7	44	1.4	4,007	2.2
Not Hispanic or Latino	4,314	98.3	3,039	98.6	174,334	97.8

Source: U.S. Census Bureau, 2010 Redistricting Data (Public Law 94-171), Matrix P1.

\*U.S. Census Bureau, 2011 American Community Survey DP05

Further, Census data shows that between 2000 and 2010, the White population grew 62%, from 2573 to 4179; the

African-American population grew 400%, from 10 to 50, and the Latino population grew 159%, from 29 to 75. The largest percentage of growth came from those identifying themselves as Asian, a group which grew 643%, or from a population of 7 in 2000 to 52 in 2010.

Figure 2C, Change in Racial Makeup, 2000-2010



## Regional Population

To put Central Ohio and Sunbury’s growth rate into general perspective, consider the state and national annual growth rates in Figure 2D. This figure also indicates population changes in townships and other municipalities to indicate a comparison of growth rates from 1990 to 2000, and from 2000 to 2010.

Figure 2D Regional/Local Growth Rates

Nation/State/Region	1990 population	2000 population	Rate 1990-2000	2010 population	Rate 2000-2010
Delaware County	66,929	109,989	64.34%	174,214	58.39%
Franklin County	961,437	1,068,978	11.19%	1,163,414	8.83%
Central Ohio	1,377,419	1,581,066	14.78%	1,801,709	13.96%
Ohio	10,847,115	11,353,140	4.67%	11,536,504	1.62%
USA	248,709,873	281,421,906	13.15%	308,745,538	9.71%
Area Townships					
Berkshire Township	1,713	1,946	13.60%	2,428	24.77%
Berlin Township	1,978	3,315	67.59%	6,496	96.08%
Concord Township	3,363	4,088	21.55%	9,294	127.35%
Genoa Township	4,053	11,293	178.63%	23,090	104.46%
Liberty Township	3,790	9,182	142.27%	14,581	58.80%
Orange Township	3,789	12,464	228.95%	23,766	90.68%
Area Municipalities					
Shawnee Hills	423	419	-1%	681	62.53%
Columbus	632,910	711,470	12.41%	787,033	10.62%
Delaware	20,030	25,243	26.03%	34,753	37.67%
Galena	361	305	-15.51%	653	114.10%
Powell	2,154	6,247	190.02%	11,500	84.09%
Sunbury	2,046	2,630	28.54%	4,389	66.88%
Westerville (Del, Fra)	30,269	35,318	16.68%	36,120	2.27%

(Source, U.S. Bureau of Census)

While Ohio experienced a growth rate at one third that of the national average, the Central Ohio regional growth rate was much more comparable to the national trend. Delaware County, as the fastest growing county in Ohio, had

a growth rate of 64.34% in the 1990s and 58.39% in the first decade of the 2000s. Population in the City of Delaware grew by 26.03% from 1990 to 2000 and 37.67% from 2000 to 2010, partially as a result of annexations. In examining the varied growth rates in the area, it is clear that growth pressures are mostly obvious in the south and west.

The Delaware County growth rate has continued to increase as people push north from Franklin County into the “country” for larger lots with more rural character or small-town feel. While Franklin County is losing population to out-migration, Delaware County is growing by in-migration.

Delaware County is growing largely by domestic in-migration with 40,565 new residents moving into the county from 2000 to 2010. Births minus deaths represented 14,585 additional residents in this same time span. By contrast, Franklin County experienced an outward migration of (-)36,253 from 2000-2010. Delaware County received a larger number of people through domestic migration, suggesting that some migration came from other Central Ohio counties. Figure 2E illustrates these trends.

Figure 2E Central Ohio Growth Rates

Area	2000/2010 Census	Percentage/Numerical Change in Population	Births/Deaths (2000-2009)	International Migration	Domestic Migration
Delaware County	109,989/174,214	58.39%/64,225	+21,349/-6,764	517	40,565
Franklin County	1,068,978/1,163,414	8.80%/94,436	+162,077/-77,106	39,376	-36,253
Central Ohio	1,581,066/1,801,709	13.96%/220,643	+235,080/-116,390	40,830	32,559
Ohio	11,353,140/11,536,504	1.62%/183,364	+1,389,016/-999,895	120,452	-368,203
USA	281,421,906/308,745,538	9.71%/27,323,632	+38,358,804/-22,483,225	8,944,170	--

(Data Source Population Division, U.S. Census Bureau)

Delaware County’s growth should be thoroughly reviewed as an indicator of future growth pressures in Sunbury. Figure 2F indicates the significant rate of growth within Delaware County compared to other counties. The growth rate for the period 2000-2010 was 58% which ranked Delaware County 22<sup>nd</sup> nationally.

Figure 2F Area Counties in Context with Nation’s Fastest-Growing Counties: April 1, 2000 to April 1, 2010

County	State	Percent Increase	Numerical Increase	April 2010 Population	National Rank By Percentage Growth
Delaware	Ohio	58.4%	64,225	174,214	22
Franklin	Ohio	8.8%	94,436	1,163,414	NR
Warren	Ohio	34.3%	54,310	212,693	NR
Kendall	Illinois	110.35%	60,192	114,736	1
Pinal	Arizona	109.08%	196,043	375,770	2
Flagler	Florida	92.04%	45,864	95,696	3
Lincoln	S. Dakota	85.77%	20,697	44,828	4
Loudoun	Virginia	84.15%	142,712	312,311	5

NR = not ranked in the top 100. (Source, U.S. Census Bureau, 2008)



## Future Population Projections

The Delaware County Regional Planning Commission makes population projections based upon a “housing unit method” formula. The formula works by using the last Census as a base year, calculating the number of residents per dwelling unit for each jurisdiction, tracking the number and type of dwelling unit by month for all jurisdictions, inserting a time lag factor for occupancy date of new housing after building permit



issuance, new population is projected for each jurisdiction based on the number of building permits issued times the number of residents per dwelling unit type, after the lag factor. The new population is added to last census data to create projected population.

From 1980 to 1990, the village added only 44 new residential units. The distance from other urban areas and lack of growth in the Delaware County area limited significant population increases. As Delaware County grew, Sunbury experienced similar change. During the 1990s, Sunbury approved 180 units. That was matched in the first decade of the 2000s, where there were 251 units approved. While the growth rate dropped to 140 units in the second half of the 2000s.

Section 3 notes that in 2012, the Comprehensive Plan identifies 1,319 single-family homes and 509 multi-family units. When added to the existing lots with no homes and the potential development areas within the Village, total unit count is projected at 3,475 homes. Based on that figure, the future population could be 9,139 residents.

Past growth patterns for Sunbury are not necessarily accurate predictors of the growth that may occur in the near future. However, the village’s location suggests continued growth as development pressures continue to rise.

## Population Projections using Building Permits

Building permit figures tell more than the Census regarding growth in the village. Figure 2G is provided to show the growth of all the jurisdictions of the County. The beginning of the decade saw significant growth in all communities with sewer, but this growth tapered off throughout the county beginning in 2006. During that decrease, Sunbury saw a steady increase from 2005 to 2009, then a small decrease followed by a jump in 2013 and continued growth since then.

Figure 2G Building Permits issued per Delaware County Township/Municipality (1997 to 2015)

Townships	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Berkshire	16	13	15	18	28	29	37	17	46	23	25	26	38	45	91
Berlin	182	156	123	97	84	66	40	30	20	35	30	26	19	28	24
Brown	10	14	11	8	4	3	2	3	5	2	3	4	3	6	3
Concord	355	294	410	235	167	134	80	67	40	64	75	83	67	32	39
Delaware	49	46	50	26	19	13	1	3	1	4	9	6	7	1	7
Genoa	667	716	643	443	305	183	148	72	69	82	83	116	110	39	66
Harlem	18	26	29	34	20	14	19	17	5	5	13	9	21	13	22
Kingston	37	34	35	18	14	13	12	1	4	3	2	1	9	5	7
Liberty	198	238	175	179	168	102	75	69	30	49	73	115	133	89	68
Marlboro	10	4	4	0	2	4	2	0	1	0	0	0	0	2	0
Orange	532	558	601	762	420	216	228	142	129	122	136	181	214	209	213
Oxford	11	11	8	7	4	6	5	1	0	0	1	1	1	1	1
Porter	9	11	18	15	8	11	6	3	1	5	6	5	13	10	13
Radnor	5	15	16	15	16	6	3	3	0	0	1	3	6	6	2
Scioto	9	18	20	15	25	15	5	10	4	3	8	7	8	9	9
Thompson	11	8	6	4	4	6	7	0	0	2	2	2	1	0	2
Trenton	11	12	11	11	14	7	7	3	2	3	3	3	4	4	5
Troy	14	24	10	16	9	7	6	3	1	2	2	5	1	3	8
Sub Total	2,114	2,198	2,185	1,903	1,311	835	683	444	358	404	472	593	655	502	580

*Incorporated Areas*

Delaware	368	313	510	446	324	220	199	108	102	108	98	204	313	259	186
Galena	0	1	1	25	35	13	4	3	4	1	7	11	4	6	7
Sunbury	75	72	54	3	0	18	20	31	37	34	19	34	73	36	36
Shawnee Hills	5	17	15	24	16	7	2	0	3	2	3	1	10	10	5
Powell	105	127	370	339	216	146	137	36	34	34	55	58	95	110	66
Ashley	0	3	3	2	1	1	0	1	0	0	0	1	1	0	0
Ostrander	0	1	1	0	16	15	7	6	0	7	8	10	23	12	12
Dublin	1	3	4	2	0	2	1	2	1	0	0	0	0	2	0
Westerville	122	58	17	38	161	81	61	29	37	60	36	89	10	121	111
Columbus	97	236	251	246	295	254	225	43	46	273	35	277	921	255	560
Sub Total	773	831	1,226	1,125	1,064	757	656	259	264	519	261	685	1450	811	983
County Total	2,917	3,029	3,411	3,028	2,375	1,592	1,339	703	622	923	733	1,278	2,105	1,313	1,563

*\*Data available through December, 2015*

*(Source Delaware County Building Dept. and Municipalities)*

Figure 2H shows the history of new building permits over the last ten years.

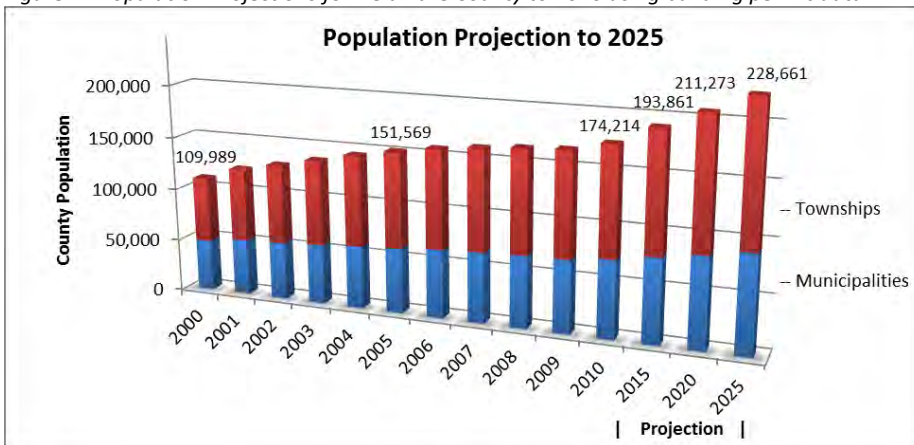
Figure 2H Sunbury Building Permit History (2000 to 2015)



(Source DCRPC, 2016)

Figure 2I demonstrates the projected population for Delaware County in five-year increments to 2020, based on the building permit projection method.

Figure 2I Population Projections for Delaware County to 2020 using building permit data



(Source DCRPC, 2012)

## Population Summary

Delaware County continues to be the fastest growing county in Ohio by percentage of growth. It was the 22<sup>nd</sup> fastest-growing county in America from 2000-2010 (58%). The growth rate in Sunbury has mirrored that of the county because of its access to centralized sewer service and other “urban” services. The transition from a rural village to a suburbanizing community has presented new challenges. Centralized sanitary sewer has led to growth and indicates that building and development will continue when the economy improves. How well the village plans for the future growth in the next 5 to 10 years will be a critical factor in shaping the Sunbury identity.

## Development Trends

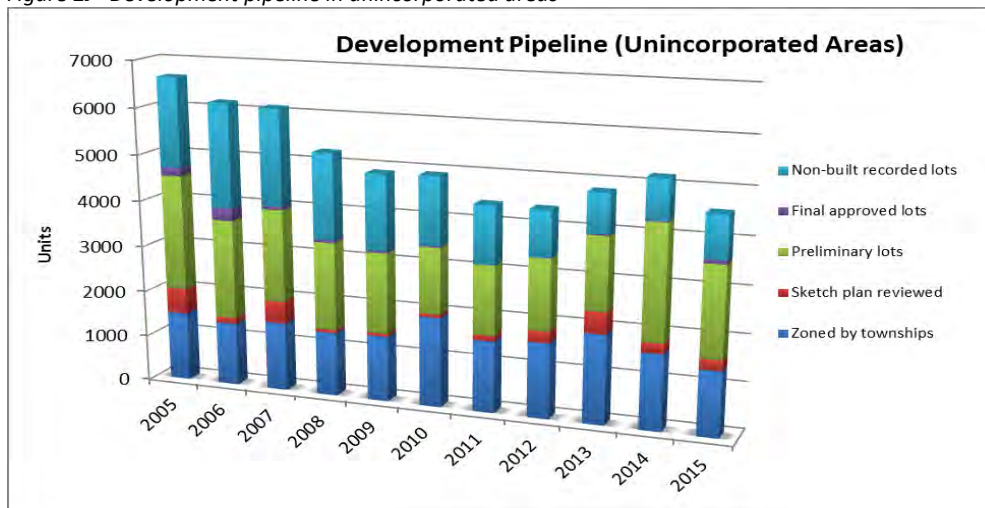
Typically in new-growth areas, the subdivision platting process has served as an indicator of future growth. This section briefly describes the development of the overall county and then development indicators in the village.



Much has been said about the growth rate of Delaware County over the last two decades. The county grew by 64.3% from 1990-2000, ranking it as the 15<sup>th</sup> fastest-growing county in the country by percentage of growth. For the period of 2000-2010, the growth was 58.4%, as the county was the 22<sup>nd</sup> fastest-growing by the same measure.

For the jurisdictions of Delaware County there are some observed trends that merit concern. Significant zoning and subdivision activity has led to a potential oversupply in subdivision lots available for development. This trend is best represented in the following table, which is based on the development activity of the unincorporated areas of the county, which is where much of the growth has been. It represents the number of lots in the various stages of the development process at the end of each year. The key is to notice that the overall number of lots in the pipeline has been decreasing since 2003 as those lots have been absorbed by the building process. Although those numbers have decreased dramatically, DCRPC staff estimates that there is still a 14-year supply of lots in the development process, based on the fact that building permit numbers have also reduced dramatically.

Figure 2J Development pipeline in unincorporated areas



Development Process	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Zoning approved	734	1,474	1,496	1,371	1,486	1,386	1,423	1,941	1,549	1,626	1,925	1,636	1,401
Sketch plan reviewed	262	836	550	131	479	71	64	76	119	247	464	220	228
Preliminary approved	2,703	2,429	2,490	2,143	1,998	1,889	1,736	1,417	1,488	1,523	1,563	2,454	1,934
Final plat approved	471	360	182	265	74	63	38	30	6	7	36	19	83
Non-built, recorded lots	3,349	2,592	1,925	2,248	2,066	1,835	1,619	1,452	1,238	979	825	849	907
<b>Total in Pipeline</b>	<b>7,519</b>	<b>7,691</b>	<b>6,643</b>	<b>6,158</b>	<b>6,103</b>	<b>5,244</b>	<b>4,880</b>	<b>5,528</b>	<b>4,400</b>	<b>4,382</b>	<b>4,813</b>	<b>5,178</b>	<b>4,553</b>

(Source DCRPC, 2016)

## Summary of Development Indicators in Delaware County and Sunbury

Delaware County continues to be a potential hotbed of new development in areas with water and sewer service and proximity to Franklin County. Sunbury has shown this with recent growth in the 1990s and early 2000s. It is reasonable to assume that when the economy recovers, the Sunbury area will continue to see development pressure.

## Development and Change

Figure 2K – Aerial of Old & New Sunbury (2003)



Platting activity for new subdivisions is an indicator of future growth, since it precedes building permits. The village has its own planning commission and reviews their own subdivision plats within the village. Figure 2L demonstrates the amount of platting in Sunbury. The figure shows that development is not following any distinct trend.

Figure 2L Single-Family Subdivision Plats

Name	Type	Acres	SF Lots	Recorded
Sunbury Town Plat	Town Plat*	6.19	21	4/7/1845
J F McFarlands Add	Single-Family	2.60	9	6/21/1873
Kimballs Add to Sunbury	Town Plat	9.135	34	4/16/1874
Joel Letts Add to Sunbury	Town Plat*	11.94	23	9/15/1875
Sunbury	Single-Family*	16.8	82	11/10/1881
Sunbury Park Addition	Single-Family*	11.24	30	1/18/1913
Owes Add to Sunbury	Town Plat*	1.5	14	7/13/1914
Patrick Add to Sunbury	Single-Family	1.79	8	6/26/1920
Replat Blakely Heights Add	Single-Family	1.25	6	11/4/1937
Walker Addition	Single-Family*	0.885	5	7/2/1940
R B McFarland	Single-Family	2.823	6	8/6/1948
Perfect Acres	Single-Family	4.841	0	4/11/1955
L G Carrol Add	Single-Family*	1.963	9	6/3/1955
Ward	Single-Family*	3.670	8	6/17/1955
Forman	Single-Family	2.321	7	8/17/1955
Greenbrier Add to Berkshire	Single-Family	27.852	42	9/13/1957
Northern Heights Amended	Single-Family	8.911	35	12/4/1958
Sunbury Gardens	Single-Family	37.598	133	6/23/1959
Walnut Estates	Single-Family	10.085	0	10/14/1959
Loyd Brake	Single-Family	0.957	3	7/10/1961

Paul Henry	Single-Family	1.304	0	9/7/1961
Blakely Heights Add	Single-Family*	18.590	60	9/29/1961
Ware	Single-Family	4.930	6	9/27/1966
Big Walnut Ridge No 1	Single-Family	6.841	9	1/21/1972
Middleview	Single-Family	12.943	41	11/20/1975
C E and V L Hill	Single-Family	1.463	6	5/18/1977
Foxboro Sec No 1	Single-Family	2.965	10	6/21/1977
Foxboro Sec No 2	Single-Family	8.300	26	1/25/1978
Middleview North	Single-Family	8.932	9	6/8/1978
Willowick	Single-Family	10.010	30	4/20/1979
Foxboro Sec No 3	Single-Family	7.469	22	3/26/1990
Sunbury Estates Sec 2	Single-Family	24.739	64	8/8/1995
Barleycorn	Single-Family	10.024	30	6/7/1996
Foxboro Sec No 4	Single-Family	5.521	14	6/16/1997
Sunbury Estates Sec 3	Single-Family	17.442	41	12/17/1997
Sunbury Mills Sec 3	Single-Family	15.262	53	3/21/2000
Sunbury Estates Sec 4	Single-Family	14.905	43	11/30/2000
Sunbury Mills Sec 4	Single-Family	13.090	40	6/28/2001
Sunbury Mills Sec 5 PT 1	Single-Family	8.000	30	6/6/2002
Sunbury Mills Sec 5 PT 2	Single-Family	6.332	18	6/6/2002
Sunbury Estates Sec 5	Single-Family	10.300	38	3/5/2003
Sunbury Mills Sec 6	Single-Family	24.504	85	10/14/2004
Sunbury Meadows Sec 1	Single-Family	21.206	33	11/29/2005
Sunbury Meadows Sec 2	Single-Family	15.539	47	11/15/2007
Sunbury Meadows Sec 3 Ph A	Single-Family	8.860	32	9/28/2009
Sunbury Meadows Sec 4 Ph A	Single-Family	4.406	19	8/20/2010
Sunbury Meadows Sec 4 Ph B	Single-Family	10.147	19	8/5/2011
Sunbury Meadows Sec 3 Ph B	Single-Family	8.488	30	2/12/2013
Sunbury Meadows Sec 5 Ph A	Single-Family	8.689	32	11/20/2013
Sunbury Meadows Sec 5 Ph B	Single-Family	8.028	21	11/20/2013
Sunbury Meadows Sec 6	Single-Family	8.073	27	3/5/2015

*\*Plats with a mixture of uses have been separated by use and acreage. 3/2016*

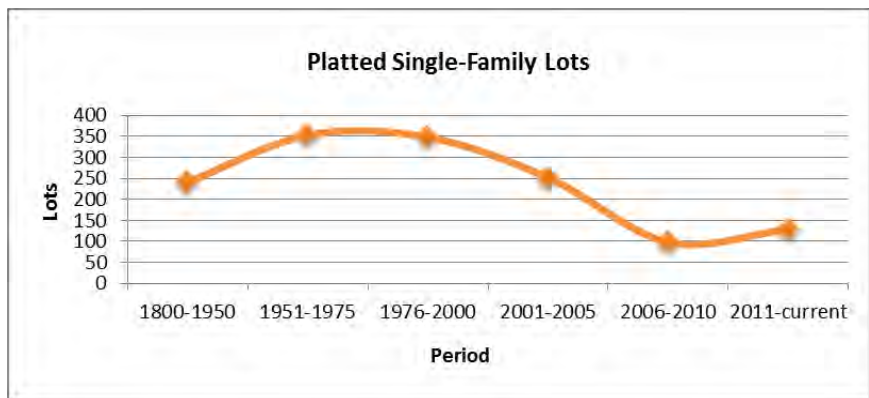


Figure 2M Multi-Family Subdivision Plats

Name	Type	Acres	MF Units	Recorded
Kimballs Add to Sunbury	Town Plat*	0.45	5	4/16/1874
Sunbury	Town Plat*	2.29	27	11/10/1881
Owes Add to Sunbury	Town Plat*	0.37	2	7/13/1914
Walker Addition	Town Plat*	0.30	2	7/2/1940
L G Carrol Add	Multi-Family*	0.23	4	6/3/1955
Blakely Heights Add	Town Plat*	0.20	6	9/29/1961
Sunbury Square	Multi-Family	7.93	81	11/16/1993
Cobblestone Condo	Multi-Family	1.02	8	8/18/1994
Cobblestone Condo 1st Amend	Multi-Family	2.37	16	3/3/1995
Sunbury Mills Condos	Multi-Family	1.29	13	6/20/2001
Sunbury Mills Condos 1st Amend	Multi-Family	12.76	31	2/1/2002
Village at Sunbury Hills Condos	Multi-Family	1.39	153	2/1/2002
Sunbury Mills Condos 2 <sup>nd</sup> Amend	Multi-Family	4.72	54	2/26/2002

\*Plats with a mixture of uses have been separated by use and acreage. 3/2016

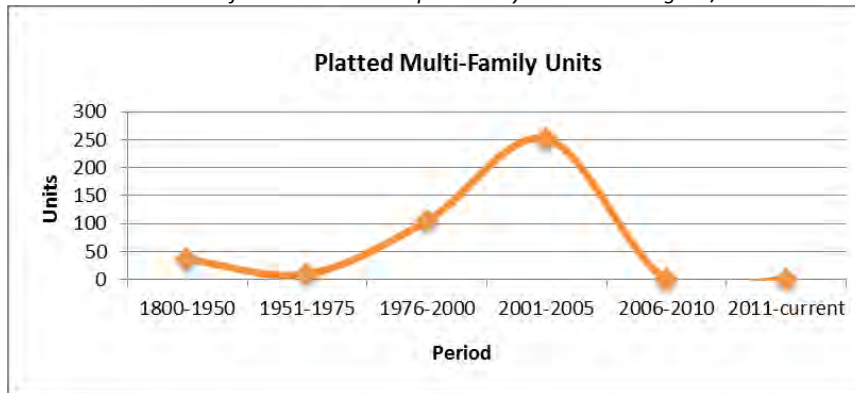
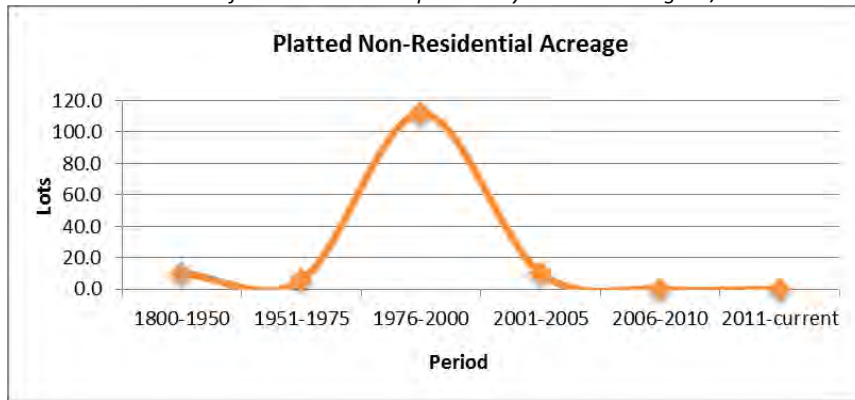


Figure 2N Non-Residential Subdivision Plats

Name	Type	Acres	MF Units
Sunbury Town Plat	Commercial/Industrial	0.370	4/7/1845
Joel Letts Add to Sunbury	Commercial	0.200	9/15/1875
Sunbury (acreage is total of C & I)	Commercial/Industrial*	9.320	11/10/1881
Owes Add to Sunbury	Commercial*	2.100	7/13/1914
Ward	Institutional*	1.200	6/17/1955
Blakely Heights Add	Commercial/Industrial*	4.720	9/29/1961
Frank Stelzer Court	Industrial	11.372	8/7/1992
Sunbury Estates Sec 1	Commercial	4.802	2/14/1994
Dedication Fox Trail Dr	Road Dedication	0.111	3/17/1994
Community Library	Commercial	3.123	6/17/1994
Sunbury Commerce Park Ph 1	Commercial	21.309	6/23/1994
Sunbury Commerce Park Ph 2	Commercial	30.724	11/9/1995
Sunbury Mills Park Addition	Commercial	2.879	10/1/1998
Big Walnut Plaza	Commercial	9.416	10/16/1998
Sunbury Mills Sec 1 Pt 1	Road Dedication	1.29	3/13/2000
Sunbury Industrial Park	Industrial	26.729	8/31/2000
Sunbury Commercial 2nd	Commercial	10.125	11/29/2001
Sunbury Commercial Park Resub Lot 1270 & 1271	Commercial	3.975	9/24/2014



*\*Plots with a mixture of uses have been separated by use and acreage. 3/2016*



The Delaware County Regional Planning Commission approves platting for the county (exclusive of incorporated villages and cities). The county development trends over the past fifteen years demonstrate that growth in the county is representative of the growth that Sunbury experienced, but exponentially larger.

Recent development in Sunbury may not appear to follow a trend. However, throughout the history of the village, a consistent trend is evident. The village is growing and more lots are being platted consistently. Significant increases in local development in recent years indicate that population and development pressures are increasing.

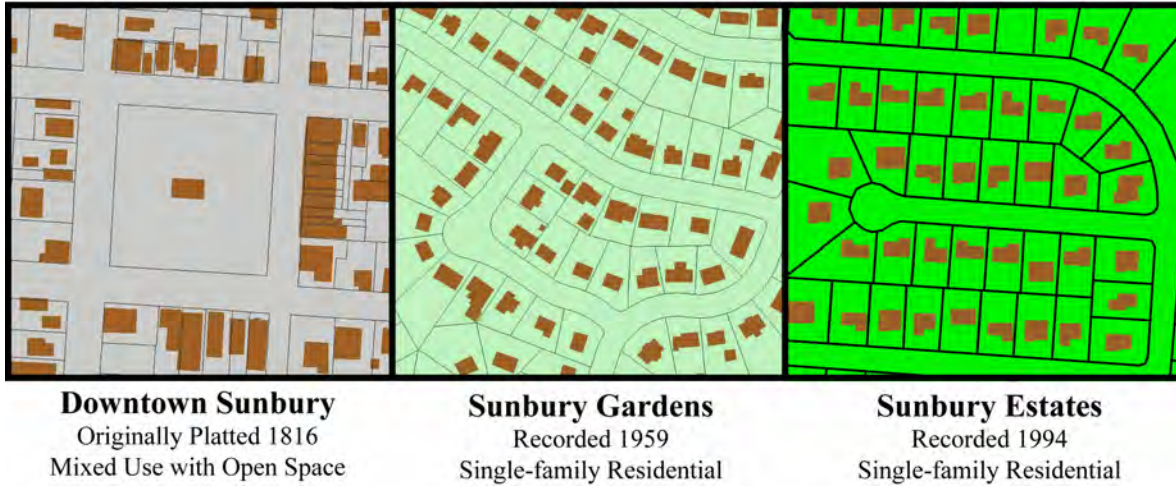
## Development Styles

Figure 2O demonstrates a sample of how developments have changed since the village's incorporation. In the early 1800s development was primarily mixed use and "urban" in nature with grid streets, narrow lots and alleys, and public squares. By the mid-eighteenth century, development moved toward single-use developments that left little open space and covered their territory completely. In the



last ten years, these development styles have evolved into subdivisions that do not preserve previous terrain, character, or environmentally sensitive areas. Current residential subdivisions divide all land into lots and streets, leaving no open space or public squares. Urban forests of street trees are not consistently established.

Figure 20 Development Trends in Sunbury



## Annexation Trends

Table 2P demonstrates the significant percentage of Sunbury which has been annexed since the 1981 Master Plan was adopted. Out of the existing 3,178 acres in the village, 2,133 acres, or 67% has been annexed since 1981.

Figure 2P Approved Annexations (since 1981)

Date*	Acreage		Date*	Acreage
11/19/1984	2.544 acres		2/6/1997	3.161 acres
4/28/1986	2.91 acres		2/10/1997	171.3 acres
7/7/1986	10.016 acres		11/22/2002	61.84 acres
3/2/1987	9.77 acres		11/22/2002	53.597 acres
4/25/1988	109.712 acres		11/22/2002	11.758 acres
8/12/1991	40.087 acres		11/22/2002	369.417 acres
10/15/1991	17.8 acres		11/22/2002	12.769 acres
12/14/1992	57.42 acres		5/25/2006	5.033 acres
12/6/1993	13.214 acres		9/28/2012	0.562 acres
4/20/1994	10.341 acres		7/30/2014	128.285 acres
6/19/1995	3.7 acres		8/25/2014	183.912 acres
10/23/1995	279.404 acres		12/03/2014	247.471 acres
4/28/1996	5.413 acres		7/8/2015	250.632 acres
12/18/1996	3.162 acres		8/17/2015	67.579 acres

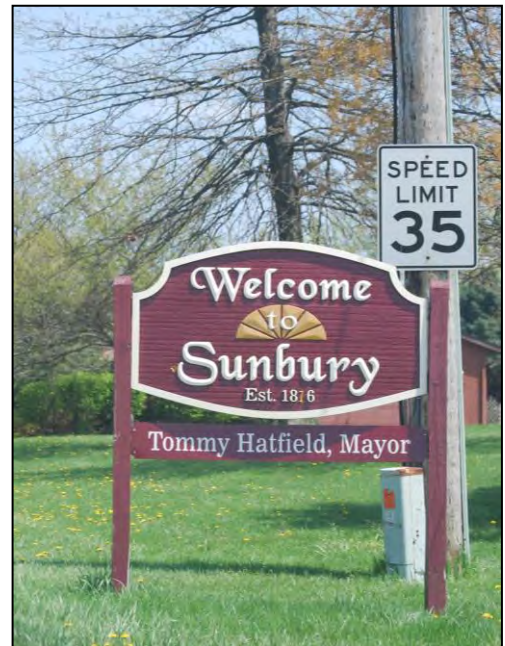
\* Date based on recording date at the County.

