

Zoning Map

Master Land Use Plan

Open Space & Leisure Path Plan

PLANNING AREAS

The Master Land Use Plan and comprehensive plan policies are based upon the goals and strategies. Like the goals and strategies, the Master Land Use Plan and plan policies were developed by considering a number of factors including: results of the City of Pataskala survey, data on land capability (soils, groundwater, flood plains, and so on), development patterns inside and outside of Pataskala, current zoning, community services, elements of the transportation system such as roads and railroads, traffic patterns, and land use plans for surrounding jurisdictions.

When viewing the Master Land Use Plan, it is important to keep in mind that the map is intended to be a guide for future development - not a blueprint. The map indicates general land use classifications for various types and densities of development. The focus is on the overall pattern of development in the city as well as the relation between land uses rather than how a specific site should be laid out. For example, the plan is not intended to show all streets or improvements that will be necessary for development.

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.

RECOMMENDED DEVELOPMENT PATTERNS BY AREA

The entire City of Pataskala was broken down into generalized areas. The Master Land Use Plan and plan policies build upon the goals and strategies that were developed by the following factors: the results of the City of Pataskala survey, data on land capacity, development patterns inside and outside the City of Pataskala, current zoning, community services, traffic patterns, and the land use plans for the surrounding jurisdictions.

In order to provide a structured approach, Pataskala should develop a baseline analysis at the current transportation structure including, at a minimum, pavement type, capacity, cost figures for maintenance, and a percent of current utilization. Additionally, Pataskala should adopt procedures for review of relative impact for all proposed subdivisions/changes in zoning unless the requested change in zoning is to a less intense zoning classification. Pataskala should develop a mechanism for requiring off-site impact accountability for all land use/zoning changes that will result in a reduction of utilization capacity from baseline levels.

Some deviations from the plan are to be expected and may be necessary in order to accommodate new conditions or new information. The overall goal is to maintain consistency with the overall concept of the plan. If these conditions change dramatically, the plan will need to be amended as necessary.

Columbia Center/ Broad Street

The area along Broad Street is designated for a mixture of commercial/office/light industrial uses. The area from Mink Street to the Blanche Addition is suggested to be medium density residential. The area directly north of Blanche Addition, north of the medium density residential area, and north of the commercial/office/light industrial uses is suggested to be low-medium density residential, creating a transition zone between the uses. Commercial development is intended to serve a more local market area. General commercial businesses are more likely to serve both residents of the area, as well as persons who are visiting or passing through the area on their way to another destination. Strip commercial establishments will be prohibited. This area also shows a potential civic site in association with commercial and office uses. It is the intent of this plan that this centralized location within the City be a mixture of uses that creates a unified area where potential civic uses could mix with commercial/office/light industrial uses. Commercial, industrial and office development at any location should be of a comprehensive, compact, and unified nature. Railway access provides great potential for this site to accommodate light industrial development. Access management principles (such as acceleration and deceleration lanes), landscaping and screening, and design standards should all be considered before any commercial/office/light industrial development is permitted. It is strongly recommended that this area be developed as a Planned Development District.

Ingress and egress will continue to be a major concern and shared access points should be encouraged along Broad Street (SR 16).

Broad Street/Hazelton-Etna Road North

Encourage commercial and office usage along Broad Street (SR 16). Ingress and egress will continue to be a major concern, and shared access points should be encouraged along Broad Street (SR 16). Strip commercial establishments will be prohibited.

Access management principles (such as acceleration and deceleration lanes), landscaping and screening, and design standards should be considered before any commercial development is permitted.

The area north of the commercial district along Broad Street (SR 16), in the old village area, is designated as high density residential. This location is perfect for high density residential, considering the close proximity of Foundation Park.

The current recreational use of the golf course should be continued in some form into the future as open recreational space.

Broad Street/Barrington Ridge

The area at the intersection of Hazelton-Etna Road (SR310) and Broad Street (SR 16) is designated as commercial. There is a need to encourage appropriate commercial and office usage along Broad Street (SR 16). Ingress and egress will continue to be a major concern, and shared access points should be encouraged along Broad Street (SR 16). Commercial and residential areas should be connected by pedestrian walkways.

Areas north of the commercial and office uses along Broad Street should be medium and medium-high density residential. Strip commercial establishments will be prohibited. Access management principles (such as acceleration and deceleration lanes), landscaping and screening, and design standards should be considered before any commercial development is permitted.

Broad Street/Hazelton-Etna Road South

Encourage the commercialization of Main Street in the old downtown business district. Downtown can represent an alternative to controlling surplus sprawl. It is an existing resource that does not have to be reinvented, and is a new development opportunity. By promoting the old downtown area, you can utilize the present infrastructure, older homes would be utilized for professional offices, small shops, etc. There should also be a desire to maintain and preserve the historical and architectural quality of the “old” downtown area. There are various types of architecture in the “old” downtown area. An Architectural Review Board and the creation of a historical district would be another way to ensure the protection and compatibility of new and existing structures in the downtown area. By promoting tourism in the downtown area, this is another means of encouraging commercialization of the downtown area. Tourism will attract commerce to the area.

The City should encourage development of intermodal transportation including but not limited to bus, rail, and bike trails linking the old downtown to the Summit area, along waterways, and other points within and outside the city.

Refugee and Columbia/Hazelton-Etna Road (SR 310)

Encourage a mixed use area on the west side of Hazelton-Etna Road (SR 310) to include office, commercial and residential uses. The retail and office uses should occur along the frontage of SR 310 with residential located behind. Ingress and egress will continue to be a major concern, and shared access points should be encouraged along Hazelton-Etna Road (SR 310). Commercial, office and residential development at any location should be of a comprehensive, compact, and unified nature.

Access management principles (such as acceleration and deceleration lanes), landscaping and screening, and design standards should all be considered before any development is permitted.

The area along the east side of Hazelton-Etna Road (SR 310) is designated as a mixed use area to include office, commercial and residential uses. Currently, there is sewer and water services available along Hazelton-Etna Road (SR 310) north of Refugee to the Tatman Place Addition on the east side of SR 310. This will allow for limited residential development to occur in this area. North of Tatman Place Addition is recommended for office, commercial and residential development. Tatman Place Addition is serviced by City of Pataskala with water and the Southwest Licking Community Water and Sewer services the area with sewer. The area east of Columbia and south of Mill Street should be medium density residential development to provide a transition from the old village residential area to a higher density residential/mixed use area.

Broad and Mink/Columbia

A number of factors make this area suitable for industrial development. First, road access is good and will improve with enhanced future access to Interstate 70. Second, rail access is available just north of the site. Finally, there are high capacity electrical services and natural gas lines in the area. Given these factors, pressure for higher intensity industrial development is anticipated. Improvement of Mink Street will be necessary to accommodate this type of development. A number of these factors make it suitable. The site is primarily industrial development surrounded by commercial-office buffer zones. Any potential users in this area have the ability to apply for a CRA (tax abatement) with the City that would be reviewed by City Council.

The area along the west side of Columbia Road and south of Mill Street should have at least a 500 foot open space/buffer zone. This buffer zone will help protect the rural character of the roadway and will provide a transition to the existing agricultural and residential uses in the area. There is currently central sewer and water available to this area along Columbia, Refugee, and Hazelton-Etna Road (SR 310), that will allow for future development of this area.

Summit, south of Broad Street

Wet soils in this part of the City make residential development using leach fields or aerators unsuitable. Central sewer and water services in conjunction with a Planned Development District should be utilized in this area in order to minimize pollution problems and encourage development in the vicinity of already serviced areas. Strip commercial establishments will be prohibited.

Access management principles (such as acceleration and deceleration lanes), landscaping and screening, and design standards should all be considered before any commercial development is permitted.

The area along Broad Street (SR 16) and Mink Street is designated for commercial, office, institutional uses. A number of factors make this area suitable for commercial, office, or institutional development. Existing easy access to Broad Street (SR 16) and enhanced access to Interstate 70 will make development more attractive in this area.

Summit Station

The existing land use in this area is predominately medium-high density residential, or more than one dwelling per acre. Central sewer and water is available to this area, allowing medium-high density residential development. Strip commercial establishments will be prohibited.

The area along Broad Street is also a prime business location for the western portion of Pataskala. Broad Street provides access and visibility that is needed for commercial, office, and industrial development. In order to provide adequate room for expansion of State Route 16, lots developed along Broad Street should

have a minimum setback of 120 feet from the centerline of the roadway.

The proximity of the industrial area at Summit and Cleveland to area residences has caused significant land use conflict. In order to reduce this conflict, the industrial area should be redeveloped as small scale commercial uses. Such uses would create less noise and traffic and would be within walking distance of a large number of residents. All future development should use the highest buffering standards.

The area on the east side of Summit, is not an appropriate location for heavy business or industrial traffic as the area includes a residential development and a school. Small scale business or commercial use which generates little traffic is recommended for this area. However, there is an area designated for manufacturing that is accessed from Broad Street, allowing for no additional industrial or commercial traffic to be added to Summit Road. Pending road improvements, small scale commercial and business development is also recommended for those areas along Broad Street. Those areas to the immediate north of the intersection of Broad Street and Summit Road should be developed or redeveloped as commercial or office development.

Northern Portion of the City

It is recommended that the City preserve the most unique and sensitive portions by designating this area for agriculture and open space conservation. Primary uses should be park/open space/green space, agriculture and low-density residential. The City may also allow the size of the lot to be lowered if houses will be located and concentrated on the least sensitive and valuable areas of the parcel (with the creation of conservation or agriculture easements to preserve remaining acreage). Use of cluster or conservation developments to preserve open spaces, and natural and environmentally sensitive features should be encouraged as well as woodlands, waterways, and view sheds.

Agricultural activities continue to be a substantial economic, social, and environmental influence in this area of the City. While it is recognized that a slow, low level of residential development activity has occurred in this area since the time that this portion of the City was within throughout the period that it was part of Lima Township. Since the merger, agricultural activities have been and continue to be the predominant influencing land use pattern. Because of the contribution that agricultural activities have and continue to provide in this area, as well as the factors indicated below, it is envisioned that agricultural activities will continue to be the predominant land use pattern in this area with continued limited residential growth consistent with the existing pattern established since the existence of Lima Township. The City should develop tools (e.g. tax incentives or sale of development rights) that support this vision.

