

INTRODUCTION

Preface

This plan is based on a vision for Pataskala that will last well into the 21st century and serve all of the citizens of Pataskala well. That vision is rooted in the fortunate circumstance that the city has a unique opportunity to plan for multiple uses of an unusually large area that resulted from the merger of the Village of Pataskala and Lima Township in 1996. Development will, of course, occur. The citizens of Pataskala are determined to cultivate development in ways for the good of the entire community through careful planning. Outlining a mixture of land uses that support the economic vitality and general welfare of this community is central to this plan. These uses include industrial, commercial, office, various densities and styles of housing, agricultural, and land set aside for public use.

Careful choices about which segments of the city are designated for which uses is a hallmark of the plan. Another is the clear articulation of guidelines for building standards in the city in the various usage categories. Careful attention to the responsible assessment and consideration of interplay between development and its affects on natural resources and the existing human-built infrastructure (water, schools, roads, public safety services), as well as the existing environment and wildlife is a fundamental underlying principle supporting this Comprehensive Plan. The plan is based on a long-range vision, but, inevitably and properly, it will be reconsidered and revised periodically as circumstances and the population both change. The plan itself has provision for periodic review.

The City of Pataskala approached The Ohio State University's Department of City and Regional Planning, in conjunction with the Licking County Planning Commission (LCPC) to study future land use within the City of Pataskala. Information was primarily obtained from the Licking County Planning Commission, however, additional student research involved the creation of land use, transportation, and historical maps; obtaining information regarding physical and environmental constraints; and, conducting interviews with community members. In addition, a community visioning session was held in which community members voiced opinions regarding various policies that could be implemented to facilitate future development and improvements within the City of Pataskala.

Background

The City of Pataskala, located approximately 25 minutes from downtown Columbus, is experiencing significant growth pressures from the continual expansion of surrounding communities. With its close proximity to Interstate 70 and State Route 16 serving as its primary transportation corridor, Pataskala will continue to experience these development pressures. As surrounding communities such as Reynoldsburg, New Albany, and Jefferson Township become more densely populated, development pressures will increase in Pataskala. As these pressures increase, the need to create a well planned and enforceable approach regarding development that

will drive the future character of the City becomes critical. With the recent merger of the Old Village of Pataskala and Lima Township, the City has become one political unit with a 2000 population of 10,249. The City now employs a mayoral and council form of government. The new governmental structure, development pressures from surrounding communities, and responsibility of the service demands in a larger geographic area all contribute to making today an exciting yet critical time for the future of Pataskala.

Prior to 1996, the Village of Pataskala was a small rural community situated on the border of Lima Township and Harrison Township in southwest Licking County. The village had approximately 3,346 residents in 1990, while Lima Township had approximately 4,398 residents.

Both the township and the village were experiencing rapid growth, influenced by the expansion of the Cities of Reynoldsburg and Columbus directly to the west. Facing strong development pressures from these western municipalities, the Village of Pataskala and Lima Township determined they had three future interests in common. First, most citizens from both entities were satisfied with their community and did not want major change or expansion. Secondly, the citizens enjoyed the rural nature of their living environment. Third, if changes had to occur within their community (such as increased industrial or residential development), the citizens wanted to be able to control and have a voice in the manner of such expansion. These common beliefs led the Village of Pataskala and Lima Township to propose a merger, which was approved by the voters on November 8th, 1994, and went into effect on January 1st, 1996. Lima Township ceased to exist; the resulting municipality was simply known as Pataskala.

In 1997 an Ad-hoc Comprehensive Plan Committee was appointed by Mayor Bruce Baird to provide the new City of Pataskala with a Comprehensive Plan to guide its future growth and development. Driving this process was the desire to assure that the future growth and development of Pataskala would be proactively managed at the direction of its citizens by seeking input from as many citizens of the city as possible. Because issues have and continue to be raised about the city zoning, the subdivision of land, and the increasing conversion of farmland to residences, it was felt that it would be best to create a Comprehensive Plan as the basis for any future zoning changes. Many avenues and resources have been pursued and utilized to provide an informed and workable plan. The Planning Committee was formed with representatives from the City of Pataskala, Planning and Zoning Commission, Board of Zoning Appeals, and volunteer resident's of the city. The following Comprehensive Plan for the City of Pataskala represents the culmination of these efforts.