## Section 3

# Current Conditions

A plan cannot project future development of a community without first reviewing what the community is like today. These are called Current Conditions. The following information comes from a variety of sources. Maps began with the County Auditor’s information and added information from the Regional Planning Commission, as well as data from numerous state, county, and local agencies. The following categories are highlighted in this section.

Of the existing 3,178 acres in the village, 2,133 acres, or 67% has been annexed since 1981.



## Land Use

Sunbury is a village with current land area of approximately 3,178 acres or 4.9 square miles. There are 312 vacant acres that could become residential use and 200 acres for potential development as commercial or industrial use. There are opportunities for further growth to the north, east and west which would require interested landowners to approach the village for services and zoning. Housing has been the primary land use for the last 90 years but there is a fairly vibrant retail commercial core in the village center and commercial/industrial corridors along US 36/SR 37 and near the SR 3/Miller Drive intersection.

The following table indicates the acreage of each standardized land use category within the County Auditor’s system, as well as each land use’s percentage of the overall acreage. The number of structures within each land use is also listed, based on how those structures are categorized in the county’s system.

Figure 3A Existing Structures and Land Use Acreage

	Number of Structures*	Number of Structures**	Acreage	% Total Acreage
Single Family	1,453	1,701	609.7	20.34%
Multi family	473	96	40	1.33%
Commercial	161	163	164	5.46%
Industrial	20	45	113	3.76%
Institutions	25	87	207	6.91%
Agriculture	3	22	913	30.47%
Highway R.O.W	-	-	201	6.74%

<b>Rivers/Lakes/Ponds</b>	-	-	53	1.78%
<b>Parks/open space</b>	6	11	183	6.11%
<b>Vacant Residential</b>	0	0	312.7510	10.44%
<b>Vacant Industrial</b>	1	0	35	1.17%
<b>Vacant Commercial</b>	1	0	164	5.49%
<b>Totals</b>	2,185	2,151	2,996	***

*\*Number of Structures based on DALIS master address point layer (Occupied) dated 5/2015.*

*\*\*Number of Structures based on DALIS Structures (building outlines) layer dated 12/2010.*

*\*\*\*Based on rounding, number may not equal 100%.*

The 2015 Existing Land Use map shows the generalized extent of each land use, by parcel, based upon current aerial photos and data from the County Auditor. DCRPC staff adjusted the land use category of some parcels to reflect structures that were located on more than one parcel.





Use can also be expressed by applying a color for each Use to the Building Structure data.

Figure 3C Structure with Uses

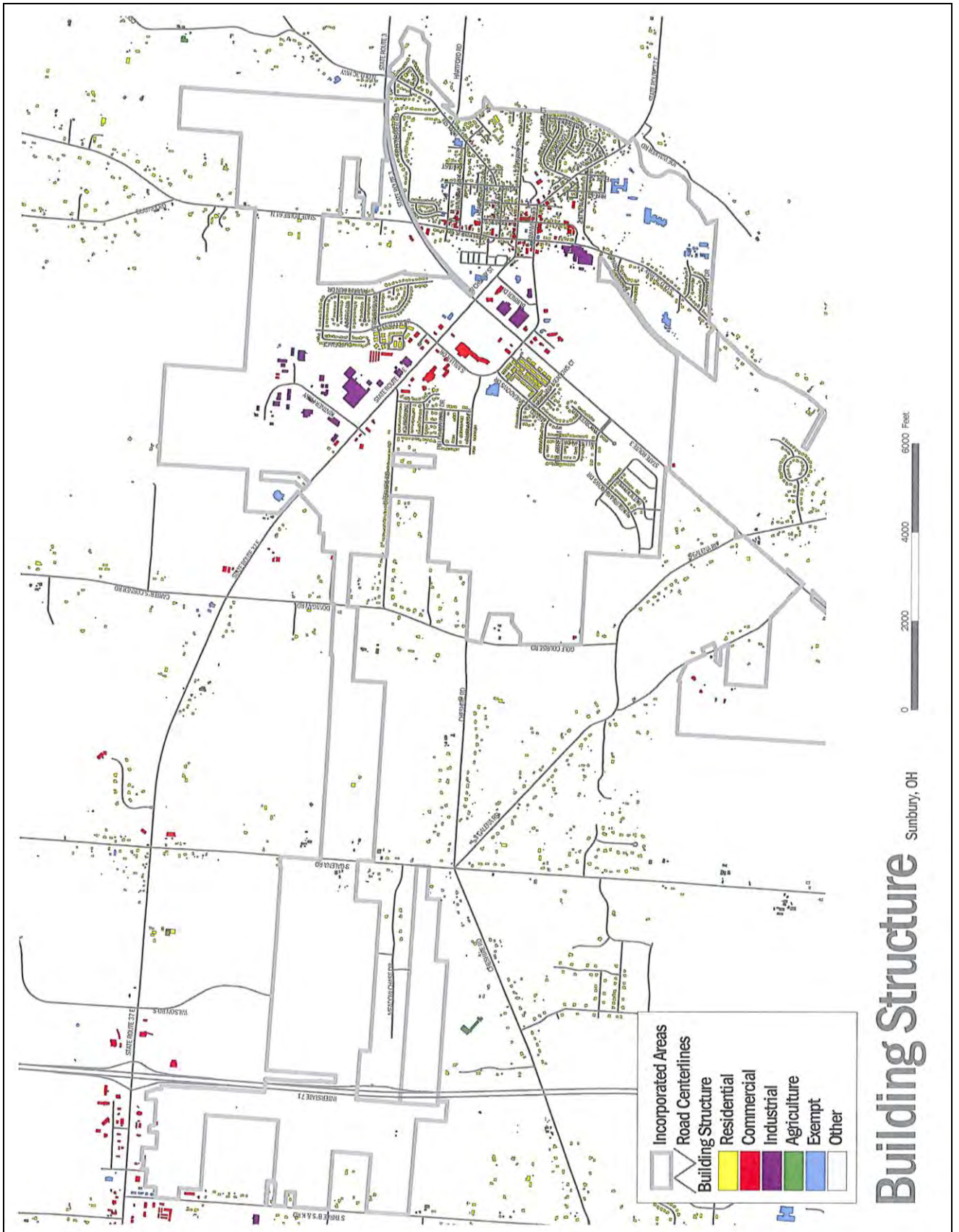
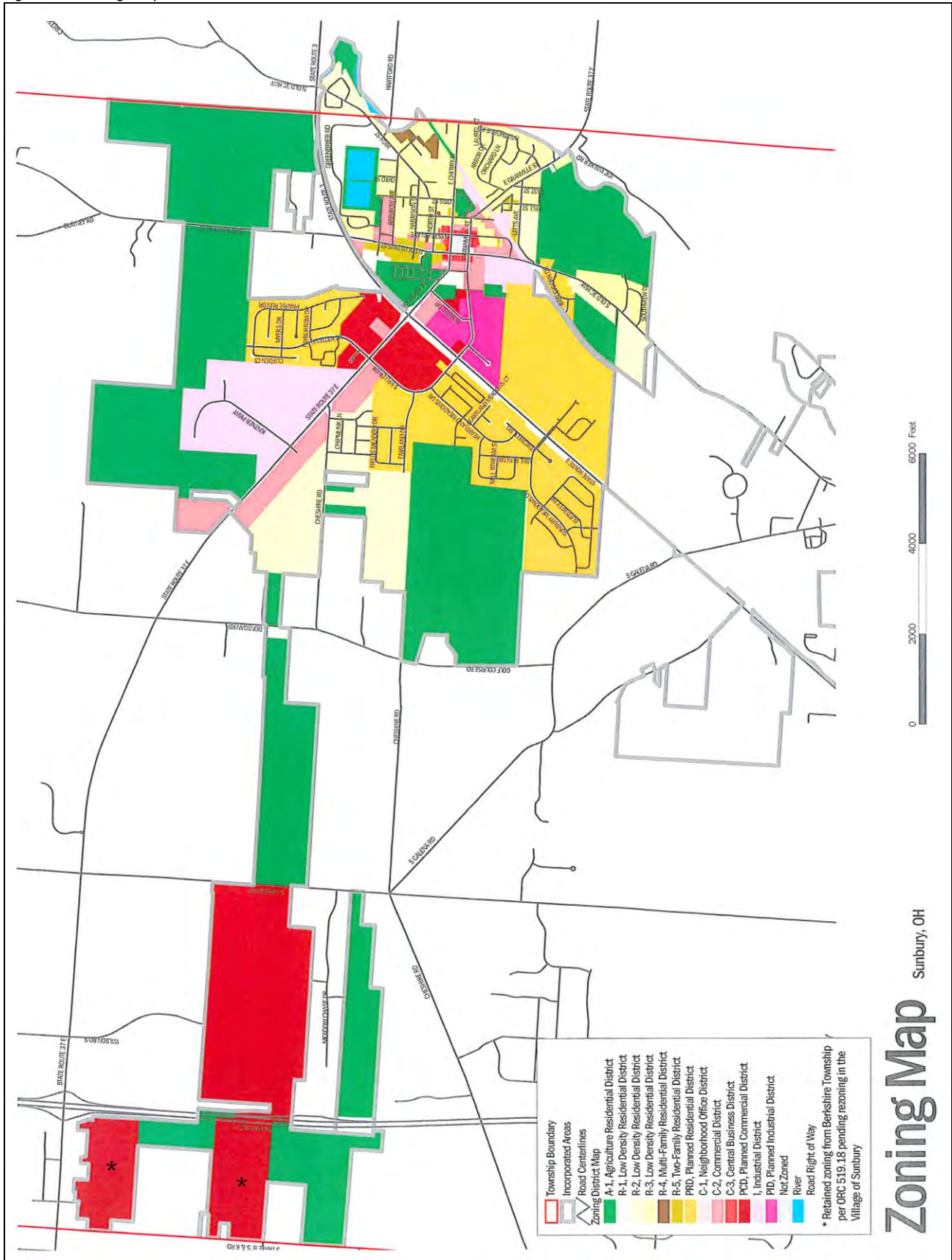


Figure 3D Zoning Districts

	<b>District</b>	<b>Acreage</b>	<b>% Land</b>
	A-1, Agricultural Residential District	236.13	7.43%
	PRD, Planned Residential District	438.42	13.79%
	R-1, Low Density Residential District	57.56	1.81%
	R-2, Low Density Residential District	212.52	6.69%
	R-3, Low Density Residential District	157.63	4.96%
	R-4, Multi-Family Residential District	5.74	0.18%
	R-5, Two-Family Residential District	13.99	0.44%
	C-1, Neighborhood Office District	0.58	0.02%
	C-2, Commercial District	97.21	3.06%
	C-3, Central Business District	5.13	0.16%
	PCD, Planned Commercial District	64.55	2.03%
	I, Industrial District	156.45	4.92%
	PID, Planned Industrial District	45.12	1.42%
	River, water	20.04	0.63%
	Road Right of Way	346.54	11.47%
*	Existing zoning from township	1,302.53	40.98%



Figure 3E Zoning Map



## Land Use Summary

The village grew by 740 acres between 1981 and 2000 and 1,393 acres since 2000. During that time, the land area of Sunbury more than doubled in size. Much of the land annexed in the past few years remains undeveloped and mostly untouched by developers. The amount of residential land in the village has increased by over 56.4 acres however it has decreased in percentage of total, due to the higher vacancy of land.



The village's commercial land has tripled in acreage and the industrial land has doubled in acreage and remained consistent in percentage. The real estate market seems to validate a strong demand for home building in the Village of Sunbury.

The impact of future land use patterns must be considered. Some of the many influences on land development patterns are: the power of money (market demand), regional economic conditions, location, sanitary sewer service areas, sewer capacity, density of development by sewer design, soils and their suitability for on-site sewage disposal systems, natural resources, water service areas and capacity, roads and traffic congestion, community facilities, local zoning and development-related banking and lending practices.

The Village of Sunbury has choices. Village planning and zoning controls the type and density of future development. If the village intends to retain its character at a time of continued growth, it must imagine itself "all built-out" in alternative scenarios, and pursue the scenario it prefers.

## Development Patterns

The first map that follows indicates the locations of subdivision plats both within and outside the village. These plats are used to subdivide land for transfer to builders and residents. They typically represent areas where higher residential densities exist, or where multiple commercial interests are located in a planned district.

While the Development Pattern Map shows where that development has taken place, it does not represent when. The second map indicates the periods of time in which residential development has taken place. The data is somewhat limited in that the Auditor does not track the "year built" data for non-residential buildings the same way that office does for residential buildings.



Figure 3F Development Pattern Map

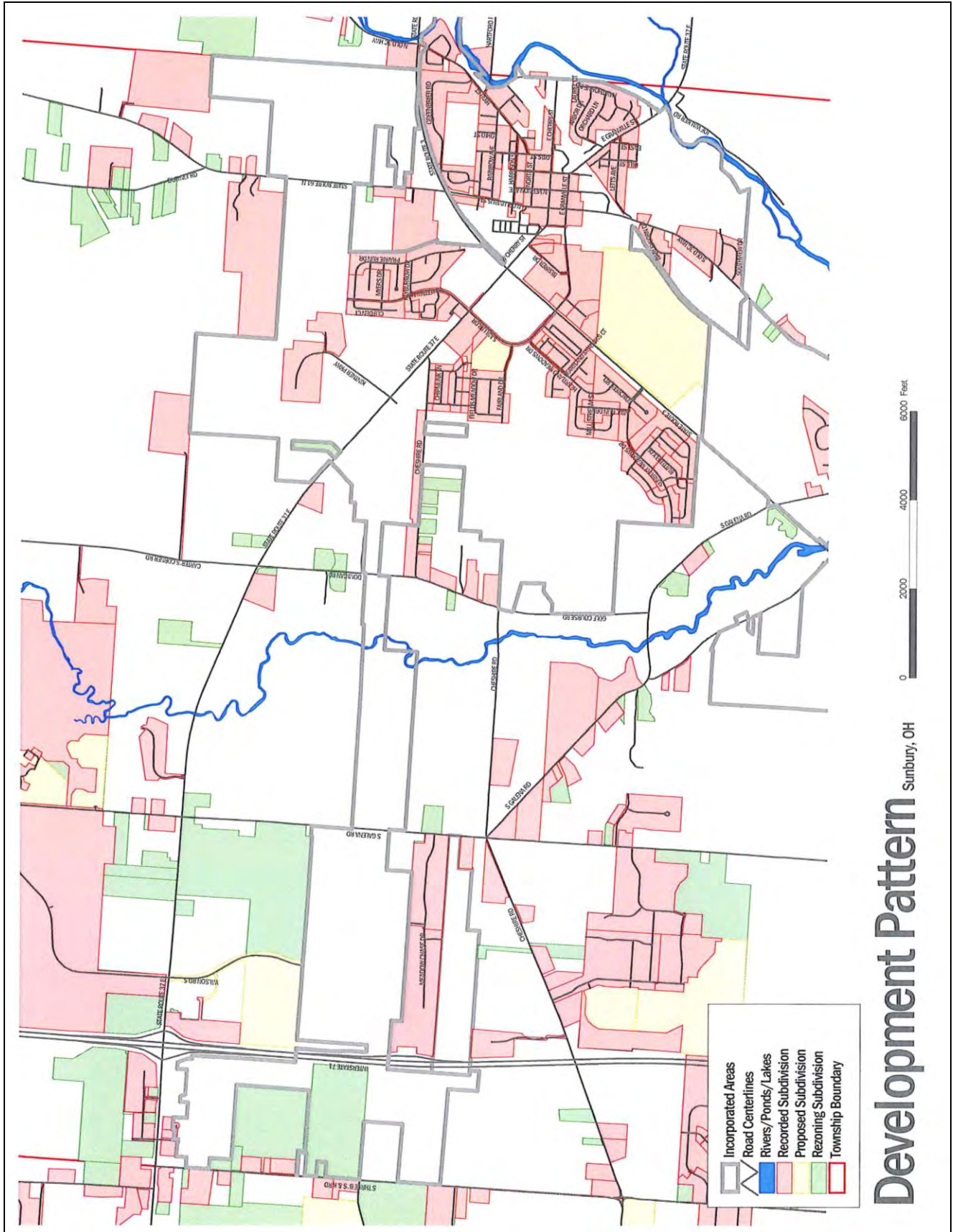
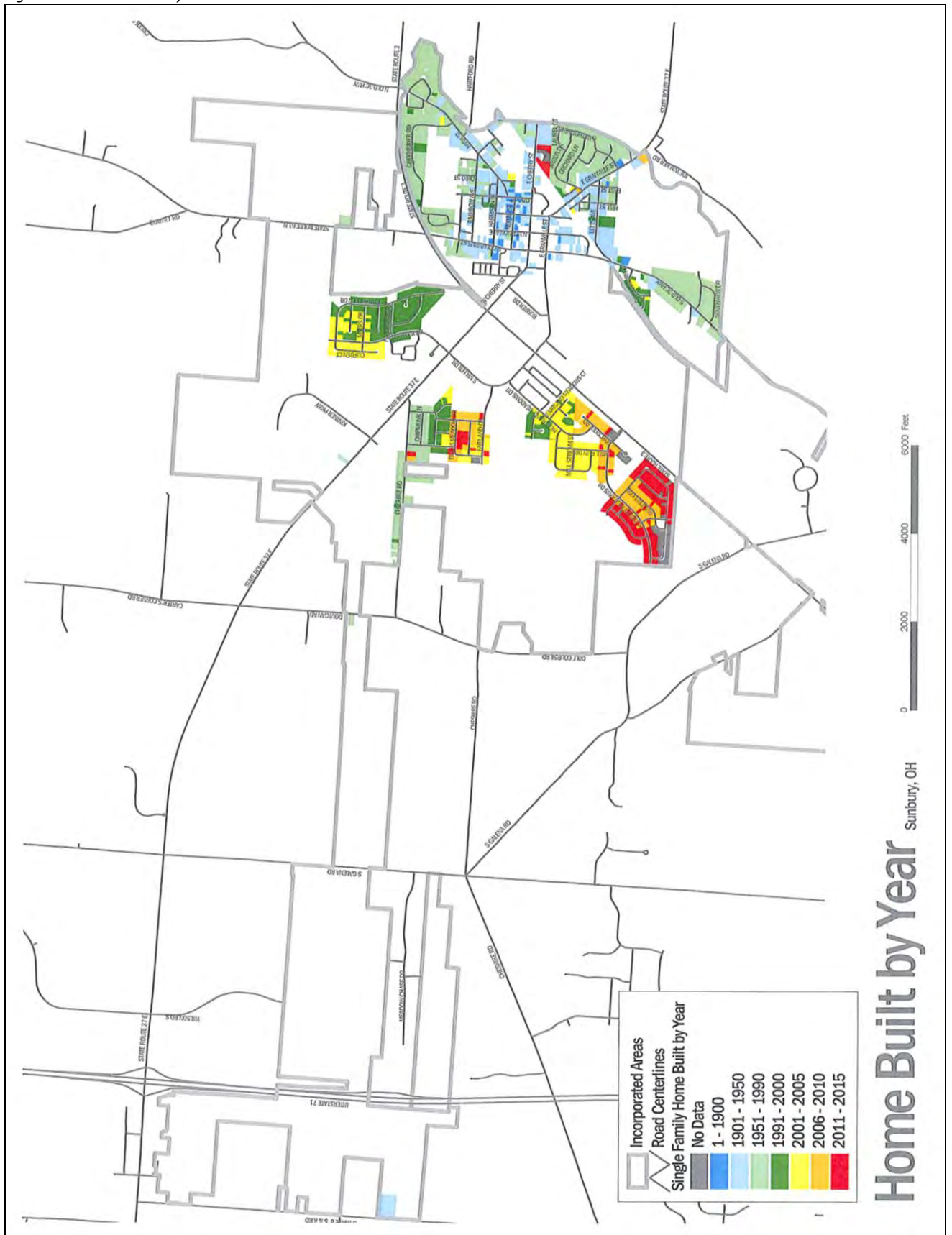


Figure 3G Homes Built by Year





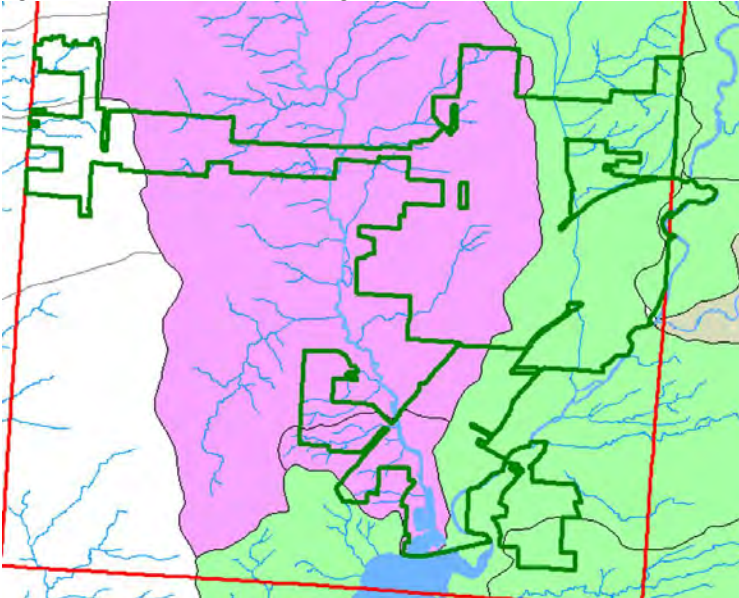
## Natural Resources and Conservation

The Village of Sunbury lies between the Big Walnut and Little Walnut Creek Watersheds. Both of these watersheds are tributaries to the Hoover Reservoir and part of the larger Big Walnut Watershed.

*Figure 3H Big Walnut River near Sunbury*



*Figure 3I Alum Creek, Little and Big Walnut Creek Watershed Boundaries*



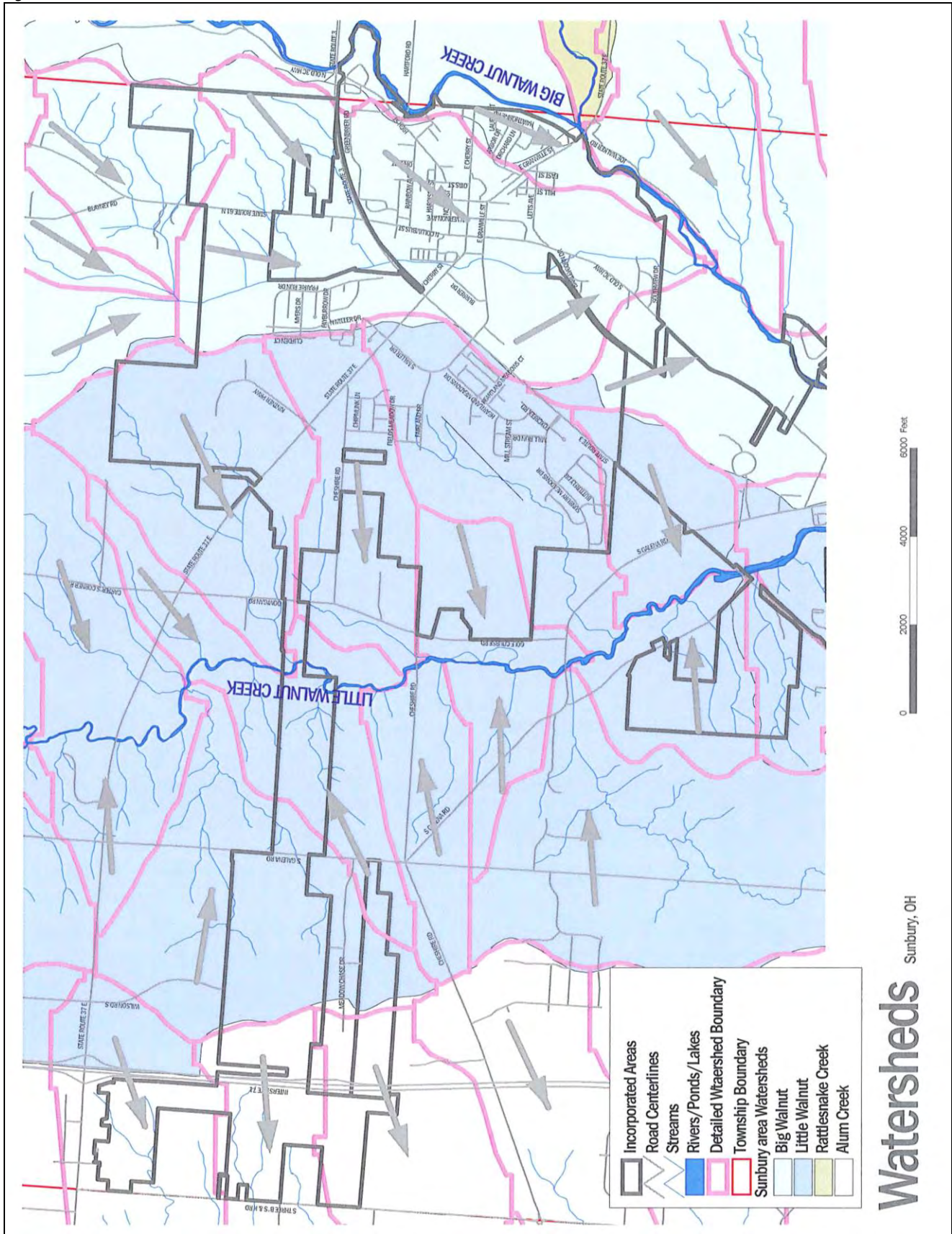
The Big Walnut Watershed covers 128 square miles (82,027 acres), originating approximately 1 mile south of Mt. Gilead. The Big Walnut Creek flows through the communities of Marengo, Sunbury, and New Albany, joining Alum Creek in Franklin County and the Scioto River in Pickaway County.

The Hoover Reservoir was formed by damming the Big Walnut Creek and creating an impoundment that straddles Franklin and Delaware Counties. The Hoover Dam was dedicated in 1955 and is a major water supply for the City of Columbus. The lake behind the dam extends to the Village of Galena, almost reaching Sunbury. The western



edge of the Village, approximately starting at Interstate 71, flows west in the Alum Creek watershed. Figure 3I indicates the sub-watersheds within the eastern part of the planning area.

Figure 3J Detailed Watershed Boundaries



## **Topography**

The village contains a range of topographic elevations totaling 116 feet of difference from its northeastern corner to its southwestern corner. The village's lowest point is west of State Route 3, at 912 feet above mean sea level. The highest point is located in the northeast corner of the village boundaries at 1,028 feet above mean sea level. The average elevation for the village is 963 feet. The historic downtown area is relatively flat at an average elevation of 970 feet above sea level.

## **Slopes Greater than 20%**

The slope and vegetation map indicates slopes over 20%. New roads generally do not exceed a 10% slope, since steeper grades require areas to be cut and/or filled or crossed by bridge or culvert. The map indicates that these steep slopes are spread throughout the village, typically around waterways. Preservation of steep slopes helps retain the natural landscape and character of the land.

## **Vegetation**

In an area that is generally flat, significant vegetation is a characteristic that is a valuable resource. Not only does mature vegetation add to community character, it also serves vital environmental functions. Mature trees help and undergrowth help filter run-off, provide shade and reduce temperature along streams and waterways, and provide habitat for wildlife. Vegetation also provides a psychological benefit to humans, creating a connection to nature. The slope and vegetation map indicates major wooded areas, treelines, and slopes. Where possible, development should retain mature stands of trees and/or increase vegetation with street trees and other landscaping.