Summit, north of Summit Station to Havens Corner Road

This area is designated as transitional residential development. From Cleveland Road north the development should occur as medium density, transitioning to low-medium density residential and finally to agriculture/low density residential development just south of Havens Corner Road. Sewer and water services are available along Cleveland Road between Taylor and Mink. This will allow

for higher density residential development to occur in this area. South of Havens Corner is recommended for agriculture/low density residential development, as there is no central sewer and water available at this time.

North of Havens Corner

There are no current plans for the majority of this area to be serviced by central sewer and water service. Due to the wet soils and the existing residential land use patterns, any residential development should be low- density.

All remaining land in the north central area

The northeast portion of the City includes a number of unique natural and environmentally sensitive features. Much of the area is relatively steep, with slopes in excess of 18 percent. Some of the City's largest remaining wooded areas are located in this part of the City. The South Fork and Muddy Forks of the Licking River cut through this area and are fed by smaller waterways. Finally, a good deal of the area is classified as prime agricultural land.

The State Route 310 corridor on the eastern edge of the Agriculture/Conservation Residential area, however, needs to be considered under slightly different criteria. There are existing plans for the Pataskala Utility Department to expand water lines along the west side of State Route 310 from the old village area north to the corporation line. The roadway infrastructure is also sufficient to handle more intense development, with the possibility of some additional widening to accommodate such uses. These characteristics create the opportunity for alternative uses for the State Route 310 corridor within this classification to accommodate some smaller commercial/business development and slightly higher residential development, although central sewer is not provided. The necessity to preserve existing natural features would still be an important part of the plan for this area, but could be accomplished through the clustering of development around these existing features.

Transitional Growth Area:

Although it appears that there are vast expanses of vacant land north of Broad Street, most of the area has been kept in three zoning classifications, AG, Agriculture, RR, Rural Residential, and R-87, Low-Medium Density Residential, along with some R-10, High Density Residential in the western portion of this planning area.

- 1) It is assumed that the area closer to the Broad Street corridor as shown on the plan for High Density Residential development that has already been rezoned, will continue to build out over the next 5-10 years.
- 2) The area designated for Medium Density Residential development adjacent to this High Density Residential development (north of Broad Street) should develop next. An attempt will be made by the City to limit any residential growth to the north of the Medium Density Residential area until this

area is completely developed.

Medium Density Residential growth in this area may be approved at a gross density not to be less than 20,000 square feet per lot or a density not to exceed the sanitary sewer system's design capacity for that tributary area, whichever is less.

- 3) The area designated for Low-Medium Density Residential development to the north of Medium Density Residential development should develop next. An attempt will be made by the City to limit any residential growth to the north of the Low-Medium Density Residential area until this area is completely developed.

Low-Medium Density Residential growth in this area may be approved at a gross density not to exceed 1 dwelling unit per 2 acres or a density that meets the criteria of the Licking County Health Department for well and septic systems, whichever is less.

- 4) The area designated for Agriculture/Low Density Residential development to the north of Low-Medium Density Residential development should develop next. In order to preserve the rural character and encourage orderly growth, the City should not support subdivision type residential development in this area until a predominance of the residential areas to the south of it have developed first. More intense development should also be discouraged until utilities and roadway infrastructure improvements have been extended to be contiguous to this area.

Agriculture/Low Density Residential growth in this area may be approved at a gross density not to exceed the underlying zoning classification. These three designations are R-87, Low-Medium Density Residential at 1 dwelling unit per 2 acres; RR, Rural Residential at 1 dwelling unit per 5 acres; and AG, Agriculture at 1 dwelling unit per 10 acres.

- 5) The area designated as Agriculture/Conservation Residential (10 Acres) on the map lies to the northeast of the Undeveloped/Agriculture/Low Density Residential area. This area is the most environmentally significant in the City with rolling topography, extensive woods and other vegetation, and the South Fork of the Licking River running through it. Much of the area is in agriculture use and may remain so. Large lots predominate. Some of the area already has residences on lots smaller than ten acres. Future residential development in the area, to the extent that it occurs, may be approved at a gross density not to exceed the underlying zoning classification. In order to preserve the rural character and encourage orderly growth, the City should not support subdivision type residential development in this area until a predominance of the residential areas to the south of it have developed first. More intense development should also be discouraged until utilities and roadway infrastructure improvements have been extended to be contiguous to this area.

The State Route 310 corridor on the eastern edge of the Agriculture/Conservation Residential area, however, needs to be considered under slightly different criteria. There are existing plans for the Pataskala Utility Department to expand water lines along the west side of State Route 310 from the old village area north to the corporation line. The roadway infrastructure is also sufficient to handle more intense development, with the possibility of some additional widening to accommodate such uses. These characteristics create the opportunity for alternative uses for the State Route 310 corridor within this classification to accommodate some smaller commercial/business development and slightly higher residential development, although central sewer is not provided. The necessity to preserve existing natural features would still be an important part of the plan for this area, but

could be accomplished through the clustering of development around these existing features.

RECOMMENDED DEVELOPMENT PATTERNS BY TYPE

PROMOTE SOUND LAND USE PLANNING

Sound land use planning involves the designation of land for various uses based on considerations such as access, surrounding land uses, land capability, and the availability of utilities.

CONSERVATION RESIDENTIAL

The conservation residential category consists primarily of large lot residences with significant vegetation and some extremely sloped terrain, as well as some farmland. The construction of large lot rural residences is expected to occur at a density of one dwelling unit for every ten acres. These densities are recommended where:

- The distance from existing or proposed utility facilities makes this area unlikely to be served by central sewer and water during the next 10 years.
- The roads are not of a quality sufficient to support intense development.
- The existing topography and significant natural features/vegetation make it impossible to farm.

Conservation Residential Standards

Density:

- One dwelling unit per ten acres.

Architecture:

- Building materials should be natural in appearance, such as stone, wood, brick, stucco, hardiplank or high quality vinyl siding to a nominal thickness of 0.042" or greater.
- A minimum of at least 30% of the front facade for all homes shall have either stone, wood, or brick.
- Home plans with side loaded or rear loaded garages are strongly encouraged.
- Sloped or pitched roofs are encouraged. Pitched roofs should have a minimum of 4:12 pitch.

Landscaping:

- Existing vegetation: Reasonable and good faith efforts should be made to preserve existing trees and tree rows where feasible in setback and preservation areas. Consideration should be given to laying out roads and lots to avoid the unnecessary destruction of existing woods.
- The preservation of existing tree stands and hedgerows on a site should be used to offset landscape code requirements.

The State Route 310 corridor on the eastern edge of the Agriculture/Conservation Residential area, however, needs to be considered under slightly different criteria. There are existing plans for the Pataskala Utility Department to expand water lines along the west side of State Route 310 from the old village area north to the corporation line. The roadway infrastructure is also sufficient to handle more intense development, with the possibility of some additional widening to accommodate such uses. These characteristics create the opportunity for alternative uses for the State Route 310 corridor within this classification to accommodate some smaller commercial/business development and slightly higher residential development, although central sewer is not provided. The necessity

to preserve existing natural features would still be an important part of the plan for this area, but could be accomplished through the clustering of development around these existing features.

UNDEVELOPED/AGRICULTURE/LOW DENSITY RESIDENTIAL

The undeveloped/agriculture/low density residential category consists primarily of large lot residences, as well as some active farmland, with significant vegetation. The construction of farm houses and residences on other large lots, when it occurs, will be at a density of no more than one dwelling unit for every ten acres or less, depending on the underlying zoning (currently 10, 5, or 2 acre minimum). These densities are recommended where:

- The distance from existing or proposed utility facilities makes this area unlikely to be served by central sewer and water during the next 10 years.
- The roads are not of a quality sufficient to support intense development.
- There are active farms in the area.

Low Density Residential Standards

Density:

- No more than one dwelling unit for every ten acres or less, depending on the underlying zoning (currently 10, 5, 2 acre minimum).

Architecture:

- Building materials should be natural in appearance, such as stone, wood, brick, stucco, hardiplank or high quality vinyl siding to a nominal thickness of 0.042" or greater.
- A minimum of at least 30% of the front facade for all homes shall have either stone, wood, or brick.
- Home plans with side loaded or rear loaded garages are strongly encouraged.
- Sloped or pitched roofs are encouraged. Pitched roofs should have a minimum of 4:12 pitch.

Landscaping:

- Existing vegetation: Reasonable and good faith efforts should be made to preserve existing trees and tree rows where feasible in setback and preservation areas. Consideration should be given to laying out roads and lots to avoid the unnecessary destruction of existing woods.
- The preservation of existing tree stands and hedgerows on a site should be used to offset landscape code requirements.

LOW-MEDIUM DENSITY RESIDENTIAL

Low-medium density residential land use includes single-family dwellings at a density no higher than one dwelling unit per two acres.

Areas suitable for low-medium density residential land use are discussed below. In general, these areas were selected because of:

- The need to create a buffer area between the medium density residential uses and the low density residential/agricultural uses.
- The roads are not of a quality sufficient to support intense development.

Low-Medium Density Residential Standards

Density:

- One dwelling unit per two acres.

Architecture:

- Building materials should be natural in appearance, such as stone, wood, brick, stucco, hardiplank or high quality vinyl siding to a nominal thickness of 0.042" or greater.
- A minimum of at least 30% of the front facade for all homes shall have either stone, wood, or brick.
- Home plans with side loaded or rear loaded garages are strongly encouraged.
- Sloped or pitched roofs are encouraged. Pitched roofs should have a minimum of 4:12 pitch.

Landscaping:

- Existing vegetation: Reasonable and good faith efforts should be made to preserve existing trees and tree rows where feasible in setback and preservation areas. Consideration should be given to laying out roads and lots to avoid the unnecessary destruction of existing woods.
- The preservation of existing tree stands and hedgerows on a site should be used to offset landscape code requirements.

MEDIUM DENSITY RESIDENTIAL

Medium density residential land use includes single-family dwellings at a density no higher than 20,000 square feet/lot. An exception to this density is permitted in Old Pataskala to enable in-fill development of vacant land at a density consistent with surrounding areas. Central water and sewer needs to be available for the areas recommended for medium density residential land use.