Purpose and Use of a Comprehensive Plan

A comprehensive plan serves several purposes for a community. It gathers all relevant information about the physical, social, and economic features of a community. Then the plan develops a consensus about how the community should develop and redevelop. A *Comprehensive Plan provides a long-range vision of the future for a community.* It does this by taking the community's consensus and creating a road map of policies and initiatives to be put in place to achieve those goals. Finally, a comprehensive plan provides a solid legal foundation upon which to base zoning regulations and community decisions should they be challenged in court.

Local planning and land use regulation rests with the enabling legislation granted to counties, municipalities, and townships by the state constitution. The State of Ohio grants its counties, municipalities, and townships two broad powers which allow for planning. These are corporate power and police power. Corporate power is the authority to collect money through bonds, fees, assessments, and taxes to fund community services and facilities such as streets, parks, fire protection, and sewage disposal, among many others. Police power is the authority to protect and promote the health, safety, morals, and general welfare of the public. This authority gives rise to regulations such as standards for building a safe bridge, preventing an adult bookstore from locating next to a school, or ensuring that a new subdivision provides access for emergency vehicles and school buses. Comprehensive planning and zoning rest primarily on this police power and the democratic voice and wishes of the community.

The legal foundation for local planning and land use regulation dates back to a 1926 United States Supreme Court decision. In the case of *Village of Euclid, Ohio v. Ambler Realty Company*, all aspects of comprehensive zoning were contested. The Court ruled in favor of the Village of Euclid, upholding its plan and the constitutionality of zoning. Since this time, courts have continued to give more emphasis to comprehensive/master plans, considering zoning ordinances quasi-judicial and dependent on an adopted comprehensive plan.

A comprehensive plan, with its collection of community data, input, and statements of policies, should provide a basis for all local development decisions. While changes in development or services may make some portions of the plan dated, the underlying principles and policies of the plan will remain useful as guidelines. It is understood that many land use issues are very site-specific, and individual review of each development proposal should be exercised. Relationships between land uses, such as the use of park land as a buffer between industrial and residential areas, and general land use issues, such as the appropriate location for a new business, should, however, be maintained and followed as described in the plan.

The zoning map and the comprehensive master land use map are different maps used for different purposes and should not be viewed as the same map. The zoning map identifies what a specific parcel is zoned "today". Nothing in the comprehensive plan changes the existing zoning for any parcel of land. The comprehensive master land use map is a map that establishes

a vision of broad land use patterns over an extended period of time (this vision is reviewed every five years). The comprehensive master land use map is one of many factors used by the city in considering a request submitted by an individual land owner to change the existing zoning designation for their specific parcel of land.

Comprehensive plans should be reviewed on a periodic basis after passage to review changes. Such review allows for updating the technical data as well as refocusing on goals and developing new ones, while maintaining the overall integrity of the plan. The frequency of comprehensive plan review will depend on the pace of growth in the community, with rapid growth calling for more frequent reviews and updates. City Council will set a consistent time to review changes in services that are occurring within the City of Pataskala. Scheduled reviews should occur at least every five years, barring any substantial changes in development or services in the area. The citizens of Pataskala, and more particularly the City Council and Zoning Commission members, should monitor the effectiveness of this Comprehensive Plan in meeting the goals of the city and providing for its welfare. If a divergence or new need becomes apparent, a committee should be appointed by the mayor to “fine-tune” this document.

Why Adopt a Comprehensive Plan?

A comprehensive plan provides an overall policy guide and statement of goals for a community. It is a testament of the community and is a powerful tool to ensure that the rural character of the area is respected and protected and that development occurs in a planned, orderly fashion. Once adopted, it is a legal document. The Pataskala Comprehensive Plan provides an outline for development for both city officials and for those residents, developers, and business persons interested in locating and/or working in the community. If this adopted Comprehensive Plan is not followed, residents should take up the issue and council officials should be prepared to defend any actions taken that were not in accordance with this plan. However, provided this Comprehensive Plan is adopted, maintained, and followed, the Pataskala City officials may use the plan as a very solid, strong defense of their actions in court. Furthermore, this Comprehensive Plan is a positive, useful and legal guide for the entire community - to be referenced and consulted when making decisions that affect the future of development patterns of the area and the general welfare of the City’s inhabitants.

DEMOGRAPHICS

Population

Figures 1, 2 and 3 show the population of the planning area broken down in three ways: the population of old Lima Township, the population of the former Village of Pataskala, and the total population of the merged Pataskala as it exists today.