Figure 3K Digital Elevation Map, Topography

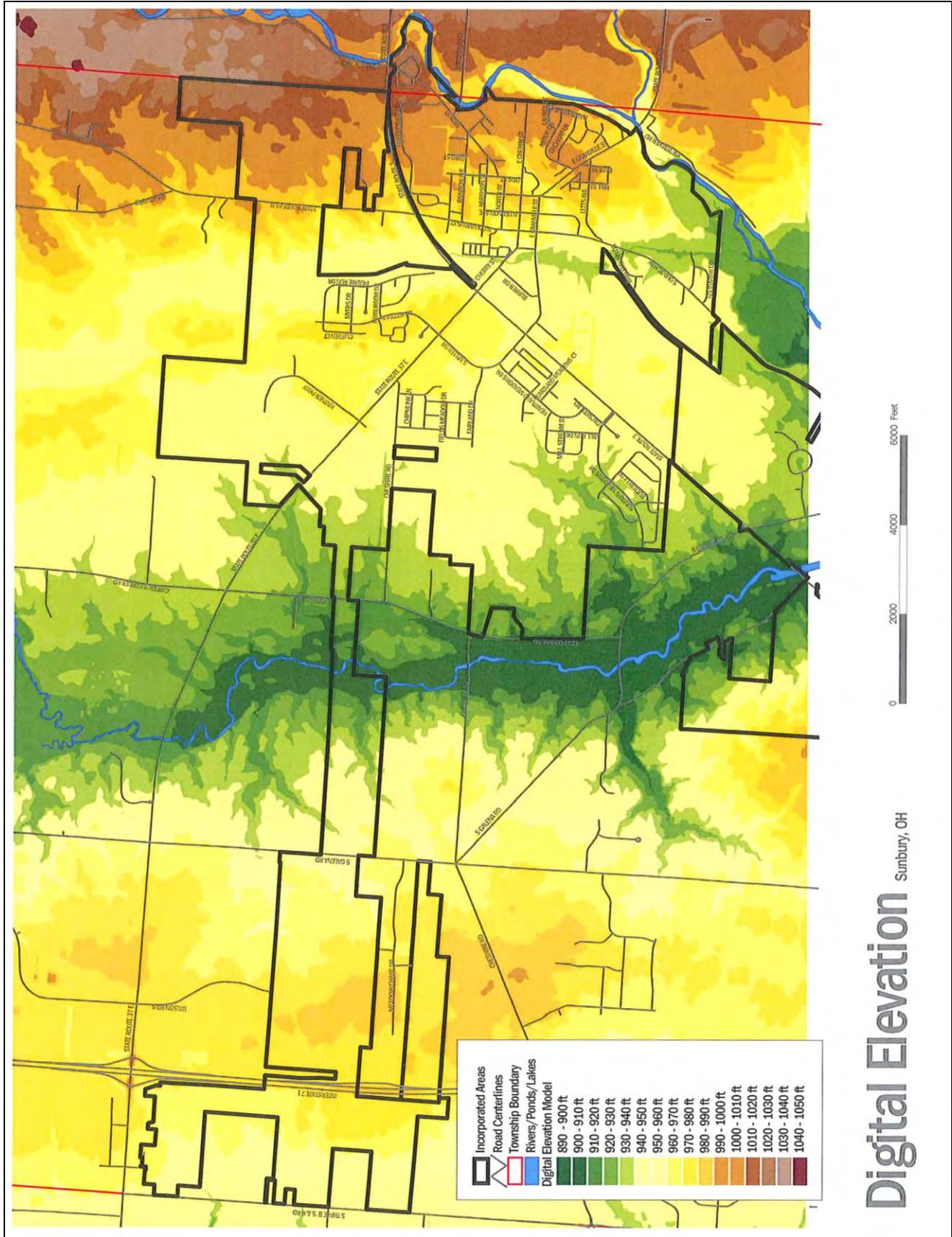
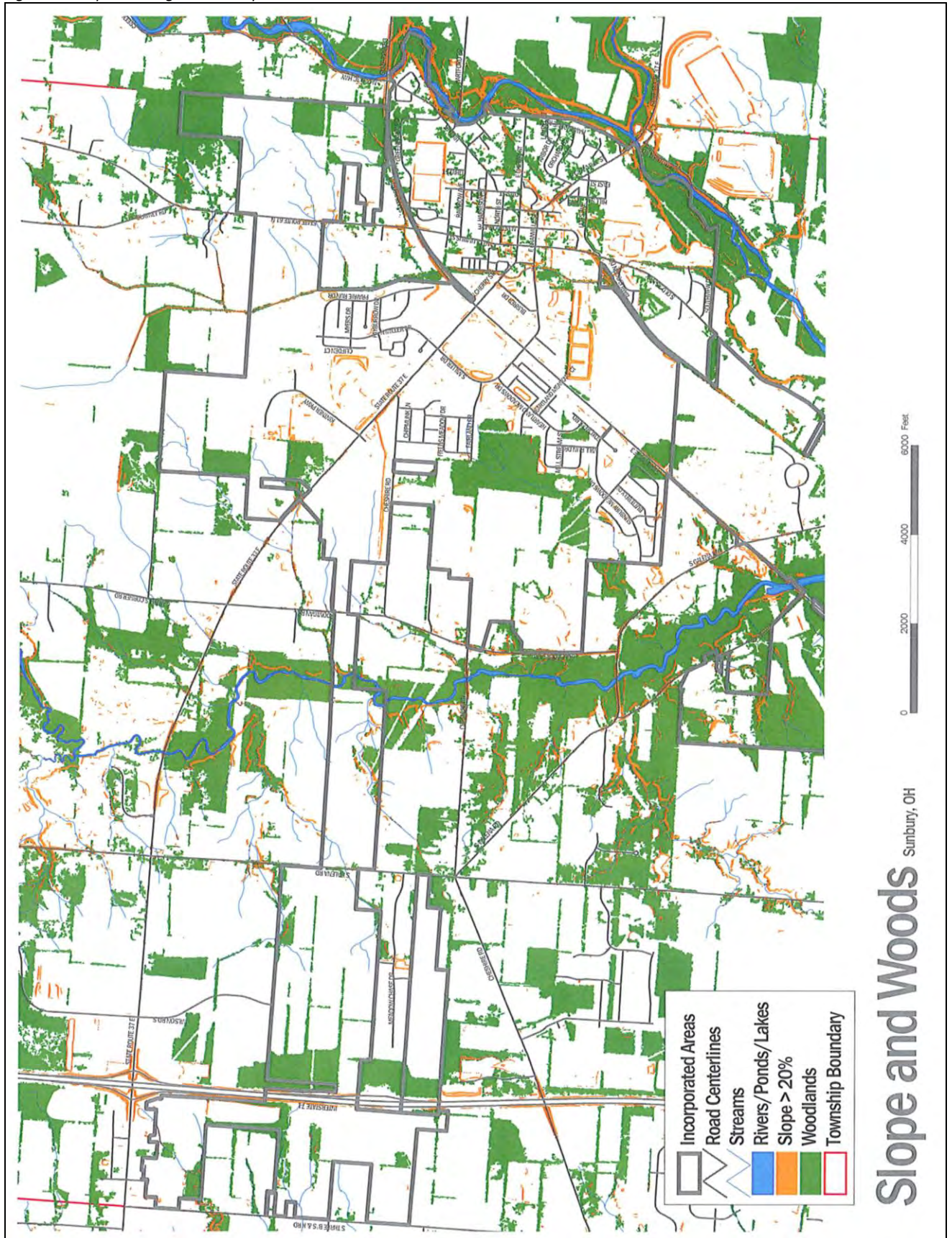




Figure 3L Slope and Vegetation Map



## **Floodplains**

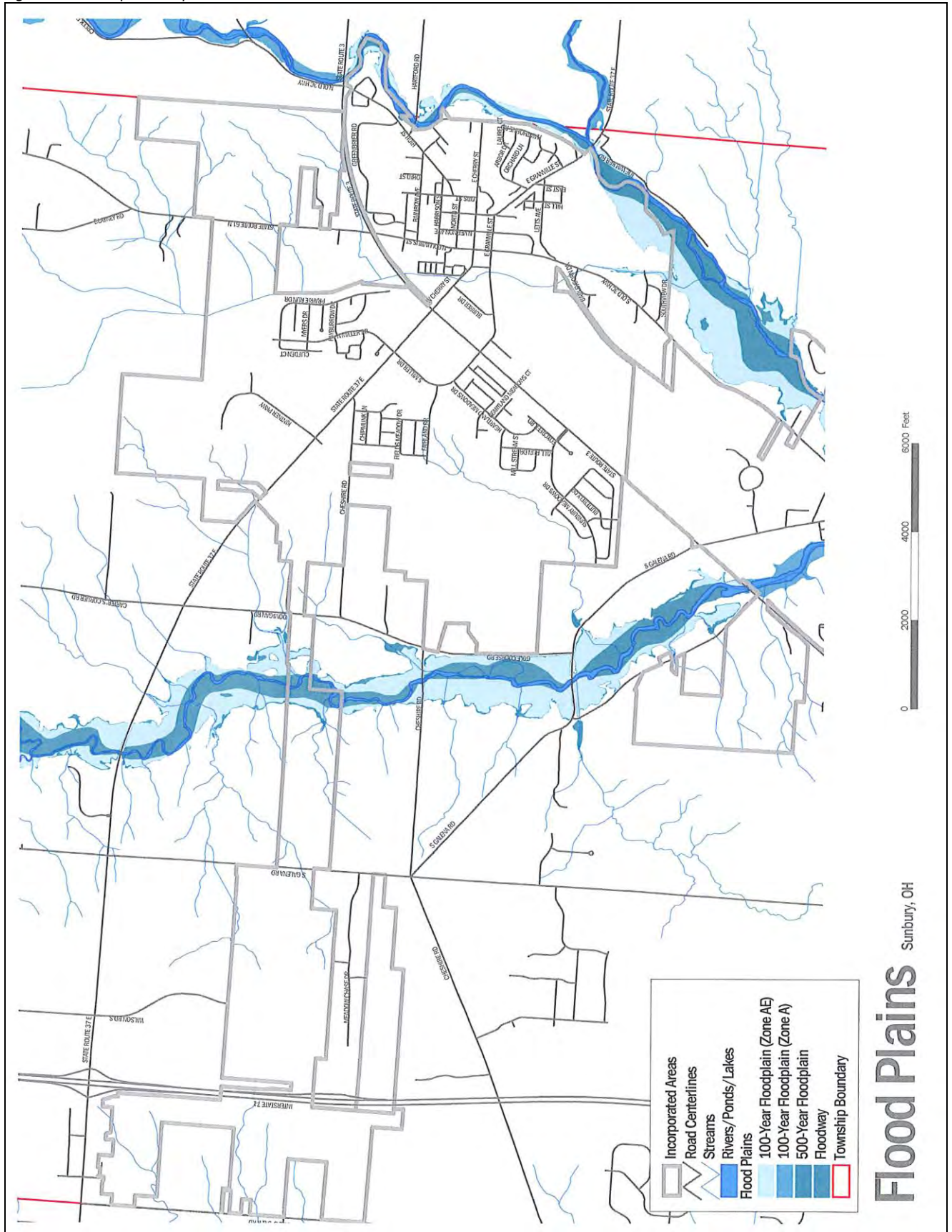
The village contains limited areas in the 100-year floodplain. The only areas included in the Federal Emergency Management Agency (FEMA) maps are along the eastern boundary of the village, along Big Walnut Creek. The sewer treatment facility at the end of Middleview Drive has buildings in the floodplain. A significant amount of the Big Walnut School Site to the north of the treatment facility is also in the floodplain. All school structures appear to be located outside the floodplain.

Undisturbed floodplains perform flood storage and conveyance by reducing flood velocities, peak flows and sedimentation. Natural floodplains perform many other functions, such as filtering nutrients and impurities from runoff, recharging groundwater, promoting vegetative growth, maintaining bio diversity, and providing breeding and feeding grounds for fish and other wildlife. If designed properly, they can provide areas for passive and active recreational uses.

New development is a contributing factor to a rise in floodplains. Therefore, it is unwise to permit residential development within 100-year floodplains. The village currently discourages development in the 100-year floodplain and prohibits development in the 100-year floodway. Floodplains, wetlands, and other natural resources should be conserved wherever practicable as the village develops.



Figure 3M Floodplain Map



## Critical Resources

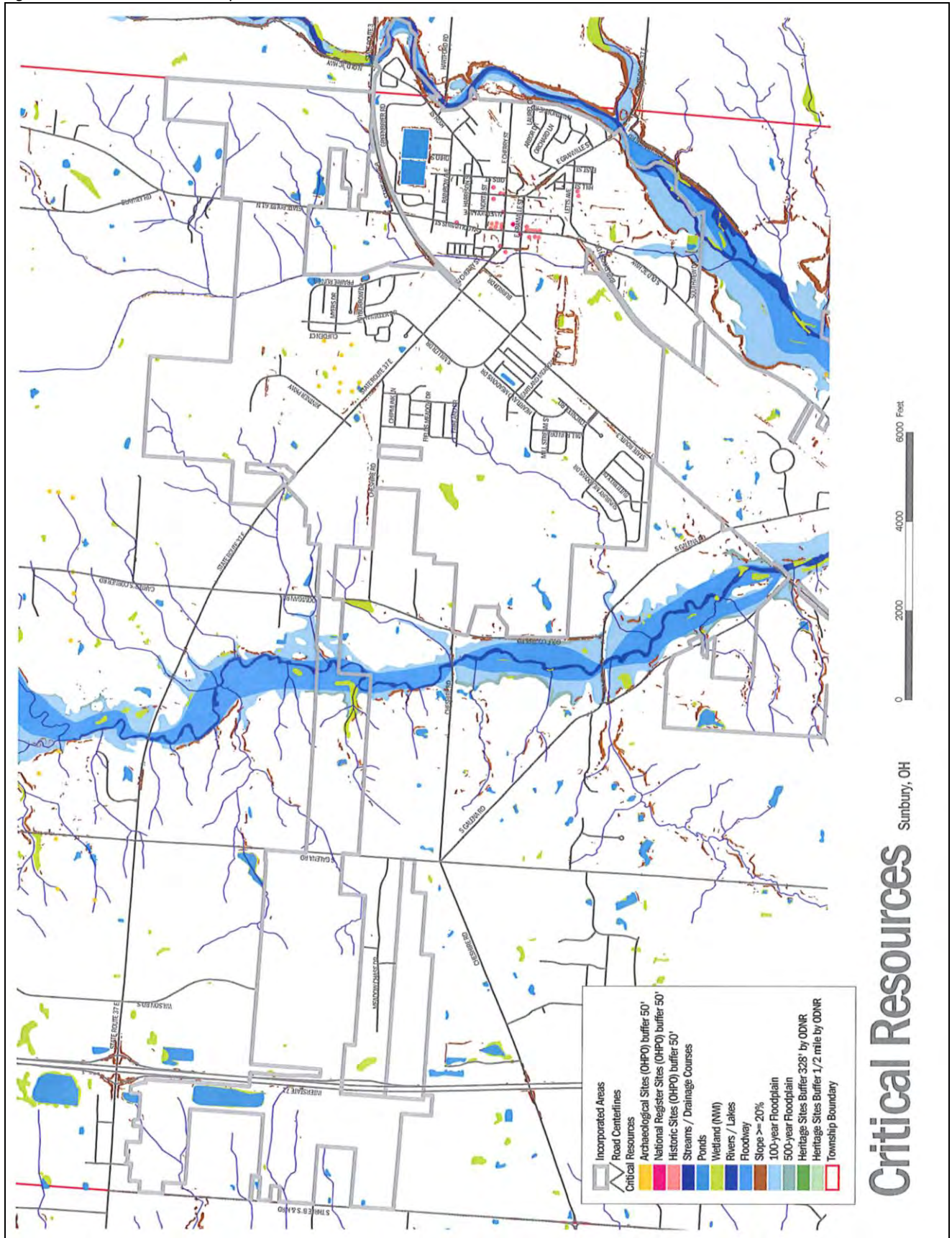
The combined Critical Resources map displays generalized archaeological sites, floodplains, water, wetlands and 100 foot suggested structural setbacks from major watercourses. Since preserving the natural resources of the village is essential to the development of its future, this map may be used as an evaluation tool when land is developed.

The map also includes wetlands, which are generally defined as soils that support a predominance of “hydrophytic” vegetation, and/or are under water at least two weeks per year. Wetlands serve many of the same functions as floodplains, and similarly deserve protection. Wetlands are natural storm water detention systems that trap, filter and break down surface runoff. Most wetlands in the Village of Sunbury are old tiled fields and low-lying areas by existing ponds and waterways. Wetlands are exempt from regulation if they were tiled before 1985, unless they revert to their natural state.

DCRPC staff created G.I.S. vector coverage layer, based on the National Wetlands Inventory conducted and supplied by the Ohio Department of Interior. The map indicates general locations of potential jurisdictional wetlands. Due to filling, wetlands may not exist in all the areas where they are displayed on the map.



Figure 3N Critical Resources Map



## Soils

Soils have a physical structure that affects their suitability for development, agriculture, drainage, ponding, flooding and filtering. The dominant soils found in Sunbury include Bennington, Cardington, Pewamo and Udorthents. Table 6.1 lists the soils existing in the village. Generally speaking, the Bennington and Cardington soils are suitable for development, especially when provided with centralized sewers. Sloan soils are flood-prone, and Pewamo soils are seasonally wet with surface water ponding. Because Sunbury is served with a centralized sanitary system, the soil type is not as critical to specific development sites and a map is not included. Generalized soils information is available from a variety of sources throughout the county.

## Housing



Housing has been the most significant index of growth in Village of Sunbury. Almost half (49%) of the village is zoned residential. The village’s residential neighborhoods range from the original village grid to mid-century development to the southeast to contemporary suburban-style subdivisions in the northwest and southwest residential areas.

Providing for a range of housing types in a developing community can be complicated. Many factors are involved, such as the availability of public water and centralized sanitary sewer, land values, market demand, proximity to major employment and shopping centers, and transportation network. In addition, there is the vision of how the community wants to look. There are also legal considerations related to non-discrimination in housing, and “fair share” provision of the regional housing needs, to the extent that necessary services can be provided.

In December 2012, 19% of the village was located in the Planned Residential District, which typically permits a density of 3 dwelling units per acre. The village may permit increased densities in some instances. All of the residential zones (A-1, PRD, R-1, R-2, R-3, R-4, R-5) together comprise 48.98% of the village's acreage, making housing the village’s primary land use.

## Existing housing stock

A house-to-house windshield survey was performed in 2002. An exterior condition of each house was determined based upon five criteria. The housing survey results are in Figure 3N.

*Figure 3O Village of Sunbury Housing Survey Results, November 2002, field survey*

Housing Type	Total Units	Sound: no defects	Sound: slight defects	Sound but deteriorated	Dilapidated or Uninhabitable units
Single Family	1,078	1,034	43	1	0
Multi Family	435 (69 buildings)	435 (69 buildings)	0	0	0
<b>Totals</b>	1,513 (1,147 blds.)	1,469 (1,103 blds.)	43	1	0
<b>% Totals</b>	100%	96.2 %	3.7%	.09 %	0.0%

Since the time that survey was performed, approximately 241 single-family structures have been built. These are assumed to be in the same category of “sound, no defects.” The housing survey and current observation suggests that there is not a significant problem with deteriorated housing stock in the Village of Sunbury. More than 97% of all housing is either new or maintained like new. None of the residential buildings in Sunbury appear dilapidated or uninhabitable.

## Housing needs

Sunbury is ranked 10<sup>th</sup> out of 28 jurisdictions in quantity of housing stock in Delaware County as of the 2010 Census (April, 2010). Home growth has been relatively modest; Sunbury has provided just 1.4% of the total new housing in Delaware County in the last 30 years. However, the total during that period is 634, or 38% of the Census 2010 number of 1,671.

*Figure 3P Housing Providers in Delaware County, by Reported Building Permits 1981-2011*

Name of Community	Census 2010 Housing Units	County Rank Housing Units	Vacancy Rate	Building Permits 1981-2011*	% total county permits issued 1981-2011
Berkshire Township	877	14	6.50 %	672	1.5
Berlin Township	2,072	9	4.30 %	1,712	3.9
Brown Township	536	21	3.94 %	263	0.6
Concord Township	3,175	7	6.09 %	2,931	6.7
Delaware Township	778	17	5.35 %	406	0.9
Genoa Township	7,745	3	3.74 %	7,226	16.4
Harlem Township	1,487	11	4.98 %	694	1.6
Kingston Township	759	18	2.82 %	502	1.1
Liberty Township	5,185	4	5.71 %	3,996	9.1
Marlboro Township	105	28	7.08 %	35	0.1
Orange Township	8,127	2	5.01 %	7,604	17.3
Oxford Township	359	23	6.75 %	156	0.4
Porter Township	690	19	3.23 %	358	0.8
Radnor Township	572	20	4.67 %	248	0.6
Scioto Township	895	13	4.89 %	565	1.3
Thompson Township	249	25	3.49 %	104	0.2



Trenton Township	784	16	4.16 %	329	0.7
Troy Township	836	15	6.17 %	323	0.7
<b>Total Townships</b>	<b>35,231</b>		<b>4.94 %</b>	<b>27,637</b>	<b>62.8 %</b>
Columbus	3,214	6	7.43 %	3,855	8.8
Delaware city	13,253	1	6.61 %	6,970	15.8
Galena	214	27	9.70 %	104	0.2
<b>Sunbury</b>	<b>1,671</b>	<b>10</b>	<b>5.81 %</b>	<b>634</b>	<b>1.4</b>
Shawnee Hills	268	24	9.15 %	112	0.3
Powell	3,796	5	4.50 %	3,728	8.5
Ashley	503	22	7.20 %	21	0.0
Ostrander	221	26	3.91 %	95	0.2
Dublin	1,437	12	4.90 %	29	0.1
Westerville	2,952	8	5.41 %	840	1.9
<b>Total Incorporated areas</b>	<b>27,529</b>		<b>6.46 %</b>	<b>16,388</b>	<b>37.2 %</b>
<b>Total All Reporting Incorp. &amp;</b>	<b>62,760</b>		<b>5.48 %</b>	<b>44,025</b>	<b>100 %</b>

*\*Townships represent data through October, 2012*

Figure 3O also shows vacancy rates, as determined by the US Bureau of Census during the April 2010 count. In general, the housing bubble, coupled with the downturn in housing and the unusually high rate of foreclosures in the area fueled an increase in the vacancy rates. Vacancy rates below 2% indicate a tight housing market, while vacancy rates of 5% are normal for a market with reasonable supply for market demand. The village's 5.81% vacancy rate is a doubling of its 2000 rate of 3.9%. Rates tended to be higher in municipal areas where there is more variety in housing stock and pricing.

Market rate (unsubsidized) housing is normally a function of market demand and local zoning. Where the possibility of annexation exists, villages cannot be certain of their future boundaries. For that reason, it is difficult to assess housing quantities and types that will be ultimately needed.

A pragmatic approach to housing planning is to first determine how the community wants to look when it is all built out and what its mix of land uses



might be. Then determine what services it can and should provide, and for a planned service area, anticipating a reasonable share of the county's projected population and income groups. Finally, determine where that variety of housing types and densities, such as single-family detached, duplexes, condominiums, apartments, and age-restricted elderly housing could and should be located, while making room for any non-residential uses.



## **Affordable Housing**

The following information on affordable housing is copied from the Poggemeyer Delaware County Affordable Housing Market Study, dated December 16<sup>th</sup>, 2002. In April 2002, Poggemeyer Design Group Inc. was retained by the Affordable Housing Task Force (AHTF) of Delaware County to undertake an Affordable Housing Market Study. The concerns of the task force were twofold; the current overall lack of available affordable housing in Delaware County, and the negligible production of such housing within the County on a yearly basis.

### **Elements of the Study**

To better understand this phenomena and to pro-actively engage the community into addressing this need, the AHTF of Delaware County specifically requested that the following six elements be addressed in the study:

1. An analysis of the County's housing conditions by economic sector and regions, communities, census tracts, and neighborhoods.
2. Defining affordable housing and the market for various types of affordable housing throughout the County.
3. Identifying the demand for additional housing types in the area.
4. Identifying obstacles to the development of affordable housing.
5. Developing a plan to attain a continuum of housing throughout the County for all residents encompassing all age and income groups, with an emphasis on low to moderate income levels.
6. Developing an Affordable Housing Action Plan of goals and recommended strategies for achieving these goals.

### **Home Ownership**

Between 1990 and 2000, the growth of owner-occupied homes in the U.S. far outpaced growth in rentals (18.3% versus 8.3%). In 2000, the typical newly constructed home was 2,265 square feet with 3 or more bedrooms, 2.5 baths and a garage for 2 or more cars, twice the size of the typical new home in 1950. Americans want more space.

### **Housing Occupancy**

Between 1990 and 2000, the number and percentage of owner-occupied units in Delaware County increased by close to 14,000 units or 77%. The majority of owner-occupied homes are located in Berlin, Delaware, Genoa, Liberty and Orange townships. The number of rental units increased by close to 2,700 units or 53%. Most of the rental units in the County are located in the City of Delaware, and Delaware, Orange and Liberty Townships. In 2000, 80% of the units in Delaware County were owner-occupied, while 20% were renter-occupied.

Figure 3Q Housing Tenure Status (Delaware County 1990 - 2000)

	1990			2000			1990 - 2000 % Change (Total Units)	
	Owner Occupied	Renter Occupied	Total	Owner Occupied	Renter Occupied	Total	Owner Occupied	Renter Occupied
<b>Delaware County</b>	78%	22%	23,116	80% (31,915)	20% (7,759)	39,674	76.8%	53.2%
<b>Ohio</b>	67%	33%	4.087K	69%	31%	4.445K	11.4%	3.3%

Source: 2000 U.S. Census

### Affordability

The United States Department of Housing and Urban Development (HUD) has defined housing affordability as payment for monthly housing expenses that does not exceed thirty percent (30%) of a household's monthly gross income. The housing expense may be the monthly rent payment or the monthly mortgage payment including the principal, interest and monthly cost for taxes and insurance (PITI).

### High Cost/ Severely Cost-Burdened Households

According to HUD, households that are paying from 31% to 49% of their monthly gross income towards housing expenses are considered high-cost-burdened households. Households that are paying more than 50% of their monthly gross income for housing are considered severely-cost-burdened households. 2000 U.S. Census data reveals that there were 7,463 high-cost-burdened households in Delaware County, which represents 19% of all households. Of these 7,463 high-cost-burdened households, 5,258 were owner households. Specifically, there were 1,749 owner households that were paying between 30.0% and 34.9% of their monthly gross income for housing expenses and 3,509 owner households that were paying more than 35% of their monthly gross income for housing. In 2000, there were 2,205 renter households paying more than 30% of their monthly gross income for housing expenses (515 renters paid between 30.0 and 34.9% and 1,690 paid more than 35%). Foreclosure rates are another indicator of high/severely cost burdened households. According to the Ohio Courts Annual Summary (Common Pleas-General Division), the number of new filings for foreclosure in Delaware County increased from 143 in 1999 to 198 in 2000, a 38.5% increase. This sharp increase seems to indicate an increasing number of high/severely cost burdened households who are unable to maintain their mortgage payments.

### County Household Income Trends

Between 1990 and 2000, the County experienced an increase of 488 people (from 3,630 to 4,118 people) living below the federal poverty level. The majority of those living in poverty reside in the City of Delaware and in Orange Township. Overall, however, during the past ten years, the household incomes in Delaware County have dramatically shifted towards the upper income level, as can be seen in the following table. Households earning less than \$34,999 annually declined by an average of 18%, while those earning \$35,000 or more increased by an average of 272%. (Since this data was compiled, the amount of upper-end housing has only increased in the county.)

Figure 3R Change in Household Income (Delaware County 1989 - 1999)

Income Category	Households		Change	
	1989	1999	Households	Percent
Less than \$10K	2,025	1,220	(805)	-39.75%
\$10K to \$14,999	1,461	1,282	(179)	-12.25%
\$15K to \$24,999	3,322	2,820	(502)	-15.11%
\$25K to \$34,999	3,598	3,389	(209)	-5.81%
\$35K to \$49,999	4,883	5,295	412	8.44%
\$50K to \$74,999	4,226	8,340	4,114	97.35%
\$75K to \$99,999	1,719	6,524	4,805	279.52%
\$100K to \$149,999	1,065	6,225	5,160	484.51%
\$150K or more	786	4,660	3,874	492.88%

Source: US Census

Figure 3S Housing Demand in Delaware County, Ohio

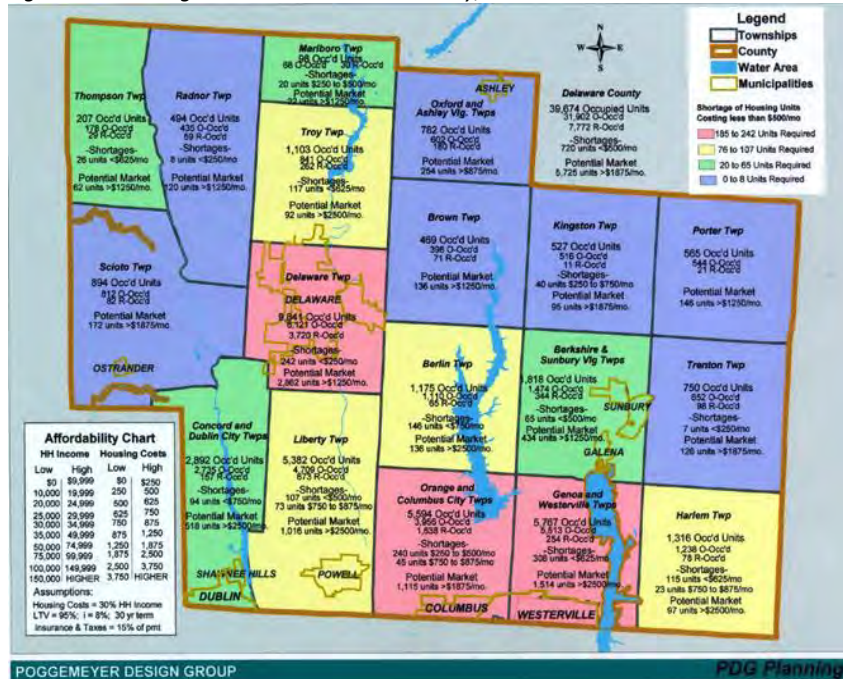


Figure 3T Affordable Housing Surplus / Shortage

FY 2000 Household Income		HHs Only Able to Afford Housing Cost	Maximum Affordable Monthly Housing Costs		Estimated Affordable Owner-Occupied Units	Estimated Affordable Rental Units	Housing Units Available in Cost Range	Surplus/ Shortage
Low Limit	High Limit	1,212	Low	High	153	715	868	-344
0	9,999		\$0	\$250				
10,000	19,999	2,566	\$250	\$500	845	1,346	2,190	-376
20,000	24,999	1,520	\$500	\$625	729	1,707	2,436	916
25,000	29,999	1,559	\$625	\$750	1,526	2,205	3,731	2,172
30,000	34,999	1,814	\$750	\$875	1,800	633	2,433	619
35,000	49,999	5,287	\$875	\$1,250	5,832	1,166	6,998	1,711
50,000	74,999	8,332	\$1,250	\$1,875	9,355	0	9,355	1,023
75,000	99,999	6,516	\$1,875	\$2,500	6,420	0	6,420	-96
100,000	149,999	6,217	\$2,500	\$3,750	3,313	0	3,313	-2,904
150,000	HIGHER	4,652	\$3,750	HIGHER	1,927	0	1,927	-2,725
<b>TOTAL</b>		<b>39,674</b>			<b>31,900</b>	<b>7,771</b>	<b>39,672</b>	<b>-2</b>

As can be seen in column seven, there is a shortage of at least 720 units for households earning \$19,999 or less (344 units for households earning \$9,999 or less and 376 units for households with incomes between \$10,000 and \$19,999).

*Figure 3U Areas with Greatest Need for Housing Units Under \$500/Month (Affordable to HHs Earning Less than \$20,000)*

Township	Units Required	Color Code on Map
Delaware Township	242	Red
Orange Twp. & Columbus City	240	Red
Genoa Twp. & Westerville City	185	Red
Liberty Township	107	Yellow
Harlem Township	98	Yellow
Berlin Township	84	Yellow
Troy Township	76	Yellow
<b>Berkshire Twp. &amp; Sunbury Village</b>	<b>65</b>	<b>Green</b>
Concord Twp. & Dublin City	46	Green
Thompson Township	21	Green
Marlboro Township	20	Green

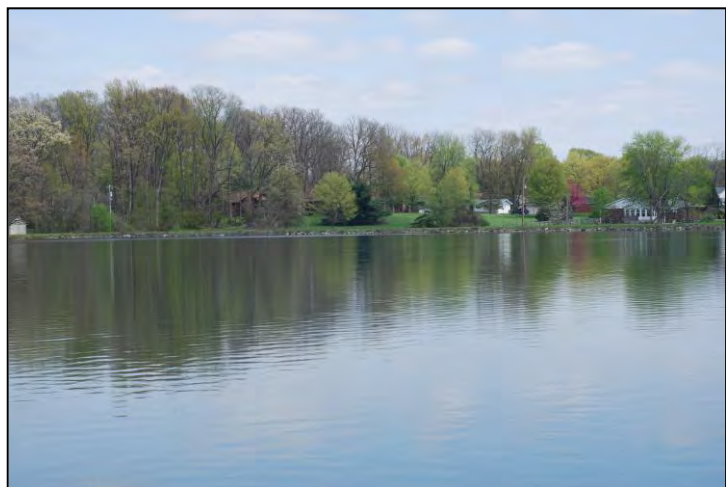
In this regard, five goals have been developed by the AHTF in prioritized order to move the County forward in addressing its affordable housing needs: 1.) Increase public awareness of the need for affordable housing in the County; 2.) Increase capacity of the local affordable housing delivery system; 3.) Encourage governmental entities to develop/provide incentives for the development of affordable housing; 4.) Secure additional funding resources for affordable housing development in Delaware County; and 5.) Develop innovative affordable housing programs suitable for Delaware County.

Within the village many of these trends may not be completely evident. However, they exist locally just as they do nationally. If Sunbury wishes to strategize about the provision of affordable housing it appears there is currently demand for 65 units of affordable housing in the village and surrounding Berkshire Township.

