PICKERINGTON

ESTABLISHED 1815

Comprehensive Land Use Plan

RECORD OF ORDINANCES

Ordinance No. 2001-16 Passed March 6 2001

AN ORDINANCE TO ADOPT AMENDMENTS TO THE COMPREHENSIVE LAND USE AND DEVELOPMENT PLAN

WHEREAS, the City, in 1993, adopted a Comprehensive Land Use and Development Plan as a necessary land use planning tool; and,

WHEREAS, through the diligent efforts of consultants, City staff, Council Committees, and public input, a new revised land use plan has been created as an amendment to the 1993 plan; and,

WHEREAS, Service Committee has recommended the adoption of the amendments to the plan;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF PICKERINGTON, FAIRFIELD-FRANKLIN COUNTIES, OHIO, A MAJORITY OF ITS MEMBERS CONCURRING:

SECTION 1: That City Council hereby adopts the proposed amendments to the 1993 Comprehensive Land Use and Development Plan. A copy of the amendments are attached hereto and incorporated herein.

SECTION 2: This ordinance shall become effective at the earliest period authorized by law.

APPROVED BY: _____
Randall L. Hughes, Mayor

DATE OF APPROVAL: March 6, 2001

EFFECTIVE DATE: April 6, 2001

ATTEST: _____
Lynda D. Yartin, Municipal Clerk

SPONSOR: MAXEY

APPROVED AS TO FORM AND LEGALITY OF PURPOSE: _____
Robert E. Mapes, Law Director

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UPDATE TO COMPREHENSIVE PLAN

October, 2000

This update of the Pickerington Comprehensive Land Use Plan was undertaken by Dodson-Stilson with the assistance of City staff. The Planning area includes the City of Pickerington and the unincorporated areas of Violet Township. The original Plan, adopted October 7, 1993, has served well as a guide in determining appropriate land-use and zoning proposals since that time. It is the intent of this update to keep pace with conditions, goals, and objectives as they evolve. A certainty in a dynamic community such as Pickerington. This update should continue to guide development for the next five years however, the plan should be evaluated every two years.

MAJOR ACCOMPLISHMENTS SINCE THE ADOPTION OF THE ORIGINAL PLAN

TRANSPORTATION

A connector project to eliminate grade crossings on S.R. 256 was initiated in 1998. The City has applied for a loan from the State Infrastructure Bank for financing. This project, which will be done in phases, includes new storm sewers to alleviate the flooding problem in the downtown area. The City is currently working on the study and feasability phase of the project.

The second phase of the State Route 256 road widening project is slated to begin in 2001.
The City actively sponsors the "Adopt a Highway" program which encourages civic minded individuals and groups to participate in an effort to keep our roadsides clear of litter.

STORMWATER

Stormwater management continued to be a focus of the City. A stormwater management plan was completed for the Diley Road / W. Columbus Street area and implemented with the development of Preston Trails and Manchester subdivisions. This entailed obtaining several off-site easements for off-site storm sewers, as well as retention ponds within the developments.

The Olde Town development north of the railroad also includes implementation of the Stormwater Management Plan with a significant retention basin being installed.

The City purchased property at 380 Diley Road to be used for a future retention pond

WASTEWATER

In early 2000, the City expanded the current treatment facility which increased its capacity from 1.8 million gallons per day to 3.5 million gallons per day.

There have been several projects prior to the update such as the URS Wastewater Study, the Infiltration Removal and Manhole Program and work in the field of stream modeling.

Several new sanitary sewer lines were constructed such as the Sycamore Creek Relief Interceptor, State Route 256 Interceptor Phases I and IIA and the D Line Interceptor.

WATER

Since the original plan , the City also expanded the capacity of the water plant from 1.5 million gallons per day to 4.5 million gallons per day.

A one (1) million gallon water tower was constructed on State Route 256 near the eastern border and the Utilities Administration office was converted from the old water plant on Herford Drive.

New water lines were laid along State Route 256 and the Diely Road water line Phase II extension was completed.

INTERCEPTOR REIMBURSEMENT FEE

This is also known as the Fair Share Ordinance where a developer is required to help defray the costs of constructing water and sewer lines as land is developed.

DOWNTOWN REVITALIZATION

Downtown revitalization was carried out in 1997-98, assisted by a $383,700 grant from the State of Ohio. $767,000 was spent for street improvements and $207,000 for curbs and sidewalks. Included in those totals were streetscape items, benches, planters, bollards, landscaping, street lights and a traffic signal. One hundred thousand dollars of those funds came from the grant.

Twenty-seven private downtown properties were rehabilitated, using $231,700 in grant funds and $508,876 in private money.

The revolving loan fund program was initiated late 1997. The money was taken from the CDBG fund and is administered for downtown projects only. The interest paid on the loan is used to create more funds for lending and this creates a "snowball" effect.

STREET TREES

The City, through a joint effort with businesses and land owners along S.R. 256, planted over two-hundred street trees in the State Route 256 corridor in 1998. This creates a visually pleasing boulevard effect and serves as a gateway too the City.

The Parks and Recreation Department are proposing a fee on a per lot basis to developers to plant street trees in new subdivisions as construction occurs. The one time fee will allow the City to plant and maintain the trees to help enhance the look of the subdivision.

COMMERCIAL DESIGN GUIDELINES

The City adopted Commercial Design Guidelines which require a Certificate of Appropriateness for new commercial construction and remodeling. This assures that architectural styles and materials are harmonious with the surrounding area. The guidelines include landscaping, lighting and signage.

CITY OF PICKERINGTON WEB SITE

The City of Pickerington published its official web site: http://www.ci.pickerington.oh.us in June 1998. Since that time, the site has grown significantly and now includes more than 100 pages. Included is information about City government, parks, development, history, income tax and a comprehensive street listing and the Commercial Design Guidelines, among other things. Visitors can also contact the Mayor and City Council members via an interactive feedback form and keep up-to-date with Council/Committee actions by reading the agendas/minutes, which are posted for each meeting on a regular basis.

PICKERINGTON COMMUNICATOR

The City's newsletter, the "Pickerington Communicator," is mailed out twice each year and provides residents with current information regarding new employees, programs and plans for Pickerington. The newsletter is an effort to keep residents informed and in touch with the workings of their government.

INTRODUCTION

The Pickerington Comprehensive Plan is the product of the City of Pickerington's desire to provide a quality, well serviced community environment for the current and future residents and businesses. The planning process involved public participation via Community Attitude Survey and a 7 member Citizens Advisory Committee representing the planning area. The planning area includes the City of Pickerington and the unincorporated portion of Violet Township. Two other committees, the Steering Committee (13 members) and the Technical Advisory Committee (12 members) were involved to formulate objectives related to the goals in the process. The goals and objectives are developed into a future land use map and aim to provide sufficient community services for the designated areas.