Areas suitable for additional medium density residential land use are discussed below. Full development of all these areas is not expected during the 10 year planning period. The areas are shown for residential land use, however, because that is the most logical use. In general, these areas were selected because of:

- Their proximity to other medium density residential development.
- Their proximity to existing and proposed village utility lines.
- The potential to concentrate development, increasing the number of potential central water and sewer users, and decreasing overall service costs.
- The potential to tie into existing or proposed stub streets and improve circulation and access.
- The need to minimize potential physical problems such as flood plains and steep terrain.
- Their separation from predominantly industrial or commercial uses.

Medium Density Residential Standards

Density:

- Density no higher than 20,000 square feet/lot.

Architecture:

- Building materials should be natural in appearance, such as stone, wood, brick, stucco, hardiplank or high quality vinyl siding to a nominal thickness of 0.042" or greater.
- A minimum of at least 30% of the front facade for all homes shall have either stone, wood, or

brick.

- Home plans with side loaded or rear loaded garages are strongly encouraged.
- Sloped or pitched roofs are encouraged. Pitched roofs should have a minimum of 4:12 pitch.

Building Orientation:

- Single family homes should front on the primary street.
- Homes should not back onto public rights-of-way or roadways.

Internal Streets/Parking:

- Two-way collector streets with 60' rights-of-way, and two-way streets with 50' right-of-way and on-street parking is discouraged.
- Sidewalks are encouraged along all streets for lots that have less than 100 feet of frontage. These sidewalks should be set back 8 feet from the curb.
- Sidewalk or leisure path connections shall be required along the primary road frontage as designated on the Open Space and Leisure Path Plan.

Landscaping:

- Street trees should be planted along all roadways 2 feet outside of the right-of-way and be spaced 30 feet apart.
- Existing vegetation: Reasonable and good faith effort should be made to preserve existing trees and tree rows where feasible in setback and preservation areas. Consideration should be given to laying out roads and lots to avoid the unnecessary destruction of existing woods.
- The preservation of existing tree stands and hedgerows on a site should be used to offset landscape code requirements.

Open Space:

- Existing natural features should be incorporated into the overall design and layout of the development. Development should occur at the edge of woods, rather than encroaching into the woods. Existing hedge rows should be preserved and incorporated into the overall design of the development.
- Existing roadways should maintain a seventy-five (75) foot building and pavement setback from the right-of-way to preserve the rural character of the area.
- There should be a minimum of 20% common open space within a straight zoning development. There shall be a minimum of 25% common open space within a Planned Development District. Common open space shall be defined as land that is accessible to all resident's of the subdivision for either active or passive recreation. No more than 1/10th of the open space requirement may be comprised of acreage associated with setbacks.
- Neighborhood parks are strongly encouraged and should be located within a 1/4 mile (approximately 1,320 lineal feet) of all single-family homes. These parks should range in size from one to ten acres. At the time of rezoning it should be determined whether these parks will be the maintenance responsibility of the Homeowner's Association, or be maintained by the City.

HIGH-DENSITY RESIDENTIAL

High-density residential land use includes single-family structures at a net density of no higher than three dwelling units per acre. High-density residential land use shall be permitted only when served by central water and sewer.

High-Density Residential Standards:

Density:

- Maximum of three dwelling units per acre.

Architecture:

- Building materials should be natural in appearance, such as stone, wood, brick, stucco, hardiplank or high quality vinyl siding with a nominal thickness of 0.042" or greater.
- A minimum of at least 30% of the front facade for all homes shall have either stone, wood, or brick.
- Home plans with side loaded or rear loaded garages are strongly encouraged.
- Sloped or pitched roofs are encouraged. Pitched roofs should have a minimum of 4:12 pitch.

Building Orientation:

- Single family homes should front on the primary street.
- Homes should not back onto public rights-of-way or roadways.

Internal Streets/Parking:

- Two-way collector streets with 60' rights-of-way, and two-way streets with 50' right-of-way and on-street parking is discouraged.
- Parking areas for multi-family residential should be located behind buildings. Any parking areas should be well screened from public rights-of-way through the use of setbacks and landscape materials.
- Sidewalks are encouraged along all streets for lots that have less than 100 feet of frontage. These sidewalks should be set back 8 feet from the curb.
- Sidewalk or leisure path connections shall be required along the primary road frontage as designated on the Master Pedestrian Circulation Plan.

Landscaping:

- Street trees should be planted along all roadways 2 feet outside of the right-of-way and be spaced 30 feet apart.
- The preservation of existing tree stands and hedgerows on a site may be used to offset landscape code requirements.
- Existing vegetation: Reasonable and good faith effort should be made to preserve existing trees and tree rows where feasible in setback and preservation areas. Consideration should be given to laying out roads and lots to avoid the unnecessary destruction of existing woods.
- The preservation of existing tree stands and hedgerows on a site should be used to offset landscape code requirements.

Open Space:

- Existing natural features should be incorporated into the overall design and layout of the development. Development should occur at the edge of woods, rather than encroaching into the woods. Existing hedge rows should be preserved and incorporated into the overall design of the development.
- Existing roadways should maintain a seventy-five (75) foot building and pavement setback

from the right-of-way to preserve the rural character of the area.

- There should be a minimum of 20% common open space within a straight zoning development. There shall be a minimum of 25% common open space within a Planned Development District. Common open space shall be defined as land that is accessible to all resident's of the subdivision for either active or passive recreation. No more than 1/10th of the open space requirement may be comprised of acreage associated with setbacks.
- Neighborhood parks are strongly encouraged and should be located within a 1/4 mile (approximately 1,320 lineal feet) of all single-family homes. These parks should range in size from one to ten acres. At the time of rezoning it should be determined whether these parks will be the maintenance responsibility of the Homeowner's Association, or be maintained by the City.

CLUSTER

The cluster development category is another classification that may be utilized in areas where existing natural features occur. These smaller lots or parcels are grouped together, preserving larger areas of common open space for the enjoyment of all the subdivision's residents. This type of development can help to maintain the rural character of the community while allowing land to be developed. Cluster development is recommended wherever:

- There are substantial existing natural features, sensitive areas, or historical structures
- Central sewer and water is available to the site

Cluster Development Standards

Density:

- The overall project may not exceed the density allowed by the base zone. In calculating the density, the area of the whole subdivision is included, except for public or private streets.

Architecture:

- Building materials should be natural in appearance, such as stone, wood, brick, stucco, hardiplank, and high quality vinyl siding with a nominal thickness of 0.042" or greater.
- A minimum of at least 30% of the front facade for all homes shall have either stone, wood, or brick.
- Home plans with side loaded or rear loaded garages are strongly encouraged.
- Sloped or pitched roofs are encouraged. Pitched roofs should have a minimum of 4:12 pitch.

Building Orientation:

- Single family homes should front on the primary street.
- Homes should not back onto public rights-of-way or roadways.

Internal Streets/Parking:

- Two-ways streets with a 50' right-of-way and ~~no~~ on-street parking is discouraged.
- Sidewalks are encouraged along all streets for lots that have less than 100 feet of frontage. These sidewalks should be set back 8 feet from the curb.

Landscaping:

- Street trees should be planted along all roadways 2 feet outside of the right-of-way and be spaced 30 feet apart.
- Existing vegetation: Reasonable and good faith effort should be made to preserve existing trees and tree rows where feasible in setback and preservation areas. Consideration should be given to laying out roads and lots to avoid the unnecessary destruction of existing woods.
- The preservation of existing tree stands and hedgerows on a site should be used to offset landscape code requirements.

Open Space:

- Existing natural features should be incorporated into the overall design and layout of the development. Development should occur at the edge of woods, rather than encroaching into the woods. Existing hedge rows should be preserved and incorporated into the overall design of the development.
- Existing roadways should maintain a seventy-five (75) foot building and pavement setback from the right-of-way to preserve the rural character of the area.
- There should be a minimum of 40% common open space within the development. Common open space shall be defined as land that is accessible to all resident's of the subdivision for either active or passive recreation. Common open space shall not include retention or detention areas, and the setback areas shall only count towards 10% of the overall calculation.

OFFICE

Office development in the planning area is expected to occur along major thoroughfares primarily State Route 16, Mink Street and State Route 310. Low-intensity office land uses are also suitable for the old downtown business district.

Office Standards:

Density:

- 10,000 square feet per acre. Density may be increased to 12,000 square feet per acre with strict conformance to development standards.

Architecture:

- Buildings should be designed with the same caliber of finish on all sides. Accessory structures or buildings should be of similar design, construction and materials.
- Building materials should be natural in appearance, such as stone, wood, brick, stucco and hardiplank.
- Sloped or pitched roofs are encouraged. Pitched roofs should have a minimum of 6:12 pitch.

Building Orientation:

- Buildings should be sited with the most predominant building facade parallel to the primary street.

Internal Streets/Parking:

- The majority of the parking should be located behind the main building. Minimal visitor parking or drop-off parking may be provided in front of the buildings.

- Parking areas should be screened from the view of public roadways with landscape materials or walls to a height of 4 feet.
- There should be areas for bicycle parking located close to the front of the building to promote an alternative to vehicular transportation.
- The expanse of the parking lot should be minimized through the use of treed landscape islands. These islands should account for no less than 5% of the total parking area.

Landscaping:

- Street trees should be spaced at 30 feet apart, and line the interior private drives.
- Existing vegetation: Reasonable and good faith effort should be made to preserve existing trees and tree rows where feasible in setback and preservation areas. Consideration should be given to laying out roads and lots to avoid the unnecessary destruction of existing woods.
- The preservation of existing tree stands and hedgerows on a site should be used to offset landscape code requirements.

Open Space:

- Campus-like office settings, with buildings massed around a central green and clearly defined pedestrian connections, are strongly encouraged.

COMMERCIAL

Maintaining the commercial land use designation along State Route 16, State Route 310 south of the Old Village area, and the west side of Mink Street permits the highly visible frontage of this property to be used for commercial uses where impulse purchases are frequent. This area should be reserved for higher density commercial uses such as larger retail sales or grocery stores. Commercial land use designations along State Route 16 should provide sufficient space for structures and future widening of State Route 16 as well as to allow for a deep setback. Further, business along State Route 16 needs to be clustered and driveways consolidated to minimize interruptions to the traffic flow.