FIGURE 2: PATASKALA POPULATION 1940-1998							
	1940	1950	1960	1970	1980	1990	1998*
Old Pataskala Village <i>Percent Change</i>	824	928 +12.6%	1046 +12.7%	1831 +75.1%	2284 +24.7%	3046 +33.4%	3397 +11.5%
Old Lima Township <i>Percent Change</i>	2186	2455 +12.3%	3859 +57.2%	3358 -13.0%	4343 +29.3%	4398 +1.3%	4560 +3.9%
Merged Pataskala <i>Percent Change</i>	3010	3383 +13.4%	4905 +50.0%	5189 +5.8%	6627 +27.7%	7444 +12.3%	7957 +6.9%
Licking County Total <i>Percent Change</i>	63,103	72,074 +14.2%	93,714 +30.0%	107,201 +14.4%	119,988 +11.9%	127,019 +5.9%	134,886 +7.2%

*The 1998 figures are U.S. Census Bureau Estimates released in September, 1999

FIGURE 3: PERCENT POPULATION CHANGE 1940-1998			
Old Pataskala Village	Old Lima Township	Merged Pataskala	Licking County
+306.8%	+113.9%	+166.7%	+115.7%

The population of the merged Pataskala (old Lima Township plus old Pataskala Village) has grown steadily over the past forty years. From 1940 to 1998, the population of Pataskala increased 166.7%, with the most rapid growth occurring in the vicinity of the former Village of Pataskala. Pataskala has grown much faster than Licking County as a whole, where the population increased by just over 115% through the last half-century.

The current and projected age structure of a community's population provides guidance for several elements of the comprehensive plan. Services programming and types of residential

development are just two examples of choices that may be guided by age distribution.

Source: 1990 Census

**2000 & 2010 populations reflect projections.*

According to Figure 4, which is a linear population projection, the City of Pataskala's population will exceed 9,800 by the year 2010. While this estimate illustrates a linear projection, it should be noted that growth rates may shift due to development pressures. Therefore, this projected population may be conservative.

Figure 5 shows the age distribution of Pataskala residents compared to the overall age distribution of Licking County residents. Overall, the percentage of people in each category in Pataskala are quite comparable with the distribution at the county level. There are a slightly larger percentage of Licking County residents that are under 10, 18 to 24, and over 65 years of age. There are a larger percentage of Pataskala residents that are 10 to 17, 25 to 44, and 45 to 64 years of age.

Education and Income

The education and income characteristics of the population can help to define the general needs of a population. Marketing studies often use this type of information to show whether or not a particular store, for example, will be successful in a given location. Income levels also may be used to qualify an area for certain funding available for projects benefitting low-income persons.

In 1998 about 75% of the combined adult population of Pataskala and Lima Township had completed high school (this figure includes those who had also gone to college) (Figure 6). This is comparable with the County-wide figure of about 76%. About 35% of Pataskala's adults have at least some college education, compared to 34% for Licking County.

Household income is shown in Figure 7. The largest percentage of households in Pataskala, 22.42%, fall into the \$50,000 to \$75,000 income range, with the median household income being \$42,858. These income levels are quite high when compared to Licking County as a whole, where the largest percentage of households earn between \$50,000 to \$75,000, and the median household income is only \$39,821. Only about 15% of Pataskala households earned less than \$15,000, compared with over 17% of households in Licking County. Just over 8% of households in Pataskala earn more than \$100,000.

Employment

The type and location of the residents' occupations can also help to determine the types of development which may be needed or desired. Employment in Pataskala encompasses a variety of occupations, with largest number of residents employed in retail trade and manufacturing of durable goods. A more detailed illustration of employment in Pataskala is shown on the chart below.

In contrast to the occupations shown in Figure 8, Figure 9 shows the employment industries of the working residents of Pataskala. The two largest percentage groups, around 18% each, are residents employed in retail trade, and in manufacturing and durable goods. The next largest group is finance, insurance, and real estate, closely followed by residents employed in the construction industry.

Labor Force and Commuting

There were 6,360 Pataskala residents aged 16 and older, by employment status according to the *PCensus* 1998 estimates. Of those in the labor force, only 2.3% were unemployed.

The vast majority of those in the labor force, 85%, drove to work alone. Nine percent of Pataskala workers car pooled, while slightly over 4% either walked to work or worked at home. The mean travel time to work was 25.9 minutes going to Columbus or Newark.