The committee members were appointed by the Pickerington City Council. The Service Committee of Council was responsible for the supervision of the plan's overall progress. The members chosen to fill the seats of these committees represent a balanced citizenship within the planning area. Various people within the planning area's governments were chosen to offer knowledge and information valuable to the area planning process. The member's and composition of the planning committees are outlined on page 3. The responsibilities of the committees can be found on page 5.

WHAT IS THE COMPREHENSIVE PLAN

The plan is a long term, comprehensive look at how the planning area could develop and redevelop, and lays out community goals and objectives which will help achieve this vision.

- **The plan is physical:** The plan transforms goals into a strategy that describes how, why, when and where to build, rebuild or protect the various uses within the planning area. It is a graphic and written analysis of a desirable and feasible pattern of future land development, and is based upon community goals and objectives and practical planning practices.

- **The plan is comprehensive:** The plan encompasses the entire geographic area, or planning area, not just sections or portions therein. It includes a number of the functions that make the planning area work, such as land use, transportation, recreation, and utility systems. The plan also studies the inter-relationships among these functions.

- **The plan is long range:** The chronology of the plan is for the next 15 to 20 years. Plans are visionary, challenging existing circumstances with what could be achieved through future informed development and redevelopment decisions.

- **The plan is a guide for decision making:** The plan involves issues such as growth rates, desired quantity of uses, community character and location of uses and indicates how these elements can be achieved. Land use recommendation focuses on general areas and not individual parcels. The plan is not a zoning ordinance, subdivision regulations, or a budget. Rather, the plan is a guide to the preparation and execution of these management tools. The plan is pro-active. It allows the community to state a position regarding development in advance of it's occurrence.

- **Planning is a process:** While conditions and goals may change in the future, the comprehensive plan should be updated and amended to reflect these changes. Planning is a dynamic process - continually evolving. Therefore, it is necessary for the plan to be current in order for the best decisions to be made for the planning area.

ESTABLISHING GOALS FOR THE COMPREHENSIVE PLAN

The Citizens Advisory Committee was involved in three work sessions for identifying the Comprehensive Plans' goals. The committee acted as a "focus group" representing a cross section of the community in the planning area. The first two sessions involved discussions regarding the planning process and the importance that their goals have in setting the stage for an unbiased well thought out planning approach. The seven members proceeded to identify issues, needs, and criterion for the Pickerington Comprehensive Plan.

This issue identification process involved at looking at transportation, land use, public utilities, economic development, parks and open space, housing, neighborhoods, and a miscellaneous "other" category. The members listed issues and their pros and cons, and then ranked each issue. The ranked issues were then developed into goals. Once the committees goals were developed, they were analyzed in terms of the results of the Community Attitude Survey and revised accordingly via a group process. The results were developed into the Comprehensive Planning Area Goals.

COMMUNITY ATTITUDE SURVEY

The Citizen's Advisory Committee and the planning consultants jointly prepared a 12 question survey to be sent out to a representative sample of the planning area. The sample size of the population was determined through a stratified random sampling methodology, based on a 95 percent confidence level with a confidence interval of 5 percent. The stratified sample means that the planning area was divided into two groups for comparison - the City of Pickerington and Violet Township. A combined return of 750 surveys was calculated for a valid return, with 350 responses from the City and 400 responses from the Township. The number of successful total mailings was 1700, with a total return of 806 surveys marking a striking 47% return of the survey. A summary of the survey can be seen in the Community Attitude Survey Summary Report by Percentages starting on page 10. The survey is shown on page 8.

In weighting the value of the Community Attitude Survey against the Citizen's Advisory Committee Goals - the Comprehensive Planning Area Goals needed only slight adjustments to fully represent the results of both the committee and surveys' goal statements. The goals were ranked 1-8 in order of importance, with rank 1 being the most important. The Comprehensive Plan and it's implementation over the next 15-20 years are based on the Comprehensive Planning Area's goals.

COMPOSITION OF THE COMPREHENSIVE PLAN COMMITTEES

JDJ&A, INC. PROJECT TEAM

Project Manager/Liaison	Allen P. Mavrides
Project Planner	William M. Homka

THE CITIZENS ADVISORY COMMITTEE (7 PERSONS)
(APPOINTED BY ADMINISTRATION)

Rev. David Choate (c)
Bill Losoncy (t)
David M. Peirano (c)
William Rivers (t)
William Souders (c)
Curtis Stewart (c)
Don Turley (t)

THE STEERING COMMITTEE (CPSC) (13 PERSONS)

City Manager	Joyce E. Bushman (c)
Mayor	Lee A. Gray (c)
P & Z Chairman	Tim Shankland (c)/James Zorn (c)
Parks Board Chairman	Don Mack (c)
Chamber Representative	Marilyn Brown (t)
Township Representative	John Ricketts (t)
Council President Pro Tem	Dave England (c)
Finance Director	Linda Fersch (c)
Historical Society Representative	Gene Houser (t)
Law Director	Don McAuliffe (c)
School Representative	Terry Poling (t)
Library Representative	Robert Mapes (t)

THE TECHNICAL ADVISORY COMMITTEE (TAC) (12 PERSONS)

City Engineer	Jerry Dailey (c)
Water Superintendent	Gary Armentrout (c)
Street Superintendent	Sam Patterson (c)
Sewer Superintendent	Jerry Stiles (c)
Planning & Zoning Coordinator	Fred Lappert (c)
Police Chief	Don Pruden (c)
Fire Chief	Ken Taylor (t)
Parks & Recreation Director	Tim McKenzie (c)
Downtown Consultant (Nitschke Sampson Dietz)	Chuck Nitschke (c)
Service Committee Chairman	Jim Patterson (c)
Developer/Real Estate Representative	Kevin Strait (c)
FCRPC	John Phillippi (t)

NOTE: **(c) - City**
(t) - Township

COMPREHENSIVE PLAN
COMMITTEE RESPONSIBILITIES

A. CITIZENS ADVISORY COMMITTEE (CAC):

* RESPONSIBILITIES

The CAC was comprised of planning area residents. The CAC was responsible during the Comprehensive Plan process for developing the goals for the planning area which must reflect the "visions" of the public at large. The CAC assisted in conducting the Community Attitude Survey, and developed goals based on the survey. The CAC held 4 meetings during the planning process.

B. STEERING COMMITTEE (SC):

* RESPONSIBILITIES

The SC acted as a planning advisory committee to the Project Team. The SC was responsible during the Comprehensive Plan process to develop the objectives which had to respond to and be consistent with the goals developed by the Citizens Advisory Committee (CAC). The Objectives considered by the SC addressed specific topics such as land use, commercial development, transportation, and public utilities. The SC held 3 meetings during the planning process.

C. TECHNICAL ADVISORY COMMITTEE (TAC):

* RESPONSIBILITIES

The TAC was responsible during the Comprehensive Plan process for developing the technical policies used to achieve each objective identified by the Steering Committee (SC). Technical policies were quantitive recommendations based upon current and projected conditions, accepted design standards, and engineering principles. The TAC held 3 meetings during the planning process.