The “Old” Downtown Business District is a second area suitable for commercial land use. While much of this area is developed, there is some vacant property. Commercial development in this area should be low-intensity uses such as small retail shops or restaurants. The surrounding residential land uses, limited parking, and small scale buildings limit its suitability for intense commercial land use.

Commercial Standards

Density:

- 8,000 square feet per acre. Density may be increased to 10,000 square feet per acre with strict conformance to development standards.

Architecture:

- Buildings should be designed with the same caliber of finish on the front and side facades. Wherever commercial abuts a residential use, the building should be designed with the same degree of finish on all four sides. Accessory structures or buildings should be of similar design, construction and materials.
- Buildings should have a hierarchy of form and should not maintain a solid facade. The building should have varying build-to lines to create interest in the architecture.
- Building materials should be natural in appearance, such as stone, wood, brick, stucco.

- Pre-cast concrete and split face block may be permitted for use as accent features only.
- Sloped or pitched roofs are encouraged. Pitched roofs should have a minimum of 6:12 pitch. Flat roofs are allowed only with highly detailed cornices, parapets, or mansard roofs to screen rooftop mechanicals. Roof materials may be cedar shake shingles, asphaltic dimensional shingles, standing seam metal, slate, copper or other approved material.

Building Orientation:

- Buildings should be sited with the most predominant building facade parallel to the primary street.

Internal Streets/Parking:

- Parking areas should be screened from the view of public roadways with landscape materials or walls to a height of 4 feet.
- There should be areas for bicycle parking located close to the front of the building to promote an alternative to vehicular transportation.
- The expanse of the parking lot should be minimized through the use of treed landscape islands. These islands should account for no less than 5% of the total parking area.

Landscaping:

- Street trees should be planted along all public roadways 2 feet outside of the right-of-way and be spaced 30 feet apart.
- Existing vegetation: Reasonable and good faith effort should be made to preserve existing trees and tree rows where feasible in setback and preservation areas. Consideration should be given to laying out roads and lots to avoid the unnecessary destruction of existing woods.
- The preservation of existing tree stands and hedgerows on a site should be used to offset landscape code requirements.

INDUSTRIAL

Areas designated for industrial land use include: 1. north of the railroad tracks, east of Township Road; 2. On the south side of State Route 16, west of Liden Street, and 3. on the south side of SR 16, east of Mink Street, 4. Taylor Road, south of Broad Street, 5. Taylor Road in the vicinity of the railroad tracks, and 6. On the north side of Broad Street just east of the viaduct. The first industrial area, east of Township Road, is less desirable for other land uses due to its location along the railroad tracks. However, because the site is removed from the remainder of the village’s industrial and commercial uses and because in the future, it will likely be surrounded by residential use, the intensity of this industrial area should remain low.

The second industrial area, on the south side of SR 16 at the west end of the old village, is a mixture of commercial and industrial uses. Most of the front of the property has been developed, with some area in the back remaining undeveloped. This area should remain designated for industrial land use because it is already partially industrial in nature, as well as the lack of visibility of the back section to the street.

The third site suited for industrial land use is located in the south-central portion of the city, at the intersection of Mink Street and State Route 16. This location has several strengths for such development. First, there is railroad access to provide service just north of the site. Second, there are two sources of electrical service in the area. Third, the site has reasonably good access to State Route 16 and enhanced future access to Interstate 70. These characteristics make the area suitable for “heavier” manufacturing -

those kinds that are dependent upon large amounts of power and good rail access. The fourth, fifth and sixth industrial sites are suitable for low intensity industrial development.

Industrial Standards

Density:

- 16,000 square feet per acre. Density may be increased to 18,000 square feet per acre with strict conformance to development standards.

Architecture:

- Buildings should be designed to be harmonious in character to other buildings on the site. Facade colors and materials should be coordinated to complement each other.
- External mechanical equipment, located on the ground or roof top, should be completely screened from all public roads and/or adjacent properties with materials that are similar to or the same as the majority of the building.

Internal Streets/Parking:

- There should be areas for bicycle parking located close to the front of the building to promote an alternative to vehicular transportation.

Landscape:

- Street trees should be spaced at 30 feet apart, and line all public and private roadways.
- Landscape buffers should be provided along all roadways where service or parking areas occur. These buffers should incorporate the use of both 3'-5' high mounds and landscape plantings along the crest of the mound. The landscape plantings should be a mix of deciduous and evergreen trees and shrubs, and be installed in a rural manner.
- Existing vegetation: Reasonable and good faith effort should be made to preserve existing trees and tree rows where feasible in setback and preservation areas. Consideration should be given to laying out roads and lots to avoid the unnecessary destruction of existing woods.
- The preservation of existing tree stands and hedgerows on a site should be used to offset landscape code requirements.

PUBLIC/UTILITIES/SCHOOLS

The amount of public land use is also expected to increase during the next 20 years. Land for city utility facilities will increase with the construction of a new wastewater plant, acquisition of additional well fields, and provision for maintenance buildings.

As the population increases, the schools will also need to expand. Southwest Licking Local Schools has recently completed a study of educational facility needs, and has determined that within the next five years a new elementary school will be necessary for the District. The potential for a new school location within the city limits should be discussed with Southwest Licking whenever new land within the district is considered for rezoning. The City should consider how land use decisions will effect both Southwest Licking Local and the Licking Heights school districts as it relates to the general welfare of the citizens.

TRANSPORTATION/THOROUGHFARES

The existing infrastructure of both the old Village and Township roads will need to be expanded to accommodate the new growth of the area. Existing roadways will need to have right-of-way expansion, as well as pavement reconstruction. The major corridors, Broad Street, SR 310 and Mink Road, will have significant changes in land use. The Transportation and Thoroughfare Plan and accompanying roadway and right-of-way information shown on pages 38-41 should be referenced for any new development along roadways.

PARKS & RECREATION

Pataskala Recreational Facilities

The City of Pataskala has six parks. Parks are classified on the basis of size, facilities, and service area. Neighborhood parks range between five to 20 acres in size, providing service for one-quarter to one-half mile radius. For every 1,000 people, 2.5 acres of neighborhood park space is recommended. Among the facilities included in a neighborhood park are play apparatus, sports fields, and picnic areas. Due to the size and facilities, Karr Park would be classified as a neighborhood park.

District parks are usually between 20 to 100 acres, and provide service for a one-half to three mile area. For every 1,000 people, 2.5 acres of district park space is recommended. In addition to the facilities typically found in a neighborhood park, a district park may include a swimming pool, tennis complex, or recreation center building.

The six parks that are currently in existence within the City of Pataskala are detailed as follows:

- 1) **William V. Karr Park** is 9 acres, located on the east side of the City of Pataskala on East Broad Street (State Route 16) just west of 84 Lumber. Karr Park is equipped with 2 shelter houses, grills, expanded playground and a volleyball court. This passive park has on-site restrooms and water. This park does allow dogs.
- 2) **Municipal Park** is 15 acres, located at the intersection of Mill Street, Creek Road and Township Road in the old village of Pataskala. Municipal Park supports a softball diamond, playground, basketball court, sand volleyball court, soccer fields, horseshoe pits and a shelter house with grills. It is also home to the municipal swimming pool.
- 3) **Foundation Park** is 78 acres, with 22 acres being wooded. The park is accessible from both McIntosh Road and Oak Meadow Drive on the north side of the City of Pataskala. The park includes softball diamonds, soccer fields, basketball courts, 2 play areas, sand volleyball courts, a small fishing pond, 2 concession stands, a motorized car track, shelter house in the

- wooded area and a 1 mile walking trail. This very active park has on-site restrooms available.
- 4) **Freedom Park** (east side of Taylor Road) is an 8+ acre passive park that is also in the planning stage. It is located on the west side of Taylor Road, north of East Broad Street (State Route 16) on the west side of the City of Pataskala. This park will be designed for a playground, shelter house and future softball diamond and soccer field.
 - 5) **Liberty Park** (west side of Taylor Road) is an 8+ acre active park that is also in the planning stage. It is located on the west side of Taylor Road, north of East Broad Street (State Route 16) on the west side of the City of Pataskala. This park will be designed for a basketball court, tennis court, small fishing pond, playground and perhaps a shelter house in the wooded area.
 - 6) **Citizens Park** (in the Glenbrooke housing development) is a 9+ acre passive park located on the west side of Summit Road, north of East Broad Street and just north of Summit Station, again in the planning stage. This park will be designed for a playground, shelter house, 2 soccer fields, 1 softball diamond and a fishing pond.

The survey of Pataskala area residents indicated that the most desired facility improvements included biking and walking trails, lighted tennis courts, athletic fields, and a skating rink. City efforts to provide these facilities on undeveloped park land should be continued. There has also been strong interest expressed in having a community center. There are a number of potential locations for this center. The city should carefully evaluate the alternatives considering access, proximity to users, site characteristics such as a slope, and site size.

A continuation of the policy of park land set aside in conjunction with major development is recommended in order to continue to provide sufficient recreational space as the number of residents in the area grows. If dedication of land is not feasible or desirable, a fee-in-lieu of dedication may be used.

It is also important that park land set asides relate to an overall plan of integrated and connected parks and open spaces. In this regard, attempts should be made to link Pataskala park areas providing bikeways or walkways along the river banks, railroad or street right-of-ways, utility easements, or open space buffers throughout Pataskala. Implementation of the park linkages should be accomplished through negotiations with property owners and developers.

Regional Park & Recreation Issues

There are two regional concerns. First is the provision of a large, regional park. Pataskala is close enough to parks in the Columbus Metropolitan area and parks in Licking County to satisfy the minimum requirement for an urban park within a half-hour driving time. Within 20 years, there will likely be a large enough population in the southwest quadrant of Licking County to justify an urban park serving 50,000 people. Real estate prices will likely continue to escalate, and park development will likely take time, identification and acquisition of a site during the five years is recommended. Facilities should include hiking trails, picnic areas, sports fields, and other active and passive recreational activities. A location with mature trees is preferred. Due to the size of such a project and its regional scope, it is recommended that the

City and townships work cooperatively with the Licking Park District to help make such a facility a reality.