FIGURE 10: PATASKALA RESIDENTS COMMUTING TO WORK		
	Number of Residents	Percent of Residents
Residents who drive alone	3462	85.0%
Residents who car pool	356	9.0%
Residents who use public transportation	35	1.0%
Residents commuting by other means	12	1.0%
Residents who walk or work at home	161	4.01%
<i>Mean Travel Time to Work: 25.9 minutes</i>		

Housing

Communities that offer a variety of housing types and values provide more choices for individuals of different incomes, interests, and needs. According to the last census, 13% of Pataskala’s housing units were occupied by renters, while 87% of units were owner-occupied (Figure 11). These figures contrasted slightly with the figures for Licking County overall, where 28% of all units are renter-occupied and only 71% of units are owner-occupied.

Figures 11a and 11b compare the value of homes in Pataskala to the overall home value in Licking County.

Pataskala’s homes are fairly high compared to the rest of the county. While 34% of Licking County’s homes are worth less than \$50,000, only 17.9% of the homes in Pataskala are worth less than \$50,000. Sixty-seven percent (67%) of Pataskala’s dwellings are worth between \$50,000 and \$99,999, with the median home value being \$72,200. In contrast, only 53% of the county’s homes fall into this category, and the median home value countywide is considerably less at \$61,300. Finally, though Pataskala does have more homes that are worth \$100,000 to \$199,999, the county overall has slightly more homes (0.3%) worth \$200,000 or more.

GENERAL CONCEPT PLAN

The City of Pataskala is a community that should maintain its rural identity, while allowing for both future residential, commercial, and industrial growth. Broad Street will remain the main thoroughfare through the City, with the western boundary emphasized as a gateway into the community. The street scape should offer an aesthetically pleasing atmosphere and include a buffer strip through the center. This strip should include trees, which identify the corridor as a boulevard through the community. Land use along this corridor will remain primarily commercial, but also include mixed use development where appropriate. Strip commercial developments should be discouraged. Instead, activity centers, which draw on cluster development concepts, should be located along the corridors.

Other major corridors include Mink Road and State Route 310. The concept plan assumes the development of an interchange at Mink Road and Interstate 70. Such a development would allow the area south of Broad Street and North of I-70 to be attractive for industrial development and for Mink Road to offer another gateway into the City. The gateway should include continuity with that of Broad Street, however, it should not undermine Broad Street's identity as the center core of the City. Commercial development along Mink Road, south of Broad Street, should compliment the industrial park in terms of offering restaurants and services that would be utilized by employees.

State Route 310 will remain a gateway to the City, however, if the Mink Road interchange is developed, traffic along this route could decrease. This will allow the historical areas along SR 310, including those located in the Old Village center to remain as quiet and attractive areas. However, the lack of automobile traffic could also decrease the visibility of the historic area. This area should become a destination point and not just a thoroughfare between Broad Street and Interstate 70.

Residential development should be allowed to occur, however such development must be consistent with the capabilities of the existing City Utility Study. To facilitate this type of development, a Transitional Growth Area has been shown on the Master Land Use Plan. This Transitional Growth Area, shown with a broken line on the Master Land Use Plan, limits growth to those areas in which City water and sewer services currently exist. The area within the Transitional Growth Area should be allowed to develop, but policies that promote the preservation of open space should be implemented to facilitate a high quality of growth. Open space should be developed and linked through systems to bike and pedestrian trails (as shown on the Open Space and Leisure Path Plan). The plan does not prohibit growth outside the Transitional Growth Area however, it does discourage it in order to ensure efficiency of City services and avoid leap-frog developments.

GENERAL VISION & POLICY STATEMENT

The City of Pataskala is a predominately rural community subject to significant growth pressure. This growth should be facilitated in a manner that is consistent with the preservation of the rural character of the area. Policies that encourage environmentally and aesthetically pleasing land conservation should be encouraged and implemented.

Well planned commercial growth and community service centers, which both meet the needs and are accessible to the entire community, should occur along activity corridors and centers. Employment centers, including industrial parks, should be developed in a way that benefits the community at large and be in keeping with the overall community. *Growth should also be consistent with and promote the established community identity.*

DEVELOPMENT TRENDS

Early Pataskala

Prior to development, Pataskala was covered with thick, hardwood forests. While area Indians hunted the forests, they did not occupy the area to any great extent. Their permanent camps were thought to be along the Raccoon Creek. The first white settlers in Pataskala arrived in 1805, settling in the east on the banks of the Clear Fork of the Licking River. These settlers came largely from Pennsylvania, New Jersey, Virginia, and New York; in fact, York Street in the old Village of Pataskala was so named because of the number of settlers from the State of New York.