*Source: Delaware County Affordable Housing Market Study: Draft Copy. Kirkland, Washington: Poggemeyer Design Group, Inc., December 2002.*

## Open Space and Recreation

The importance of open space and recreation has long been recognized. In the 1850s the City Beautiful Movement advocated public parks as retreats from the congestion and overcrowding of city life. New York’s Central Park (1856, Frederick Law Olmstead, Sr.) is the best known American example. Every desirable community in America has a significant park and recreation system as one of its building blocks.





*The Subdivision and Site Design Handbook* (David Listokin and Carole Walker, 1989, Rutgers, State University of New Jersey, Center for Urban Policy Research) is considered a planner's bible for many accepted standards in subdivision review. In their chapter on open space and recreation, they note that open space preserves ecologically important natural environments, provides attractive views and visual relief from developed areas, provides sunlight and air, buffers other land uses, separates areas and controls densities, functions as a drainage detention area, serves as a wildlife preserve, provides opportunities for recreational activities, increases project amenities, and helps create quality developments with lasting value.

The Ohio Revised Code (ORC) acknowledges the importance of open space and recreation in both the zoning and subdivision enabling legislation. Zoning enabling legislation states that a village may regulate by [zoning] resolution "sizes of yards, courts, and other open spaces...the uses of land for...recreation." State subdivision authority empowers villages to adopt general rules [subdivision regulations]... to secure and provide for...adequate and convenient open spaces for...recreation, light, air, and for the avoidance of congestion of population."

### **Open Space Defined**

Listokin and Walker define open space as: "Essentially unimproved land or water, or land that is relatively free of buildings or other physical structures, except for outdoor recreational facilities. In practice, this means that open space does not have streets, drives, parking lots, or pipeline or power easements on it, nor do walkways, schools, clubhouses and indoor recreational facilities count as open space. Private spaces such as rear yards or patios not available for general use are not included in the definition either."

"Open space is usually classified as either developed or undeveloped. Developed open space is designed for recreational uses, both active and passive, whereas undeveloped open space preserves a site's natural amenities."

### **Land Area Required**

The National Recreation and Park Association (NRPA) developed a set of standards for local developed open space. Although these standards have been promoted as goals, they are not universally accepted. Recreational needs vary from community to community, and desires for recreation vary also.

Listokin notes that: "Ideally, the [NRPA] national standards should stand the test in communities of all sizes. However, the reality often makes it difficult or inadvisable to apply national standards without question in specific locales. The uniqueness of every community, due to differing geographical, cultural, climatic, and socioeconomic characteristics, makes it imperative that every community develop its own standards for recreation, parks, and open space."

### **Location of Open Space**

Listokin notes what has been the subject of many debates in Delaware County, namely that: "Open space should be easily accessible by development residents. In smaller developments, one large, centrally located parcel may suffice;

but a large development may require several parcels, equitably distributed. Linking open space parcels is a good strategy, because it enlarges the area available for recreation. Parcels containing noise generators, such as basketball courts or playgrounds, should be sited to minimize disturbance to residents.”

### **Undeveloped Open Space**

Listokin suggests that “No general standard can specify the amount of open space that should remain undeveloped: a determination will depend on the particular development site.” The availability of the Alum Creek Reservoir may satisfy some of Village of Sunbury’s requirements for passive open space. Park personnel estimate that 4,000,000 annual visitors use the park.

### **Alum Creek State Park**

Alum Creek State Park comprises 8,874 acres principally within Orange, Berlin, and Brown townships. Smaller portions of the park are located in Kingston and Genoa Townships. There is access to the park in Brown Township from Hogback Road, Howard Road, SR 521 and North Old State Road. Boat ramps and fishing areas are along Africa Road, north and south of Cheshire Road, five miles from Sunbury Square.



The lake was created by impoundment of Alum Creek behind an earthen levee and concrete flood control dam built by the U.S. Army Corps of Engineers from 1970-73. The dam is 93 feet high and 10,500 feet long between the levies. The minimum outflow of the dam is 60 gallons per second, with a maximum outflow of 12,216 gallons per second. The lake ranges from 65-78 feet deep.

Today, Alum Creek Lake serves five purposes: Flood control, Water supply (40 million gallons per day), Fish and wildlife enhancement, Water Quality and Recreation.

Recreational opportunities at Alum Creek are shown on the US Army Corps of Engineers Map, include the following:

- **Land:** 5,213 acres, Hiking Trails - 9.5 miles, Bridle Trails - 50 miles, Mountain Bike/Horse Trails - 7 miles
- **Campground:** 297 sites, 5 rent-a-camp sites, 5 rent-an-RV sites
- **Lake:** 3,387 acres, Boat Launching Ramps: 5, Unlimited horsepower for boats (speed limits enforced in designated areas), Swimming Beach: 3000 feet (largest inland beach in Ohio’s state park system), Easement:239 acres, Drainage Basin: 123.4 square miles

## Hoover Reservoir

Hoover Reservoir was constructed as a water supply facility by the city of Columbus in 1955. Today, 2,818 acres of water are impounded behind Hoover Dam on Delaware and Franklin Counties. Due to the rapid development of the area, use of water from Hoover Reservoir has increased dramatically. Today, it is not uncommon to see drawdowns of 5 feet or more during the summer. A water pipeline from Alum Creek Lake is also used to supplement the water supply in Hoover Reservoir when demand gets high. Hoover Reservoir is attractive to anglers throughout central Ohio due to its 10 horsepower outboard motor limit, which produces a serene setting for fishing. The city of Columbus operates and maintains parking lots, boat ramps and docks, and picnic areas. A 10 horsepower outboard motor limit is in effect.

## Village of Sunbury Parks

The Village of Sunbury owns and maintains a series of parks and parklands. Four primary parks are located in the village boundaries. Figure 3U displays the village's existing parks, open spaces, and other community facilities.

**The Village Square** (1), the 2-acre center of Sunbury, currently houses the old village hall, a small pavilion, brick walking path and monuments. The 4.3-acre **J. R. Smith Park** (2) to the east of the square, houses a baseball diamond, small playground and a little league football field. To the west of the square, **Evening Street Park** (3) is largely a passive park, but is connected to the **Ohio Fallen Heroes Memorial Park** (4) with walking trails and memorials. In total, the two areas are approximately 7.3 acres. To the north, located at the edge of town on S.R. 61, lies 50-acre **Freedom Park** (5) which includes Anthony Kinslow Memorial Disc Golf Course, picnic shelter, and soccer/lacrosse fields. The Village of Sunbury also owns two ten-acre reservoirs used as **fishing ponds** (6) on 24 acres at 250 Otis Street, behind the Street Barn. **General Rosecrans Park** (7) on Miller Drive is a 15.88-acre park located at General Rosecrans Elementary School. Amenities include paved walking/biking paths, softball/baseball field, multi-purpose fields, a shelter area with picnic tables, and public restrooms.

Smaller parks are also scattered through the village. **Old Church Park** (8) is a .3-acre area at the southwest corner of Morning and Cherry Street which includes a sidewalk and area for sitting. The Sunbury Estates subdivision includes two small strips of **passive open space along Prairie Run** (9) which also encompasses the water detention facilities for the development. The **Big Walnut Community Trail** (10) is a park at the southern edge of the village. Although not technically within the municipal limits, it provides a walking trail that is maintained by Preservation Parks of Delaware County. There are also some open space parcels within the Sunbury Mills development, but all land is either passive or not yet developed with any amenities.

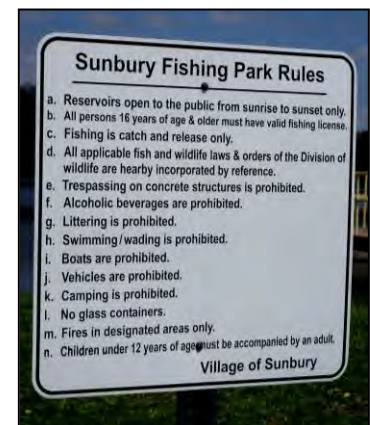
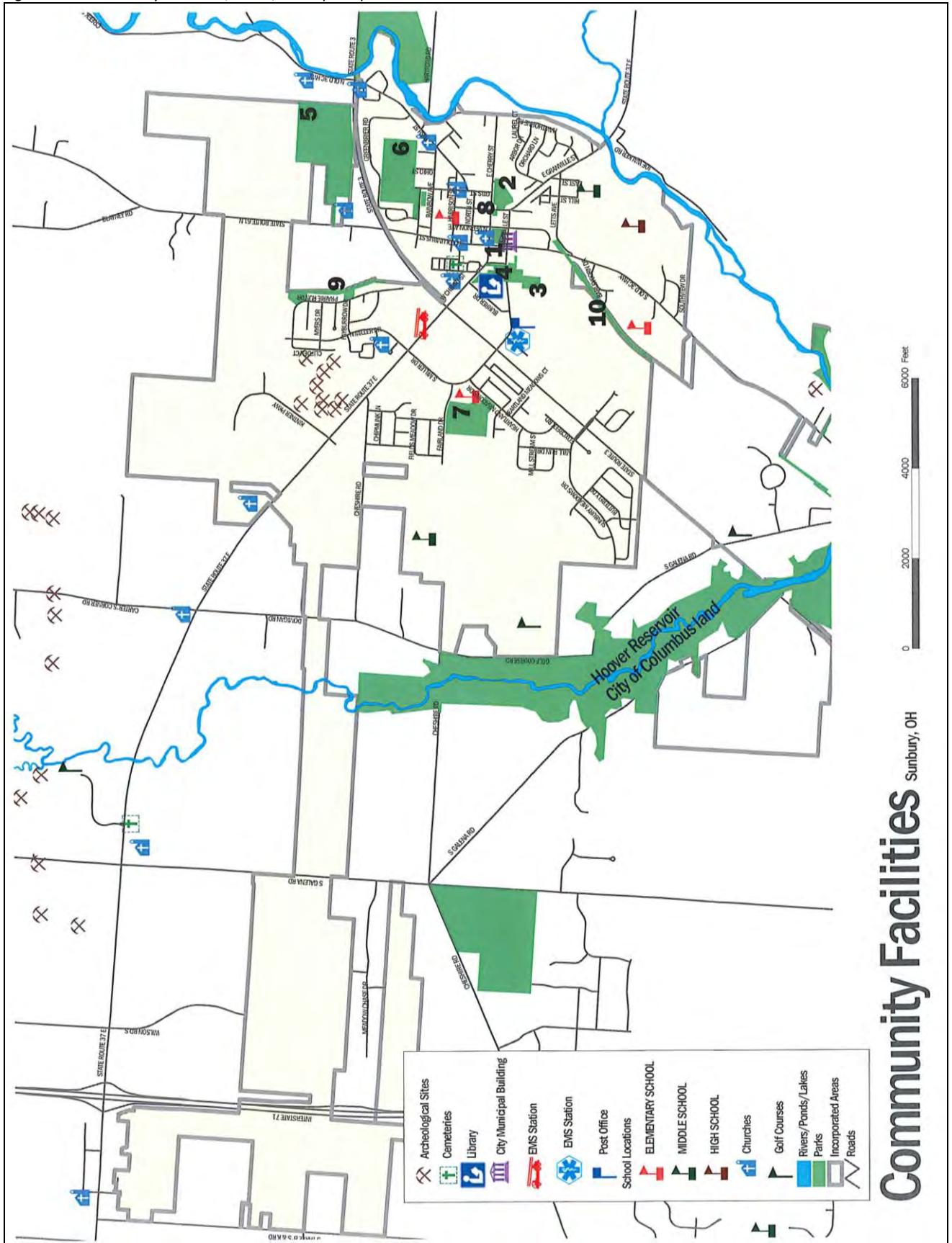




Figure 3V Community Facilities, Parks, and Open Space



## Future Recreational Needs

As the Village of Sunbury grows it may wish to use the NRPA model, “which surveys the service area population to determine demand for different activities. Demand is then converted to facilities needs and then to land requirements.”

### A. Future Acreage Needs

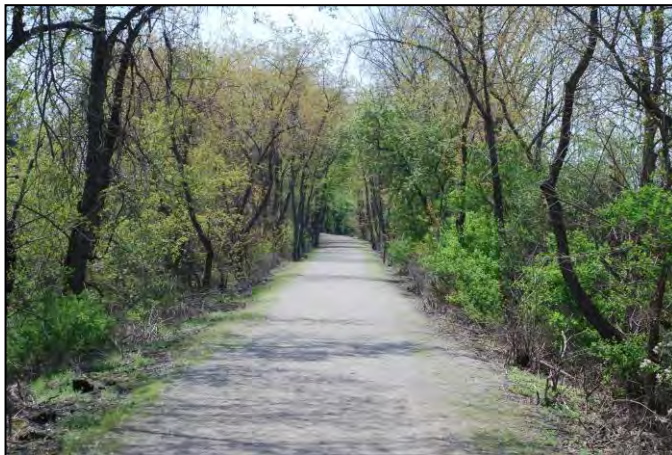
According to the NRPA model, the current Sunbury population of about 4,600 people would need a total of 2.25 acres of mini-parks, or those small activity areas in subdivisions. The population would need 9 acres of neighborhood parks, or those parks about one acre in size. The population would also need a 22-acre to 36-acre community park. Based on the existing parks that were previously listed and the other recreational opportunities in and around the



Hoover and Alum Creek Reservoirs and Preservation Parks, the village appears to be close to meeting the NRPA standards. The village should therefore concentrate on ensuring that small parks and open space is developed within neighborhoods as development occurs. The village will also need to determine the demand for specific recreational facilities by regularly conducting surveys with residents and stakeholders to gauge the desire for such facilities.

### B. Current Land Opportunities

The majority of the large tracts of undeveloped open space within the village is projected for development. As development proposals are advanced for these lands, the provision of permanent open space should be secured by dedication or purchase.



Through the process of development, the Planned Residential District and the Planned Single-Family District should be used to provide centrally located undeveloped and developed open space within residential neighborhoods. These would be either mini parks of one acre or less within a ¼ mile radius of all portions of such neighborhoods, or 15-acre joint neighborhood parks that provide athletic fields for neighborhoods within ½ mile radius. The minimum

20% open space requirement in the PRD zones may be inadequate unless undevelopable land (slopes greater than 20%, power line easements and storm water detention basins are either excluded, or reduced in their contribution to



the open space requirement).

### C. Greenways

An inexpensive way to provide undeveloped open space is to assure the linkage of neighborhoods by greenways, or corridors of natural or man-made landscaped paths, and trails. These can be easily placed along drainage ways, creeks, sewer easements and portions of the land that cannot be otherwise developed. These paths can maintain undisturbed wildlife habitat, or create new habitat through plantings and creative use of storm water retention and detention facilities. These areas of developments are often after-thoughts in the design and planning process. They should be viewed as opportunities to improve the value of the development and link developments.

### Multi-Use Paths

The current transportation law, MAP-21 continues to encourage the development of bicycle facilities, although to a lesser degree than previous legislation. Road projects obtain a higher score if bike and pedestrian facilities are proposed as part of the improvement. Federal transportation funding is distributed through a prioritization process managed by the Mid-Ohio Regional Planning Commission. Major road improvements receive a better “score” and a higher priority when they include multi-modal features such as sidewalks. Stand-alone multi-use path projects that are regionally significant should also appear on the plan if state or federal funding is anticipated. The Delaware County Regional Planning Commission maintains a robust dataset of existing features and continually updates county-wide data with local committed and proposed facilities. This plan seeks regional connections and opportunities for linkages across jurisdictions.



Other funding sources, such as the Clean Ohio Fund are still available but have generally been reduced due to economic conditions. Based on current grants and potential grants in the future, it is important that a local community maintain a list of areas where such facilities are needed. Such a plan can be used in the zoning process as required elements to be built, or as funding opportunities become available.

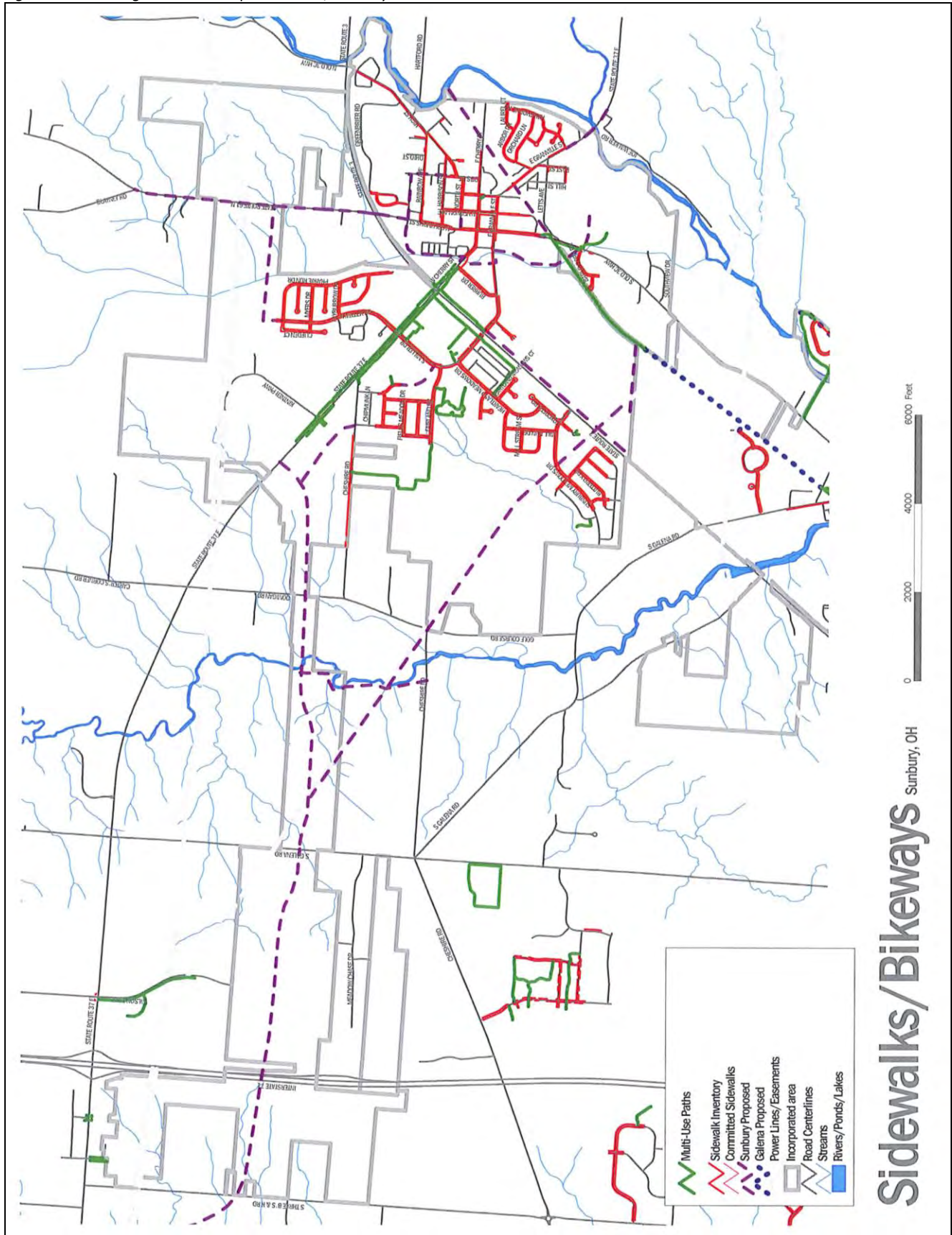
A key component of a bike/pedestrian plan should show the potential extension of the Ohio to Erie Trail which currently ends at Galena and begins again in Centerburg. Additional bike paths or striped bike lanes are desirable to link some of the suburban neighborhoods with the core village area.

Additionally, improved signage is needed to guide users of the Ohio to Erie Trail, since there is no dedicated path through the Village. The route should follow Old 3C from the south along N. Columbus Street, to a right on Harrison Street, left on High Street and right on Hartford Road. A sign would be appropriate at each intersection or turn. Consistent signage should be used among the various jurisdictions (Genoa Township, Galena, Sunbury, and



Trenton Township).

Figure 3W Existing Sidewalks Proposed Paths/Bikeways



## Bus Service

The Delaware Area Transportation Authority offers an on-call bus service from point-to-point in the county. A Central Ohio Transit Authority linkage from Crosswoods delivers bus riders to any COTA stop in Franklin County.

## Community Facilities - Schools

The Village of Sunbury lies within Big Walnut Local School District. The Big Walnut Local School District is situated in the eastern half of Delaware County; reaching east into Licking County, north into Morrow County and south into Franklin County. The district's boundaries cover over 100-square miles and many townships: including parts of Kingston, Porter, Berkshire, Trenton, Genoa and Harlem Townships in Delaware County. The district also completely includes the villages of Sunbury and Galena.



## Big Walnut Enrollment

Figure 3W Overall Enrollment and Demographics

	Enrollment	Percent
All Students	3,165	
American Indian	10	0.3%
Asian or Pacific Islander	35	1.1%
Black, Non-Hispanic	35	1.1%
Hispanic	79	2.5%
Multiracial	83	2.6%
White, Non-Hispanic	2,924	92.4%
Students with Disabilities	315	9.9%
Economic Disadvantage	548	17.3%
Limited English Profic.	15	0.5%

(Source: Ohio Department of Education, 2014-2015)

Figure 3X Big Walnut Local School District Building Enrollment

Grade	Big Walnut	General Rosecrans	Hylan Souders	Harrison Street	Big Walnut	Big Walnut	Big Walnut
	Elementary	Elementary	Elementary	Elementary	Intermediate	Middle	High School
<b>Total</b>	310	433	286	264	522	474	878

(Source: Ohio Department of Education, 2014-2015)

Enrollment over the last 10 years had minor fluctuations but has seen steady increases since 2011. The following table shows the enrollment by year for the last decade. The district recently completed an enrollment projection study with the findings shown in the second table. Based on development and construction activity noted throughout this Comprehensive Plan, the district is poised to see consistent growth of approximately 5% each year.

Figure 3Y Big Walnut Historical School-Year Enrollment

Grade	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15
<b>PS – 4</b>	976	999	1,062	1,153	1,175	1,169	1,213	1,280	1,305	1,387
<b>5 – 6</b>	408	421	421	409	447	449	438	451	500	528
<b>7 – 8</b>	418	450	438	450	447	432	458	485	459	485

<b>9 – 12</b>	930	909	898	942	962	940	950	920	946	970
<b>PS – 12</b>	<b>2,732</b>	<b>2,779</b>	<b>2,819</b>	<b>2,954</b>	<b>3,031</b>	<b>2,990</b>	<b>3,059</b>	<b>3,136</b>	<b>3,210</b>	<b>3,370</b>
Ungraded	0	0	2	2	1	4	4	2	4	5
<b>G. Total</b>	<b>2,732</b>	<b>2,779</b>	<b>2,821</b>	<b>2,956</b>	<b>3,032</b>	<b>2,994</b>	<b>3,063</b>	<b>3,138</b>	<b>3,214</b>	<b>3,375</b>
<i>Change</i>		+1.7%	+1.5%	+4.8%	+2.6%	-1.3%	+2.3%	+2.4%	+2.4%	+5.0%

(Source: Ohio Department of Education)

Figure 3Y Big Walnut Enrollment Projection

Grade	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24-25
<b>PS – 4</b>	1,506	1,660	1,598	1,688	1,746	1,779	1,852	1,964	2,036	2,114
<b>5 – 6</b>	558	597	638	639	692	772	791	747	784	856
<b>7 – 8</b>	531	573	605	646	691	692	751	837	857	809
<b>9 – 12</b>	980	1,050	1,076	1,161	1,243	1,336	1,417	1,467	1,576	1,673
<b>PS – 12</b>	<b>3,575</b>	<b>3,770</b>	<b>3,917</b>	<b>4,134</b>	<b>4,392</b>	<b>4,579</b>	<b>4,811</b>	<b>5,015</b>	<b>5,253</b>	<b>5,452</b>
Ungraded	5	6	6	6	6	7	7	7	8	8
<b>G. Total</b>	<b>3,580</b>	<b>3,776</b>	<b>3,923</b>	<b>4,140</b>	<b>4,378</b>	<b>4,586</b>	<b>4,818</b>	<b>5,022</b>	<b>5,261</b>	<b>5,460</b>
<i>Change</i>	+6.1%	+5.5%	+3.9%	+5.5%	+5.7%	+4.8%	+5.1%	+4.2%	+4.8%	+3.8%

(Source: Future Think, August 2015)

The Ohio Department of Education (ODE) performs an annual evaluation of local school districts, based on a Performance Index and a number of Indicators. The following figures illustrate Big Walnut Local Schools academic ranking compared to the state standards. Big Walnut Local School District received a C in the Performance Index category and an A for Indicators Met.

Figure 3W Performance Index

Student Achievement Level	Percent of Students
Advanced Plus	0.2%
Advanced	13.6%
Accelerated	35.2%
Proficient	29.7%
Basic	15.5%
Limited	5.3%
Untested	0.6%
<b>Total Index = 95.8 out of 120 for a grade of C</b>	

(Source: Ohio Department of Education 2014-2015 Report Cards)

Figure 3W Indicators Met

Student Achievement Level	Subject	Indicator
<b>3rd Grade</b>	Mathematics	75.1%
	Reading	91.0%
<b>4th Grade</b>	Mathematics	72.7%
	Reading	73.0%
	Social Studies	80.6%
<b>5th Grade</b>	Mathematics	78.7%
	Reading	74.3%
	Science	67.0%
<b>6th Grade</b>	Mathematics	78.7%
	Reading	77.3%
	Social Studies	73.9%
<b>7th Grade</b>	Mathematics	82.8%
	Reading	81.4%
<b>8th Grade</b>	Mathematics	66.7%
	Reading	76.3%
	Science	80.4%
<b>OGT, 10th Graders</b>	Mathematics	92.2%



	Reading	92.2%
	Science	88.2%
	Social Studies	92.2%
	Writing	89.4%
<b>OGT, 11th Graders</b>	Mathematics	98.6%
	Reading	97.6%
	Science	96.2%
	Social Studies	97.6%
	Writing	98.6%
<b>High School</b>	Algebra I	75.1%
	English I	75.8%
	Geometry	98.0%
	Government	95.5%
	History	74.1%
	Physical Science	79.3%
<b>Total Indicators Met = 32 out of 33 for a grade of A</b>		

*(Source: Ohio Department of Education 2014-2015 Report Cards)*

### Big Walnut Current Facilities

The district maintains seven academic facilities. **Big Walnut High School** is located at 555 S. Old 3C Road, **Big Walnut Middle School** is located at 777 Cheshire Road, and **Big Walnut Intermediate School** is located at 105 Baughman Street. There are four elementary buildings in the Big Walnut Local School District:



**Big Walnut Elementary** located at 940 S. Old 3C Road, Sunbury.

**Hylen Soulders Elementary** located at 4121 Miller Paul Road, Galena.

**General Rosecrans Elementary** located at 301 South Miller Drive, Sunbury.

**Harrison Street Elementary** located at 70 Harrison Street, Sunbury.

There is also a Land Lab with a pond, orchard, grassland, amphitheater, and observation deck as part of the Big Walnut Elementary campus.

The district also maintains three non-academic facilities: the **Bus Garage** located at 117 N. Kintner Parkway, Sunbury; a **Maintenance Garage** and **Administrative Offices** are located at 105 Baughman Street.

### C. Funding for Big Walnut Local Schools

The Big Walnut Local School District reported a 2014 total revenue of \$33.8 million, including \$22.5 million in local revenue and \$8 million in state revenue. Total instructional and non-classroom expenses was \$31.8 million (does not include non-operating district expenditures, adult education, etc.).

Figure 3Z District Expenditures Per Pupil

Area	Total Amount	Per Student (x/3,165)
Instruction	\$18,541,290	
Pupil Support	\$1,489,691	
Staff Support	\$885,782	
<b>Total Instruction</b>	<b>\$20,916,763</b>	<b>\$6,609</b>
General Administration	\$954,568	
School Administration	\$2,242,473	
Operation and Maint.	\$2,821,374	
Transportation	\$2,455,805	
Other Support	\$1,337,799	
Food Service	\$1,046,310	
<b>Total Non-Classroom</b>	<b>\$10,858,329</b>	<b>\$3,431</b>

Source: Ohio Department of Education, 2014-2015

Figure 3AA District Revenues Per Pupil

Area	Total Amount	Per Student (x/3,576)
Local Revenue	\$22,518,938	\$6,298
State Revenue	\$8,061,774	\$2,255
Federal Revenue	\$993,879	\$278
Other Non-Tax	\$2,236,961	\$626
<b>Revenue Total</b>	<b>\$33,811,553</b>	<b>\$9,455</b>

Source: Ohio Department of Education, 2014-2015

## Delaware Area Career Center (DACC) and Columbus State

Delaware city and county boards of education established the Joint Vocational School in 1974 as a career/technical school to offer specific career training to Delaware County residents. The center, now called the Delaware Area Career Center, provides career training and academic instruction to over 650 area High School juniors and seniors who desire skilled employment immediately upon high school graduation. The DACC is combining programs into one campus at 4565 Columbus Pike, Delaware, Ohio 43015 (740) 548-0708. In 2008, Columbus State began building a Delaware County Campus at 5100 Cornerstone Drive in the Park at Greif and U.S. 23. The 80,000 square foot building opened in the autumn of 2010 and offers four Associate Degree programs.

### Effect of Land Use Planning on School Planning

When schools become overcrowded due to rapid growth, there may be call for growth controls, or limitations on residential building permits (moratoriums). A series of 1970s cases regarding growth rate limitations, the most famous of which is *Golden v. Ramapo* (409 US 1003, 93 S. Ct. 440 34 L. Ed. 2d 294 (1972)) suggested that communities could control growth to allow new infrastructure to be built at a reasonable, attainable rate. Where upheld, moratoriums have been temporary, based on a critical shortage of a basic community service. The community must work to provide that service, at which time the moratorium must be removed.

Cities and villages in Ohio have home rule authority which “provides the flexibility to experiment with different types of planning programs to respond to the issues of rapid growth” (Meck and Pearlman). While the Big Walnut Local School District does not currently have a funding problem, the Village of Sunbury may wish to use schools as an indicator of critical facilities to monitor in making zoning decisions.

## Community Facilities – Historic Sites

There are 14 sites in Village of Sunbury listed on the National Register of Historic Places. The Historical Sites Map at the end of this chapter indicates possible archeological sites. These sites are mapped by the State of Ohio OCAP data available from the Ohio Division of Natural Resources. The DCRPC has no information regarding any materials found at any of these sites, however the Ohio Historical Preservation's National Register lists three historically registered sites:



(left) Center Inn, or the Pifer Residence, located southeast of Sunbury on S.R. 37. It is on the National Register for its historically significant architecture and engineering, by Gilbert Van Dorn, from the period 1825-1845. It was placed on the National Register in 1983.

(right) Sunbury Tavern, or the Myers House, located on the west corner of Granville and Columbus Streets. It was placed on the National Register for its historically significant architecture from 1800-1824. It was added to the National Register in 1975. It is currently used as a museum for the Big Walnut Area Historical Society.