A second regional concern is the provision of a bike trail for the southwestern portion of the county. Existing bike trails in the county extend: 1. Between Johnstown and Newark in the center of the county; 2. throughout Newark; and 3. between Claylick and Toboso in the eastern part of the county. The railroad running through Pataskala, and extending east to Heath originally included several railroad tracks. Since some of these tracks have been abandoned, there may be space along the railroad for a bike trail. A bike trail running along this track would be a short distance away from the Newark to Johnstown trail, thereby providing service throughout a great deal of the western part of the county. Such a trail could also connect with Infirmary Mound Park on SR 37 with the acquisition of a small strip of property. This project would be difficult to implement but it would be a worthwhile improvement for future generations.

OPEN SPACE

Roadway Corridors

With growth occurring in the old Township and Village areas where primarily agricultural land has existed to date, there comes the need to maintain visual corridors along rural roadways. The Comprehensive Master Land Use Plan shows these roadways. These corridors are also delineated below:

Rural Roadways which are strongly encouraged to maintain a 75 foot Setback landscaped from the right-of-way:

- | | |
|---|------------------------|
| 1) Clark State Road | 10) Havens Corner Road |
| 2) Dixon Road | 11) Columbia Road |
| 3) Graham Road | 12) Mink Road |
| 4) Cable Road | 13) Courter Road |
| 5) Old Maids Lane | 14) McIntosh Road |
| 6) Headley's Mill Road | 15) Summit Road |
| 7) Hollow Road | 16) Mill Street Road |
| 8) Alward Road | 17) Creek Road |
| 9) SR 310 (north of Headley's Mill to corporation line) | |

Roadways within the Transportation Corridor Overlay District shall have a front yard setback based on the recommended right-of-way width outlined below. The setback for all new structures shall be equal to the total right-of-way width, and shall be measured from the centerline of the designated corridor highway or road.

- | | |
|---------------------------|--|
| 1) Taylor Road (100' R/W) | 4) Broad Street (SR 16) (120' R/W) |
| 2) Summit Road (80' R/W) | 5) Hazelton-Etna Road (north of Broad Street) (100' R/W) |
| 3) Mink Street (100' R/W) | 6) Hazelton-Etna Road (south of Mill Street) (100' R/W) |

This setback requirement will be reviewed at the time of either Preliminary Plat or at the Technical Review Meeting for the Transportation Corridor Overlay District. Any deviation from these requirements will be addressed at that time. If setback requirements cannot be met, the applicant shall demonstrate a reasonable hardship and what mitigating factors will be made.

Leisure Paths

Leisure paths have been proposed as a part of this Comprehensive Plan to provide connections within the City to parks, schools, residential development, as well as commercial, office and industrial development. They have been shown as an alternative to vehicular transportation within the City. These paths will be located within the right-of-way and within designated developments. The leisure path should be six feet in width and shall meet the specifications as outlined in the Subdivision Regulations of the Codified Ordinances of the City of Pataskala. The proposed location of leisure paths have been shown on both the Master Land Use Plan as well as the Open Space & Leisure Path Plan.

Stream Corridors

The other concern is land adjacent to the South Fork of the Licking River, as well as the Muddy Fork Creek. These stream corridors should be protected by generous setbacks and conservation practices. The minimum distance from centerline on either side should be 100 feet, following the centerline of the creeks. Creek and river corridor open spaces are 200-foot wide strips (100 feet to each side of the centerline of the creek/river) of land following the centerline of the South Fork of the Licking River, as well as the Muddy Fork Creek. This open space would remain in, or revert to, a natural state. This 200 foot total area should be maintained in its natural state with minimal vehicular and utility crossings as necessary. It would be created with a combination of development restrictions created by wetland and flood plain protection regulations, space that results from the development of abutting residential and commercial projects, and from the public acquisition of the open space. This development restriction would occur only at the time of rezoning of a property.

GENERAL LAND USE RECOMMENDATIONS

Overall, existing land use in the Pataskala area is sound. There is a fairly limited mixture of commercial or industrial uses and residential uses. Some of the businesses are located in principally residential neighborhoods on properties zoned for commercial or industrial land use, whereas other businesses are nonconforming. The City's zoning ordinance notes that nonconforming uses are permitted to continue, but are not encouraged. A continuation of this nonconforming use policy is recommended.

In general, additional commercial, office, or industrial development outside of the areas recommended above should be discouraged. There are several reasons for this policy. First, more than three-fourths of the land shown as commercial or industrial on the proposed land use map is undeveloped. Even if the economy remains strong, it is unlikely that these areas will develop fully within the planning period. Second, by separating residential and nonresidential land uses, the potential for conflicts due to traffic, lights, or noise is minimized. If more land is designated for commercial land use than may be developed, there will likely be a push to fill the areas in with residences instead, increasing the potential for conflicts.

Third, by clustering heavy traffic generators such as commercial and industrial development, traffic may be managed through policies such as shared driveways, signalization, or marginal access streets.

This plan recognizes that there will be significant residential development pressure through 2010. Future land use decisions should focus on maintaining a balance between residential and commercial/industrial growth. Additionally, it is recognized that existing infrastructure (roads, sewer, water, electric, etc.) are not adequate to meet projected growth patterns. The basic infrastructure must be a significant factor in future land use decisions.

APPENDIX I: PLANNING GLOSSARY

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Definitions

ACCESS: Access relates specifically to automobile access between a development situated on one or more tax parcels and the public roadway system. Access serves two important purposes: ensuring safety to the public as it enters and exits the roadway system, and maintaining arteries free from congestion. The quantity and location of curb cuts should be managed to protect the public, the land owner, and the traffic capacity of the public roadways.

AGRICULTURE: The use of land for farming; ranching; agriculture; apiculture; horticulture; viticulture; animal husbandry, including, but not limited to, the care and raising of livestock, equine, and fur-bearing animals; poultry husbandry and the production of poultry and poultry products; dairy production; the production of field crops, tobacco, fruits, vegetables, nursery stock, ornamental shrubs, ornamental trees, flowers, sod, or mushrooms; timber; pasturage; any combination of the foregoing; the processing, drying, storage, and marketing of agricultural products when those activities are conducted in conjunction with, but are secondary to, such husbandry or production; or land devoted to a soil conservation or forestry management program.

AMENITY: Characteristics of a development that increase its desirability to a community or its marketability to the public. Amenities include swimming pools, tennis courts, bike and pedestrian paths, landscaping that complements the environment, attractive site design, and the like. Some amenities benefit solely the residents or employees on the site while others also have a neighborhood or community-wide benefit.

AREA REQUIREMENTS: The spatial standards (lot width, depth, area, setback requirements, etc.) established for a lot or yard within a particular zoning district. Area requirements are set forth in the city zoning code.

BUFFERS AND SCREENING: Buffers serve as a physical separation and protection between incompatible activities and are utilized to reduce the negative impacts associated with certain uses. Examples include screening of trash dumpsters and off-street loading areas, as well as hedging along off-street parking areas to reduce glare and improve aesthetics. Buffers are most appropriate as a means of protecting existing uses from the impacts of new development. The degree and range of buffers should be responsive to the type of new development. Buffering the impacts from a 5,000 square foot neighborhood business is different than screening a 45,000 square foot commercial center. Function should determine the form of screening. The amount of area required can also range with the type of buffer proposed. A ten-foot landscaped strip that includes a six-foot wood privacy fence can be as effective as a 30 foot landscaped strip with a three-foot mound and evergreen planting's, depending on the situation.

BUILDING AREA: The amount of space remaining on a lot where the primary structure can be placed after the minimum requirements for bulk regulations and setbacks (front, side and rear yards) have been met. It is also sometimes referred to as "Buildable Area." See also YARDS.

BUILDING CODE: Regulations governing building design, construction, and maintenance. They are based on the government's police power to protect the health, safety, and welfare of the public.

BUILDING ENVELOPE: The width, depth and, in some cases, height dimensions within which a structure may be built on a lot. Building envelopes are established by district within the zoning resolution.

BUILDING LINE: A line generally parallel with and measured from the lot line, defining the limits of a yard in which no building or structure may be located above ground, except as may be provided in the zoning code. A line fixed at a specific distance from the front or side boundaries of a lot. The building line is sometimes called the setback line. Structures may not be built between the nearest lot line (usually the one with public road frontage) and the building line.

CAPITAL IMPROVEMENTS PROGRAM (CIP): A schedule for financing and constructing major public improvements and facilities needed by a locality. A CIP usually covers a five year period. It is updated annually and then extended another year into the future. The CIP includes major projects such as road and utility improvements which are expensive, have a long life, could have substantial impact on surrounding community, and may need to be planned well in advance. Because such projects often generate and guide land development, the CIP is an important tool for implementation of the comprehensive plan.

CLUSTER DEVELOPMENTS: A development pattern in which residential, commercial, industrial and/or institutional uses, or combinations thereof, are grouped together, leaving portions of the land undeveloped. Such development usually involves a density transfer where unused allowable densities in one area are moved and added to those permitted in another area. A zoning ordinance may authorize such development by permitting smaller lot sizes in a development if a specified portion of the land is kept in permanent open space (usually the gross density is not allowed to change).

COMMUNITY FACILITIES: Facilities open to and used by the public such as streets, utilities, schools, libraries, parks, and playgrounds. They may be publicly or privately owned. Community facilities are amenities that should be encouraged because they usually improve the quality of life for community's residents, workers, and visitors.

CONDITIONAL USE: An uncommon or infrequent use permitted within a zoning district other than a principally permitted use, subject to compliance with certain standards or explicit conditions, following guidelines established by the Commission. Unlike a permitted use that is allowed outright, before a conditional use can be performed within the zoning district, a conditional use permit and approval from the Board of Zoning Appeals is required. Most conditional uses have one or more characteristics that could negatively impact the existing or planned uses in the district and thus require further review to mitigate or control them. For example, drive through restaurants have a heavy impact on road traffic and safety and thus are often conditional uses.