The settlers were probably drawn to the area in part by the supplies of wood, and in part by the great potential of the land for farming. The thick, hardwood forests that covered the area were a valuable resource to the early residents. In the early 1800's, a number of sawmills were constructed along the Muddy and Clear Forks of the Licking River. Though the mills did a good business at first, they became obsolete by the late 1800's due to the rapid clearing of timber. Settlers were also attracted to the area because of its farming potential. In his history of Licking County, N.N. Hill described the area as "one of the finest townships of land in the county, every acre of it being tillable and of the best quality..."(Hill, 1881).

Settlement of Pataskala was sluggish during the first three decades of the 1800's, partially due to non-resident holdings of large, undeveloped tracts. The construction of National Road during the 1830's was the trigger that settlers were waiting for. Land along the route was offered for sale, and development in the entire area increased dramatically.

Among the early settlers in the area were Richard and Sarah Conine. Impressed with the area, Conine bought 2,000 acres, built a grist mill, and platted the town of Conine. By the mid-1800's, however, he had sold most of his holdings. Jess Stoneman Green, the principal buyer of Conine's land, continued the platting of Conine. Commonly known as Pataskala, the town's name was officially changed in the early 1850's. Pataskala comes from the Indian word for the Licking River.

The construction of the Central Ohio Railroad through the territory spurred the organization of other towns, including Summit Station and Columbia Center. About 1850, Columbia Center was platted by John Reese. When the railroad started operating, the old villages of Pataskala and Columbia Center competed to be the location of the telegraph office. Pataskala received the prize when a local resident offered a room "free of rent" for the purpose. This victory helped Pataskala grow, and by 1880 the town numbered 634 residents. Among the local businesses were four general goods stores, a hotel, a meat market, a hardware store, and a drug store. Churches were organized by local Presbyterians, Methodists, and United Brethren. The town also had a post office and a school. In 1891, the Village of Pataskala was incorporated.

Recent Trends

From the 1800's up until 1995, the former Village of Pataskala grew in all directions except south. In the 1960's, the village added territory north and south of SR 16. One 627 acre annexation added several residential subdivisions to the village, plus some commercial development.

In the 1970's, the village added 240 acres to the east. A major part of this annexation was land along Blacks Road, the railroad tracks, and Township Road. A Newark Advocate article from 1971 described the site as the future location for single and multi-family residences, warehouses, light manufacturing, and commercial industry. The development was originally expected to be completed by 1976. Presently, portions of the single-family, multi-family and light manufacturing components of the project have been completed.

The 1980's saw the Village of Pataskala grow by 404 acres. The territory, located north and east of the village, was brought in through three annexations. This annexed territory was developed as the Bright Waters subdivision on Township Road, and the Dehlendorf development (which includes commercial and office development).

Lima Township had grown and developed over the last fifty years, as well. The 1980's were a time of moderate increases in land subdivision and construction activity. The average annual number of permits issued from 1980-1990 were 17.9 residential zoning permits and 13 subdivision permits.

Existing Land Use

Recording the existing land use of a community is an important step in developing a plan for the future. First, the existing land use reflects the atmosphere of the community. Some areas may be developing into commercial centers, while other areas may be becoming residential, while still other areas may remain agricultural. Some portions of developed areas may be lightly developed with residences, while other areas may support a much higher intensity of dwellings. Second, a look at the proportion of residential versus non-residential property indicates whether the community is an employer or a bedroom community.

The Existing Land Use Map shows existing, generalized land use for the Pataskala area. Land use data was collected through a combination of aerial and property map analysis and field survey. The following land use categories were used:

Undeveloped/Agriculture: The undeveloped/agriculture category consists of land that is vacant or agricultural. Farm houses and other large lot rural residences are included; density is typically one dwelling unit for five acres or more. The

majority of the planning area is used for agricultural purposes such as cropland or pastureland, or is undeveloped.

Low-Density Residential: Low-density residential land use reflects a shift from predominantly agricultural land toward higher-intensity uses. Clusters of low-density single-family residences usually start as farms that are sold and subdivided along existing road frontage. The subdivision of one farm may encourage adjacent owners to follow the same path, but the number of dwellings in each cluster is usually less than 20. Generally, lot sizes in the low-density residential areas range from two to five acres per dwelling. These low density land uses are currently concentrated in the northern portion of Pataskala.