PICKERINGTON COMPREHENSIVE PLAN
CITIZENS ADVISORY COMMITTEE & COMMUNITY ATTITUDE SURVEY
COMBINED GOAL STATEMENT

RANKING ISSUE	GOAL
1. LAND USE	Plan future land use so as to best utilize the remaining, undeveloped land in a manner compatible with existing use (ie. historical heritage, aesthetic quality, etc.) and to help achieve and maintain a balance of land uses compatible with future infrastructure, transportation and economic vitality of the community. Encourage continuing opportunity for agricultural use.
2. TRANSPORTATION	Identify existing and forecast traffic demand and plan for the appropriate modifications to the current transportation system such as park and ride and other alternative modes. Planning additional roads or widenings of existing corridors should both consider the aesthetics experienced by the traveler and the residents, alternative modes of transportation such as bike-lanes and paths, connecting corridors with pedestrian walk-ways, etc.. Upgrades should happen in accordance with future land uses designated throughout the planning area. Transportation systems should address the downtown corridor as a destination point, not as a major transportation corridor.
3. PUBLIC UTILITIES	Develop utilities to meet the needs of an expanding community. A utility development plan should be drawn up to provide cost effective services to the planning area in the future, while concentrating growth in those planned areas.
4. ECONOMIC DEVELOPMENT	Increase the ratio of commercial, office and industrial land uses in relation to the amount of residential property land uses. The level and type of economic development desired should be decided so that any needed improvements or upgrades can be planned accordingly.
5. HOUSING	Develop a variety in the community's housing stock, providing mid-range (average) priced housing and higher, elderly housing, and preserving structures and areas of historical significance. Planned communities with pedestrian connector to parks, recreation and schools should be encouraged. Growth should be linked to development of infrastructure (water, sanitary and storm sewers). Enforce zoning code.
6. PARKS, RECREATION & OPEN SPACE	Develop parks or green spaces within neighborhoods. Plan and identify pedestrian corridors, bike paths, greenways and parks to create a contiguous system. Existing wooded areas should be preserved when possible. Green belts should be used wherever non-compatible land uses are adjacent to one another. Developers should be required to set aside a percentage of their project's land

for parks and greenways. This land should not always be the leftover, undevelopable land, but should fall into the pattern for prescribed contiguous, useable space throughout the community.

7. OTHER

Develop an increase in communication and motivation between various groups in the community.

Develop theme to enhance the planning area. Possible use of vegetation and streetscapes.

Develop a vision statement that is broad enough to allow individual participation and can adapt to changes in the world.

Develop a comprehensive approach to storm water management to alleviate runoff and flooding problems.

8. NEIGHBORHOODS

Sidewalks should be integrated along major roadways in a manner that will not hinder the rural character of the area. Paving types, vegetation and limiting sidewalks to one side of the roadway would help to both preserve the rural character and provide a unifying theme to the area.

COMMUNITY ATTITUDE'S SURVEY

FOR THE PLANNING AREA
OF
THE CITY OF PICKERINGTON AND VIOLET TOWNSHIP

The City of Pickerington currently is preparing an updated Comprehensive Plan for community growth and economic development. This plan will guide the City Council and Administration in key decisions affecting the future of our community. Please participate in this effort by answering the following questions, and return the survey via the self-addressed, stamped envelope by Friday, January 15, 1993.

1. PLEASE RATE THE PLANNING AREA AS A PLACE TO LIVE BASED UPON THE FOLLOWING.

		Excellent	Good	Fair	Poor
a.	convenience to job opportunities	__	__	__	__
b.	convenience to shopping	__	__	__	__
c.	convenience to recreation/leisure	__	__	__	__
d.	neighborhood environment	__	__	__	__
e.	school system	__	__	__	__
f.	traffic circulation	__	__	__	__
g.	local tax rates	__	__	__	__
h.	water and sewer rates	__	__	__	__
i.	visual appearance of transportation corridors	__	__	__	__
j.	first impression entering the planning area	__	__	__	__

2. HOW MANY YEARS HAVE YOU LIVED IN THE PLANNING AREA? _____

3. WHAT DO YOU BELIEVE IS THE PLANNING AREA'S MOST IMPORTANT "ASSET" OR "QUALITY"? _____
_____

4. PLEASE RATE THE QUALITY OF THE FOLLOWING COMMUNITY SERVICES.

		Excellent	Good	Fair	Poor
a.	police protection	__	__	__	__
b.	fire protection	__	__	__	__
c.	emergency medical services	__	__	__	__
d.	water service	__	__	__	__
e.	sewer service	__	__	__	__
f.	street maintenance	__	__	__	__
g.	storm drainage	__	__	__	__
h.	local park system	__	__	__	__
i.	zoning and code enforcement	__	__	__	__
j.	trash collection	__	__	__	__
k.	school systems	__	__	__	__

5. IN WHAT COMMUNITY DOES EACH <u>EMPLOYED ADULT</u> IN YOUR HOUSEHOLD WORK?

	Planning Area	Columbus	Other
Head of Household:	__	__	__
Spouse :	__	__	__
Other:	__	__	__

* Please see other side.

6. DO YOU OWN OR RENT YOUR PLACE OF RESIDENCE? __own __rent

7. IN GENERAL, WHAT TYPES Of DEVELOPMENT SHOULD WE ENCOURAGE IN NEWLY DEVELOPING AREAS?

	High Priority	Moderate Priority	Low Priority	No Priority
Single family homes on large lots	__	__	__	__
Single family homes on small lots	__	__	__	__

	High Priority	Moderate Priority	Low Priority	No Priority
Apartments	__	__	__	__
Condominiums	__	__	__	__
Planned industrial development areas	__	__	__	__
Planned commercial and office development areas	__	__	__	__
Planned open space	__	__	__	__
Planned parks and recreation areas	__	__	__	__
Preserved agricultural land	__	__	__	__

8. WHAT TYPES OF IMPROVEMENT PROJECTS WOULD YOU MOST LIKE TO SEE? PLEASE RANK THE FOLLOWING FROM "1" TO "8" IN ORDER OF THEIR IMPORTANCE TO YOU ("1" BEING MOST IMPORTANT).

Improved Street Lighting	__	Public Water Service	__
Improved Storm Drainage	__	Public Sewer Service	__
Sidewalks	__	Roadway	__
Parks and Playground	__	Other	__

9. AGE (Please check the appropriate space.)

__under 20	__25-34	__45-54	__65-74
__20-24	__35-44	__55-64	__75 and over

10. SEX: __M __F

11. CURRENT MARITAL STATUS: __married __single __widowed __divorced

12. NUMBER OF DEPENDENTS UNDER 18 YEARS OF AGE WHO RESIDE WITH YOU: __

THANK YOU FOR YOUR PARTICIPATION!

COMMUNITY ATTITUDES SURVEY
SUMMARY REPORT BY PERCENTAGES

1.a. ,b., c. Please rate the planning areas as a place to live based on the following:

1a. Convenience to job opportunities.