COVENANT: A private agreement between the buyer and seller of land that asserts legal requirements on the use of land. Normally contained in the property deed or otherwise formally recorded, covenants are most

commonly used to place restrictions on the use of all individual lots existing or to be created in the development or to prohibit certain specified activities. These are also known as Deed Restrictions or a Restrictive Covenants.

CUL-DE-SAC: A street that has a single means of access and that terminates in a vehicular turnaround.

DEDICATION: The transfer of property rights from private to public ownership and maintenance. Land so conveyed to the city may be used for streets, schools, parks, utilities, and/or other public facility or infrastructure. The city council must formally accept the dedication for the transaction to be complete and ownership changed. For example, the new streets of a subdivision must be dedicated to the city.

DENSITY: A unit of measurement; and number of dwelling units per acre of land. For example, 40 units on 10 acres is a density of 4 units per acre. Density is a good measure of how rural, suburban, or urban an area appears to the senses. Also see GROSS DENSITY and NET DENSITY.

DEVELOPED AREA: A tract of land or portion thereof on which buildings, streets, and utility lines have been constructed. See also IMPROVED LAND.

DEVELOPMENT: Land developed for residences, business, and/or industrial purposes. Development may also be defined as the construction of structures, utility lines, or other physical change on land that will exclude other uses within the foreseeable future. The term "development" excludes land in agricultural production.

DEVELOPMENT RIGHTS: Rights to develop land in various ways. Property rights consist of a group or "bundle" of rights that together composes the whole. These include the rights to develop land on or below its surface and in the air above it; to grant easements; to use land for agriculture; or to develop it for a shopping center, residences, etc. Rights to develop land may be sold as a complete package called fee simple (ownership) or the land owner may sell some rights while retaining others. Thus the property owner may sell or donate certain development rights, such as easements for utilities or rights-of-way for streets, while retaining the right to building structures on it, mine underneath it, etc. See also TRANSFER OF DEVELOPMENT RIGHTS.

DOWNZONING: A change in the zoning classification of land to a classification permitting development that is less intensive, such as from multi-family to single-family, commercial or industrial to residential, or residential to agricultural.

DWELLING UNIT: A single unit providing complete independent living facilities for one or more persons including permanent provisions for living, sleeping, eating, cooking and sanitation. A dwelling unit may be part of a building containing two or more dwelling units or it may be a detached building for a single family.

Current City and County regulations require that each new detached dwelling unit be placed on its own lot of record.

EASEMENT: Authorization by a property owner for another organization or individual to use a designated part of his or her property for a specified purpose. Utility companies often have easements allowing access to private property for servicing and maintaining their facilities and/or lines. Local governments may also

preserve things like scenic areas, farmland, or open space by means of a conservation easement which restricts development of the land in ways that would negatively impact these features.

EMINENT DOMAIN: The legal right and process of government to acquire or take private property for public use. The government must make payment of just compensation to the owner. See also RIGHT-OF-WAY and TAKING.

ENVIRONMENTAL IMPACT STATEMENT (EIS): An assessment of a proposed project or activity to determine whether it will have significant environmental effects on the natural or man-made environment. EIS are required by the federal government on projects that use federal funding; most notably transportation projects.

FINAL SUBDIVISION PLAT: A map of an approved subdivision properly approved by and filed with the local government. Such a map will usually show surveyed lot lines, street rights-of-way, easements, distances, bearings, and angles pertaining to the exact dimensions of all parcels, street lines, public and private improvements, and so forth. The final plat is the last step of subdivision review under the City Subdivision Regulations.

FLOOD PLAIN: An area of land susceptible to being inundated by flood waters from any source. The general standard referred to is the 100 Year Flood. The 100 Year Flood Plain is the land which has a one percent chance of being covered by flood waters in any given year. Thus, though not likely, it is possible for this land to experience a 100 Year Flood two years in a row.

FRONTAGE: That side of a lot abutting on a street; the front lot line. The frontage of a corner lot is the shorter of the two sides facing a street, however the city zoning regulations treat both sides as frontage. Frontage may also be described as a distance, e.g., "The lot has 243 feet of frontage."

GROSS DENSITY: The number of dwelling units per acre of the total land to be developed. "Net density" is the number of dwelling units per acre after all dedicated areas have been subtracted.

HARDSHIP: Conditions of the land that may unduly limit the use of a particular piece of property. The Board of Zoning Appeals may grant a variance from the zoning resolution to alleviate an undue hardship. Mere inconvenience or inability to obtain maximum profit is not ever considered a hardship.

HIGHEST AND BEST USE: The most profitable use to which a property may be put. This theoretical real estate concept rarely takes into account the effect that such a use would have on nearby properties or public facilities. City land use decisions and zoning regulations should attempt to balance the individual's private property rights with the need to protect the public interest.

HISTORIC AREA: An area that contains buildings or places in which historic events occurred or that has special public value because of notable architectural or other features relating to the cultural or artistic heritage of the community. These features should be of such significance as to warrant conservation and

preservation.

IMPROVED LAND: Land that has been provided with basic facilities such as roads, sewers, water lines, and other public improvements in preparation for meeting development standards. Also see DEVELOPED AREA.

INFILL: The utilization of vacant land in previously developed areas for buildings, parking lots, recreational facilities and other uses.

INFRASTRUCTURE: Public facilities and governmental services that support the population of a community. The term includes the physical attributes of a locality (e.g., streets, utilities, parks), as well as the services (e.g., police and fire protection).

INTENSITY: The extent to which land is used. Intensity may refer to such things as lot coverage, vehicular or pedestrian traffic, or number of units per acre.

LAND USE CONTROLS: Regulations that control and guide land use and development. In most instances, the term refers to the zoning code and subdivision regulations.

LEAPFROG DEVELOPMENT: Development that occurs well beyond the limits of existing development thus creating pockets of vacant land.

LOT: A parcel of land of sufficient size to meet minimum zoning requirements for use, coverage, and area, and to provide such yards and other open spaces as are herein required. Such lot may consist of one of the following: A single lot of record; A portion of a lot of record; A combination of complete lots of record, or a combination of complete lots of record and portions of lots of record.

MANDATORY DEDICATION: Under mandatory dedication a property owner must dedicate part of a development, or construct certain facilities and then donate them to the public for a specified public purpose as a precondition of subdivision approval.

NET DENSITY: The number of dwelling units per acre of land when the acreage involved includes only the land devoted to residential uses.

NONCONFORMING USE: A use that is not permitted by the zoning regulations of the district in which it is located. If the use existed before the zoning regulations, it is a legal nonconforming use and may continue, although a new or different nonconforming use may not replace it. Most zoning code provide that the extension or enlargement of a nonconforming use is not permissible, and that once abandoned for a specified period, it may not be restored. In such cases the future use of the premises must conform to the regulations.

NONCONFORMING STRUCTURE: A structure that does not conform to the bulk or setback regulations of the zoning district in which it is located. If such a structure is constructed after the enactment of the resolution, it may be illegal and may be removed. However, if it existed before the zoning regulations, it is a

legal nonconforming structure and may continue but may not be enlarged, extended, reconstructed or structurally altered unless it conforms to the zoning code.

NUISANCE: Anything that interferes with the use or enjoyment of property, endangers personal health or safety, or is offensive to the senses, including but not limited to: odors, air and water pollution, noise, vibration, dust, fumes, smoke, radiation, light, glare, fire hazard, electromagnetic radiation, erosion, and congestion. There are many types of nuisances. Laws can be invoked to determine when a nuisance exists and should be abated. Nuisance law forms part of the basis for zoning. The separation of uses through zoning, e.g., industrial from residential, helps create suitable residential areas free from pollution, noise, congestion, and other characteristics of industrial areas. Also see PERFORMANCE STANDARDS.

OFFICIAL MAP: A map of legally established or proposed public streets, waterways, and public areas. All features and boundaries shown on an official map should be fixed or determined by a physical or aerial photographic survey. Once adopted, an official map is amended with each recorded subdivision plat. The map also serves as a notification of proposed public improvements. However, it does not constitute a taking or acceptance of such improvements. The Licking County Engineer's Office maintains the official maps of the county.

OVERLAY DISTRICTS: Zoning Districts which extend on top of more than one base zoning district and are intended to protect certain critical resources and features, or further promote public health, safety, comfort, and welfare. When the standards of the base zoning district conflict with that of the overlay zone, the more restrictive standard shall apply. It usually is employed to deal with specific physical characteristics such as flood plains or steeply sloping areas, but may have other applications as well such as development within historic areas, traffic corridors, or redevelopment areas.

OPEN SPACE: Undeveloped land of the subdivided property providing visual expanses and recreational areas clear of obstructions other than natural vegetation, or structures directly related to the use and enjoyment of these spaces. Open spaces may include natural habitats, places for neighborhood recreation, and pedestrian corridors. Streets, parking areas, and structures for habitation are not considered open space.

PAYMENT IN LIEU OF MANDATORY DEDICATION: Under this mechanism, subdivision regulations can require developers to pay cash to a locality when requirements for mandatory dedication of land cannot be met.

PERFORMANCE STANDARDS: Performance standards regulate various land use activities by setting limits on the amount of smoke, odor, noise, heat, vibration, glare, or similar pollutants that may affect others nearby. Performance Standards offer a more precise method of assuring compatibility among land uses. This system is made possible by the technical ability to measure the volume or intensity of certain activities to determine if they meet accepted standards. Activities that meet high standards may be permitted to locate in or near residential areas. Those that might negatively affect adjacent properties are permitted only in industrial or intensely commercial areas.

PERMITTED USE: Any use allowed in a zoning district and subject to the restrictions applicable to that zoning district. A property owner is considered to have a "right" to this use if other standards (e.g., lot coverage, setbacks, etc.) are met. Also see **CONDITIONAL USE**.

PLANNED DEVELOPMENT: An area of land in which a variety of harmonious uses is designed through plans agreed upon between the developer(s) and the City. Planned Development incorporates more flexible standards, such as lot sizes and setbacks, than those restrictions that would normally apply under these regulations. The procedures for approval of such development contains requirements in addition to those of the standard subdivision, such as building design principles, and landscaping plans. A PUD usually includes a variety of housing types and densities, common open space, and a mix of building types and land uses. PUD permits the planning of a project and the calculation of densities for the entire development, rather than on an individual lot-by-lot basis.

