

VILLAGE OF SUNBURY
PLANNING AND ZONING COMMISSION
JANUARY 7, 2019

Mayor Tommy Hatfield opened the Sunbury Village Zoning meeting at 7:00 p.m., January 7, 2019, in Council Chambers at Town Hall with a moment of silent prayer and the Pledge of Allegiance.

Those answering roll call: Tommy Hatfield, Rick Ryba, John Lieurance, Joe Gochenour

Also present: Dave Parkinson, Dave Brehm, Allen Rothermel and Rhonda Mourné

Motion by Ryba, seconded by Lieurance to approved the November 26, 2018 minutes. 4 Ayes

Public Hearing

Big Walnut Schools New School Site

- Big Walnut Schools are looking to rezone 5 properties that are not currently zoned to A-1 (Agriculture).
- Big Walnut Schools are proposing a conditional use for E-Educational use with athletics/sports facilities.
- Big Walnut Schools are requesting 5 different variances
 - S81.15:01-5.b Lot Frontage
 - S81.15:01-5.c Building Height
 - S81.16:01-2.a Parking Space Width
 - S81.16:01-3.b(2) Parking Island Maximum Area
 - S81.16:01-23.B.2(b) Roof Type
 - S81.16:01-23.B.2(c) Natural Material
- David Brehm states that there are 3 different public hearings for the Big Walnut Schools and that if anyone wants to speak for any of them, they need to be sworn in now.
- Angie Pollock, School Superintendent, introduced school staff and board members in attendance at the hearing.
- Doug Swartz, Director of Facilities for the Big Walnut Schools, went through the rezoning of the five different parcels. Zoning all 5 sites to A-1 (Agriculture)
 - District is purchasing two of the parcels, A – 103 Acres and E, where the district will be purchasing 1 acre.
- David Brehm went through and marked all the Exhibits for all the three applications
- Chris Dunford, VSWC Architects went through the conditional use and the variances
 - Went through the general layout of the site that will contain the new elementary school and new high school along with athletic/sport facilities.
 - Variances
 - Lot Frontage – this parcel doesn't have street frontage because it is landlocked.
 - Building Height – The high school is a 3-story structure and will be around 50ft in height.
 - Parking Width – 9 ft wide instead of the 10 ft wide
 - Parking Islands – instead of small islands putting in long islands so the snow removal can be removed the parking lots easier and faster.
 - Roof Types – Elementary is one story will have some flat roof mainly over the gymnasium and mechanical portion of the building. The rest of the building will be pitched.
 - Natural Materials – the code requires brick, stone, wood, which the vast majority of the buildings will comply. We are asking to use architectural metals, that is consistent with other schools in the area, on the higher parts of the buildings. This material is more economical than brick or stone.

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- Megan Cyr, Kleingers Group, went through the traffic impact study that was done on the two entrances and exits to the schools.
 - Went through all the intersection that were studied and the impact that the school would have of those intersections
 - Based on the information and working with the village the traffic study showed the following warrants were met for future needed roadway improvements.
 - The Elementary School, when it opens in the year 2020, with the attendance of 500 students, no improvement is warranted.
 - The High School, which will open in the year 2022, with the attendance of 1300 students, improvements are warranted.
 - Improvements that are needed upon opening of high school;
 - West bound right turn land from Cherry St onto N Miller Dr (775 ft lane including 50-foot diverging taper)
 - A law enforcement officer located at N Miller Dr. and Fayburrow for 30-minute time period in the AM arrival and the PM dismissal.
 - Traffic flow to the school would be as follows:
 - AM
 - Parents dropping off and High School students would enter off of N Miller Dr.
 - Staff would enter off of Kintner Pkwy
 - Buses would enter and exit off of Kintner Pkwy
 - PM
 - Parents picking up and High School students would exit off of N Miller Dr.
 - Staff would exit off of Kintner Pkwy
 - Buses would enter and exit off of Kintner Pkwy
 - Doug Swartz – that concludes are presentation of the Rezoning, Conditional Use, and Variance applications as well as the traffic study.
- Dave Parkinson, CT Consultants, Engineer for the Village of Sunbury
 - No additional comments or corrections or understanding as what has been presented tonight
- Mayor Hatfield opened up the floor for questions or comments.
- Emma Speight -N ST RT 61
 - Why are all 5 parcels being rezoned? Are there development plans for the other parcels? Is there plans for an entrance off of 61?
- Dave Brehm- Village Solicitor
 - No development plans at this time for the other parcels
 - All parcels must be rezoned when they come into the Village even if it is the same as what as the township. No changes on the use of the land on the other parcels. They will still be used for agricultural.
 - Connection from Miller Dr and 61 is in the future comprehensive plan for the village but no plan for development at this time.