	Excellent	Good	Fair	Poor	Total
Pickerington	19	45	27	9	100
Violet Township	19	55	18	8	100

1b. Convenience to shopping.

	Excellent	Good	Fair	Poor	Total
Pickerington	22	57	18	3	100
Violet Township	28	57	13	2	100

1c. Convenience to recreation/leisure.

	Excellent	Good	Fair	Poor	Total
Pickerington	10	48	33	9	100
Violet Township	12	48	31	9	100

The overall rating for the planning area can be seen in Figure 2.1. The average rating for Question 1.2 is 19% excellent, 50% good, 22.5% fair and 8.5% poor.

The majority of the survey's Pickerington respondents rated their convenience to job opportunities as good to excellent at 64%. 45% replied good and 19% replied excellent. Another 27% said the convenience was fair with the remaining 9% ranking the convenience as poor. Violet Township respondents similarly ranked their convenience, with the majority feeling the convenience to job opportunities were good to excellent by 74%. 19% replied the convenience is excellent and 55% said that it is good. The remaining respondents replied at 18% fair and 8% poor.

Judging from the replies to Question 5 - In what communities do the members of your household work? Columbus employs the majority of the respondents with 61% from Pickerington and 55% from Violet Township. It seems evident that the planning area's proximity to Columbus is an advantage for residents. The distance to downtown Columbus is 15 miles, or about 20 minutes.

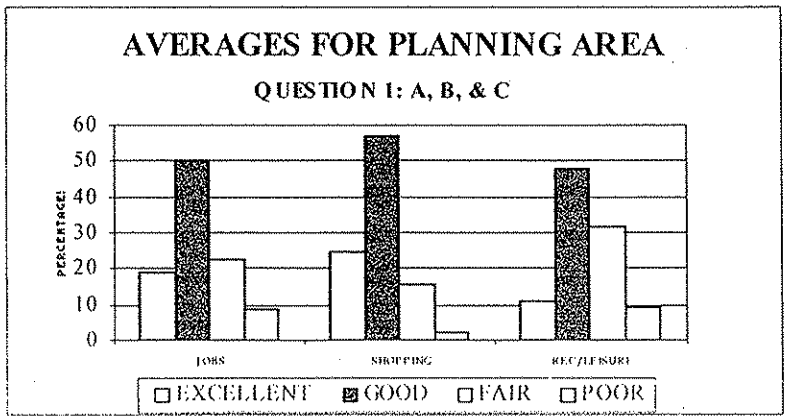


Figure 2.1

The planning areas response to Question 1b. - Convenience to shopping, yielded positive results. Both Pickerington and Violet Township rated this question as 57% good, with 22% of Pickerington rating it excellent and 28% of Violet Township rating it excellent. Fair was given by 18% of Pickerington respondents and 13% of Violet Township respondents rated this subject as poor. Again in Figure 2.1, the overall planning averages for Question 1b. can be seen, with the majority of respondents rating shopping convenience as 57% good and 25% excellent. The planning areas proximity to Columbus, Eastland, Brice and Hamilton Road shopping areas along with the numerous businesses within Pickerington clearly support the positive shopping environment as demonstrated by the respondents.

Convenience to recreation and leisure had a strong concentration from respondents in the fair to good range, with 48% of the replies being good and 32% of the replies saying fair. This reply may imply a need for additional park and open space in the planning area. Currently, the majority of park space is concentrated in the City and shared by residents of the planning area. An average of 11% said the convenience was excellent with the remaining average of 9% yielding a poor response (see Figure 2.1).

1.d., e., f. Please rate the planning areas as a place to live based on the following:

1d. Neighborhood environment.

	Excellent	Good	Fair	Poor	Total
Pickerington	43	50	6	1	100
Violet Township	48	44	7	1	100

1e. School system.

	Excellent	Good	Fair	Poor	Total
Pickerington	63	34	2	1	100
Violet Township	60	35	3	1	100

1f. Traffic circulation.

	Excellent	Good	Fair	Poor	Total
Pickerington	1	5	32	62	100
Violet Township	0	5	30	65	100

Question 1d. regarding the quality of the neighborhood environment rated very well. Ninety-three percent of Pickerington's respondents said the neighborhood environment is good (50%) to excellent (43%), while 92% of Violet Township's respondents rated the environment as excellent (48%) to good (44%). Figure 2.2 indicates the community's support for a quality neighborhood environment within the planning area.

The school system, Question 1e., received the highest ratings of excellence and good above all other parts in question 1. 97% of the Pickerington respondents rated the schools as excellent (63%) to good (34%) and 95% of Violet Townships respondents ranked the schools as excellent (60%) to good (35%). The overall planning area ranking places the respondents' view of the Pickerington school system at 62% excellent, 34.5% good, 2.5% fair and 1% poor. (See Figure 2.2.) Question 3 regarding what is the planning area's most important "asset" or "quality" again demonstrated high support for the school system, with the majority of responses from both Pickerington and Violet Township sighting the school system as their reason for living in the planning area.

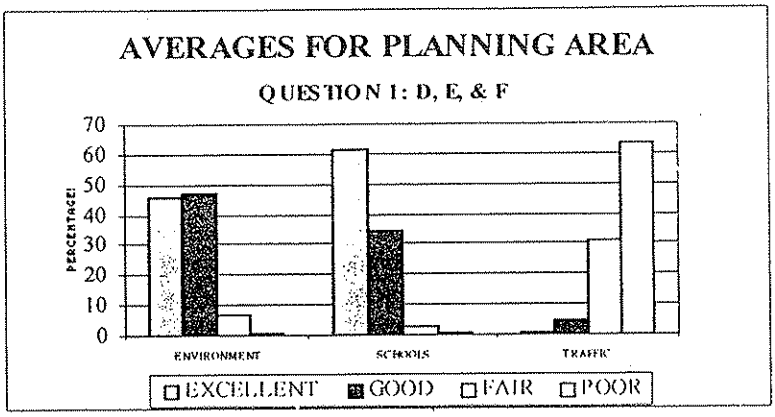


Figure 2.2

Question 1f. with respect to the traffic circulation within the planning area received low ratings above all other responses to Question 1. 94% of the Pickerington respondents rated traffic circulation as poor (62%) to fair (32%) while 95% of Violet Township's respondents rated traffic circulation from poor (65%) to fair (30%).

Clearly the transportation network within the planning area has been unable to support the tremendous amount of growth the planning area has incurred over the past 10-15 years. The bottle-neck created on S.R. 256, which is the planning area's transportation corridor and moves traffic to and from I-70 during peak hours, is probably one of the main transportation drawbacks. Improvements to this transportation corridor are planned for 1993-1995 and discussed later under the transportation circulation section of the plan. These improvements should mitigate much of the traffic circulation problems in the planning area. The overall averages to Question 1f. can be viewed in Figure 2.2.