(left) Sunbury Town Hall, located in the Sunbury Square, is on the National Register for its historically significant Italianate architecture from the period 1850-1874. It was added to the National Register in 1975 and is used as a meeting hall for the village and other organizations.

## Community Facilities – Libraries

The Village of Sunbury is home to the Community Library. This 14,000 square foot library located at 44 Burrer Drive provides services to individuals within the Big Walnut Local School District's boundaries. In addition to the 100,000 items in the local collection, 65,000 eBooks and 15,000 audiobooks, the library is a member of the Consortium of Ohio Libraries, giving area residents seamless access to thousands of materials from around Ohio. The library also provides access to electronic content including e-books and research databases. With recent growth in the area, the library announced plans for a 2,000 square foot addition in 2016. Construction includes renovation of the entry, new meeting space, study areas, and a drive-through pickup/drop-off area. Additional parking will be built and a new access from Burrer Drive will improve access to the library. The facility operates with a 1.3 million dollar budget funded by real estate taxes, intergovernmental transfers, fees, and donations.



## Community Facilities – Hospitals

There are no hospitals located within the village. Grady Memorial Hospital is located on Central Avenue in the City of Delaware, 12 miles from Sunbury Square. Some services have relocated to the future site of the Grady campus at the northeast corner of U.S. 23 and OhioHealth Boulevard. Grady competes with northern Franklin County Hospitals such as Riverside Methodist Hospital, Olentangy River Road in Columbus, and St. Ann’s in Westerville.

## Community Facilities – Fire Protection/Emergency Medical Services

Sunbury fire protection is provided by the B.S.T.&G. Joint Fire District. Established in 1953, The District provides fire protection to the Village of Sunbury, the Village of Galena, Berkshire Township, and Trenton Township. The station is located at 350 West Cherry Street, near the intersection of State Route 3 and U.S. 36/S.R. 37. The department currently has 32 fire fighters which include a Full Time Fire Chief, two part-time Deputy Chiefs, three



full-time Fire Lieutenants, one full-time Fire Prevention Lieutenant, three full-time fire fighters and 23 part-time fire fighters. The department maintains a staff on station to respond 24 hours a day, every day with an up to date fleet of equipment to serve the community’s needs. The District continues to monitor the development in and around the area to provide a timely and professional response to our residents.



**Emergency Medical Services** - B.S.T.&G. has partnered with Delaware County Emergency Medical Services to provide rapid and professional response to our resident’s needs. Due to the growth of the District, Delaware County has been able to respond to the needs of the public by providing additional stations strategically located in and around the district. The Village of Sunbury is primarily served by Delaware County Medic 2 located at 283 W Granville Street.

For more information on B.S.T.&G., Fire District please contact us at 740-965-3841 or visit our website at [www.bstgfiredistrict.org](http://www.bstgfiredistrict.org). Information regarding Delaware County EMS can be obtained at [www.delcoems.org](http://www.delcoems.org)

## Community Facilities – Police

The Village of Sunbury is served by its Police Department located at 9 East Granville Street. The Village of Sunbury is also policed by the Delaware County Sheriff’s Office, (DCSO) which is headquartered in Delaware on S.R. 42. In 2008, the Sheriff’s Office had 92 deputies including command staff and approximately 60 cars. Fourteen deputies are on duty per shift. Each vehicle covers an average of 390 miles per day, or 130 miles per shift. Genoa Township, the City of Delaware, Dublin, Columbus, Westerville and the Village of Powell also provide their own police protection.



## Community Facilities – Churches and Cemeteries

There are currently five churches located within Village of Sunbury.

Sunbury United Methodist Church, 100 West Cherry Street.

Grace Baptist Church, 409 Perfect Drive.

Sunbury Wesleyan Church, 103 Otis Street.

Sunbury Christian Church, 227 Harriet Avenue.

Vineyard Church of Delaware County, 1001 Cherry Street (U.S. 36/S.R. 37)

The Village of Sunbury Council maintains the Sunbury Memorial Park Cemetery. The cemetery is located 400 feet east of State Routes 36 & 3, on State Route 37.

## Municipal Facilities

Built in 1985, the Sunbury Municipal Building is located at 9 East Granville Road. The building houses various village offices, including the administrator, fiscal officer, clerk, zoning, and utilities. The council meeting quarters are located in the old hall on the village square. The old hall is also used for various community service programs and as meeting space. The Street Barn is located at 241 Otis Street at the Wastewater Treatment Plant is located at 127 Middleview Drive.

## Post Office

The Sunbury Post Office is located at 65 E. Granville Street, in the Village of Sunbury. The post office supplies delivery to addresses in the 43021 and 43074 zip codes (including the entire Village of Sunbury). The 43021 district includes six routes (13 to 18) with a total of 2,371 locations. The 43074 district includes eight routes (1 to 8) with a total of 3,597 locations. The Sunbury Post Office has a total of 5,968 delivery locations.



## Future Community Facilities

In traditional American villages, public buildings were prominently arrayed around a common or square. As villages adapted to the automobile, many moved some of their core public buildings to edge locations. This has the effect of reducing pedestrian traffic and human interaction at the village core. For this reason, public buildings should remain an important aspect of old Sunbury. The reuse of the village hall keeps alive that historic building. In the future, if and when a public building is considered for removal to an auto-oriented edge site, the importance of maintaining a public core to the old village should be considered.

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## Section 4

# Infrastructure

### Roads and Transportation

Streets define the character of a community. All great communities have great streetscapes, whether urban, suburban, small village or rural. The Village of Sunbury's original grid of nine square blocks, with 12-16 homes per square block, created a low density rural village of approximately 3.6 units per gross acre in a classic street pattern. Except for the truck traffic impact on E. Cherry Street, the original nine-square grid works just as well in 2016 as it did in 1816.



Figure 4A Detail of Village Grid

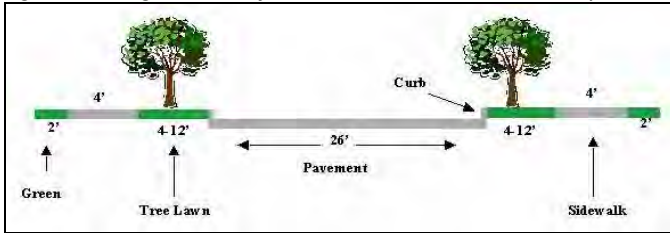


The squares are a repeatable, pleasing geometry, and make for a fine-grained, human scale pedestrian neighborhood. They also distribute traffic by not forcing local traffic to access collector traffic which then must connect to arterial roads to leave the immediate area.

Platted prior to zoning, lot size reflected the desire of the owner, and homes were individually built by carpenters, with unique features and details. Even after the advent of the automobile, the lots were large enough to accommodate garages, and carriage units, built to the rear of the home. This meant the face of the street was the home, not the garage, as is the suburban design standard. The classic streetscape of wide pavement, curb, tree lawn and shallow setback to the home, with a deep lot and large back yard, has endured well. These original neighborhoods have fostered constant reinvestment and the property values are strong.

The original pattern of squares had another advantage. Traffic can disperse in any direction, so no single intersection is overloaded. Stop signs at cross streets work to break the flow of traffic without causing delays.

Figure 4B Original scale of street cross section – Old Sunbury



Specifically, these squares are measured by blocks which are 400 feet, center to centerline of streets. Right-of-ways are generally 50-65 feet in width, depending on their purpose. Pavement is typically 26 feet with parking on either side. Tree lawns are 4 to 10 feet in width. Shade tree intervals are set at 50'. Front yard setbacks vary from a minimum of 0' to a maximum of 15 feet. Density is 12-16 families (homes) per square block (approx. 3.6 units per gross acre). Lot sizes are 4,800 sq. ft. minimum (60' x 80') and a 17,000 square feet (100' x 170') maximum.

### Suburban street patterns

After World War II, Sunbury adopted the suburban design of curvilinear local streets with cul-de-sacs and uniform lot sizes dictated by zoning. Homes sit wide to the street, with a two-car front-load garage, sometimes extending in front of the home. Minimum lot size is typically 80' x 135'. Because all lots are the same size, production builders, rather than individual carpenters, typically build one price range of houses per neighborhood, and repeat the same cost efficient building elevation with limited architectural detail. There is



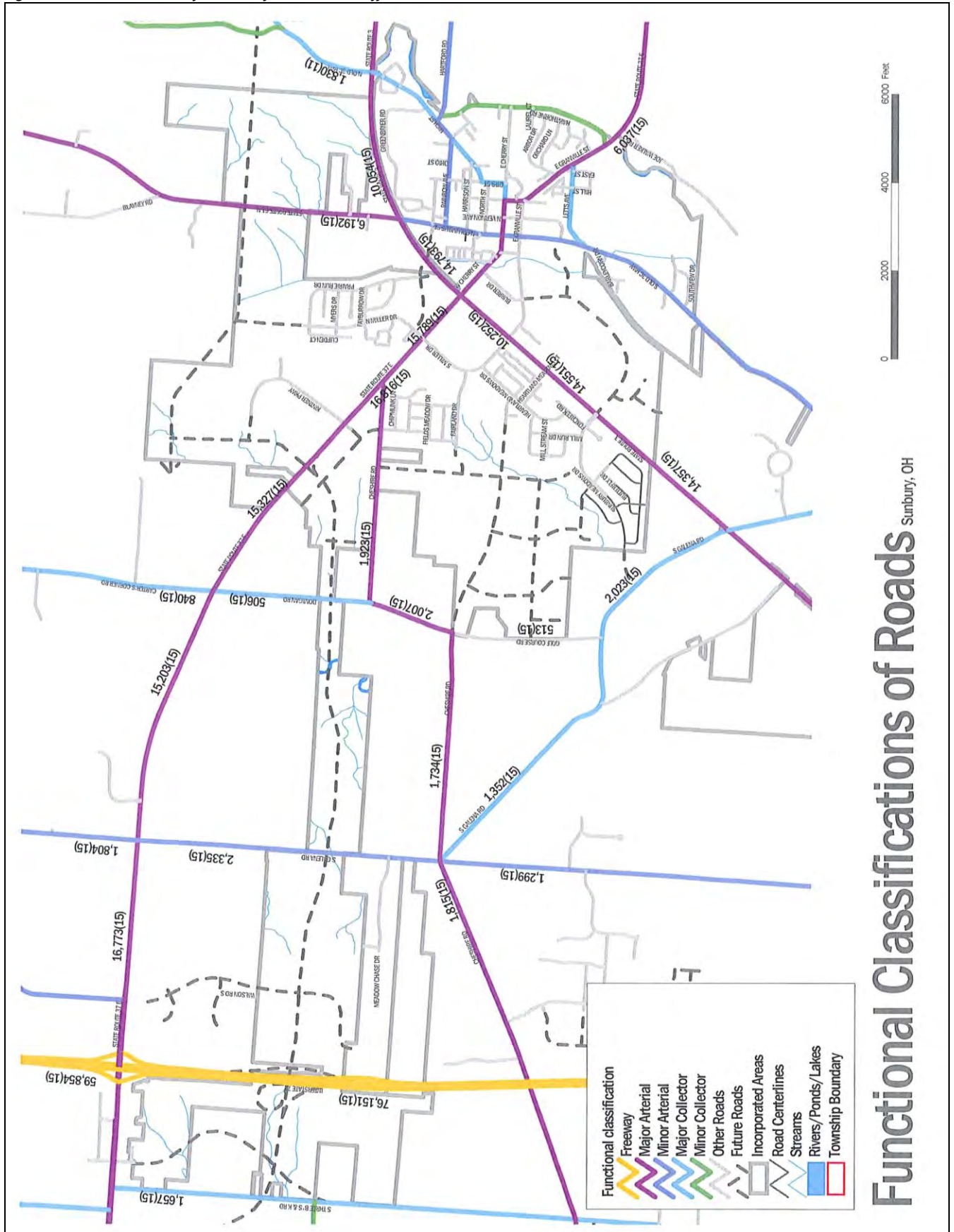
no regular length of blocks. Some neighborhoods are not conducive to pedestrians, as there are no sidewalk connections to other neighborhoods. Traffic often exits a neighborhood from one access point, which can overload the intersection.

### Functional classifications of roads

The Delaware County Engineer's Design Standards label each road with a "functional classification". The 2001 Delaware County Thoroughfare Plan identifies Major and Minor Arterials and Major and Minor Collector streets. The following figure depicts these classifications and also includes new roads as recommended by the Thoroughfare Plan which is discussed later.



Figure 4C Functional Classifications of Roads and Traffic Counts



Arterial roads have the primary purpose of carrying through traffic to and from residential, commercial, and industrial areas and the secondary purpose of providing access to abutting property. They are usually a continuous route carrying heavy loads and Average Daily Traffic (ADT) in excess of 3,500 vehicles. Arterials generally require a right-of-way of 80 to 100 feet for a two-lane section and 100 feet for a four-lane section.

**Major Arterials** in Sunbury: U.S. 36/S.R. 37, S.R. 3, S.R. 61, S.R. 37 (including portions of Cherry Street).

**Minor Arterials** in Sunbury: North Columbus Street, South Old 3C Highway, Rainbow Avenue, and Hartford Road.

Collector roads have the primary purpose of intercepting traffic from intersecting local streets and handling this movement to the nearest major collector or arterial street. ADT typically ranges from 1,500 to 3,500 vehicles, with AM peak hour traffic about 7-8% of that total and PM peak hour of 10% of the total. Collectors generally require a 60 to 80-foot right-of-way, depending on the site and whether sidewalks are part of the cross-section.

**Major Collectors** in Sunbury: Letts Avenue, Otis Street, and North Old 3C Highway.

**Minor Collectors** in Sunbury: Walnut Street.

Local Streets represent the lowest category. Their primary function is to serve abutting land use. Typical ADTs range from 100 to 1,500 vehicles. Local streets are further classified as Loop, Through, and Cul-de-sac.

## Traffic Counts

Traffic counts indicate the ADT in both directions on a road. These counts can be used to determine if the LOS is acceptable or unacceptable. LOS A is considered ideal, Level F is failure. The LOS depends on traffic counts, number of lanes of road in each direction, and width of lanes, including shoulders. Traffic counts are also used to determine functional classification.

The Mid-Ohio Regional Planning Commission (MORPC) is the Metropolitan Planning Organization (MPO) for central Ohio. It acts on behalf of Delaware County in certain transportation planning functions and is a funnel for federal funds. Traffic counts were recently updated in the area as part of the Interchange Modification study preparation. That data is reflected on Figure 4C.

## Access Management

Access management is the practice of limiting curb cuts to major roads to prevent conflicting turning movements and maintain safe traffic flow. The Ohio Department of Transportation (ODOT), in July 2010, completed an Access Management Study that will impact future access to the U.S. 36/S.R. 37 corridor. The plan is used as development

occurs, and particularly as properties that have direct access to 36/37 go through the zoning process. Access can be granted, denied, converted from a full access to a limited one, or temporarily granted until such time as other adequate access, such as a backage road, is provided.

According to ODOT, poor access management can reduce highway capacity to 20% of its design. Delay is as much as 74% greater on highways without access management. Sixty percent of urban and forty percent of rural crashes are driveway- and intersection-related. AMPs find the following to be true:

- Poor access management can reduce highway capacity to 20% of its design;
- Delay is as much as 74% greater on highways without access management;
- 60% of urban and 40% of rural crashes are driveway and intersection related;
- 15,000 access related crashes occur each day at an estimated annual cost of \$90 billion.

ODOT Access Management Principles:

- Regulate the location, spacing and design of drives.
- Space access points so they do not interact with each other.
- Provide adequate sight distance for driveways.
- Use appropriate curve radius, lane widths, driveway angle.
- Provide turn lanes to separate conflict points for acceleration, deceleration, & storage lanes.
- Prohibit some turns in critical areas; relocate that activity to a less conflicted point.
- Restrict driveways to fewer than 30 per mile (every 350 lineal feet maximum).
- Use feeder roads to relocate critical movements and to handle short trips parallel to the main road or rear access roads connecting commercial uses.
- Locate driveways away from intersections to reduce conflicts (corner clearance).
- Use right in, right out drives to prevent unwanted left turns across traffic.
- Use zoning with access management to develop good site plans.
- Connect parking lots; share driveways.
- Connect frontage roads to collector streets at properly spaced intersections.
- Avoid individual, closely spaced curb cuts to “bowling alley” lots.
- Avoid disconnected street systems.
- Encourage internal access to out-parcels.
- Minimize the number of traffic signals. Two per mile is ideal (half mile spaced).
- Use medians to separate traffic flows.
- Coordinate access permit review between ODOT, local zoning and building departments

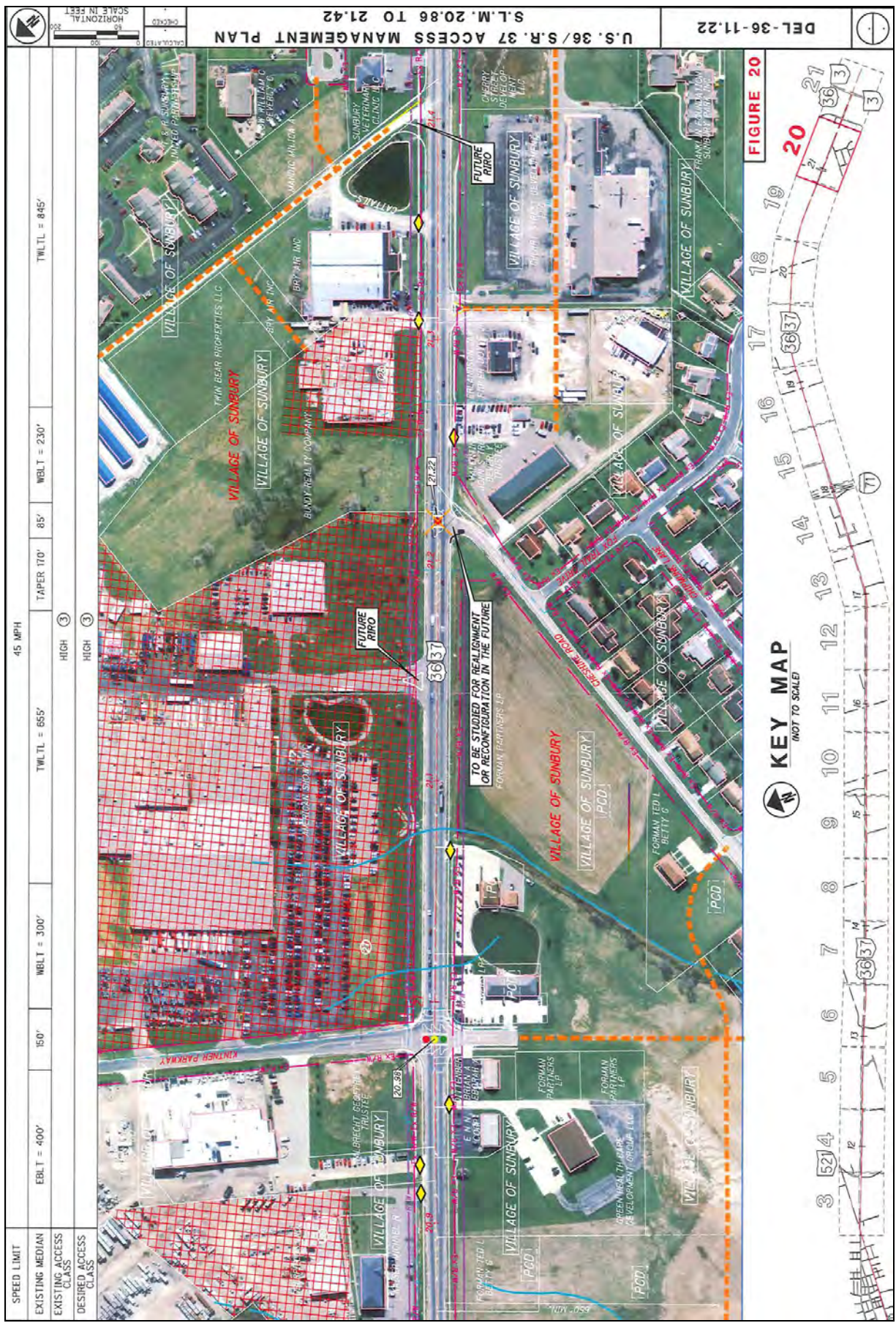
The US 36 corridor offers potential commercial tax base to Village of Sunbury, but access management is imperative to maintain safe traffic flow. The following figures show the portions of the Access Management Plan that directly impact the village. In summary, all private accesses would be closed from the Oberfield’s drive east. Drives that are limited to right-in/right-out only movements would be allowed at the eastern Showa entrance, the entrance to the former IGA site, the drive west of the Sunbury Veterinary Clinic, and the existing RI/RO at the Kroger. Backage roads would be planned approximately 650 feet on either side of the existing highway. The current Cheshire Road intersection is noted to be studied for realignment or reconfiguration in the future. This suggests that the Kintner Parkway intersection could become a critical access to the approximately 85 acres of Forman/Kirks Creek Investment property. Other changes suggest adding some right turn lanes at Domigan Road as well as additional right-of-way within the Village. This suggests the long-term desire to upgrade the road to a four-lane section.



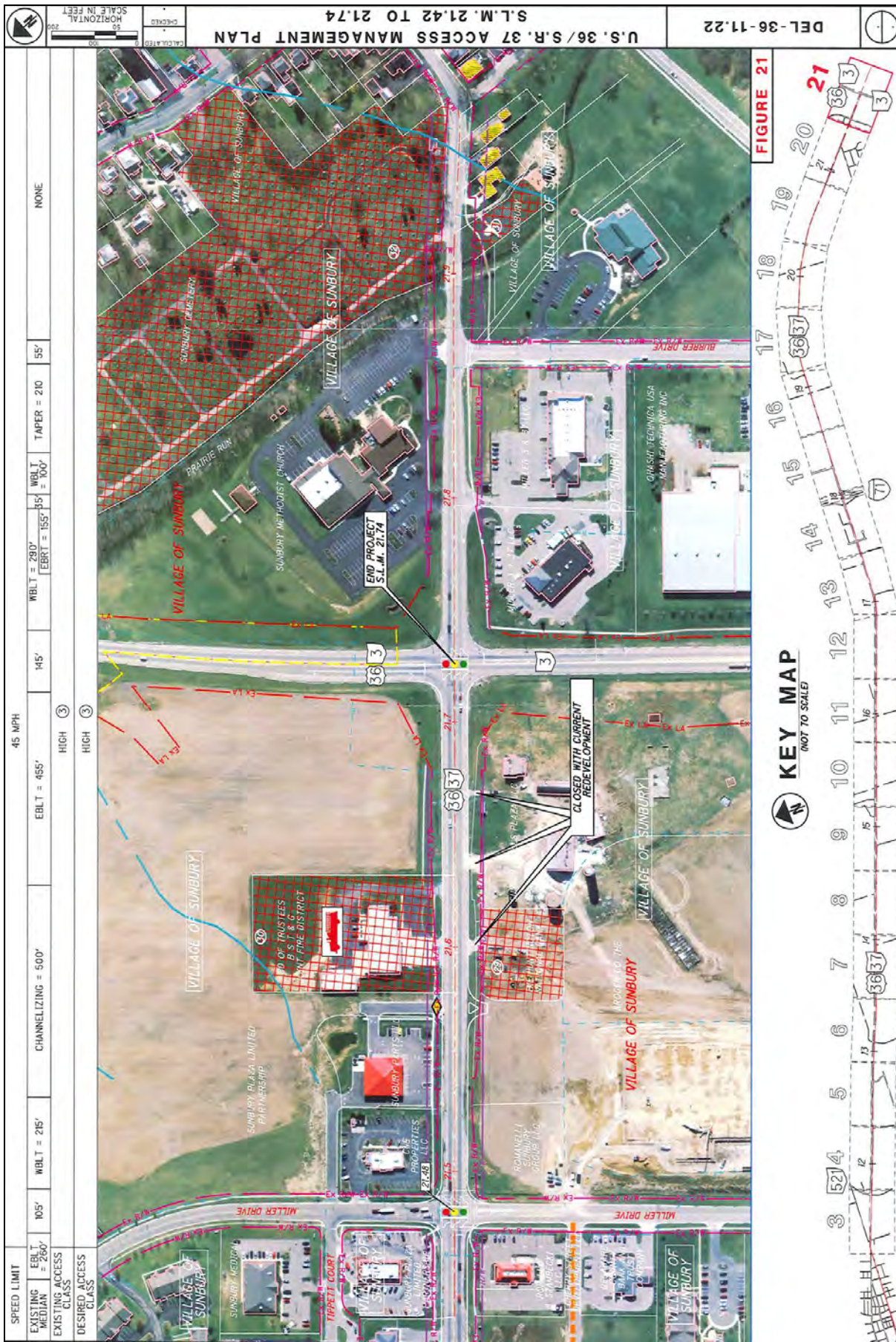
Figures 4D, 4E, 4F, following pages, are details from the ODOT 36/37 Access Management Plan









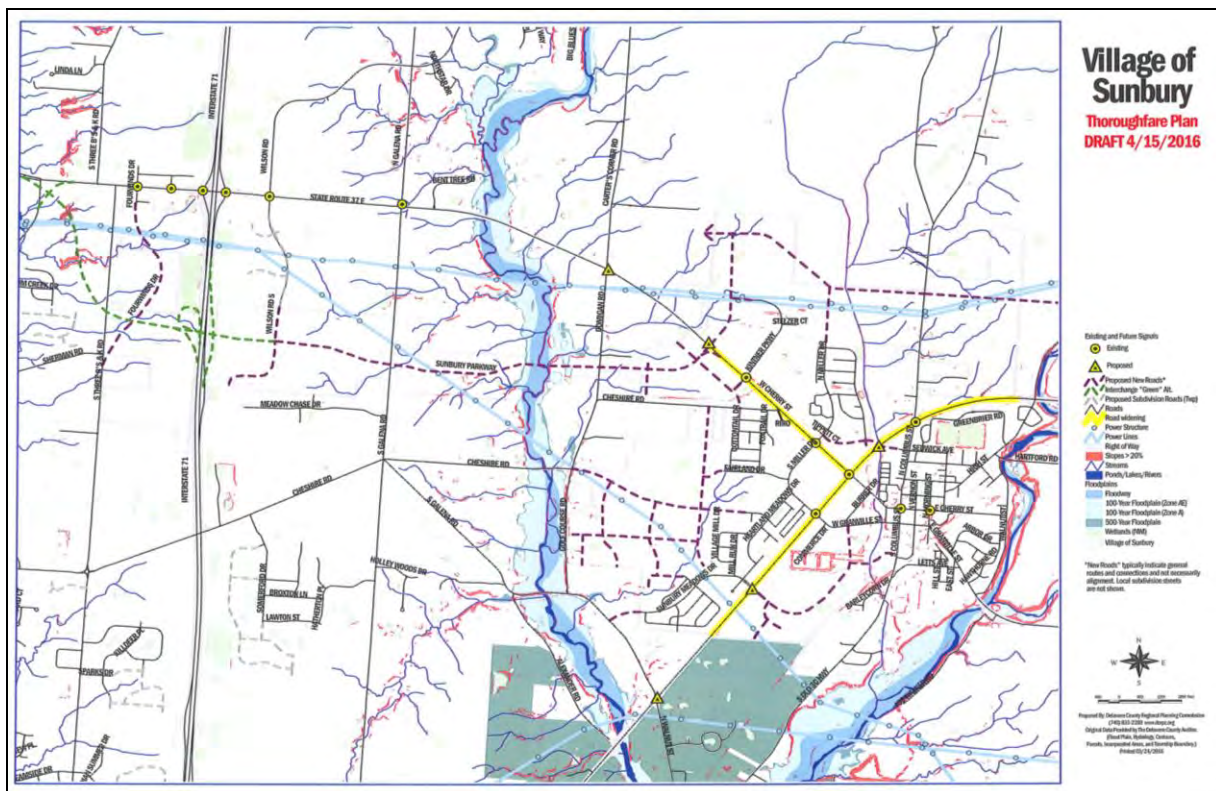




## Future Roads - the Thoroughfare Plan

A plan for the major streets or highways, or Thoroughfare Plan is a tool for counties and local jurisdictions. A County-wide Thoroughfare Plan is enabled and defined by Ohio Revised Code Section 711.10.

The 2002 Delaware County Thoroughfare Plan identified an unpopular new road that would pass between Sunbury and Galena. Development has further complicated ever making a similar connection and is therefore not reflected in this plan. This plan recommends a number of new collector and arterial roads as described in the Implementation section. The local Thoroughfare Plan is reflected in the following map with a larger version following the Future Land Use map.



## Patterns of Development

Traffic can be reduced by the design of the development and the mix of land uses. A network of sidewalks, trails and bike paths can reduce auto trips. Consideration should be given to traditional neighborhood designs like the original Sunbury plat. A typical home in an exclusively residential area generates 10 or more trips per day. A home located in a neighborhood that is designed to be convenient for walking and biking with mixed commercial and service uses can reduce auto trips to as little as four trips per home per day.

**Traffic Impact:** New development proposals should be assessed for their trip generation. An assessment using ITE trip generation rates should be submitted by the developer as part of any planned development. As a general rule, if the trip generation is more than 1000 vehicles per day, a full-fledged traffic study should be performed to determine the impact and mitigation measures needed. Current level of service (LOS) and post development LOS should be

compared. Roads should not be degraded below LOS C on a scale of A-F. Traffic generation is one consideration in rezoning requests, but by itself is not a valid reason to deny a zoning.

**Impact Fees:** The Beavercreek Ohio Supreme Court case allows villages to charge fair share impact fees to offset costs of off-site road improvements caused by large developments.

**Ozone:** Delaware County is one of 32 counties in Ohio where air pollution exceeded the 8-hour US EPA air quality standard for ozone. Some of the possible consequences: loss of federal funding for state infrastructure (roads and other improvements); requirement of potentially more expensive, cleaner burning fuels; use of vapor controls at fueling stations; emissions testing (E check) of tailpipes (not currently planned); Voluntary restrictions on travel with staggered work hours, etc.

Even small development details, such as providing tree islands in commercial parking lots, can reduce the incidence of ground level ozone, and should be a consideration in the zoning process when reviewing development plans. Pedestrian scale “Traditional Neighborhood Designs” like old Sunbury are effective in reducing auto trips and lowering ozone emissions.

Two streetscape cross-sections should be adopted; one for village-style grid development, a second for suburban, curvilinear streets. Both should set standards for appropriate curve radii, tree lawn, pavement widths and on street parking. The standards should do the following:

- Provide safe access to the adjacent lots and local traffic;
- Provide safe access for fire and police emergency response;
- Provide safe walkways for pedestrians;
- Provide safe ways for cyclists to share the road with cars;
- Provide for storm water runoff;
- Maintain an established intimacy, or human scale;
- Provide for limited guest parking on street;
- Provide for anticipated growth while maintaining the quality of life.

**The Roundabout, an Alternative Street Design** – Intersections typically require stop signs and traffic signals when traffic counts warrant. However, another alternative is useful under certain conditions. Modern, low-speed (11 mph) roundabouts can reduce crashes, flow more traffic than traffic signals, cost less and require less pavement than signalized intersections. Pedestrian crosswalks are located behind the “pause” line for automotive traffic. The British have constructed 11,000 of them to increase safety, save money and improve traffic flow. Not all intersections are candidates, but the roundabout is a viable traffic management tool.