Medium-Density Residential: Medium-density residential land use includes single-family homes at a density no higher than two units per acre and two-family dwellings at a maximum density of four units per acre. Manufactured home parks, limited by state law to a maximum density of six dwellings per acre, are also included in this category. In addition to smaller lot sizes, this grouping is categorized by larger clusters of homes.

High-Density Residential: High-density residential land use includes single-family homes at a density no higher than four units per acre and multi-family structures at a density not to exceed 10 dwelling units per acre. Nearly all of the multi-family developments in the planning area are located in the former Village of Pataskala.

Commercial and Related Office: Commercial and related office land use includes businesses dealing with the sale of goods or services to the general public. Commercial development in Pataskala is located primarily along SR 16; the largest concentration of retail activity on SR 16 is located west of SR 310. Several of these commercial facilities are very large and generate a great deal of traffic. In addition, there is a concentration of businesses at the center of the old Village of Pataskala. These commercial uses, however, are generally less intense and more local in nature.

Industrial: Among the functions performed in industrial areas are warehousing, distribution, assembling, and processing. Industrial land use in the planning area is located along SR 16, in Summit Station, and along Taylor Road south of the railroad tracks. Though some of the industrial uses in the area are light and create little dust, smoke, or noise, others are large scale and relatively intense.

Public/Utilities/Schools: This category consists of a variety of uses. Significant government facilities include the water and wastewater treatment facilities along SR 310 and Creek Road, the West Licking fire station, LEADS center, and the ODOT garage. Two major utility structures are located along SR 16, at the intersection with Mill Street and Watkins Road. The Pataskala Elementary School and the Pataskala Library are located in the old Pataskala village center, while the Licking Heights School District facilities are located on Summit Road in Summit Station and the new high school is under construction at Mink Street and Cable Road. Churches are scattered throughout the planning area.

Recreation and Open Space: This category includes both private and public recreation areas. Private recreation and open space includes privately owned sites such as the Highlands Golf Course, the Broadview Golf Course and the Beechwood Trails recreation facilities. Public parks and open space includes publicly owned parks such as the Pataskala Municipal Park, Foundation Park, Freedom Park, Liberty Park, Citizens Park and Karr Park.

The Old Pataskala Village Center

Like most other downtown's, the old Pataskala village center has weaknesses and strengths. First, vacancy in downtown Pataskala is not a problem. Almost 100% of the commercial and office space in the area was estimated to be occupied in 1999.

Second, the condition of the infrastructure in the downtown is fair to poor. Areas of greatest need are sidewalks, curbs and gutters, street furniture, and storm sewers. Lack of lighting, as

well as unsightly overhead lighting, is also a problem. Parking in the area is fairly limited. Parking is available in only a few locations such as behind the Pataskala Bank, along the railroad tracks, and next to McLain Electronics. Patrons of other businesses can park along Main Street, Jefferson Street, and along some of the side streets.

Third, the condition of the buildings in the downtown area ranges from excellent to extremely deteriorated. A number of the structures are in need of major repairs of the facade, roof, and exterior walls.

Despite the somewhat evident weaknesses, the downtown area also has several strengths. One of the most important is that nearly all of the downtown property owners are local residents. This asset can be extremely valuable when trying to increase interest in the downtown area and making improvements.

The area is also significant historically. Eleven structures in the old village center are on the National Register of Historic Places. The eleven structures were selected by the Pataskala Historic Preservation Committee as the most significant out of 80 historic buildings surveyed throughout the village. Eight of the National Register structures are located on Main Street. These structures were built during the mid-1800's to the early 1900's, and represent a variety of architectural styles. Of the 28 commercial structures in the downtown, eighteen are over 50 years old; one of the eighteen, the Pataskala Banking Company, is on the National Register.

Finally, the downtown area is surrounded by fairly dense residential areas, so the downtown can continue to be a source of services and goods for local residents.

Growth Trends in Surrounding Areas

Eastern Franklin County has been the location of major changes during the past several years. The New Albany Land Company's massive land acquisitions and the launching of the Village of Rocky Fork and the New Albany Country Club developments have dramatically changed the development climate. The creation of the Jefferson Township Sewer and Water District enabled

much larger scale development in unincorporated areas. These developments are reviewed below.