1.g., h., i., j. Please rate the planning areas as a place to live based on the following:

1g. Local tax rates.

	Excellent	Good	Fair	Poor	Total
Pickerington	1	8	44	47	100
Violet Township	0	20	53	27	100

1h. Water and sewer rates.

	Excellent	Good	Fair	Poor	Total
Pickerington	1	8	33	58	100
Violet Township	2	20	50	28	100

1i. Visual appearance of transportation corridors.

	Excellent	Good	Fair	Poor	Total
Pickerington	2	30	47	21	100
Violet Township	3	39	26	32	100

1j. First impression enter the planning area.

	Excellent	Good	Fair	Poor	Total
Pickerington	5	46	39	10	100
Violet Township	5	47	37	11	100

Question 1g. regarding local tax rates yielded a rating of 91% poor (47%) to fair (44%) from Pickerington and 78-98% fair (50%) to poor and (28%) from Violet Township. The revenues collected through the City income tax support City services such as police and parks which are not provided by the township. The City needs to increase their commercial and industrial tax base to gather needed revenues to support these systems rather than the burden falling with the residents unproportionately. Figure 2.3 shows the overall planning area's rating of the tax rates.

Question 1h. asked residents about the water and sewer rates. Ninety one percent of the Pickerington respondents ranked this question poor (58%) to fair (33%) while 78% of Violet Township respondents rated it at fair (50%) to poor (28%). The difference in this response between the two groups is due to the three different sources for water - the City water supply, the County water supply, and the wells that many township residents have available to them. The overall averages for this question can be seen in Figure 2.3 with excellent at 1.5%, good at 14%, fair at 41.5% and poor at 43%.

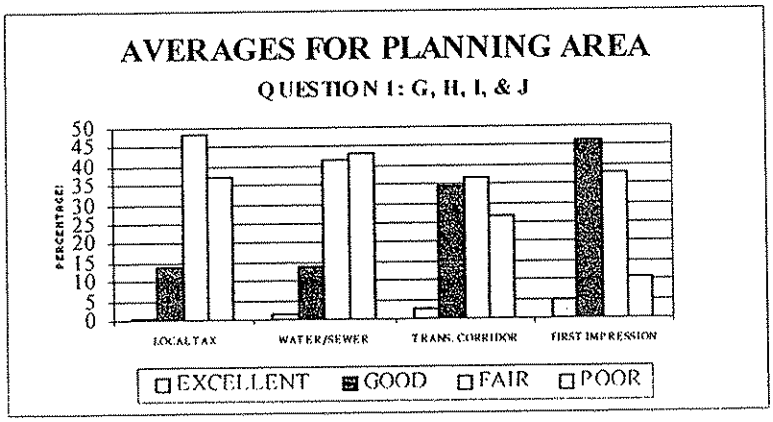


Figure 2.3

The visual appearance of the planning area's transportation corridors was asked about in Question 1i.. Seventy-seven percent of the Pickerington respondents ranked this quality at fair (47%) to good (30%) and 65% of the Violet Township respondents rated it at good (39%) to fair (26%). Although the concentration of good to fair is similar, the difference between the good and fair emphasis, along with the high poor rating (32%) from the Township vs. that of the City (21%) is probably due to the rural experience. The primary arterial Rt. 256 transversing Pickerington has become less rural in character, giving way to the commercial corridor. Since rural quality is rated as one of the planning area's highest assets, more consideration should be given to aesthetics in future development so as not to further degrade the rural character of the area.

Question 1j. refers to the "first impression" upon entering the planning area. Here the concentrations of the responses are similar between the residents of Pickerington and Violet Township. Eighty-five percent of Pickerington's respondents said it was good (46%) to fair (39%). Eight-four percent of the township's respondents said the quality was good (47%) to fair (37%). Judging from the shift in responses from the aesthetic Question 1c., ranking aesthetic quality in the lower range to a more solid mid-range rating, it is evident that the residents of the planning area as a whole, feel that while they see the change in the visual quality of the area, an outsider should still find the planning area to be a quality community. Policies should be put in place to ensure the overall appearance and aesthetic quality remains and improves for residents and visitors alike. Overall rankings for the planning area can be seen in Figure 2.3.

2. How many years have you lived in the planning area?

Pickerington	8.5
Violet Township	10

The average number of years lived in the planning area was 8.5 years for Pickerington respondents and 10 years for Violet Township. Thus the average lengths of residing for the planning area's survey respondents was 9.25 years.

3. **What do you believe is the planning area's most important "asset" or "quality"?**

Pickerington

* School System. (43%)
  - Affordable, Good Quality Housing
  - Growth and Development
  - Location, Proximity to Columbus
  - Low Crime Rate
  - Parks and Recreation
  - Community Spirit, Small Town Atmosphere
  - Nice Neighborhood Environment
  - Rural, Country Atmosphere, Open Spaces

* Small Town Atmosphere, Family Involvement, and Friendly Neighbors. (25%)

* Accessibility to Columbus, Shopping, Interstate System and Job Opportunities.

* Growth and Development of Businesses, Shopping and Industry.

* Safety, Low Crime, Good Housing, Great People.

The planning area's biggest qualities or assets for Pickerington respondents were the school system (43%) and the small town atmosphere or rural character at 25%. The others mentioned all add up with these to say that the small town feel for the planning area provide for a safe, friendly community that has amenities such a good housing, good open space, accessibility to convenient shopping and occupation possibilities, and great people.

Violet Township

* Rural Character. (39%)
  - Visual Appearance, Neatness, Size of Lots
  - Open Spaces, Rural Appearance.
  - Country Feeling
  - Near Columbus, Job Opportunities, and Shopping yet Still a Rural Area.
  - Affordable, Attractive Housing on Large Lots, the Uncluttered Look
* School System. (35%)
  - Small Town Atmosphere and Good School System
  - Neighborhoods, School System, People Active in the Community
* Growth and Development.
* Traffic Needs Improved.
* Emergency Services.

Violet Township respondents generally feel the same way as the Pickerington respondents, thus reinforcing the sense of community pride. The school system and rural character of the planning area again provide for a safe, family oriented atmosphere with ample shopping and job opportunities within or near the community. Again, proximity to the greater Columbus area is seen as a positive attribute for the community. Housing affordability and attractiveness were additional qualities raised by the Violet Township respondents.

4.a., b., c. Please rate the planning areas as a place to live based on the following:

4a. Police protection.

	Excellent	Good	Fair	Poor	Total
Pickerington	37	55	7	1	100
Violet Township	26	63	10	1	100

4b. Fire protection.

	Excellent	Good	Fair	Poor	Total
Pickerington	47	50	3	0	100
Violet Township	33	58	7	2	100

4c. Emergency medical protection.