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- Lynn Rideout – Clifden Ct
 - What are the plans for special events and football traffic in the evenings and on the weekends?
 - Any suggestions on stop signs at all the intersections within our neighborhood to control speed.
 - Bringing back the speed bumps
- David Link – Prairie Run Dr
 - Traffic – like the traffic officer at Fayburrow. What are the times this officer would be there and can the hours be adjusted if needed?
 - Safety of the Sunbury Estates residents, can we use the access road to Kintner Pkwy?
 - Parking in the neighborhood for football
 - N Miller Dr connection to ST Rt 61, can you give us a time frame that this will happen?
- Doug Swartz – officer will be there from 7:00 – 7:30 am and 2:15 – 2:45 pm and yes, they will be adjusted when needed
- Doug Swartz – Regarding the connection of N Miller to Kintner Pkwy, the Schools have dedicated a 100 ft public right-of-way that will connect the two roads and will grant this easement to the Village at a later time to continue to improve this easement as needed in the future. This will be a public driveway for the use of the residents. The district will be able to gate off the school’s access just north this connection. It would be the same as what is at the Middle School now.
- Mayor Hatfield – the Village can restrict hours of parking during events in the neighborhood but doesn’t think it will be a problem because of the distance people would have to walk.
- Dave Brehm – there is no projection on the connection of Miller Dr and St Rt 61. Roads are built through public funding (taxes) or is development driven.
- Doug Swartz - Regarding the athletic fields, the cost would be high transporting from the high schools to the fields and back.
- Angie Pollock, we want to be good stewards of the money the taxpayers have given us and as we grow, we will use the fields we have now as well as the new fields. We are also allowing the residents to use these facilities now (basketball courts, tracks, tennis courts) and being good neighbors to all our community.
- Valerie Jones – Clifden Ct
 - How far away is the high school and football stadium from the end of N Miller Dr. What will the impact of the noise and lighting?
 - Why was the football field design to sit there and can the design be changed?
- Chris Dunford – the length of the Miller Dr extension is approx. 3000 ft
- Dave Parkinson – From the end of Miller Dr the Stadium is 2500 ft away and the high school is 3200 ft away.
- Chris Dunford – the lighting is LED and shine down onto fields and doesn’t illuminate the sky like older facilities. Shouldn’t be much if any impact.
- Chris Dunford – the layout is made for the best use of the property for the facilities to be maintained, used and accessible.
- Lynn Rideout –
 - Clarification on the traffic, there is one plan for Elementary and changes will be made for the High School.
 - AM drop-off – one way for school traffic, PM pick-up – two way for school traffic
 - Law enforcement officer wouldn’t be until High School was built.

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- Tree Buffering along the perimeter of Sunbury Estates
- Doug Swartz – Yes, that is the plan for the traffic flow and as for the trees, there is no plans to remove the existing trees that are already in place along the perimeter of Sunbury Estates.
- Doug Swartz – Thank you to the committee for allowing us to present our plans for the New School site to you and thank you for the comments and questions for the public.

Public Hearing is closed.

Tommy Hatfield – Regarding the traffic, why change the flow in the afternoon?

Dave Meyer, Traffic Engineer, morning the high school students are all entering and not leaving and, in the afternoon, they will be leaving possible the same time as there would be industrial traffic and buses on Kintner Pkwy. Miller is also designed to have an officer at Fayburrow and Miller to help control the student traffic.

Dave Parkinson – Isn't the traffic also defused more in the afternoon

Meyer – Yes, we believe that it is 60% less then the morning traffic, which is all at one time, because of after school activities.

Lieurance – Can you go over where the turn lane will be off of Cherry St.

Cyr - West bound right turn land from Cherry St onto N Miller Dr (775 ft lane)

Hatfield – Does that length get in front of the fire station and does require striping in front of the fire station?

Meyer - Doesn't expect traffic in right turn lane to back up to fire station.

Dave B – Is that improvement considered to be an opening day High School Improvement?

Meyer -Yes

Lieurance – Does that include any kind of changes to the signal, any kind of addition like arrows or is that necessary?

Meyer – No, I do not believe that would make any changes to the signal. There may be a pole that needs to be moved but as far as operations they would stay the same.

Dave B - You said there would be a traffic control officer there as well or just on Miller Drive when you get to the side street going into the subdivision.

Meyer - Just on Miller Dr at the side street. There may be some signal timing changes with a separate timing plan for the school that may be involved.

Dave B - Do we have the ability to regulate the signalization on that intersection to differentiate that 30 minutes in the morning to reflect the traffic flow, is that what you're talking about that there may be a better way of signalize that for the peak rush?

Meyer - I would suspect that the controller would have that capability. It varies depending what controller is out there with the signal

Mark Mann - Currently we do not have that ability as a State Route. We have to get state approval through District 6. By the time the high school is in operation we expect to get a decision if we can have control of that signal. That would give us the allowances to make that traffic signal operate and change to the priority hours of the school traffic.

Hatfield - Just to add on to that, I'm wondering about our own technology if we have the ability to manually override that. I know sometimes you see a police officer working a light. To kind of get through a particular time of day situation. Do you know if we have that ability?

Mann - We have that ability

Dave R – 50ft roughly the height of the high school and don't think the stadium would not be taller

Dave B – relocating the extension driveway to line up and be apart of the easement for future road extending to 61

Dave R – working with the property owners and land planners on where to locate the driveway

Dave B – Development agreement regarding the easement – Will the schools maintain and care for the easement until it is dedicated as a public road?

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Dave R – Yes that is correct for Miller Dr. The Village would be responsible for the Kintner Pkwy Extension to the T-extension.

Tommy Hatfield said that we will meet again on Thursday, January 17th @ 6:30pm to take action on the 3 applications.

Motion was made by Hatfield, seconded Ryba to adjourn. 4 Ayes Passed