*Figure 4G Example of a Modern, Low-Speed Roundabout*



**Complete Streets** – A term coined by the America Bikes Board, Complete Streets is a term used to accommodate the need for an integrated, connected street network that serves all of its users, including motorists, bicyclists, pedestrians and transit riders of all ages and abilities. The Regional Planning Commission seeks connections between subdivisions by often requiring new subdivision streets to connect to vacant adjacent parcels of land. It recommends that jurisdictions controlling their own subdivision standards do the same. The main benefits to connectivity are shorter trips, greater travel choice and savings on infrastructure. Village zoning may also provide a policy of neighborhood-to-neighborhood street connections, provided safety and quality of life impacts from the connection are mitigated.

In addition to connectivity efforts, all streets should have a sidewalk requirement, with wider sidewalks on heavily traveled routes or bikepath locations. The village should also create a policy for existing roads (which lack a sidewalk) as they change from local to collector status. When a street exceeds 1,500 vehicle trips per day it should be classified as a minor collector, and the jurisdiction should budget for the construction of a pedestrian path or leisure trail along at least one side of the street.

Minor collector streets within platted subdivisions should also be considered for traffic calming devices. Major collectors should consider the construction of bike paths on both sides of the street when traffic warrants it. Subdivisions that are platted along existing collector streets may stipulate that bike paths or sidewalks be constructed as part of a village or regional system.

## Water and Sewer

Sunbury's compact neighborhoods require public water and sewer service. Autonomous sewer service can provide higher density development than the unincorporated areas around the village, which are currently not served by sanitary sewer. This is an attractive feature to developers, who will use it as a tool to obtain higher zoning densities.



In the last decade, the Village was closely monitoring its water and sewer commitments because of water shortages during droughts and sewer overflows during wet weather. New drinking water supplies and additional sewage treatment plant capacity were needed. The Village upgraded its sewage treatment system and allowed Del-Co Water to be its water provider to accommodate past and future growth. CT Consultants is the consulting engineer. They have provided the facts pertaining to both systems.

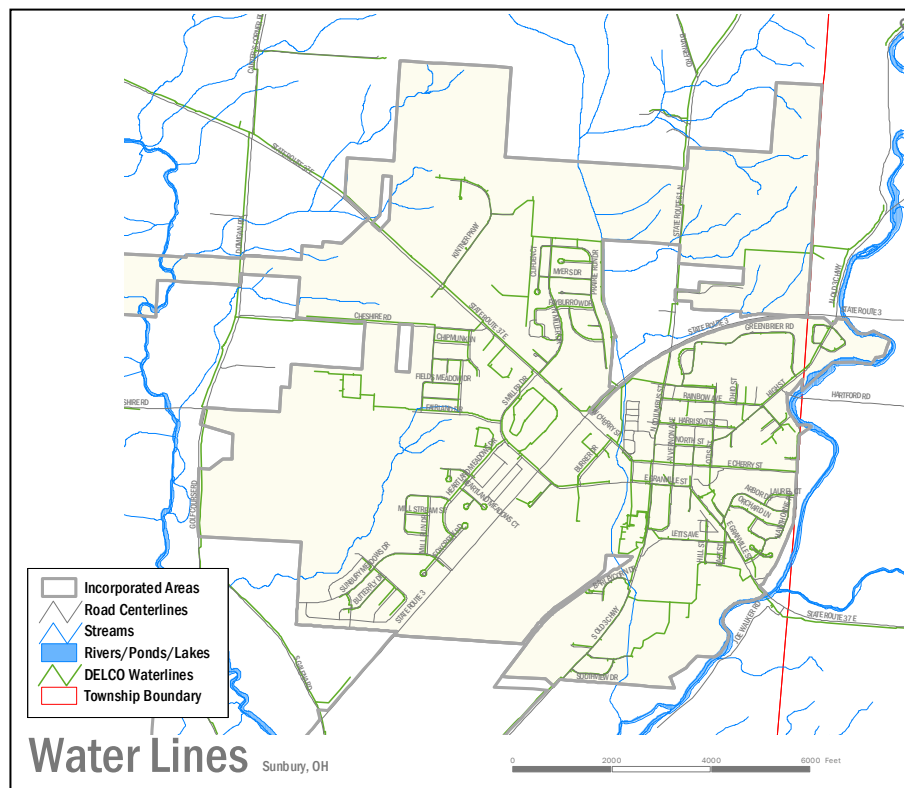
When preparing a comprehensive plan, the key utility questions are:

- How much ultimate water and sewer capacity is there in the system?
- How much land area is expected to be served?
- What density (units/acre) would be permitted?
- What would the ultimate population be?

## Water

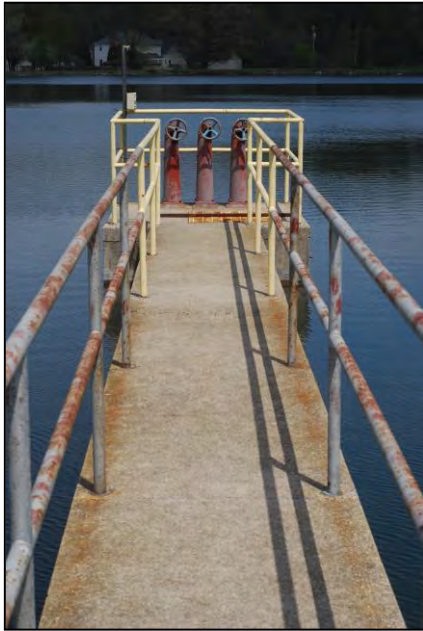
The Del-Co Water Company, a cooperatively owned private water company established in 1973, serves Sunbury with potable water. As the county has grown, Del-Co has expanded its service to provide larger diameter water lines for residential and commercial service as well as fire suppression.

Sunbury previously used its own up-ground reservoir at the north end of Otis Street in the heart of the village, and treated water at the village water treatment plant. The reservoir and elevated



storage tanks had a storage capacity of 61 million gallons.

The most recent addition to Del-Co's system was a billion-gallon up-ground reservoir, located along Liberty Road which brought total storage capacity to 1,660,000,000 gallons. The rapid growth of Delaware County strains water treatment capabilities during summer months. Del-Co regularly issues sprinkling regulations during dry summer periods. Certain addresses may water only every other day and there is typically no watering on Mondays.



With these new facilities, a total of 38 million gallons per day is the long-term pumping and treatment capacity of Del-Co. While they have planned for future growth, such as a potential up-ground reservoir in Thompson Township, Del-Co does not have unlimited supply options. Unlike Cleveland, which simply pumps more off-shore Lake Erie water to its treatment plants upon increased demand, long term solutions to water needs in Delaware County will require careful land use planning so that water needs do not outstrip the ability to serve.

## **Sanitary Sewer**

Sunbury's publicly-owned wastewater treatment plant (WWTP) discharges to Prairie Run, which is a low-flow stream that ultimately discharges to Big Walnut Creek and the Hoover Reservoir. Within a 78 square mile planning area there are four major watersheds that flow by gravity towards the location of the Sunbury WWTP (Little Walnut, Prairie Run, Big Walnut, and Rattlesnake Creek).

As Sunbury plans for sewer service, areas that can flow by gravity to the existing plant are the most efficient areas to serve. Areas that cannot be served via gravity lines can be accessed with lift stations, but these are expensive.

The current plant has a current capacity of 1.125 million gallons per day. The amount could be upgraded to 3.0 million gallons per day with improvements made to the plant. The current usage is .50 million gallons per day with the result of an available capacity of 0.625 million gallons per day. Looking at these numbers, approximately one third of the current capacity is in use. Although previous studies have noted that there have been no anti-degradation limits on expansion by the OEPA for a permit to install greater treatment plant discharge capacity, the Total Maximum Daily Loading for Big Walnut Creek has not been determined. In other words, it is unknown whether the 3 mgd will ultimately be permitted to be discharged to Prairie Run. Hydrologic studies may indicate the low flow rate, which could affect the ultimate discharge.

Sewer planning uses the Equivalent Dwelling Unit to determine future sewer needs. The 2002 study and county



standards fall somewhere between 350 gallons per day and 400 gallons per day. This allows for planning per housing unit. Non-residential uses are calculated based on an EDU as determined based on the specific type of use.

The plant currently has an excess capacity of approximately 0.625 million gallons per day. This could potentially serve 1,563 homes using the 400 gallon per day figure. If the average lot size were .25 acres, that number of homes equates to 718 acres for development. As noted elsewhere in the plan, large undeveloped areas within the village include the following: 465 acres on the north side of the village, 206 acres on the Pulte site, and 70 acres north of Cheshire Road, totaling 741 acres, plus the additional land west of Domigan Road. Given the current rate of development, the Village has ample sewer capacity in the near term. The impact on sewer of non-residential uses is difficult to predict, based upon the varying EDUs assigned to each use. This will need to be monitored as development continues to occur.

## General Utilities

American Electric Power and Consolidated Electric provide electric service to the Village of Sunbury. There are no capacity restrictions, or limitations known at the time of this plan preparation. Major electric transmission lines cross the village. No structures are permitted within the rights of way for these transmission lines. Gas service is by Columbia Gas. Time Warner provides cable television service to Sunbury. A variety of cellular service providers provide cellular communications service.



## Stormwater Management

Stormwater management is reviewed by the village engineer as part of the subdivision platting process. Commercial development plans also must be reviewed for proper storm water treatment and discharge.

## Sustainability

An emerging issue in planning and engineering is sustainable development, referring to development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Advocates of sustainable development argue that environmental concerns need to be balanced with social needs and economics. It is suggested that the highest quality of human life is located at the intersection of economics, environment, and equity. The reasons to support and encourage sustainability are broad and include:

- Improving health by ensuring that air, water, and soils are not polluted;
- Reducing costs, enhancing benefits, and encouraging economic development by using resources effectively;
- Respecting the natural habitats of animals; and
- Taking care of the environment that we depend on.

In general, sustainability covers a wide range of topics, from energy production to neighborhood design to environmental health and natural hazard mitigation, to name just a few. Local governments can directly impact or influence many of these sustainability concerns. In some cases, the easiest response is to remove the obstacles that are created (sometimes inadvertently) which discourage such practices. A second step is to create incentives to reward the desired result. Finally, standards can be adopted which require certain levels of adherence.



The Rocky Mountain Land Use Institute has established a development code framework that is a menu of possible standards and incentives that communities can use to encourage sustainability. They include requiring bicycle racks, incentives for “green” roofs, shared parking standards, allowing live-work units, adopting “complete streets”



standards, encouraging farmers’ markets and local food production and consumption, preservation of historic buildings, establishing a list of low-water plants for residential and commercial landscaping, requiring a variety of unit sizes in multi-family buildings, requiring a percentage of homes in subdivisions be solar-oriented, encouraging creative practices for stormwater detention, etc.

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## Section 5

# General Economic Conditions

Sunbury began as a town center: a place for commerce. For Sunbury's first one hundred and fifty years, the economy was local. As the region developed, transportation and communication improved. Today, the county, state and national economies have a more significant local effect.

Land development depends upon a sustained positive economy. Within the national economy there are regional economies moving forward or slumping due to local conditions. Delaware County is one of Ohio's most affluent counties, with the lowest unemployment rate even in the current economy. The Central Ohio and Delaware County economies drive Sunbury's economy.



## The United States Economy in General

Although the news was been filled with bleak economic news during the recent downturn, there are indicators that represent general improvement, particularly in Central Ohio.

- Ohio was named first in the nation for major business expansions for 2008 by Site Selection magazine. In its March issue, the publication tallied the number of projects that each state recorded in the previous year, both in new developments and expansions of existing operation.
- Delaware County has been repeatedly named the healthiest county in Ohio, based on population-based health records and environmental health determinants.
- Forbes.com and Moodys.com predicted that Columbus will boast the nation's 8th fastest home sales rate in 2008, and that home prices here will increase 3.49%.
- In early March 2009, Forbes.com named Columbus the "Number 1 Up-and-Coming Tech City."
- In a recent Stress Test report from the Associated Press, Delaware County ranked third best in the state. Holmes County and Geauga County came in only slightly better. The study used the figures of unemployment at 6.4% (up from 3.9% in October 2007), foreclosures at 1.52% (up from 1.45% in October 2007) and bankruptcy at .91% (up from .63% in October 2007) to create the ranking. Scores were created where zero is perfect and one hundred is the worst possible. All three counties scored between 8 and 9.
- Columbus is the nation's third most stable housing market, according to Forbes and Moody's.

Researchers considered the strength of the economy, plans for construction, low foreclosure rates, local credit markets, home sales rates, and the affordability and availability of housing.

- Median Household Income for the Columbus MSA is \$44,782, 57th nationally (San Francisco was 1st at \$63,027; Per Capita Income for Columbus \$23,020, 38th nationally (Naples, FL was 1st at \$31,195) Source: Census Bureau, February 2009.
- Median income in Delaware County is the state’s highest at \$90,022. Fairfield is at \$58,249, Licking is at \$54,699 and Franklin is at \$50,045. *2010 American Community Survey, U.S. Census.*
- “Outside” land developers discovered Sunbury in the 1990’s, and the production builders soon followed. Land has continued to move into the village for services, making land development a larger part of the local economy. As stated previously, new home permits in Sunbury have held steady at about 34 per year since 2008.
- Platting in Delaware County townships reached a high in 2003, with 1,622 new platted lots. That number hit a low in 2009 of only 56 platted lots but the county is seeing a comeback with an increasing number of platted lots. The year 2012 saw 142 new lots.
- Business around Sunbury square remains a vital part of the commerce of the village, but it is no longer the retail heart of the village, which has moved to the US 36 corridor west of the village.

## Employment

Delaware County has a broad-based economy. No one sector drives the economy, which protects the county from sharp up and down spikes. Delaware County’s overall employment by sector very closely mirrors the state of Ohio’s. Unlike some counties, which are largely single-industry driven (auto manufacturing, agriculture, etc.) Delaware County has a healthy mix of many diverse employment sectors.

*Figure 5A Establishments, Employment and Wages by Sector, Delaware County, 2010 (Source: Ohio Dev. Dept.)*

Industrial Sector	Number of Establishments	Average Employment	Total Wages
<b>Private Sector</b>	<b>3,723</b>	<b>57,877</b>	<b>\$2,527,521,560</b>
Goods-Producing	623	9,190	\$438,893,507
<i>Natural Resources</i>	20	346	\$11,479,427
<i>Construction</i>	447	3,125	\$134,614,888
<i>Manufacturing</i>	156	5,719	\$292,799,192
Service-Producing	3,100	48,687	\$2,088,628,053
<i>Trade, Transportation and Utilities</i>	881	14,185	\$441,567,455
<i>Information</i>	68	1,116	\$65,574,595
<i>Financial Services</i>	424	5,361	\$367,814,128
<i>Professional and Business Services</i>	762	11,247	\$837,370,926
<i>Education and Health Services</i>	293	5,324	\$192,414,087
<i>Leisure and Hospitality</i>	374	9,622	\$140,439,172
<i>Other Services</i>	287	1,806	\$42,948,511
<i>Unclassified</i>	13	26	\$499,179
<b>Federal Government</b>		<b>287</b>	<b>\$12,139,379</b>

<b>State Government</b>		<b>130</b>	<b>\$55,972,036</b>
<b>Local Government</b>		<b>6,456</b>	<b>\$242,974,673</b>

The Ohio Department of Development showed that during the period past decade, all sectors except mining saw an increase both in the number of establishments and the number of employees. The areas with the greatest increases were Information (405% employment, 75% establishment), Business Services (154% employment, 79% establishment), and Leisure and Hospitality (117% employment, 75% establishment). Generally, the Service sector saw a 93% employee growth, the Goods sector saw a 13% growth and the Local Government sector saw a 62% growth in employees.



*Figure 5B Top 20 Major Employers, Delaware County (Delaware County Auditor 2008)*

<b>Employer</b>	<b>Employment Sector</b>	<b># Employees</b>
JP Morgan Chase	Finance & Insurance	7,601
Olentangy Schools	K-12 School System	1,564
Delaware County	Government	1,082
Central Ohio Primary Care	Medical Group	935
Kroger's	Retail/Food	829
Kroger Great Lakes	Distribution Center	791
American Showa	Manufacturing	709
Ohio Wesleyan	Private Liberal Arts Univ.	612
Wal-Mart	Food & Retail	595
Ohio Health-Grady Hospital	Medical	577
Delaware City School	K-12 School System	538
Liebert	Power Supply	493
AHP	Diaper Manufacturer	460
Meijer	Food & Retail	445
Liebert-Emerson Network	Emerson Network	429
Advance Auto Parts	Auto Parts	404
CIGNA	Medical/Dental Insurance	400
Accel, Inc.	Distribution/Assembly	386
PPG Industries, Inc.	Manufacturing	338
Worthington Cylinder	Manufacturing	320

## Sunbury Economy – 2016

Sunbury has retained its role as a center of commerce and trade. While big box developments in Westerville, Delaware and Orange Township may have enticed some shopping, the local economy still serves the neighborhood needs such as hardware, convenience items, groceries, personal care, legal assistance, insurance, and so forth.



Figure 5C Major Sunbury Businesses, March 2016 (50 employees or more)

Business Name	Business Type
American Showa	Industry - Motorcycle suspensions
Big Walnut Local Schools	Education
Gerling and Assoc.	Motor Vehicles and Passenger Car Bodies
Gerling and Assoc.	Business Services
Ohashi Technica USA	Auto parts manufacturer
Omegadyne	Load cells and pressure transducers

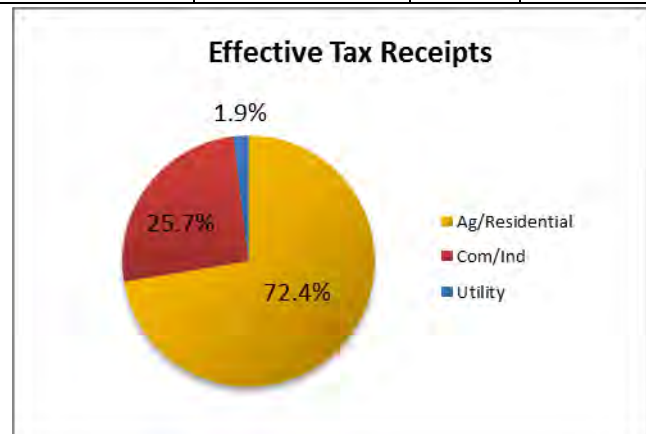
In addition, Sunbury has all the typical service-related office and retail uses that are expected in a village of around 4,800 people, with an additional market in the areas outside the village boundaries. Businesses include restaurants, auto repair centers, banks, salons, barbers, clubs, antique stores, professional offices, grocery store, drug stores, and home-care businesses, among others. Sunbury has the possibility for new economic development and redevelopment. Commercial development adjacent to U.S. 36 and S.R. 37 is appropriate with access management (limiting left turn movements and combining curb cuts). Large industrial uses could be accommodated in new industrial parks or in a redevelopment of some of the now-vacant Nestle lands.

Sunbury is, in many ways, two villages. The downtown commercial and residential areas have a unique charm and historic character. Downtown commercial development can and should be retained as much as possible. Higher standards for façade retention and improvement should be established, with a financial incentive offered as a trade-off. To the west, the newer commercial corridor along 36/37 and the surrounding new residential areas create newer housing stock and typical suburban-style retail development that many residents are looking for. This area should also be a priority development area for the Village. The ongoing challenge will be the linking of “old” and “new” Sunbury in ways that support and encourage both.

Agricultural/Residential	Commercial/Industrial	Utilities	Total
\$202,353.43	\$71,902.48	\$5,335.86	\$279,591.77

### Property/Income Tax Receipts

Although Sunbury has several sources of revenue, the effective tax receipts from property are a significant portion of the money gathered by the county and village. Not all money collected goes directly to the village. Because of its relatively small size, the total amount of \$279,591.77 ranks the village in the same group as other villages in the county, near Shawnee Hills, and Ashley.





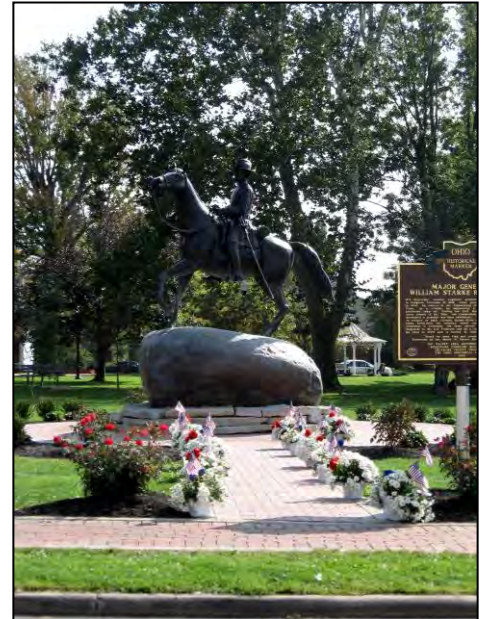
However, the percentage of taxes from non-residential and non-utility sources, or 25%, is second only to the City of Columbus, with Delaware close behind at 24%. The more powerful revenue generator is the village's income tax. Although set at a relatively low 1%, the tax generates approximately \$2.5 million in revenue. Additionally, Big Walnut imposes an income tax of .75% in the district.

## **Economic Development Tools**

Economic Development, or the process of actively seeking businesses to locate to the county, is typically performed on the county and municipal level. The following is a list of economic tools and development-related issues that the village should be aware of.

### **Enterprise Zones**

Enterprise Zones are defined areas within the county that allow for tax abatements on industrial projects conducted within the zone. Real property abatements can be made for improvements on the real property as a result of the project. Personal property abatements can be taken on machinery, equipment, furniture, fixtures and inventory that is new or first-used in the State of Ohio. A three-member negotiation team reviews the project and negotiates a package specific to each project.



Delaware County has three active zones, the City of Delaware Enterprise Zone, the Orange Township Enterprise Zone and the Village of Sunbury Enterprise Zone. Tax abatement levels are abated up to an agreed-upon percentage for a certain number of years. This program also has a requirement of job creation associated with any abated project. If properly managed, this program has proven to be an engine of growth.

### **Broadband Fiber**

Several efforts are underway to achieve a higher level of fiber infrastructure. Locally, the Village contracted with CCI in 2011 to install broadband fiber from the substation on Kintner Road down to 36/37, southeast to the intersection of State Route 3 and then northeast to S.R. 61. The village has taken efforts to connect with DASH, an effort by the City of Delaware to connect businesses within the city (Delaware Area Super Highway - DASH) and there is also a regional effort to connect entities such as Dublin, Westerville, Delaware, Delaware County, while also connecting businesses and governmental agencies within each (Central Ohio Broadband - COBB). Connect Ohio is a state-wide effort aimed at determining where service is either non-existent or ineffective and what sorts of projects can be initiated to improve service. All efforts are aimed at increasing the economic viability of the area.

## Port Authority

Port Authorities are political subdivisions created by statute for the purpose of enhancing and promoting transportation, economic development, housing, recreation, research, and other issues within the jurisdiction of the port authority. Such organizations can acquire and sell property, issue bonds, loan monies for construction, operate property in connection with transportation, recreation, government operations, or cultural purposes, engage in activities on behalf of other political subdivisions, among many other functions. Where funding is concerned, it may issue revenue bonds, apply for grants and loans, and even levy a property tax not exceeding one mill for a maximum period of 5 years. In short, the Port Authority can accomplish much more in the way of economic development in a competitive fashion than a government entity which is limited by disclosure requirements.



## New Community Authority

The “New Community Authority” is a tool defined by Ohio Revised Code Chapter 349. It creates a process by which a district is created for the “conduct of industrial, commercial, residential, cultural, educational, and recreational activities, and designed in accordance with planning concepts for the placement of utility, open space, and other supportive facilities.” The establishment of the Authority can identify sources of revenue, such as a community development charge, “a dollar amount which shall be determined on the basis of the assessed valuation of real property.”

The new community district is an area of land described by the developer in a petition as a new community and approved by the County Commissioners. The ORC allows the addition of land to the district by amendment of the resolution establishing the community authority.

A New Community Authority may do many things as defined in the Ohio Revised Code. In summary, it may acquire and dispose of property, landscape and otherwise improve areas within the district, engage in recreational, educational, health, social, vocational, cultural, beautification, and amusement activities and related services primarily for residents of the district, collect and receive service and user fees, adopt rules governing the use of community facilities, employ managers and employees, sue and be sued, enter into contracts, apply for and accept grants, procure insurance, maintain funds or reserves for performance of its duties, enter agreements with boards of education for the acquisition of land or other services for educational purposes, engage in planning efforts, and issue bonds.

A New Community Authority was created in conjunction with the Northgate development. This Community Authority will be used to finance improvements and enhance infrastructure as development occurs in the area. The CA can be expanded by request of landowners.

### **Community Reinvestment Areas**

Community Reinvestment Areas (CRAs) are designated zones in which tax abatements are allowable on real property improvements made as a result of an expansion or relocation project. These agreements are available for expanding or relocating businesses. Job creation is an additional requirement for participation in the Community Reinvestment Area program.

Only one CRA exists in Delaware County, located in the City of Delaware with the same boundaries as the Delaware Enterprise Zone. The available abatement rate can extend up to 100% on the real property improvements for a term of up to 15 years. The abatement rate and term is a unique negotiation for each project, considering such factors as job creation numbers and real and personal property investment levels.

### **Tax Increment Financing**

Tax Increment Financing (TIF) is a program to finance public infrastructure by redirecting new real and personal property tax to a debt retirement fund. A portion of the real property tax on improvements to a site, up to 75% for 10 years, can be paid into a special fund, and that fund can be used to retire the debt on a public infrastructure improvement tied to the project. The value of the property tax exempted will be paid as a Service Payment-in-Lieu of Taxes



(equal to the amount of exempted value), due at the same time property taxes are due, and will go into a special fund. This special fund, set up by the County Auditor, will be used to retire the debt incurred from the public infrastructure improvements associated with the project.

A county negotiating committee meets with a potential business and discusses if the TIF program can be utilized for the proposed project. If so, the committee will work with the business to reach an agreed exemption level. The Delaware County Economic Development Office works with both the business and negotiating committee to facilitate the process.

### **Ohio Job Creation Tax Credit**

The Ohio Department of Development administers this program in conjunction with local incentive program participation. This program allows a business to receive a tax credit or even a refund against its corporate franchise tax based upon the number of new jobs created with the project.

The requirements of the program are that at least 25 new, full-time jobs must be created within three years of the beginning of the project, and that the new employees must be paid a minimum of 150% of the federal minimum wage.

The Job Creation Tax Credit is a direct credit against a business' corporate franchise tax. The basis of the credit lies in the state income tax withholding per new employee. The tax credit will be figured from the state income tax withheld for the new employees. A percentage of the withheld tax will be credited against the business' corporate franchise tax each year for the term of the agreement. This rate can be up to 75% with a term of up to ten years.

The Delaware County Economic Development Office will work with businesses interested in this program and put them in contact with the Ohio Department of Development's representative.

### Impact Fees

Many growing communities struggle with the cost of providing new services, especially when their property tax base is primarily residential.

Models for estimating the fiscal impact of new development were developed by Robert Burchell, David Listokin and William Dolphin in *The New Practitioner's Guide to Fiscal Impact Analysis*, (Center for Urban Policy Research, Rutgers University, 1985), and the *Development Assessment Handbook*, Urban Land Institute, 1994). Burchell and Listokin define development impact analysis as follows:

“Development impact analysis is the process of estimating and reporting the effects of residential and nonresidential construction on a host political subdivision, usually a local community, school district, special district and/or county. The effects take several forms: Physical, market, environmental, social, economic, fiscal and traffic. Development impact assessment may be either prospective or retrospective; it may be short term or long term; it may be an in depth or abbreviated study.”



Burchell and Listokin have created models to calculate fiscal development impacts. These models use derived multipliers from regional or national standards to gauge impacts. For example, a single family home with four bedrooms in Central Ohio would be expected to generate 1.428 school age children. These may be further broken down to .9866 school age children in grades Kindergarten–Sixth; .2475 in Junior High School, and .1906 in High School. Local school districts use their own derived multipliers.



Cities and villages can impose impact fees for road improvements. An Ohio Supreme Court case (Home Builders Association of Dayton and the Miami Valley et al v. City of Beavercreek, 89 Ohio St 3d 121; decided June 14, 2000) held that an impact fee imposed on real estate developers is constitutional if:

The impact fee bears a reasonable relationship between the city’s interest in constructing new roads and the traffic generated by new developments, and

There is a reasonable relationship between the fee imposed and the benefits accruing to the developer as a result of the construction of new roads.

## Sunbury Future Economic Development

In any jurisdiction, particularly a village, there is a need for a commercial tax base. The village should use its commercially-zoned land wisely to attract businesses that pay significant property tax and income tax.



Although industrial uses can be positive tax generators, it is undesirable to attract industry, since developable land is limited and there is no room to transition from industrial to residential uses within the current village limits and potential growth areas. Village infrastructure must be upgraded to keep pace with the growth in territory and population.

With major capital expenditures on the horizon, the village is fiscally sound. Current debt levels are reasonable in comparison to the village’s debt limit potential. The intention is to keep taxes low. At a current rate of 1%, the village can use its low income tax as an economic development tool.

As the village expands, new commercial on the village edge should complement, rather than compete with the downtown square, so as to retain retail uses around the square. Discuss merchant needs to keep storefronts occupied on the square. The village could consider a mixed-use town center design for some new neighborhoods to encourage greater tax returns and a multiplier effect for local businesses.

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## Section 6

# Community Character

### Preserving Village Scale and Character

In the initial discussion of Sunbury citizens' likes and dislikes, there was a strong sense of pride and community preference for Sunbury's historic nine squares.

*Figure 6A Sunbury's nine squares*



This pattern of development allowed for large houses and small, pedestrian oriented neighborhoods, mixture of commercial and residential uses and central open space. Clearly there are different neighborhoods in Sunbury, and the future development patterns that work for one may not necessarily work for all, therefore, different development patterns should be considered.

### Village and Township Identity

Ohio's laws grant home rule authority to incorporated villages. For this reason, villages have traditionally provided services to their residents that townships have not. In Delaware County, townships are greener, lower density, and more rural than villages. Villages have traditionally been more compact, denser, with a mixture of commercial and residential uses. Older villages that predate zoning are prized for their grid street pattern, sidewalks with street trees, garages accessed by back alleys, architectural variety, and architectural detail.

Figure 6B Sunbury, l to r: Original plat; tree lawn, decorative fencing, shallow setbacks; mixed uses; architectural detail



In order to keep their separate identities, townships should generally stay greener and lower density, and villages should strive for architectural richness, higher density, and pedestrian scale neighborhoods that include narrow, deep lots with shallow setbacks, street trees and sidewalks.

Figure 6C Sunbury, l to r: narrow deep lots, architectural diversity, shotgun-style homes



In the last 50 years in America, it has sometimes become difficult to tell where a village ends and a township begins due to bland zoning that induces suburban sprawl. This “geography of nowhere” makes everywhere look like everywhere else. Communities lose their distinct identity and sense of place.

Figure 6D l to r: portions of village look similar to Orange Township or many other places.