	Excellent	Good	Fair	Poor	Total
Pickerington	44	49	6	1	100
Violet Township	34	57	8	1	100

92% of the Pickerington survey respondents ranked the "quality of police protection" at good (55%) to excellent (37%). 89% of the Violet Township respondents rated the quality of the protection at good (63%) to excellent (26%). While most of the township respondents made the distinction of the service as being provided by the Fairfield County Sheriff's Department, the planning area as a whole is also covered by the Pickerington Police Department through a mutual aid response agreement with the Sheriff's Department. Figure 2.4 summarizes the average responses for Question 4a. graphically.

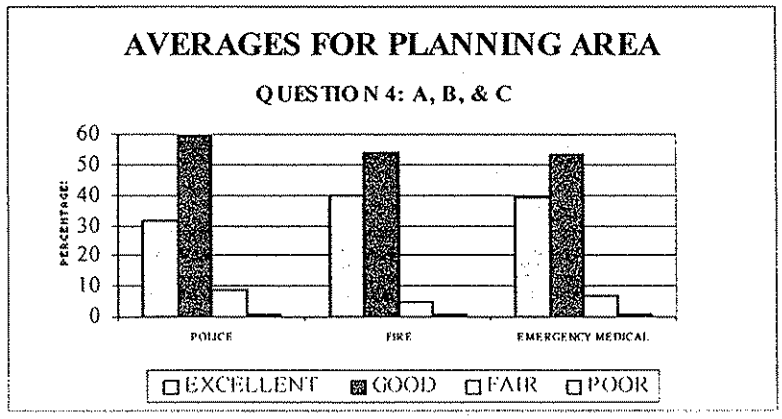


Figure 2.4

Fire protection for the planning area was rated at 91% good (58%) to excellent (33%) by the Violet Township respondents. Pickerington respondents rated the quality at 97% good (50%) to excellent (47%) for the planning area. The overall rating for the planning area is 94% good to excellent, with the dispersion of the average ratings graphically represented in Figure 2.4, 4b.. The Fire Department also has mutual aid response agreements established with surrounding fire departments which help to provide the level fire protection quality provided to the planning area residents and businesses.

Question 4c. asked the survey respondents to rate the "quality of emergency medical protection". Ninety one percent of Violet Township respondents said the quality was good (57%) to excellent (34%) and 93% of the Pickerington respondents replied the quality was good (49%) to excellent (44%). While the EMS vehicles reply to calls from the fire station, the emergencies are dispatched via the Pickerington' Police Department's 911 system. There is close coordination and collaboration in the provision of this quality service between the two departments.

4.d., e., f. Please rate the planning areas as a place to live based on the following:

4d. Water Service.

	Excellent	Good	Fair	Poor	Total
Pickerington	6	40	28	26	100
Violet Township	8	54	27	11	100

4e. Sewer service.

	Excellent	Good	Fair	Poor	Total
Pickerington	6	47	32	15	100
Violet Township	7	67	20	6	100

4f. Street maintenance.

	Excellent	Good	Fair	Poor	Total
Pickerington	9	48	34	9	100
Violet Township	13	60	24	3	100

Question 4d. addressed the quality of the water service. Sixty-eight percent of the Pickerington respondents said the quality is good (40%) to fair (28%) with another 26% replying the service is poor. Violet Township's water service, primarily provided by Fairfield County and on-site wells, rated 81% good (54%) to fair (27%) with 11% replying the service is poor and 8% replying as excellent. The difference in the responses may be indicative of the fact that Pickerington has hard water. Pickerington's water treatment facility does not provide a softener at the water treatment plant. The county water treatment plant uses a softener, decreasing the level of hardness to a noticeable difference between the planning area's two water sources.

"Quality of the sewer service" by Pickerington respondents received 79% good (47%) to fair (32%) and 87% good (67%) to fair (20%) from Violet Township respondents. The difference in this rating between the two areas could again be due to the three sources of sewage disposal - Pickerington's, Fairfield County's systems and the septic systems available to township residents living on parcels of 2 1/2 acres or larger on average. The planning areas average responses can be seen in Figure 2.5, 4e..

Question 4f. dealt with the "quality of the planning area street maintenance." Violet Township respondents ranked the service at 84% good (60%) to fair (24%) with 13% rating the service as excellent. 82% of Pickeringtons' respondents rated the quality of service as good (48%) to fair (34%) with 9% rating the quality as excellent. The County and Township maintain unincorporated township roads and the City of Pickerington maintains the incorporated segments. The overall rating for the planning area is 83% good to fair showing a favorable response for the planning area's street maintenance programs.

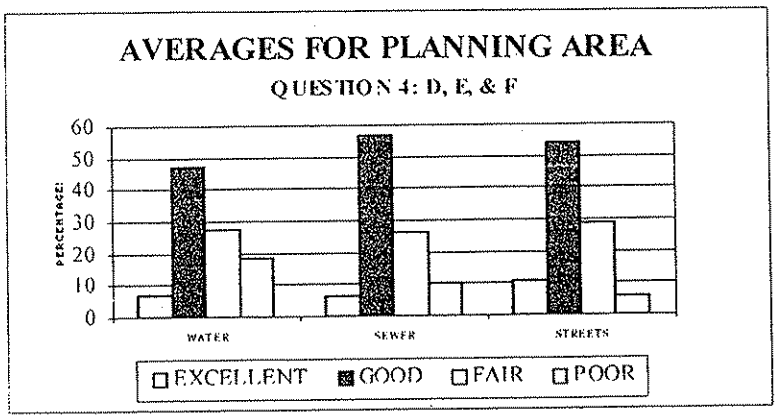


Figure 2.5

4.g., h., i. **Please rate the planning areas as a place to live based on the following:**

g. Storm drainage.

	Excellent	Good	Fair	Poor	Total
Pickerington	2	27	35	36	100
Violet Township	4	35	37	24	100

h. Local park system.

	Excellent	Good	Fair	Poor	Total
Pickerington	16	49	27	8	100
Violet Township	10	45	34	11	100

i. Zoning and code enforcement.

	Excellent	Good	Fair	Poor	Total
Pickerington	3	44	35	18	100
Violet Township	5	45	34	16	100

"Storm drainage" in question 4g. received a 71% fair (35%) to poor (36%) rating from Pickerington respondents. Violet Township respondents replied that the quality is 72% fair (37%) to good (35%). Although Pickerington's rating is lower, council recently initiated a stormwater management study for the planning area. Fairfield County and Violet Township are also participating in the plan. Recommendations from that study should produce alternatives to the problem and increase this rating. Figure 2.6 shows the overall ranks.

Question 4h. regarding the "local park system" received 79% good (45%) to fair (34%) from Violet Township and 76% good (49%) to fair (27%) from Pickerington respondents. The planning area received an average 13% excellent rating from both areas. The slightly lower ratings from the township respondents could be due to the absence of a formally dedicated park system within the unincorporated portion of the planning area. The City provides park service for both the Township and the City. Although Pickerington respondents replied favorably, the need for additional park land and amenities could be the reason for a lower than expected rating of excellent. As the planning area grows, measures for park space acquisition should be in place so as to increase the availability of recreation space or maintain the existing quality in ratio to the areas future growth.