The Village of New Albany (Franklin County):

The Village of New Albany is located to the northwest of Pataskala in Franklin County. The village is a growing suburban community of approximately 3,700 residents. The village's Strategic Plan projects a build out population of 16,000 to 18,000 residents, the development of eight million square feet of office space (of which two million are under construction or committed) and a village center retail area.

There has been steady residential development in the area since 1993. Several projects are promoting New Albany growth to the north and to the east, adjacent to the Licking County line. A new subdivision called "The New Albany Links" is being developed. In addition, a commercial Office Campus District is being developed along with a rezoning to support the Abercrombie-Fitch headquarters.

City of Gahanna (Franklin County):

The City of Gahanna is located to the west of Pataskala within Franklin County. Gahanna is bordered by the City of Columbus on the north, west, and south, and by Jefferson Township on the east. Parts of Gahanna are adjacent to New Albany and Reynoldsburg to the north and south respectively. There has been tremendous growth within Gahanna and in these neighboring communities. In 1998, single-family home construction accounted for \$27,245,865. Multi-family construction was valued at \$6,316,000. Residential construction resulted in 162 building permits. The city also had an increase in office and industrial development. Industrial projects accounted for \$5,766,553.

City of Columbus (Franklin, Delaware, and Fairfield Counties):

The City of Columbus has historically had a tremendous impact on surrounding communities because of steady expansion of its boundaries within Franklin and into neighboring Delaware and Fairfield Counties. Columbus is unique because as other big cities in the state such as Cincinnati and Cleveland have stopped growing, Columbus is growing both in terms of population and land. A portion of the city extends nearly all the way to Pataskala.

Currently, several plans are being updated, which include the Columbus Comprehensive Plan and the Northland Plan. Other plans being done include the Greater Hilltop Area, the South Side, the Southeast Plan, the Westland Plan and the Morse Road Market Analysis and

Re-development Strategy. The Southeast Plan will focus on development and protection in the southeast area of Franklin County, particularly as it relates to land annexed by the city.

City of Reynoldsburg (Franklin and Licking Counties):

Reynoldsburg is located to the southwest of Pataskala and is within two counties; Franklin and Licking. Reynoldsburg is one of the fastest growing communities in central Ohio. It has a population of 31,000 and a thriving economic base that serves as headquarters for nine corporations. In 1998, there were 241 Single-Family Permits issued, with a construction value of \$28,626,164. In 1999, the Building Department is expecting to see an increase in single-family development in the vicinity of Taylor Square, and also a large amount of commercial development in the Taylor Square area.

Jefferson Township (Franklin County):

Jefferson Township borders Pataskala to the west. Portions of both Gahanna, Columbus and Reynoldsburg are located in the township. There are pockets of the township surrounded by the City of Gahanna along U.S. Highway 62 in the northwest corner of the township. As bordering municipalities continue to develop, so does Jefferson Township. Jefferson Township is working with developers to design conservation residential subdivisions in a manner that incorporates natural features of the land as well as the open spaces to preserve the rural character of the township

Townships surrounding Pataskala (Licking County):

Three townships, within Licking County, border Pataskala on the north, east, and south.

Harrison Township is located to the east of Pataskala and is experiencing tremendous residential growth. Since October of 1997, 763.458 acres have been converted to major subdivisions, resulting in the creation of 1,230 new housing units. Another 18 lots totaling 832.384 acres have been subdivided using the minor subdivision process during 1998 and early 1999.

Etna Township borders Pataskala to the south. Much of the major subdivision activity is to the north of Interstate 70, which runs east to west through the township, along U.S. 40. Since October of 1997, major subdivisions have converted 536.912 acres into 1,255 residential units within the township. An additional 20 lots, consisting of 161.39 acres were created during 1998 to early 1999 by the minor subdivision process. An interchange on Interstate 70 is proposed at Mink Rd. This interchange project could significantly alter development in Etna Township and Pataskala. The interchange would provide access to a proposed industrial park in Pataskala and increase the demand for various residential and commercial uses in Etna Township.

Jersey Township is located to the north of Pataskala on the Franklin and Licking County border. State Highway 161 runs east to west through the center of the township. Major Subdivision activity is occurring mostly in the northwest sections of the township with 282.40 acres being subdivided into approximately 98 new housing units. Another 22 lots were created by the minor subdivision process, between 1998 and early 1999, consisting of 114.44 acres.