Annexation “wars” between townships and villages often involve land owners playing one jurisdiction against another in a game of “let’s make a deal” for the highest and best land use. The results are not always well-planned, well-defined developments. These “wars” can often be avoided if villages and townships keep distinct identities, and work together on their future growth plans. Villages can map out their potential growth boundaries to the extent they control major services such as water and sewer, which permit higher densities.



## **Alternative Development Patterns**

### **Cluster Subdivisions**

For several decades, cluster subdivisions, sometimes called “Planned Unit Developments” have been touted as an improved alternative to the conventional subdivision.

These Planned subdivisions offer the opportunity for design flexibility by reducing lot size, and width, and they can do so if density is not artificially inadvertently increased. Across America, however, PRDs have often been developments that did not fulfill community expectations for the following reasons:

**Open Space** - has typically has been on steep slopes, under power lines, in flood plains or under detention basins. There needs to be useable open space in the neighborhoods.

**Density** - A site receiving full density “credit” for floodplain, wetlands, steep slopes, power lines and road rights of way makes lot sizes smaller in order to harvest the full allotted gross density. If these issues are causing a higher density or a smaller lot size than desired, this problem can be addressed by using net developable acreage.

**Designs** - The layouts of these subdivisions are often uninspired attempts to maximize the yield, not to save attractive features. Street designs that provide only a single access can overload the neighboring arterial street, increasing traffic congestion and reducing quality of life.

**Architectural Standards** - A lack of standards can result in a jarring hodge-podge of different builders’ standard production houses with no continuity of material or architectural syntax. Cluster subdivisions work when architecture, materials, colors and landscape features bind the neighborhood into a cohesive unit.

Clearly, cluster housing offers the potential for more flexible designs that better “fit” the site, provided they receive greater advance planning, landscape, and architectural design elements.

### **Traditional Neighborhood Development (TND)**

A movement known as New Urbanism advocates a return to the traditional neighborhood design (TND) popular in the United States before World War II. (*The New Urbanism, Toward an Architecture of Community*, Peter Katz, 1994, McGraw Hill)

The hallmarks of TNDs are formal design, a dense core, grid streets, mixed uses, and guidelines for architecture, materials, and common open space. Distance from the center of a neighborhood to its edge is ideally ¼ mile, or a five-minute walk.

A founding member of the New Urbanism movement, Andres Duany created the “Transect” to describe the orderly change from formality, higher density to informal and lower density from the center of a TND to the rural edge of a community.

Figure 6E Figure/ground of Old Sunbury

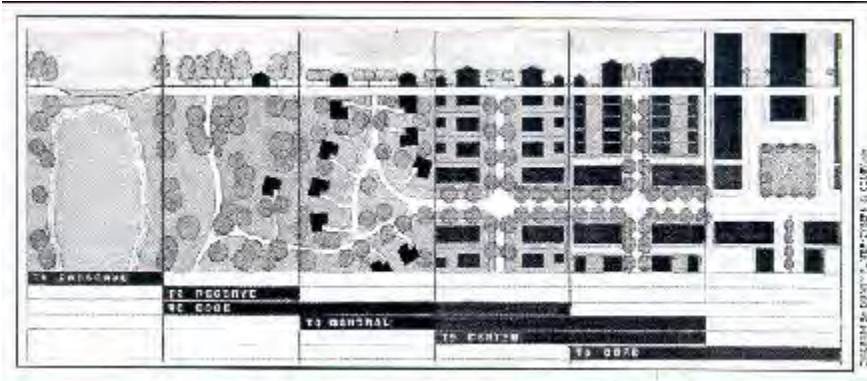


In Figure 6E , note the following:

The design is more formal at the “Core”, with higher densities, shallower setbacks, and more rectangular orientation. As the development progresses from the Core, setbacks and lot sizes increase. Farther out, streets become curvilinear, densities drop again and more natural site features dominate. At the Edge, densities are quite low and finally the Preserve is farmland, forest or preserved open space.

Villages like Sunbury have attributes of the Core and the Center. Townships should look more like the General, the Edge or the Reserve and Preserve.

Figure 6F The “Transect”



## Smart Growth

The American Planning Association defines Smart Growth as “a collection of planning, regulatory, and development practices that use land resources more efficiently through compact building forms, in-fill development and moderation in street and parking standards.” For APA, one of the purposes of Smart Growth is to reduce the outward spread of urbanization, protect sensitive lands and in the process create true neighborhoods with a sense of community.

Smart Growth encourages the location of stores, offices, residences, schools and related public facilities within walking distance of each other in compact neighborhoods. The popularity of many smart growth concepts has captured the interest of the press as well. Smart growth incorporates many of the concepts of conservation subdivisions in rural areas, and TNDs in urban areas.

## Best Management Practices

Best Management Practices (BMPs) are visual examples that demonstrate the positive design principles in the public realm. Visuals are used because defining design elements in a text-only format can be limiting, restrictive, and can result in a bland sameness. The following general principles enhance the quality and reflect development goals within commercial and other non-residential areas.

### “Conventional” residential subdivisions in Sunbury

Conventional developments would require densities at a maximum of 3 units per acre, unless some multi-family is mixed in the overall development. Front setbacks of 30-35', no snout houses (fully projecting front load garages), Seek narrow residential streets with limited on-street parking. Separate residential uses from all other uses but include pedestrian access. At least 10% open space in the neighborhood, with small “pocket” parks.

### Traditional Neighborhood Design village developments

Densities at 4-6 units per acre for moderate density villages and town centers with 2-3 story structures. Higher densities for town centers, with minimum front setbacks (0-15'). Houses with 0' setback should require masonry construction. Maximum front setback - 15'. Lots on streets closest to the “Core” could have the shallowest setbacks, then increase setbacks as you move outward. For example:

Setbacks	<p>“Core” Downtown: 0' setback  “Center” Residential Blocks 1-3: 15' setback  “Center” Blocks” 4-6: 20' setback  “General” beyond block 7: 30' setback</p>
General Residential standards	<p>Use of privacy walls on side lot lines. Brick, masonry best materials for party walls.  Decorative iron fencing, or open picket wood fencing (no stockade, split rail, chain link fencing) in front court yards.</p>
When smaller lots call for alleys	<p>Garages access exclusively off alleys  Setback off alley - 15'  Alley width 14-20'</p>
Road Design	<p>Vertical curbs, enclosed drainage.  Grid streets with an interconnecting pattern.  Street widths wide enough for on street parking, at least on side. R.O.W. typically 60'.  Traffic calming features (center islands with landscaping), eyebrow islands with landscaping), parks at blocks end to divert traffic flow.</p>
Housing Styles	<p>Variety of styles and architecture. Highly detailed exteriors. Limited use of vinyl, or requirement for a higher-gauge vinyl siding.</p>
Lot Design	<p>Narrow, deep lots, that lend themselves to “shotgun” style houses with rear loading garages.</p>
Uses	<p>Mixture of residential and commercial as part of a town center, strict architectural controls and elements.</p> <p>At least 10% open space in the neighborhood, with many small “pocket” parks. Open space should be within direct view of at least 50% of all residential lots.</p>

The following images represent how some of these principles can be applied in both a formal town center development, or in any setting where a quality “sense of place” is desired:

## Site Furnishings

Given the suburban environment's preference to the automobile, developments rarely feature the site furniture that helps create a vibrant commercial destination. They can also be integrated into elements that serve to screen parking lots and adjacent uses. A consistency in furnishings can enhance the visual unity of the corridor. Such furnishings include lighting fixtures, trash receptacles, benches, and other usable structures.



Furniture should be permanently installed, be vandal-resistant, have replaceable components, and be easily maintained. It should be of high quality design and “timeless” in style (figure, right). Seating should be located at logical resting points and situated so they do not block the internal walkway system.

## Buildings Form the Space of the Street

Buildings have the potential to create a shared public “room”. The character and scale of these walls determine the character of the room. Continuous building frontage with active uses on a street creates a welcome space that supports pedestrian and economic activity. In typical suburban commercial developments where the building fronts on a vast expanse of paved parking, no such room is created.



Building indentations, penetrations, and facade treatments can be used to complement adjacent structures. These features also reduce the monotonous blank walls often seen on “big-box” developments. A series of doors, windows, porches, and other projections in new construction can add value and character to a commercial development. Continuous ‘strip’ buildings should be discouraged.



*Top: Parking is incorporated into the site and street furnishings are pedestrian-oriented.*

*Middle: Blank walls (left) should include architectural detail (right) although windows and doors are preferred.*

*Bottom: Façade treatment (left) are preferred over repetitive elements (right).*





### Building Height/Appearance

Streets have a more cohesive, pedestrian feel when contiguous buildings are of similar height. The maximum building height is generally 35 feet, or as otherwise limited by the available emergency equipment. Though this would allow building of two stories, most commercial development has been built with only a single story. Creating a pedestrian-oriented development would likely require a mix of uses, where retail would be located on the ground floor with offices or even specific types of residential above.



**Roof Forms and Building Materials** - Roofs on new structures should generally be pitched or hipped. Building materials may be wood frame, brick, or stone. Roof material should have a shingle look, either as asphalt shingles, slate, tile or metal.



*"In-line" stores or strip centers that are built with high-quality materials and architectural details.*

### Environmental Sustainability

Mixing uses can result in lower impact to the environment. "Green" buildings can cost less, improve worker productivity, enhance marketing efforts and help to create a district identity. Structures and parking should respond to the specific building site, be efficient in water and energy use, be constructed of sustainable materials, and create a healthy environment for the occupants. The Leadership in Energy and Environmental Design (LEED) *Reference Guide for New Construction and Major Renovation, Version 2.2*, is a valuable resource for guidance on green building techniques, practices and standards.

### Parking and Access

Where there is safe access to major road, circulation streets should be created rather than individual entrance drives to parking lots. Secondary streets should also limit access and a coherent network of backage streets is created. Parking and access to parking should be located at limited locations along these secondary streets.



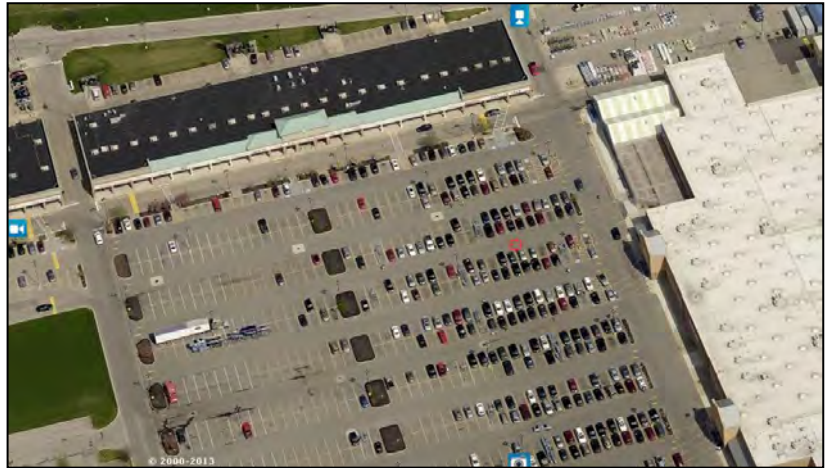
Parking lots should be screened and separated from the public right-of-way. Large expanses of surface parking should be broken up into smaller areas. These may be located beside or between buildings. Parking located directly in front of buildings should be minimized where possible. All lots should be landscaped and shading maximized.



*When parking is located in a variety of places, buildings can be oriented toward the street and a more pedestrian-oriented streetscape.*

## Pedestrian Orientation

Even large, commercial-only areas can be tailored to the pedestrian and create a walkable environment. The first image shows the typical big-box store with inline stores and outlots. Although stores are fronted with a sidewalk, the walkway has no character and merely serves as a covered area between the building and the access driveway. Painted crosswalks are provided, but they serve a utilitarian function.



The second example adds pedestrian elements, providing connections to an existing bikeway along the existing road. That walkway also provides a focal point, ending in a communal feature between the buildings. This area also allows for outdoor dining, a feature which is becoming increasingly popular. This dining area is separated from direct contact with the parking area. Walkways are provided between various buildings on the site as well.



The third image shows an arrangement of buildings around a square, providing green space and a public area. Parking is provided along the storefronts, protecting the walkway from traffic. Sidewalks are wide, providing areas for outdoor dining in front of the buildings. Larger parking areas are provided throughout the site, hidden from the public street while allowing for walkways between buildings.





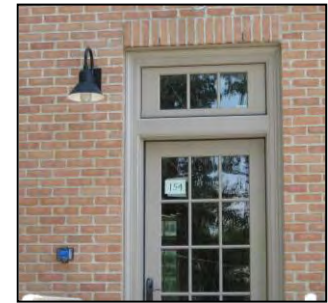
## Service

Service and delivery should be accommodated on side streets or from the rear of buildings. Dumpsters may be grouped for multiple users. All refuse collection areas should be screened from public rights-of-way (right).



## Lighting

Building and site lighting should be designed to eliminate light trespass and minimize light pollution. The best lighting schemes will maximize uniformity and eliminate glare. Lighting for pedestrians is an important consideration and should be designed to maximize visibility and comfort. These considerations can decrease initial costs, have marked value in life-cycle costs and create a more attractive and comfortable nighttime environment.



Creating a hierarchy of lighting standards is another way to unify image and identity. Lighting used to illuminate parking areas, the street, or signage should be indirect and shielded, avoiding off-site spillage of light into other properties. Light fixtures should be designed as a cohesive part of the other site elements (above). This will include various lighting levels for vehicles, pedestrian circulation, signage and special accents.

## Signage

The scale of signage should be designed with pedestrians in mind. Signs on awnings, in windows and projecting from the face of the building can help create an interesting pedestrian environment. Traffic signage should have a consistent look and placement, where possible.



Natural-colored materials should be used for the base of monument signs (above, right). Variation of signage themes based on sign type or location should be encouraged (right). Signs should be of high quality and ‘timeless’ in style to avoid becoming outdated. Signs should be limited to one per lot or one per multiple lots if devoted to one specific use or user. Graphics should be simple to encourage readability and increase identification. If a ground sign is to be used, the monument-style is mandated. No sign should interfere with the safe movement of pedestrians and vehicles.



## Accessibility

Standard concrete walks should be 6 feet wide, where sufficient right-of-way exists. Along secondary streets, the walk should be located four feet from the back of curb. Handicap-accessible curb ramps should be used at all access drives, public streets, and private streets and shared easements that function as public streets.

All major intersections should include painted crosswalks to alert drivers to the pedestrian crossing. Change of pavement (i.e., brick and concrete) should be considered for pedestrian crossings at major intersections.

### Landscaping

Landscaping should be designed to provide shade for pedestrians and generally create a comfortable pedestrian environment in commercial portions of the corridor. Impervious surfaces should also be shaded to mitigate heat island effects. Continuous trees are encouraged to augment the public landscape plan. There are many environmental, as well as psychological benefits to including a tree planting plan. Trees can enhance values, reduce traffic speeds, increase levels of comfort, and unify the look of an area. Correct placement and choice of species can eliminate ongoing maintenance issues.



*A parking lot (left) is screened from the sidewalk and landscaping blends with the streetscape.*

Large shade trees should avoid conflicts with structures and reinforce the streetscape (assuming they do not conflict with emergency access and utility placement).

Small ornamental trees should be used as accent plants and frame views to special architectural features. Avoid placing ornamental trees in locations that would block the view from the street to the structure and impair visibility for auto operators.

Plant materials should be native to the area when possible.

Screen parking lots with a minimum 4 foot high continuous evergreen or deciduous hedge, low earth mounding, or stone wall. Hedge size at installation should be at least 30" in height. A creative combination of these elements is encouraged to avoid visual monotony.

Planting, mounding, and fencing should be incorporated at the rear of commercial areas that are adjacent to residential areas. Screened planting should be 75% opacity at installation during full foliage.

Guidance for minimum standard plant sizes at installation:

Shade Trees – 3" Caliper, 12'-14' height

Ornamental Trees - 8'-10' height

Evergreen and Deciduous Shrubs – 24" height

If landscaping is used as screening for trash receptacles, it should have a minimum opaqueness of 80% during full foliage. The height of a screen wall should be at least six feet.



## Future Development Patterns

The Village of Sunbury might consider using some of the Common Elements of Great Communities list as building blocks for different neighborhoods (town center, suburban-style conventional subdivisions, downtown commercial, highway-oriented commercial and industrial areas).

Suggestions:

<p><b>1.</b></p> <p>A TND (Traditional Neighborhood Development) of grid streets and dense canopy of street trees could emulate the original nine Sunbury squares.</p>	<p><b>Design considerations:</b></p> <p>Density- approximately 4 units per net developable acre.</p> <p>Maximum block length- 400'-800'.</p> <p>Consider the 400' square, with 12-16 homes internally on each 400' square.</p> <p>Consider the Savannah design, a 200-foot square with homes surrounding it and repeating the pattern every two blocks. This is a more human scale, and the open space is adequate for the neighborhood. Use back alleys for access to garages, but permit on street parallel parking. Connect sub areas with edge features such as pocket parks, fountains, and green space.</p>
<p><b>2.</b></p> <p>PRDs – In more suburban areas such as sub areas such as 6, 7, 11, 13 and 14, Planned Residential Developments may be appropriate with more “conventional” lot placements with driveways feeding off frontage streets.</p>	<p><b>Design Considerations:</b></p> <p>Maintain standard village density of 3 units per net developable acre.</p> <p>Sidewalks and street trees in tree lawns.</p> <p>Avoid cul de sacs where topography makes street connections possible.</p> <p>Maximum block length 800'.</p> <p>Reduce curve radii as much as possible to slow traffic.</p> <p>Maximum design speed in residential neighborhoods should be 25 mph.</p> <p>Establish front setbacks for garages that eliminate fully projecting “snout houses” where the garage fully projects in front of the home.</p>
<p><b>3.</b></p> <p>Commercial development</p>	<p><b>Design considerations:</b></p> <p>Group buildings to share parking and access to arterial streets.</p> <p>Consider mixed uses of commercial and residential as part of a large scale planned unit development that creates a sense of community rather than strip the commercial along arterial roads.</p> <p>Big box retail along major roads should consider bringing the building forward and placing parking to the sides and rear when feasible.</p> <p>Use large parking lots like public squares, with extensive tree islands. Create maximum “block” lengths in parking areas of 400' and designate treed walkways, and landscaping to reduce surface temperatures and make more human scale.</p>

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## Section 7

# Implementation

### **Vision and Community Input**

The comprehensive planning process is a forum for the development forces pushing and pulling at a community. Issues were categorized as likes and dislikes by a group of local citizens that participated in the planning process. Those issues were further ranked and refined by the planning committee. The Village's response to these issues is a vision of what they see as strengths and weaknesses in the community.

### **Citizen Participation in the Process**

The Comprehensive Plan typically looks 5-10 years into the future, with the understanding that unforeseen circumstances may change the vision. Each community may take a slightly different approach to involving the public, but a citizen participation element is an important part of the process; it provides legitimacy to the resulting plan.

In general, the citizen participation should be representative of the population and land ownership of the village, long-term and open to continuing debate and influential in the recommendations made to appointed and elected officials.

The planning committee took steps to open the discussion to the community by inviting local residents and citizens to participate in the process. Citizens were invited to public meetings in 2003 and asked to give their views on the future development of the village. A small group of residents and landowners attended the two initial meetings where they discussed the following items: Why do we need a Comprehensive Plan for future land use? What do we like about Village of Sunbury? What do we dislike about Village of Sunbury? What do we want the village to look like when it is ultimately developed? What is our Vision for the development of the Village?

**Opinions Regarding Current Development** Citizens who attended the comprehensive planning meeting were asked what they liked about the Village's development and what they disliked. Shortly after the 2004 draft was complete, the Community Library performed a visioning exercise that resulted in a list of "needs." The answers to both sets of questions were ranked by relevance into the following categories by the planning group in 2013:

Figure 7A Community Strengths, Weaknesses, and Needs

Priority Category	Issue
<p><b>Strengths</b> that ranked as Strongly Agree to Agree (5 – 3.51)</p>	<p>Unique square as the heart of the Village.                      Village Square is accessible to pedestrians.                      Old Sunbury has a variety of architecture.                      Old Sunbury is very pedestrian friendly.                      Repair of Village Square.                      Historical background/preservation.                      Events centralized on the square.                      Sharing of community/recreational facilities.                      The people.</p>
<p><b>Strengths</b> that ranked as Neutral (3.5 – 3.16)</p>	<p>Village contains a true cross-section of the population.                      Village is alive and draws residents downtown.                      Local land use control.                      You meet everybody at functions/sports.</p>
<p><b>Weaknesses</b> that ranked as Strongly Agree to Agree (5 - 3.51)</p>	<p>Need green space, park system, connections, recreation center, network.                      Need pedestrian accessibility in “new” Sunbury.</p>
<p><b>Weaknesses</b> that ranked as Neutral (3.5 – 2.5)</p>	<p>Truck traffic in square.                      Revenue – money for services is a challenge.                      New developments not pedestrian accessible (post office, library).                      Stamp-like architecture in new development.                      Don’t want to become an antique store mecca.                      Lack of commercial/residential mixed use around square.                      Different neighborhoods have different interests but council is “at large.”                      Need money for historic preservation.                      Need more diverse commercial uses on the square.                      Previous Master Plan never achieved for various political reasons.                      Hodge-podge of uses.                      Poor landscaping around the square.                      Industrial/Residential integration.                      Need to connect new developments with each other and old Sunbury with bike paths.</p>
<p><b>Needs</b> that ranked as Strongly Agree to Agree (5 – 3.51)</p>	<p>Industry and high-tech industry will generate revenue and provide jobs.                      Residents will support an excellent school system that provides education to prepare students for good careers and jobs.                      The elderly community will benefit from affordable or age-oriented housing.                      Residents will benefit from an infrastructure that keeps pace with community growth.</p>
<p><b>Needs</b> that ranked as Neutral (3.5 – 2.5)</p>	<p>Local transportation needs to connect to other area cities and towns for easier travel within the community and to other areas.                      Will benefit from a recreation center, partnering with the YMCA to fulfill recreational needs.                      Would benefit from a movie theater and bowling alley to fulfill recreational needs.                      Industry and high-tech industry will generate revenue and provide jobs.                      A locally-owned radio station would meet local cultural and informational needs.                      Local health care facilities would benefit the local community.                      Young residents and families will benefit from affordable housing such as starter homes to feel like a part of the community.                      Children should have a variety of activities after school to fulfill their recreational and cultural needs.                      Residents will have the opportunity to go to local parks with connecting walking trails to fulfill their recreational needs.                      Residents will be able to use a recreational center and choose a variety of activity from physical fitness to games.                      Parents will be able to find adequate and affordable childcare.</p>

Scores were determined as 5=Strongly Agree, 4=Agree, 3=Neutral, 2=Disagree, and 1=Strongly Disagree



## Vision Statement

We would like Sunbury to retain its mixed-use, pedestrian-friendly downtown with the square as a central public open space that is connected to the rest of the village through a network of green spaces, even as it grows from a village into a small city. There should be a balance of commercial, industrial, residential and recreational uses; and a variety of housing styles that house a diverse population and allow for reasonable community safety. New development should emulate the scale, architecture and pedestrian oriented design of the original plat wherever appropriate, but conventional residential development can be expected and is appropriate in outlying areas, especially those with significant topography that lend themselves to curvilinear streets.

## General Goals and Action Steps for Future Development

<b>Natural Resources</b>	
<b>Goals</b>	<b>Action Steps</b>
<p>Preserve the rural and natural character of Sunbury.</p> <p>Preserve floodplains, wetlands, woods, dense vegetation, natural drainage and bodies of water to the greatest extent possible.</p> <p>Preserve scenic views of, and conserve surface and ground water quality around the creeks.</p>	<p>Increase the dedication of useable open space in new residential developments. Identify / increase the amount of active versus passive open space.</p> <p>Identify floodplains, jurisdictional wetlands, and slopes over 20% in proposed developments and protect them as open space.</p> <p>Stipulate the kinds of centralized green spaces envisioned for planned developments and establish landscape standards.</p> <p>Require the linkage of residential developments by bike paths or walking paths in greenways so those new neighborhoods are more pedestrian-oriented.</p> <p>Create a landscape detail for greenways along creeks.</p> <p>Establish a pedestrian greenway along Prairie Run on village owned land, and acquire additional land to link the Granville Street extension with the old downtown and future development on the Nestle lands.</p> <p>Prohibit on-stream storm water detention for year-round streams.</p> <p>Retain natural ravines and existing vegetation as filter strips to protect surface water.</p> <p>Establish a structural setback from the normal pool elevation of the Big and Little Walnut Creeks and Rattlesnake Creek to preserve water quality and wildlife corridors.</p>

<b>Design and Village Character</b>	
<b>Goals</b>	<b>Action Steps</b>
<p>Preserve Sunbury's rural village character as it grows into a small city.</p>	<p>Obtain the linkage of subdivisions by streets, bike paths, or greenway trails so neighborhoods are connected and pedestrian oriented. Create a landscape detail for green way trails.</p>

<p>Preserve historic structures, where feasible.</p> <p>Preserve and expand the pedestrian amenities downtown.</p> <p>Expand the “heart” of the village by encouraging a traditional neighborhood development with mixed uses near the original downtown, and linked by vernacular streetscapes reminiscent of Old Sunbury.</p>	<p>Retain wooded greenways along ravines, waterways and project perimeters.</p> <p>Amend the zoning resolution to reflect the net developable acreage rather than gross density in calculating the number of dwelling units in a planned district.</p> <p>Amend the zoning resolution to identify and protect floodplains, jurisdictional wetlands, and steep slopes.</p> <p>Set landscape and architectural design standards for new subdivisions.</p> <p>Establish a traditional neighborhood design (TND) Planned Unit Development code that permits mixed uses in new developments to emulate Old Sunbury.</p> <p>Prevent “snout” houses (houses with front load garages that fully project in front of the house) by appropriate setback and frontage regulations and architectural guidelines.</p> <p>Establish a sidewalk streetscape cross section for new development. Retrofit non-compliant existing streets where and when possible.</p>
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<b>Residential Development</b>	
<b>Goals</b>	<b>Action Steps</b>
<p>Use the original layout of the Village as a model for future traditional neighborhood designs (TNDs) on infill properties adjacent to Old Sunbury.</p> <p>Relate land use and density to land suitability, utility availability, existing land use, and the recommendations for each sub area.</p> <p>Consider the carrying capacity of infrastructure (sewer, water, fire protection, roads, etc.) in establishing residential densities.</p> <p>Provide for conventional residential districts in outlying areas noncontiguous to the core of the village, or as expansions of conventional subdivisions, or where topography makes curvilinear streets more appropriate than a grid.</p> <p>Retain a primarily single-family residential housing mix, but permit a diversity of housing types.</p> <p>Avoid the construction of subdivisions that consist only of lots and streets and no local parks or green space, where every human need results in an automobile trip.</p> <p>Protect real estate values.</p> <p>Retain adequate light and air for all structures upon total development of the village.</p>	<p>Adopt a TND zoning district that allows mixed uses variety of lot size in a grid pattern with common open space in local neighborhood parks or squares. Establish landscape, streetscape and architectural standards of patterns for such a TND district to blend with old Sunbury.</p> <p>Avoid development of uses or densities that cannot be serviced by currently available or imminently planned infrastructure, unless such development mitigates its unplanned infrastructure impacts.</p> <p>Use net developable acreage as the basis for density calculations. Net developable acreage equals the gross tract minus: 10% for roads; area of 100-year floodplains; area of existing bodies of water; area of slopes greater than 20% area of jurisdictional wetlands; area of above ground utilities and utility easements.</p> <p>Establish maximum residential densities as follows: three units per net developable acre for conventional subdivisions, and four units per net developable acre for TND.</p> <p>Permit limited areas of mixed multi-family in Planned Residential Developments, approved per development plan.</p> <p>Permit age-restricted elderly housing in prescribed areas along arterial roads.</p> <p>Encourage a Traditional Neighborhood Development on the property south of the Granville Street extension.</p>

<b>Commercial and Industrial Development</b>	
<b>Goals</b>	<b>Action Steps</b>
<p>Encourage commercial and light industrial development in planned districts to broaden the jobs and tax base, and to prevent property taxes from rising faster than the growth in the village.</p> <p>Provide for dense landscape buffering between Commercial/Industrial and residential uses.</p> <p>Encourage commercial, office and light industrial development in the US 36 corridor.</p> <p>Provide for transitional land uses and dense landscape buffering between incompatible land uses.</p>	<p>Create “downtown” architectural, signage, streetscape, lighting and landscape guidelines for new commercial development.</p> <p>Create development guidelines for commercial development.</p> <p>Use parallel frontage or backage roads on US 36 to control access, based on ODOT’s Access Management Plan.</p> <p>Reserve adequate sewer capacity to service commercial development, as the tax base is essential to improving village services.</p> <p>Continue working to expand fiber throughout the Village, especially in commercial areas.</p>

<b>Recreation</b>	
<b>Goals</b>	<b>Action Steps</b>
<p>Provide passive and active recreational areas as the village grows.</p> <p>Expand the parks program.</p> <p>Link planned residential neighborhoods with green spaces and walking/biking paths.</p>	<p>Use NRPA suggested guidelines for parkland to population ratios. These suggested ratios are 6.25-10.5 acres of core (total) parkland for every 1000 population.</p> <p>Create a series of mini parks (less than 1 acre) with ¼ mile spacing within Planned Residential Developments or TNDs. Parkland to population ratio is .25-. 5 acres per 1000.</p> <p>Create 15-acre neighborhood parks with active recreation at ½ mile spacing in PRD neighborhoods. Parkland to population ratio is 1-2 acres per 1000 population.</p> <p>Create a large community park of 25 or more acres, at a ratio of 5-8 acres per 1000 population.</p> <p>Establish greenway corridors with paths and trails along creeks. Use greenways to connect neighborhoods.</p>

<b>Village Services</b>	
<b>Goals</b>	<b>Action Steps</b>
<p>Recognize and maintain services needed for a small village.</p> <p>Expand services at a rate to ensure public health and safety, and to discourage premature development.</p> <p>Acquire suitable land for the village’s future facility needs.</p> <p>Provide storm water drainage.</p> <p>Provide sanitary sewer service to every landowner to the extent of available capacity.</p>	<p>Match the expansion of the village’s land area with its ability to provide core services such as sewer.</p> <p>Use the 3-mgd potential sewer figure for potential sewer expansion as the absolute maximum potential flow into Prairie Run from the sewage treatment plant for the term of this plan.</p> <p>Acquire by donation, lease, or purchase, lands for new village facilities.</p> <p>Ensure adequate sewer service is available for land within the Village boundaries when considering annexation requests.</p>

<b>Planning and Zoning</b>	
<b>Goals</b>	<b>Action Steps</b>
<p>Determine and implement an appropriate land use mix.</p> <p>Coordinate central sewer extensions to appropriate suburban core areas.</p> <p>Implement and maintain the land use plan.</p> <p>To enforce zoning regulations.</p>	<p>Revise the zoning text and map in accordance with the comprehensive plan.</p> <p>Develop policies for service provision that relate to the comprehensive plan.</p> <p>Provide for 5-year updates and revisions to the plan.</p> <p>Establish improved design standards for new development.</p> <p>Use the Comprehensive plan as the guideline in zoning.</p> <p>Rezoning land only when there is a proposal for a change in land use and density.</p> <p>Revise the zoning text to implement the policies of the comprehensive plan.</p>