"Zoning and code enforcement" questioned in 4i. yielded almost identical results from the two groups of respondents. Seventy-nine percent of Pickerington's rated the process good (44%) to fair (35%) and 79% of Violet Township's rated the process good (45%) to fair (34%). Zoning and codes are enforced by two different entities - the Township Trustees and City of Pickerington. It seems apparent that enforcement within the planning area is generally viewed positive by the respondents. Overall averages are graphically represented in Figure 2.6.

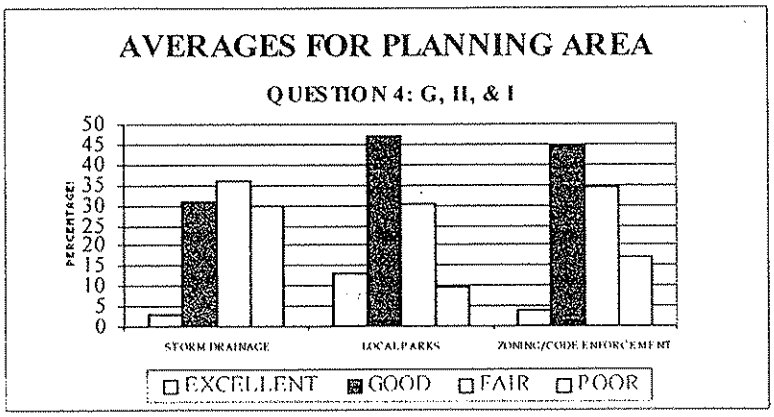


Figure 2.6

4.j., k. **Please rate the planning areas as a place to live based on the following:**

j. Trash collection.

	Excellent	Good	Fair	Poor	Total
Pickerington	22	57	18	3	100
Violet Township	15	59	22	5	100

k. School system.

	Excellent	Good	Fair	Poor	Total
Pickerington	66	31	3	0	100
Violet Township	59	36	4	1	100

The City of Pickerington contracts with a private waste removal to provide "blanket" service for the residents within the city. The contract is renewable every three years, and bids for the contract are accepted from various removal companies. Pickerington also contracts for a recycling and a yard waste removal program. Although residents pay for their service, the rate is less expensive due to the exclusive "blanket" arrangement between the City and removal company. Most of the companies deposit the refuse in the Fairfield County Sanitary Landfill. Pickerington respondents ranked the service 79% good (57%) to excellent (22%). Violet Township residents subscribe individually to independent removal companies for garbage removal. Township respondents rated their service at 81% good (59%) to fair (22%). Figure 2.7 displays the planning area's overall rankings - 19.5% excellent, 58% good, 20% fair and 4% poor.

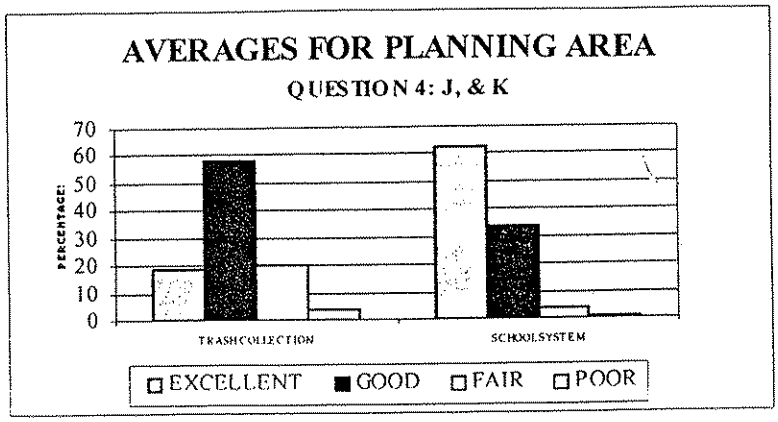


Figure 2.7

The quality of the Pickerington school system rated the highest rankings of all other elements within Question 4, just above police, fire and emergency services. Pickerington respondents rated the school system at 97% excellent (66%) to good (31%) and Violet Township rated the schools at 98% excellent (59%) to good (36%). The overall average for the planning area's perception of the school system's quality (see Figure 2.7 4k.) are 62.5% excellent, 33.5% good, 3.5% fair and .5% poor. Based on the results from Questions 1, 3 and 4 the school system is strongly felt to be the highest asset the Pickerington and Violet Township area have today. Measurements should be strengthened to keep the quality education available to the students within the planning area in the face of demands from a continually growing community.

5. In what community does each <u>employed adult</u> in your household work?

<u>Head of Household</u>

	Planning Area	Columbus	Other	Retired	Total
Pickerington	10	61	23	6	100
Violet Township	13	61	22	4	100

<u>Spouses w/occupations</u>

	Planning Area	Columbus	Other	Retired	Total
Pickerington	23	51	22	4	100
Violet Township	26	49	21	4	100

<u>Other</u>

	Planning Area	Columbus	Other	Retired	Total
Pickerington	19	61	14	6	100
Violet Township	19	55	22	4	100

In Question 3, respondents from Pickerington and Violet Township replied that proximity to jobs and major transportation routes is an asset. In Question 5, we observe that 61 percent of the heads of household for both areas are employed in Columbus. An average of 22% of the heads of household work in another area, while an average of only 11.5% work within the planning area. This trend is similar all the way through the averages for spouses and others living within the survey respondents' households. (See Average For Planning Area, Figure 2.8.) Obviously, the primary source of employment is found to be within Columbus' city limits. While the head and spouse retired categories average 5 and 4 percent, an average 5% of the respondents' households have a retired person living within the dwelling, signifying the extended family connection within the planning area.

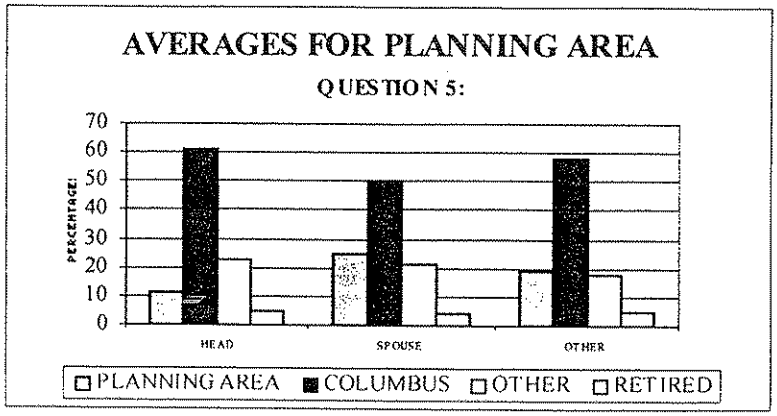


Figure 2.8

6. Do you own or rent your place of residence?

	Own	Rent	Total
Pickerington	90	10	100
Violet Township	97	3	100

Ownership in Question 6 was considerably higher for Violet Township survey respondents than for Pickerington respondents. This is to be expected, since the City of Pickerington is the primary multiple family dwelling unit provider within the planning area. 97% of the Violet Township respondents own their dwellings with the remaining 3% renting, compared to 90% of Pickerington's respondents owning their dwelling and 10% renting.