While PUD has most commonly been used for residential developments, it may be applied to other forms of development such as shopping centers, industrial and office parks, and mixed-use developments that are combinations of uses. PUD's are sometimes called PDU's (Planned Development Units).

POLICE POWER: The inherent right of a government to restrict an individual's conduct or his use of his property in order to protect the health, safety, welfare, and morals of the community. This power must relate reasonably to these ends and must follow due processes of the law; but unlike the exercise of the state's power of eminent domain, no compensation need be paid for losses to individuals incurred as a result of police power regulation.

PRELIMINARY SUBDIVISION PLAT: An initial map of a proposed subdivision filed with the local government. Such a map and its accompanying documents provide information about the proposed subdivision required by the local resolution and is a prerequisite to the final subdivision plat. Also see **FINAL SUBDIVISION plat**.

PRESUMPTIVE VALIDITY: A legal concept that assumes that a community's land use plan and supporting ordinances or resolutions are valid as adopted. If challenged, the burden is on the complainant to prove that the plan and supporting ordinances or resolutions are invalid.

PRIME FARMLAND SOILS: Soils are considered to be prime farmland soils based on their crop yield potential with regard to minimal input of energy and economic resources. Further, soils that are considered to be prime farmland soils must be suited to produce food, feed, forage, fiber, and oilseed crops.

REZONING: An amendment to the zoning resolution or zoning map. Ordinarily, rezonings can take three forms: (1) a comprehensive revision or modification of the zoning text and map; (2) a text change in zone requirements; and (3) a change in the map, e.g., an area zoned for residential use is rezoned to commercial use. Applications for rezonings are reviewed by the local zoning administrator and the Planning and Zoning Commission. After receiving a recommendation from the Planning and Zoning Commission and holding a public hearing, the City Council may approve or disapprove an application for a rezoning.

REZONING, PIECEMEAL: Changes in zoning over a period of time in response to the requests of individual property owners rather than the community's comprehensive plan. Such zoning practices often lead to unintended or unforeseen changes in the character of a neighborhood.

RIGHT-OF-WAY: A strip of land acquired by reservation, dedication, forced dedication, prescription, or condemnation and intended to be occupied by a road, bikeway, crosswalk, railroad, electric transmission lines, oil or gas pipeline, water line, sanitary storm sewer, and other similar uses. In most cases, the width of the right-of-way exceeds the pavement width so that the roadway may be widened, drainage provided, or utilities installed in the future. Also see EASEMENT.

RUNOFF: Water that flows on the surface of the land until it reaches a wetland area or a watercourse. Excessive or uncontrolled runoff in rural or suburban areas can pollute waterways with large amounts of silt. In urban areas, runoff from streets and parking lots pollutes waterways with oil and other petroleum byproducts.

SETBACK LINE OR SETBACK: See BUILDING LINE

SITE PLAN: A plan, drawn to scale, showing uses and structures proposed for a parcel of land. Depending upon the requirements of the zoning and/or subdivision resolution, it may also show the location of lot lines, the layout of building sites and buildings, open space, streets including parking areas and access to and from the public street system, major natural and manmade landscape features, and depending on requirements, the location of proposed utility lines.

SITE PLAN REVIEW: The review by local officials, usually the planning commission and staff, to determine if site plans and maps of a developer meet the stated purposes and standards of the zoning and subdivision resolution; whether the development will provide for necessary public facilities such as roads and schools; and protect and preserve topographical features and adjacent properties through appropriate siting of structures and landscaping.

SPOT ZONING: Spot zoning is a form of discriminatory zoning whose sole purpose is to serve the private interests of one or more landowners instead of furthering the welfare and morals of the entire community as part of an overall zoning plan. Although changing the zoning classification of any parcel of land to permit a more intensive use could possibly constitute spot zoning, the test lies in its relationship to the existing zoning pattern and guidelines of the local comprehensive plan. Spot zoning is based on the arbitrary and inappropriate nature of a rezoning change rather than, as is commonly believed, in the size of the area being rezoned.

STANDARDS: While often used to refer to all requirements in a zoning ordinance or resolution, the term usually means site design regulations such as lot area, height limits, setback, frontage, landscaping, yards, and floor area ratio - as distinguished from use restrictions.

STATEMENT OF PURPOSE: A statement of policy often incorporated into a zoning resolution, which

outlines the broad purpose of the resolution and its relationship to the comprehensive plan. Frequently, it is a statement preceding regulations for individual districts, which helps to characterize the districts, and their legislative purpose. When the application of particular district requirements is challenged in court, the courts may rely on the intent statement in deciding whether the application is reasonable and related to a defensible public purpose. As zoning codes become more complex, statements of intent which guide users, administrative officials, and the courts, are becoming more important.

STREETSCAPE: The total environment surrounding the street. This includes the street, its pavement and striping, sidewalks, plantings, benches, waste cans, and other street furniture, utility lines, signage, street lighting, and building facades.

STRIP DEVELOPMENT: Commercial or retail uses, usually one-story high and one-store deep, that front on a major street.

SUBDIVIDE: The process whereby land is divided into lots or parcels according to the standards and requirements of a subdivision resolution. Determining who subdivides and what constitutes a subdivision is a legislative function reserved to local government.

SUBDIVISION PLAT: A map, generally of a subdivision, showing the location, boundaries, and ownership of individual properties. Submission, approval and recording of a plat. is a prerequisite to sale of lots in a subdivision. Approval of a preliminary plan, by the planning commission, signifies that the subdivision conforms to the subdivision regulations and to the lot size requirements of the zoning code, if applicable. Also see FINAL SUBDIVISION PLAT, PRELIMINARY SUBDIVISION PLAT.

SUBDIVISION REGULATIONS: City codes that regulate the conversion of land into building lots for residential or other purposes. The regulations establish requirements for streets, utilities, property platting, and procedures for dedicating land for rights-of-ways and easements and prescribe procedures for plan review and payment of fees.

TAKING: Government appropriation of private property for which compensation is paid. The United States Constitution provides that property cannot be condemned through eminent domain for public use without just compensation. Also see POLICE POWER and EMINENT DOMAIN.

TRANSFER OF DEVELOPMENT RIGHTS (TDR): A system of assigning development "rights" to parcels of land. The landowner has the option of using these rights to develop his land or he may sell his rights to another property owner. If the landowner sells his development rights, he may not develop his property. However, a buyer could use these rights to develop another parcel of land more intensively than otherwise permitted. In some systems, the local or state government may purchase development rights in order to preserve a portion of the locality as open space for agricultural production. TDR's are not yet a common practice in the State of Ohio. (*Not in Code*)

TRANSITION ZONES: A zoning district often permitting a mixture of land uses, which serves as a buffer between other incompatible districts. For example, a transition zoning district permitting offices and

multi-family dwellings is often utilized around a community's central business district to protect outlying residential areas.

UNDEVELOPED LAND: Land not served by streets, water lines, sewer lines or electrical service. Also see IMPROVED LAND.

USE: The specific purpose for which a piece of land or a building is designed, arranged, intended, occupied, maintained, or permitted by local regulations.

VARIANCE: A minor departure or exception from the strict rule or literal enforcement of the Zoning Code. The need for a variance should not be shared generally by other properties, and a variance should not be contrary to the intended spirit and purpose of the Resolution. Variances should relate to the condition of the land, not to the circumstances of the property owner. Variances are also possible from other regulations. For example, the city considers granting variances to the subdivision regulations in cases where: 1) There are exceptional topographical or other physical conditions peculiar to the particular parcel of land, 2) A literal interpretation of the regulations would deprive the owner of rights enjoyed by other property owners, 3) The peculiar conditions that necessitate the variance were not the result of previous actions of the land owner, and 4) The requested variance is the minimum variance that will allow a reasonable division and/or use of land.

WATERSHED: An area in which all surface water drains to a common stream, river or other body of water.

WETLANDS: Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands such as swamps and marches are often obvious, but some wetlands are not easily recognized, often because they are dry during part of the year or “they just don’t look very wet” from the roadside. Some of these wetland types include, but not limited to, many bottomland forests, pocosins, pine savannahs, bogs, wet meadows, potholes, and wet tundra. The information presented here usually will enable you to determine whether you might have a wetland. If you intend to place dredged or fill material in a wetland or in an area that might be a wetland, contact the local Corps District Office for assistance in determining if a permit is required. Jurisdictional wetlands are defined by the US Army Corps of Engineers (Corps) as: *Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.*

Conditions that must be present are wetland vegetation, hydric soils and hydrology that supports wetland conditions. These criteria are not always easily identifiable. The only true conclusion of whether or not jurisdictional wetlands exist on a parcel is to conduct a wetland delineation by a trained professional and submit it for review to the US Army Corps of Engineers, Huntington District Office.

WOODLANDS: Woodlands generally consist of hard and soft deciduous trees but can also include some conifers.

YARD: A required open space, other than a court, unoccupied and unobstructed by any primary structure or

portion of a primary structure.

ZONING: The legislative process by which a local government classifies land within the community into areas and districts referred to as zones. Zoning regulates building and structure dimensions, design, placement, and use. Requirements vary from district to district, but they must be uniform within districts.

ZONING APPEAL: An appeal from any order, requirement, decision or determination made by an administrative officer in the administration or enforcement of a zoning resolution.

ZONING BONUSES: Sometimes referred to as incentive zoning. Bonuses may be offered to developers in exchange for specific amenities (such as providing additional open space) which are part of the development proposal. Bonuses often take the form of higher permitted densities and/or reductions in lot size provisions. Bonuses are commonly associated with cluster housing and planned unit developments.

ZONING DISTRICT: A portion of the territory of the City within which certain uniform regulations and requirements or various combinations thereof apply.

ZONING MAP: The map or maps of the City, together with all zoning amendments subsequently adopted showing official zoning boundaries.

ZONING PERMIT: A document issued by the Zoning Inspector in accordance with this Zoning Code authorizing the use of lots, structures, uses of land and structures, and the characteristics of the uses.

ZONING TEXT: The text of the zoning regulations containing the terms and conditions of zoning within the community and setting forth zoning standards, procedures and requirements. It is adopted by the local governing body after a public hearing. The zoning text, along with the zoning map, constitute the zoning code.