<b>Transportation</b>	
<b>Goals</b>	<b>Action Steps</b>
<p>Minimize congestion on local, county and state roads.</p> <p>Improve the road network without destroying the rural village character.</p> <p>Seek developer mitigation of their road impacts on adjacent developments.</p>	<p>Cooperate with ODOT on removing/preventing unnecessary commercial curb cuts on US 36.</p> <p>Improve bike/pedestrian crossings across S.R. 3 and S.R. 36.</p> <p>Establish a bike path system that links neighborhoods with schools and parks.</p> <p>Require commercial parallel access roads and connections between planned commercial developments along major arterial roads, especially US 36.</p> <p>Plan for the routing of a new road which aligns with a new bridge over I-71 and seek contributions/construction from related developers.</p> <p>Seek a northern arterial road from U.S. 36 to S.R. 61 around the industrial park and parallel to the powerlines.</p> <p>Restrict left turns across traffic on US 36. Coordinate turns at signals.</p> <p>Work with ODOT to prevent the deterioration of US 36 by using the access recommendations of the Access Management Plan.</p> <p>Encourage construction of new roads on the Comprehensive Plan map as part of new developments.</p>

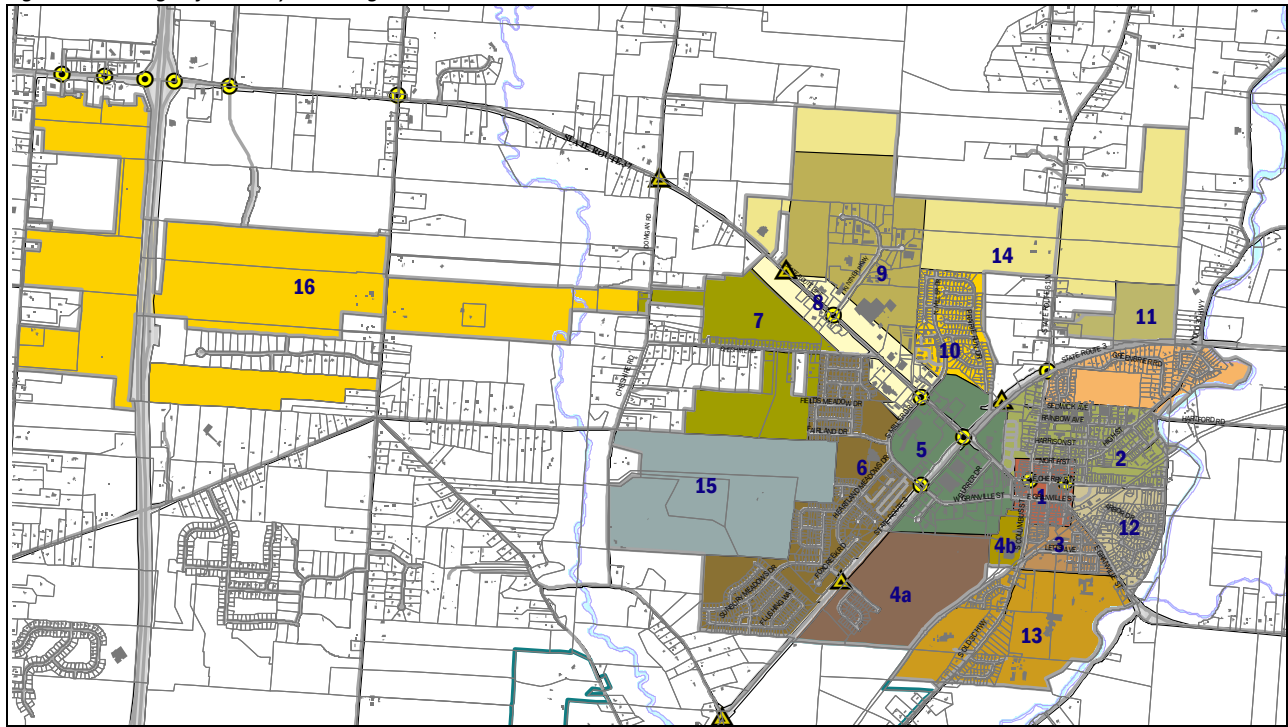
<b>Citizen Participation</b>	
<b>Goals</b>	<b>Action Steps</b>
<p>Ensure significant and diverse citizen input into the planning process.</p>	<p>Use the steering committee as the primary citizen input to the Planning Commission in amending the Comprehensive Plan.</p> <p>Advertise open informational meetings to discuss and review the recommendations of the plan prior to public hearings.</p>



## Sunbury Subarea Recommendations

The DCRPC staff, with the guidance of the Village of Sunbury Comprehensive Plan Steering Committee, identified 16 distinct neighborhoods within the village. The areas were selected, based on boundaries of existing developments, village's historic plat, roadways, and existing land use. As the comprehensive plan unfolds, the committee is asked to constantly reflect what the information in each new chapter means to individual subareas. Each subarea may include a diversity of recommendations that will lead to a variety of uses and typological structures within each area.

Figure 7B Village of Sunbury Planning Sub Areas





**Sub Area 1 – Historic Downtown Sunbury Square**

*Land Area: 40.653 acres*

The Old Sunbury Square area represents the heart of the community. Its eclectic mixture of shops, Victorian homes and country cottages within walking distance of downtown are what a good town center should be. The village has invested in decorative lighting, paving, and landscaping of the square. Since the area is fully developed and zoned to accept and control its eclectic uses, no changes are proposed by the plan. Recommendations apply, should redevelopment opportunities present themselves.

ACTION STEP	TIMING	AUTHORITY
Incorporate “Community Character” elements as noted in Section 6. Façade details, materials, and colors should emulate architecture found in historic Sunbury village buildings of the period 1830-1910. Off-street parking should be located to the side or rear of residential and commercial structures. On street parking also should be permitted. There should be no parking lots in front yards, unfinished cinder block walls, or internally lit cabinet pole signs.	As development occurs.	Planning and Zoning, Council
Some established non-conforming uses and lot sizes exist in the older parts of the Village. These should be rezoned by the Village to a new district to bring a majority of uses into conformity and ensure that standards are applied consistently for additions and rebuilds.	High priority.	Planning and Zoning, Council
New infill development or building replacement should utilize the same setback of neighboring buildings, bringing the building front to the sidewalk with parking to the side or rear.	As development occurs.	Planning and Zoning, Council
Provide signage to route users of the Ohio to Erie Trail through the Village.	Priority – seek signage from GoHealthy! Delaware County	Council
Image/Parking – seek an entrance feature with additional parking at the Martindale tract.		Council, Public Works, Chamber of Commerce
Parking – seek opportunities to increase parking through additional spaces, signage, and policies that encourage employees to leave best spaces for customers.		Council, Public Works
Access – Seek improvements in the Alley east of Vernon Avenue both for access purposes and to relieve drainage problems.		Council, Public Works

Policies – ensure that certain policies are current regarding outdoor dining, outdoor display of merchandise, and other issues that create a vibrant mixed-use area.		Council, Chamber of Commerce
Recruitment and Retention – focus on businesses that bring in guests, encourage office uses as a secondary market. Encourage businesses to be open during large events. Develop periodic workshops aimed at providing “business basics” for small business support. Promote broadband availability as a benefit of locating in the Village.		Chamber of Commerce
Physical Improvements – Widen sidewalks on the (outside) perimeter of the Square. This may require shifting travel lanes, but current parking should be maintained.	Highest priority is Vernon St. and Cherry west of Columbus St.	Council, Public Works
Building Façades – Consider development of general standards for building renovation and new construction.		Planning and Zoning, Council, Chamber of Commerce

Figure 7C Example of appropriate infill on the Square



<b>Sub Area 2 – Sunbury Heights</b>		
<i>Land Area – 123.086 acres</i>		
Since the area is almost completely developed and zoned to reflect existing residential, institutional and commercial uses, no changes are proposed by the plan.		
The Beck and Daugherty tracts at the west end of Case Street are recommended for single family use at a maximum density of 3 dwelling units per net developable acre. Net developable acre means exclusive of streets and other unbuildable lands such as federal jurisdictional wetlands, floodplains, slopes greater than 20% and overhead high tension power lines).	As development occurs.	
Extend a multi-use path west of W. Sedgwick Avenue, turning south to utilize the existing cemetery driveway as part of the Prairie Run multi-use path system.	Seek funding for engineering, acquisition, and const.	Council

**Sub area 3 - Old Industrial Sunbury**

*Land Area – 40.272 acres*

This triangular area between the old railroad track bed and SR 37 is home to some of the older industrial uses along SR 37 surrounded by single family homes built from 1900 to 1960. Since the area is fully developed and zoned to accept the uses present and no serious conflicts are apparent, the plan proposes no changes.

**Sub Area 4a - Pulte Tract, east of SR 3 and west of Prairie Run**

*Land Area – 156.674 acres*

This is a key development site for the village. Flexibility is needed to create a unified development plan with high quality sub-neighborhoods that blend along their edges. Maximum density should generally not exceed 4 units per net developable acre, similar to Old Sunbury. Residential densities may be increased to six (6) units per net developable acre on approximately 60 acres of the Pulte tracts to offset the potential dedication of natural resource areas. Well designed, high quality owner-occupied condominiums are preferred over rental apartments if the higher density is approved for development. The natural resources that might be dedicated include a wetland along the old railroad bed.

<p>Sub Area 4a should connect to Granville Street. This will allow direct connection to both the Square and the newer commercial area along S.R. 3.</p>		
<p>A mixed-use (commercial and residential) Traditional Neighborhood Development is recommended. This should be a pedestrian-scale neighborhood, with connecting sidewalks and bike paths linking the Preservation Parks bike path with Granville Street to the Old Sunbury Square. This would be the first link of the Prairie Run multi-use path system.</p>	<p>Consider a new TND zoning text, by selecting those portions of the acreage that could be developed for specific uses and zoning them incrementally to Planned Commercial or Planned Residential.</p>	
<p>A boulevard entrance is recommended from SR 3 on the west and also for the connection to Granville Street, aligning with Burrer Drive.</p>		
<p>Architecture and street patterns similar to those found in Old Sunbury. Houses are expected to have a narrow width and deep profile to match older lots. Deep roof overhangs, a portico or partial front porch, tall windows, and the use of natural materials on the house front (wood, stone, brick, stucco or modern lap siding) are desired architectural elements. Natural materials or high-quality vinyl siding may be used on the three remaining structure sides subject to planning commission approval. Homes should have a shallow set back to the street, typically 15' from the street right-of-way.</p>	<p>Develop a set of standards for development within the area</p>	<p>Planning and Zoning</p>
<p>Residential lot sizes west of Prairie Run should reflect those of old Sunbury. A variety of flexible lot sizes should be allowed, 5,000 square feet to 12,000 square feet being the range found in Old Sunbury and 7,000-8,000 square feet as the norm. Lots should be narrow and deep, with typical frontage being 50' – 70' wide and a typical depth being 130'. Garages should preferably sit to the rear of the house. If front-loading garages are located to the side of the house, they should always set behind the actual front building line of the house, or a minimum of 40 feet from the street right-of-way. Back alleys may be used to access garages, or conventional driveways may be used from the street.</p>	<p>Develop a set of standards for development within the area</p>	<p>Planning and Zoning</p>
<p>The streetscape cross-section with sidewalks and tree lawns as depicted in this plan should be followed. Since the historic grid pattern of 400-foot squares might be difficult to adapt to the site, a different street pattern is acceptable, so long as the Old Sunbury streetscape is retained and residential block lengths are a minimum of 400 feet to a maximum of 800 feet. Streets should generally be laid out in a grid pattern but large curving centerline radii may be used on major collector streets.</p>	<p>Develop a set of standards for development within the area</p>	<p>Planning and Zoning</p>



Commercial Outlots or a small neighborhood center is encouraged along the State Route 3 frontage north of the entrance road. Both establish a single-loaded access road behind 300-400' deep out-lots.  Commercial buildings must be designed with four-sided architectural detail, with all sides attractive and landscaped to buffer the abutting residential neighborhood.	As development occurs	Planning and Zoning, Council
Provide a centralized open space that connects to other open space within the Sub Area.	As development occurs	Planning and Zoning, Council
A Prairie Run Greenway is recommended to tie into Granville Street.	Seek funding and design	Parks, Council

<b>Sub Area 4b – Industrial Redevelopment</b>		
<i>Land Area – 18,133 acres</i>		
<b>This is the Research and Development Limited property with frontage on Columbus Street.</b>		
Consider age-restricted housing for this site. The look should complement Old Sunbury, and provide off street parking to the side or rear. This should be developed with a single-family product, not to exceed the PRD density in the zoning code (or 3 units per net developable acre).	Consider proactive rezoning	Planning and Zoning, Council
A new road “H” from the west side of Prairie Run should extend east to Columbus Street, with street trees and sidewalks to make the pedestrian connection from Columbus Street into the Pulte site.	As development occurs	Planning and Zoning, Council
Prairie Run Multi-use Trail is recommended along the Prairie Run.	Seek forms of funding for engineering, acquisition, and construction.	Parks, Council

Figure 7D Example of building placement for potential age-restricted redevelopment of the Research and Development Limited site in a TND-style single-family development of either lots or condominium ownership and maintenance.



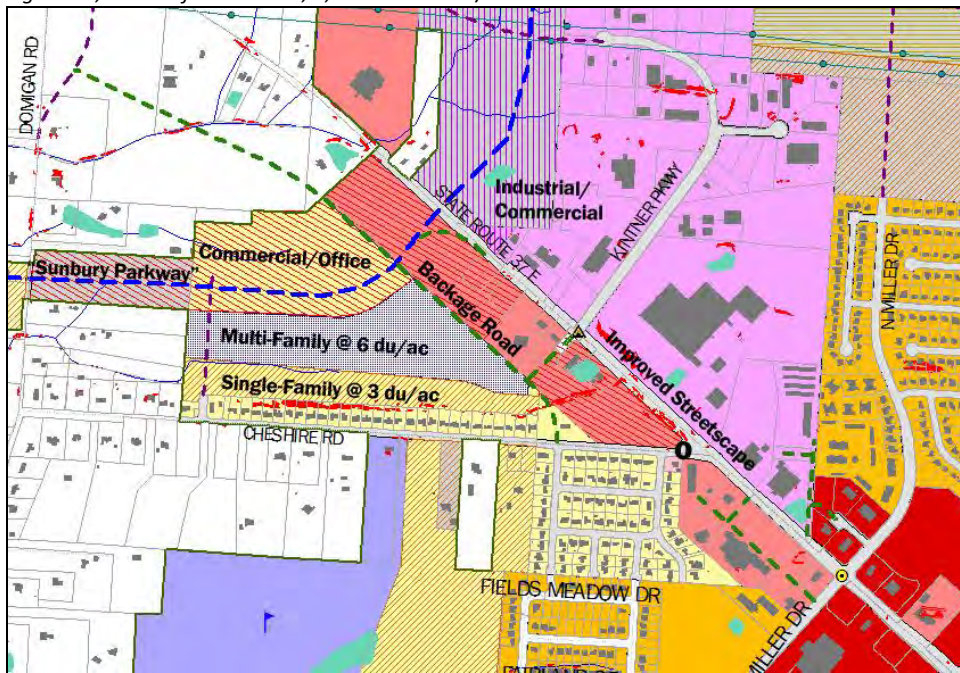
<b>Sub Area 5 – Sunbury Crossroads</b>		
<i>Land Area – 158.882 acres</i>		
The main physical feature is the State Route 3 and U.S. 36/SR 37 intersection, with opportunities for gateway features. The southwest corner of State Route 3 and U.S. 36 is zoned Planned Commercial with a Kroger and in-line stores located there; additional outlots are ready for development. The northeast corner of the intersection of State Route 3 and U.S. 36/S.R. 37 is the Sunbury Methodist Church. The southeast corner is the CVS Pharmacy with areas zoned for Commercial and Industrial use along Burrer Drive.		
Burrer Drive should extend to the south, creating a spine road for/through Sub Area 5 and into Sub Area 4a. Lots flanking the new road on the south side of Granville Street should be developed for neighborhood commercial services that would directly serve the village, such as coffee shops, restaurants, or offices with residential above. Parking should be to the side or rear, not in front of the stores. Buildings should be pulled forward to create an entrance to the larger development area to the south.	Consider proactive rezoning the 11-acre Romanelli tract south of Granville Street to allow commercial and office uses.	Planning and Zoning, Council
Improvements to U.S. 36/S.R. 37 west of S.R. 3 should be built as a boulevard, with sidewalks and street trees. If right-of-way allows, center islands should be created, particularly at Miller Drive, for safer pedestrian crossings.		Council, ODOT, Public Works
The Prairie Run Multi-use Trail should be extended through this area, crossing Granville Street and extending north near the library before crossing Cherry Street at a safe location.	Seek forms of funding for engineering, acquisition, and construction.	Parks, Council
To enhance economic development throughout the Village, the fiber line should be extended from the 3/36/37 intersection to the Square.		Council

<b>Sub Area 6 - Sunbury Mills/Meadows</b>		
<i>Land Area – 269.477 acres</i>		
The southern portion of this area is developed and zoned PRD for additional residential uses and no changes are anticipated. The village has acquired 15.8 acres west of the elementary school, which is currently used for school athletic purposes. The plan reflects this area as park land.		
New roads should be developer-driven collector roads constructed to connect neighborhoods as these lands develop. These are low-speed minor collector roads. Residential densities are recommended at three units per net developable acre.	As development occurs	Planning and Zoning, Council

<b>Sub Area 7 - Forman Extension</b>		
<i>Land Area – 165.945 acres</i>		
This area lies north and south of Cheshire Road. Single-family homes line the north side of Cheshire Road. Lands to the south have been developed for the Big Walnut Middle School.		
The ODOT Access Management Plan indicates the need for a backage road south of and parallel to 36/37, connecting southern Kintner Parkway south to Domigan Road. This road should be built incrementally by developers. Land use south of this backage road would be residential; to the north, commercial. Access to this land should also be sought from the right-of-way strip directly west of 816 Cheshire Road, the frontage on Domigan Road, and from an extension of Cottontail Drive to the north.	As development occurs	Planning and Zoning, Council, ODOT
The plan recommends single family detached housing at a maximum density of 3 dwelling units per net developable acre in a Planned Residential Development, most likely repeating the “conventional” style of subdivision already established here. Pocket parks of open space should be included in each neighborhood. A 10% open space factor is reasonable and should be included in Planned	As development occurs	Planning and Zoning, Council

Residential Developments.		
A small area of Multi-Family use would be appropriate between the commercial uses along 36/37 and the single-family uses adjacent to Cheshire Road. Density could be a maximum of 6 units per acre not to exceed the number of multi-family units presently zoned in this area.	As development occurs	Planning and Zoning, Council
Should additional land become available south of this Sub Area, an extension of Cheshire Road should be built, providing access to the middle school and elementary school sites making the eventual connection to Fairland Drive.	As development occurs	Planning and Zoning, Council

Figure 7E, Detail of Subareas 7, 8, and 9 – the 36/37 Corridor



<b>Sub Area 8 - U.S. 36 / State Route 37 Corridor Gateway</b>		
<i>Land Area - 93.670 acres</i>		
This is the west entrance to the village along US 36 / State Route 37. It is a heavily traveled corridor, with strip commercial development including shopping plazas, fast food restaurants, bars, offices, and used car dealers.		
The ODOT Access Management Plan indicates the need for a backgate road south of and parallel to 36/37, connecting southern Kintner Parkway to Domigan Road. This road should be built incrementally by developers.	As development occurs	Planning and Zoning, Council
The plan recommends Planned Commercial development to a depth of approximately 700' parallel to the north and south sides of U.S. 36 / S. R. 37, with access management provided by development-driven new backgate roads to the south. Left turns to U.S. 36 from commercial properties should be limited to Kintner Parkway, once the backgate road is in place.	As development occurs	Planning and Zoning, Council
Lands beyond the current village boundaries along U.S. 36 are proposed for Planned Commercial use.	As development occurs	Planning and Zoning, Council
Improvements to U.S. 36/S.R. 37 west of S.R. 3 should be built as a boulevard, with sidewalks and street trees. If right-of-way allows, center islands should be created, particularly at Kintner Parkway, for safer pedestrian crossings.	As development occurs	ODOT, Council

<b>Sub Area 9 - Kintner Industrial Park</b>		
<i>Land Area – 106.894 acres</i>		
This area is planned for industrial uses to provide a job-creation source and tax base to the village. The portion of land zoned Planned Industrial also extends south of Area 9 into Area 8, which adds another 47 acres of industrial.		
Kintner Parkway, currently a cul-de-sac street, should be extended to the west as a new road to eventually connect Carter’s Corner Road.	As development occurs	Planning and Zoning, Council
A new road should serve as a northern route around the industrial park. This would be the first leg of what may someday become a northern route from U.S. 36 to State Route 61. This road would be a limited access spine road to avoid overloading the existing road networks. The road should have limited access similar to Sawmill Parkway in Liberty Township. It could initially be constructed as a two-lane road, with two additional lanes being added when necessary. It may eliminate the southern bypass (Alternate N) recommended by the 2002 Delaware County Thoroughfare Plan.	As development occurs	Planning and Zoning, Council
Continue business retention efforts and encouragement of commercial and industrial development. Seek opportunities for warehousing or distribution facilities in and around the industrial park.	As development occurs	Planning and Zoning, Council

<b>Sub Area 10 - Sunbury Estates</b>		
<i>Land Area – 82.412 acres</i>		
This area is developed and zoned PRD for its current land uses of single and multi-family development. No changes are proposed to the residential area. The lands behind the fire station and Wendy’s restaurant are zoned for Planned Commercial. Highway service commercial uses are expected.		

<b>Sub Area 11a – Freedom Park</b>		
<i>Land Area – 53.686 acres</i>		
This area includes land owned by the village on the north side of U.S. 36.		
The land owned by the Village should continue to develop park opportunities as needs are identified by the community.		Parks, Council, Public Works

<b>Sub Area 11b – Reservoir Park</b>		
<i>Land Area – 102.567 acres</i>		
This area includes the village water reservoir and 1960s-’70s-era conventional subdivisions on Greenbrier Road, High Street, Perfect Drive and Walnut View Drive. It also includes land owned by the village on the north side of U.S. 36.		
The land owned by the village should continue to develop park opportunities consistent with ODNR Up-Ground Reservoir standards, as needs are identified by the community, including land around the water reservoirs. Additional parking and new fencing would improve the aesthetics and safety of the reservoir property.		Parks, Council, Public Works



<b>Sub Area 12 - Sunbury Gardens</b>		
Land Area – 71.113 acres		
This area is an exclusively single family residential area, mostly built in the 1960s. The area is fully developed and zoned for the existing uses. No changes are proposed. If land can be acquired adjacent to Big Walnut Creek, a passive park or preserve area would be appropriate.		

<b>Sub Area 13 - Big Walnut</b>		
Land Area – 195.755 acres		
The Big Walnut School campuses on the east and west side of Columbus Street dominate this southeast corner of the village. The area is fully developed except for the 15-acre tract south of the school on the west side of Columbus Street.		
The plan recommends single family detached housing at a maximum density of 3 dwelling units per net developable acre for the Miller tract. Pocket parks of open space should be included in each neighborhood. A 20% open space factor is reasonable and should be included in Planned Unit (Residential) Developments. The Miller tract would also make a logical extension of the school campus.	As development occurs	Planning and Zoning, Council
Seek trail connectivity between school sites and Prairie Run Greenway/Multi-use Trail.		Planning and Zoning, Board of Education, Council

<b>Sub Area 14 - Northern Extension</b>		
Land Area – 431.104 acres		
This area encompasses undeveloped territory on the east and west sides of State Route 61. This area includes Prairie Run Creek as a central drainage feature.		
The Prairie Run Multi-use Trail system should continue along Prairie Run south through existing development.	Seek forms of funding for engineering, acquisition, and construction.	Parks, Council
Single-family residential at a maximum density of 3 dwelling units per net developable acre generally south of the high-tension power lines and 1.5 units per net developable acre for lands generally north of the power lines. This applies to land on the east side of S.R. 61 as well.  Pocket parks of open space should be included in each neighborhood. A 20% open space factor is reasonable and should be included in Planned Residential Developments.	As development occurs	Planning and Zoning, Council
A new road should serve as a northern route around the industrial park, providing access to this area. This road would be a collector road for new development to avoid overloading the existing road networks. The road should have limited access similar to Sawmill Parkway in Liberty Township. It could initially be constructed as a two-lane road, with two additional lanes being added when necessary. It may eliminate the southern bypass (Alternate N) recommended by the 2002 Delaware County Thoroughfare Plan.	As development occurs	Planning and Zoning, Council

<b>Prairie Run Greenway</b>	
As noted throughout many sub area recommendations, a greenway/multi-use path is a top priority for the Village.	
Phase A – Extension of Sedgwick to the west, utilize existing Sunset Avenue within Sunbury Memorial Park. (900 feet new surface, 950 feet along Sunset)	High Priority
Phase B – Stream crossing on north side of Cherry Street, sidewalk up hill to Burrer Drive. Marked crossing at Burrer Drive. (200 feet along Cherry)	High Priority
Phase C – Trail along strip of land owned by Village from Cherry to Granville. Marked crossing at Granville Street. (750 feet new surface from Cherry to Granville)	High Priority
Phase D – Trail along land owned by Village south of Granville Street to Pulte land. (830 feet new surface)	High Priority
Phase E – Trail along creek through the Pulte/Research and Development lands, connecting to Ohio to Erie Trail. Marked crossing at new road. (850 feet new surface)	High Priority
Phase F – add sidewalk (or stripe shoulder) along Sedgwick from Columbus Street to the Reservoir.	High Priority



Figure 7E Existing portion of Ohio to Erie Trail



<b>Sub Area 15 – Price Farms/Golf Course</b>		
<i>Land Area – 250 acres</i>		
This area lies west of Sunbury Mills and the Rosecrans Elementary School. To the west is Golf Course Road and City of Columbus property. To the north is Big Walnut Middle School.		
The plan recommends single family detached housing at a maximum density of 3 dwelling units per developable acre in a Planned Residential Development, most likely repeating the “conventional” style of subdivision already established here.	As development occurs	Planning and Zoning, Council

Pocket parks of open space should be included in each neighborhood. A 20% open space factor is reasonable and should be included in Planned Residential Developments.		
Roads should provide connectivity with Sunbury Mills and Big Walnut Middle School. Open spaces should include pedestrian path, particularly for accessing the elementary school.	As development occurs	Planning and Zoning, Council

<b>Sub Area 16 – Sunbury Parkway Corridor</b>		
<i>Land Area – 609 acres</i>		
<b>These are lands recently annexed to the village west of Domigan Road.</b>		
ODOT has recommended the alignment of a new interchange to the south of the current one at 36/37. The location of this interchange will heavily influence the alignment of Sunbury Parkway.	When information is released	ODOT
Appropriate connections should be made to the extensions of Four Winds Drive and South Wilson Road, as well as careful intersection spacing throughout the corridor. Individual driveways should be limited to major intersections, with backage roads providing interconnectivity.	As development occurs	Planning and Zoning, Council
The plan recommends a mix of uses within the sub-area, including residential uses east of Wilson Road. Multi-family appropriate west of Interstate 71. Closer to the Interstate, a mix of commercial, retail, and office uses with hotels is appropriate. Warehouse distribution space is appropriate between Four Winds Drive and the Interstate, as well as north of Sunbury Parkway east of South Wilson Road.	As development occurs	Planning and Zoning, Council
Sunbury Parkway should be built with multi-modal use in mind. As the entrance into the village, it should be built as a boulevard, with sidewalks and street trees. One side should include a wider, multi-use path. If right-of-way allows, center islands should be created, particularly where pedestrian crossings are anticipated. Intersections should utilize single-mast arm signal structures.	As development occurs	ODOT, Village Engineer, Planning and Zoning, Council

**Lands Outside Current Village Boundaries**

Lands that lie outside the current village boundaries are recommended for residential use at a maximum density of 1.5 dwelling units per net developable acre in proximity to Big and Little Walnut Creeks. With the right design, this density can be used to reduce congestion, preserve surface water quality and reduce sanitary sewer demand. Such densities would generally be calculated exclusive of streets and other unbuildable lands such as federal jurisdictional wetlands, floodplains and overhead high tension power lines. Higher densities may be appropriate as long as they are similar to adjacent densities. Non-residential use is appropriate along major roads where such use is consistent with adjacent development.

***Land Use Map (11" x 17") and Thoroughfare Plan (11" x 17") should be inserted after this page.***

## Population at Build-Out

If the plan were followed as proposed, the ultimate population within the traditional village area would be approximately 10,438 with 460 acres of Industrial land and 350 acres of Commercial land as a jobs and tax base.

<b>Village Acreage East of Domigan Road</b>	<b>2,359.98 acres</b>
Estimated Current Housing Units <i>(to 5/2016)</i>	1,997 units
Population Index <i>(generated by Census 2010)</i>	2.63 people per household
<b>Estimated Current Population (A)</b>	<b>5,252 residents</b>
Recorded, vacant single-family lots	24 units
Proposed, approved single-family lots	1,142 units
Total household increase	1,166 units
<b>Population increase, approved lots (B)</b>	<b>3,067 residents</b>
Net developable acreage	496.02 acres
Housing unit increase with NDA overlay and recommended densities	806 units
<b>Population increase, future development (C)</b>	<b>2,120 residents</b>
<b>Total East Build-Out Population (A+B+C)</b>	<b>10,439 residents</b>

Within the Parkway corridor, the areas noted as residential on the Comprehensive Plan map would equal 1,199 residents:

<b>Village Acreage West of Domigan Road</b>	<b>722.84 acres</b>
Estimated Current Housing Units <i>(to 5/2016)</i>	3 units
Population Index <i>(generated by Census 2010)</i>	2.63 people per household
<b>Estimated Current Population (A)</b>	<b>8 residents</b>
Net developable acreage <i>(land shown as residential on map)</i>	481.55 acres
Housing unit increase with NDA overlay and recommended densities	453 units
<b>Population increase, future development (B)</b>	<b>1,191 residents</b>
<b>Total West Build-Out Population (A+B)</b>	<b>1,199 residents</b>

Within the mixed use areas on the Comprehensive Plan map, the population could number 1,923 residents:

<b>Mixed Use Districts</b>	
<b>Current projected units</b>	<b>560 single-family 300 multi-family</b>
Population Index <i>(generated by Census 2010)</i>	2.63 per single-family unit 1.5 per multi-family unit
Population in housing type	1,473 in single-family 450 in multi-family
<b>Total Mixed Use Build-Out Population (A+B)</b>	<b>1,923 residents</b>

At full build-out, the total population within the existing municipal boundaries could be 13,561. There is no timetable given by the Comprehensive Plan for this ultimate buildout. Sunbury's 2015 year-end population was estimated to be 5,252. If land continues to develop in the lands southwest of the current developed area first, along with lands to the north, the population could double. Depending on the corridor development mix of residential and commercial, population could push the total over 13,000. The Village has grown by an average of 35 houses per year since 2000 but this may increase based on the number of proposed projects. The next few years will indicate the trend and speed of this growth.

*End of text.*