APPENDIX II: COMMUNITY SURVEY

APPENDIX II: COMMUNITY SURVEY

The Mayor's Ad-hoc Comprehensive Plan Committee conducted a community survey in 1998 to help shape this Comprehensive Plan. The committee designed the survey to determine community attitudes about planning and development issues. The survey included 12 questions about various issues affecting the city, plus an open-ended question that invited comments about other issues that concerned the citizens who responded. Additionally, the survey collected demographic information about the people responding, such as their general age group, whether they owned or rented their residence, how long they had lived in Pataskala, and where (if) they worked.

The survey was mailed to over 3,700 households of registered voters in the city, based on mailing lists from the Licking County Board of Elections. Copies were also available at City Hall and various public locations.

Citizen response to the survey was excellent. The committee received 711 responses - about a 20% response rate, and 2-3 times the normal response rate for a survey of this type. Respondents were asked to pick the five survey questions or issues that concerned them the most, then rank the five they picked. Of the 711 responses, 647 were completed in this manner.

Analysis of the survey responses helped the committee gain a more complete picture of the community and about the citizens' opinions, needs and concerns with regards to improving their quality of life over the next twenty years. Highlights of the survey are as follows:

- The majority of the city residents responding have lived there for longer than 17.71 years.
- Nearly 83% of the respondents are between the ages of 25 and 64.
- Over 40% of those responding work in Columbus.
- Over 90% of those responding own their own homes.
- 67% of the residents responding stated it was necessary to preserve the rural character through open space/woodland and ground water management and protection.
- A majority of respondents were very concerned about increased traffic, signs and billboards, appearances of businesses, home occupations, and disabled vehicles. The majority responding were somewhat concerned about high density housing in the City of Pataskala.
- 48% of the residents responding stated it was necessary to cooperate with the private sector in the pursuit of industrial and office-commercial development so as to increase the tax base of the city.
- There was also a strong desire to establish a limit to the number of units (houses) developed each year within the city limits.

- 54% of the residents responding stated it was necessary to establish a strictly enforced land use plan for diverse development guide to the city’s growth.
- There was also a strong desire to develop regulations to reduce and prevent traffic congestion on roadways.
- 32% of the residents want to develop land use regulations to insure sidewalks and bike paths throughout the city, linking residential areas to future and present parks as well as commercial zones.

Ranking

In order to evaluate the responses, each of the 12 specific issues or questions were assigned a score, or point value. If a question was ranked #1 (the most important), it was given a value of 12. Questions ranked #2 were given a value of 11, and so on. The total score for each question was calculated, and the questions ranked by total score. The question that was picked the most often and with the highest priority had the highest overall score.

Survey Results

Rank	Question	Score	% of Total
1	Q7: Take steps necessary to preserve the rural character of Pataskala through open space/woodland and ground water management and protection.	4549	15.2%
2	Q9: City council will establish a limit to the number of units (houses) developed each year.	3721	12.4%
3	Q5: Establish a strictly enforced land use plan for diverse development to guide the city's growth.	3619	12.1%
4	Q12: Develop regulations to reduce and prevent traffic congestion.	3343	11.2%
5	Q4: Cooperate with the private sector in the pursuit of industrial and office-commercial development so as to increase the tax base of the city.	3267	10.9%
6	Q10: Develop comprehensive "streetscape" plan (e.g., lighting, sidewalks, trees, landscaping, uniformed signage, etc.)	2080	6.9%
7	Q11: Cooperate with the private sector in the pursuit of retail development.	2013	6.7%
8	Q2: Develop land use regulations to insure sidewalks and bike paths throughout the city, linking residential areas to future and present parks as well as commercial zones.	1938	6.5%
9	Q1: A revitalization of historic areas within the City of Pataskala, with special attention given to the "Old Village."	1764	5.9%
10	Q8: A comprehensive park and recreation system.	137	4.6%

		1	
11	Q6: Build a community center complex, which will provide centralized governmental offices and a place for community activity.	126	4.2%
		2	
12	Q3: Develop a comprehensive transportation system with an emphasis toward a commuter-rail connection.	103	3.4%
		6	

Incomplete Surveys

Even the 64 surveys that were not completed according to the instructions provided useful information. The committee also counted the number of times each question was selected on these surveys, even though they were not ranked by importance. The top five questions in this category were the same as above, with Question 7 ("Take steps necessary to preserve the rural character of Pataskala through open space/woodland and ground water management and protection") being selected most often.

Other Comments

The survey also prompted over 400 individual comments about a wide range of issues. The committee grouped these comments into general categories, such as transportation, utilities, city administration, planning and zoning, commercial development, etc. Some comments concerned immediate issues; the committee will forward these to the appropriate city department for possible action. Other comments about long-term issues will be considered during the remainder of the Comprehensive Plan update process.

LAND CAPABILITY

Environmental Scan

An environmental scan is a close examination of the physical features, including development constraints and opportunities, and public services offered by a municipality. The City of Pataskala, Ohio is a rapidly developing, newly formed city experiencing increasing growth pressures from the surrounding areas. In order for growth to occur effectively, an assessment of the physical features and public services currently offered by the city will help to plan and to preserve areas of interest to the community. The following memorandum details the physical constraints and opportunities for future growth, and based on these constraints and opportunities suggests areas where future employment concentrations and public services should be located.

Physical Opportunities and Constraints

Pataskala, like many rapidly developing rural towns in Ohio, is under tremendous pressure for development. The challenge for city staff in Pataskala is to manage growth while simultaneously preserving valuable natural assets. Such a task cannot be achieved without conventional land use zoning practices. The purpose of a land use management plan for Pataskala is to:

- *determine where growth should and should not occur.
- *guide public investments.

*take advantage of the positive aspects of urbanity and increase access for all citizens to the widest range of opportunities.

Surveying Pataskala’s land use provided the basis for determining areas of positive and negative land use practices and natural attributes. The data and perceptions gathered were used as input for a PARK analysis of the area. PARK analysis is a concept used in analyzing an area’s perceived ambience. The following four questions were asked:

PRESERVE: Which natural and man-made elements should be kept in area?

ADD:What is lacking in the area?

REMOVE: What does not belong in the area?

KEEP OUT: What should not be allowed in the area?

Results of the PARK Analysis

Preserve

We should seek to preserve:

- The rural character of the area. To preserve the rural character of the area, farms, open fields and wooded areas need protection from development pressures through zoning or farmland preservation legislation.
- The commercial viability of remaining farms. Incentives, financing and extension opportunities for intensive farming methods may improve the quality and reduce the costs of produce for local and wider markets.
- The mixed use nature of the old village center. A greater mix of opportunities in a small area improves accessibility for the very young, the old, pedestrians and those who do not have access to private transportation. It also makes for a vibrant village center, taking advantage of the positives aspects of urbanity.
- Higher density residential areas near the village center. This creates sufficient threshold for a greater range of activities and services, and increases economics of scale, as well as efficiencies.
- Historic buildings and facades. To reinforce Pataskala’s unique sense of place.
- Positive (pastoral) view sheds visible from the public domain.
- Hilltops for public facilities.

Add

The following elements would improve the quality of life in Pataskala:

- A Conservation Plan for agricultural land and areas worthy of preservation. For example riverbanks, flood plains, wetlands, and land in the public viewshed should be preserved.
- A Spatial Development Concept that promotes more compact development combined with land

conservation.

- Growth management techniques to control urban sprawl into agricultural land and other open spaces. This may be accomplished by adding a growth boundary to inhibit new development and implement a growth provision of services.
- Parks linked to an integrated open space system, for example, river reserves, bicycle paths, walking trails, scenic natural areas in addition to an active recreational area.
- Landscaping in the village center and commercial/industrial areas. The greening of the commercial area will provide climatic and social benefits to the less favored parts of Pataskala.
- Visual buffers (landscaping) to screen visually intrusive uses from public viewshed and incompatible uses from one another.
- Road widening. Widening and/or repair of major thoroughfare and collector streets could alleviate existing and anticipated traffic congestion.
- Sidewalks and bicycle paths to make the village center and the residential areas more pleasant for pedestrians.
- Buffer/setbacks along rural roadways.
- Design review for new subdivisions, commercial and industrial areas including tree planting requirements.
- Greater densities in proposed subdivisions.
- A wider range of services through more intense development at town center.
- A Town Hall close to the village center, linked by pedestrian paths and bicycle paths.
- Public libraries with a library on wheels service for the less mobile.
- Incentives for historical preservation. Incentives and/or subsidy programs to remodel and update houses, and historically significant buildings usually speeds up the process.
- New schools to accommodate natural growth and new residents.

Remove

The following are elements that negatively affect the environment and/or quality of life:

The parking lot along the railway line is unsightly. It can be landscaped to improve its appearance and to blend in with the adjacent residential zone.

Abandoned buildings too dilapidated for conservation or rehabilitation.

Traffic congestion in village center and along roads with new subdivisions, (e.g. Broad Street, Hazelton-Etna Road (SR 310)). Road widening is necessary in village center and along roads with new subdivisions.

Urban blight by reinforcing/developing a strong design review ordinance.

Large lot zoning practices. Such practices eat up rather than preserve agricultural land, resulting in a bleak landscape of larger than normal lots and little else.

Keep Out

The following elements that could have negative effect, and should be prevented from coming into the city:

Unsightly new subdivisions. Avoid subdivision designs that disrupt the rural characteristic of the area, and that do not preserve public viewsheds.

Articulated trucks from village center. These could be rerouted.

Unsightly commercial chains. Building design must adhere to the design standards in the new design review ordinance.

Pollution caused by increased traffic, runoff from roadways, and ill-managed industrial uses.

Conclusion

In short, new development should be concentrated in existing nodes, and along roads, which have already been linked up with water and sewer. Steps should be taken to introduce sound land management practices to preserve natural and agricultural areas and to link potential wildlife areas. The increase in population density throughout the planning areas warrants a wider range of services and opportunities than is currently available to Pataskala's residents. Compact development concepts and sensitive subdivision design should increase resident's choices (in housing, employment, and facilities) while at the same time preserving farmland and natural areas.