7.a., b., c. In general, what types of development should we encourage in newly developing areas?

7a. Single family homes on large lots.

	High Priority	Medium Priority	Low Priority	No Priority	Total
Pickerington	51	37	8	4	100
Violet Township	64	25	9	2	100

7b. Single family homes on small lots.

	High Priority	Medium Priority	Low Priority	No Priority	Total
Pickerington	6	32	46	16	100
Violet Township	5	30	47	18	100

7c. Apartments.

	High Priority	Medium Priority	Low Priority	No Priority	Total
Pickerington	1	9	36	54	100
Violet Township	0	6	43	51	100

Single family homes on large lots ranked as the second highest priority in Question 7. This is expected, since Question 3 revealed that larger homes with more spacious sized lots were an asset by the respondents. Fifty seven and one half percent of Pickerington and Violet Township respondents believe that large lot developments should be encouraged in the future, while 46.5% of the same respondents viewed the

encouragement of single family homes on small lots as a low priority. Fifty two and one half percent of the respondents feel that apartments should have no priority while 39.5% feel apartments should have a low priority in future development. Many remarks were made that quality apartment developments such as Turnberry, should be the style of any future multi-family developments. Overall averages for Question 7a.b. and c. are shown in Figure 2.7.

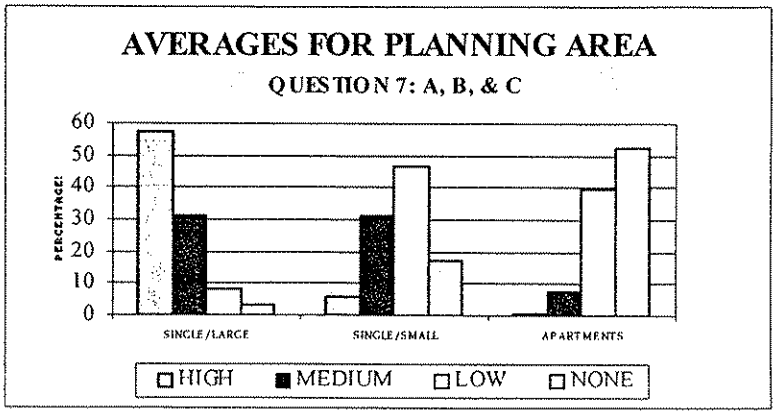


Figure 2.9

7.d., e., f. In general, what types of development should we encourage in newly developing areas?

7d. Condominiums.

	High Priority	Medium Priority	Low Priority	No Priority	Total
Pickerington	3	20	43	34	100
Violet Township	1	20	47	32	100

7e. Planned industrial development areas.

	High Priority	Medium Priority	Low Priority	No Priority	Total
Pickerington	31	25	20	24	100
Violet Township	23	30	25	22	100

7f. Planned commercial and office development areas.

	High Priority	Medium Priority	Low Priority	No Priority	Total
Pickerington	31	39	19	11	100
Violet Township	28	42	22	8	100

Condominiums were rated by both survey populations as having a low priority (45%) then no priority (33%) a medium priority (20%) and high priority (2%). Thirty-one percent of Pickerington respondents believe planned industrial areas to have a high priority, while 30% of Violet Township feel industrial development should be a medium priority.

Only 23% of Violet Township respondents believe industrial development should have a high priority. As observed in Figure 2.10, 7e. responses are the most evenly distributed answers in Question 7, with a fairly even average across the 4 ranking groups. Fifty six percent of the Pickerington respondents rated planned industrial development as a high (31%) to medium (25%) priority, and 53% of the Township respondents rated planned industrial development as a medium (30%) to high (23%) priority. The high ratings from both entities may imply the respondents recognize a need to diversify the tax base and support for the schools.

Planned commercial and office area ranked highest as a medium priority for both Pickerington and Violet Township survey respondents. 40.5% rated this section as medium, 29.5% rated it as high, 20.5% ranked it as low and 9.5% rated commercial and office development as having no priority.

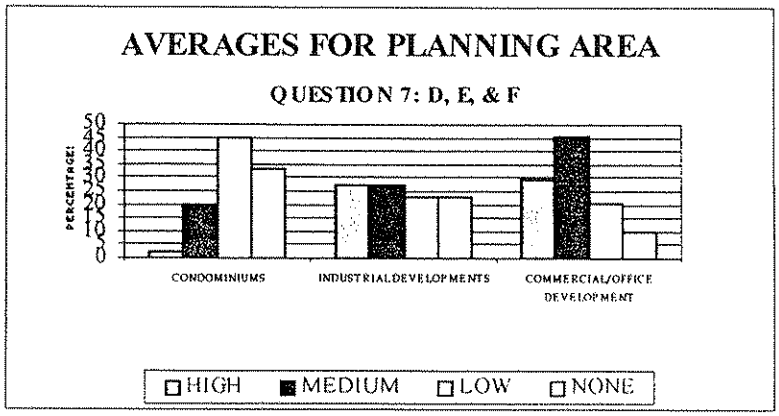


Figure 2.10

7.g., h., i. In general, what types of development should we encourage in newly developing areas?

7g. Planned open space.

	High Priority	Medium Priority	Low Priority	No Priority	Total
	Excellent	Good	Fair	Poor	Total
Pickerington	55	35	7	3	100
Violet Township	55	33	10	2	100

7h. Planned park and recreation areas.

	High Priority	Medium Priority	Low Priority	No Priority	Total
	Excellent	Good	Fair	Poor	Total
Pickerington	60	30	9	1	100
Violet Township	65	28	7	0	100

7i. Preserved agricultural land.

	High Priority	Medium Priority	Low Priority	No Priority	Total
	Excellent	Good	Fair	Poor	Total
Pickerington	49	33	14	4	100
Violet Township	47	33	15	5	100

Planned open space ranked overall as number 3 in high priorities. Both survey populations believed this subject to have a 55% high priority. Thirty four percent of the combined respondents rated it as a medium priority, while 8.5% gave a low and 2.5% rated a no priority. Question 3 cited the rural character of the planning area as the biggest asset, second only to the school system. A strong feeling toward the protection of this rural quality is evident throughout responses to several questions in the survey. Providing for open space in developments would encourage the maintenance of the planning area's rural quality.

Planned parks and recreation areas rated the highest priority of all elements within Question 7. Sixty- two and one-half percent of the respondents averaged from both areas rated a high priority, and 29% rated a medium priority. Eight percent said a low priority and only .5% rated no priority for park and recreation areas. Sixty percent of Pickerington respondents rated it a high priority, but 65% of the township respondents rated it a high priority. This increase over Pickerington respondents might be due to the absence of any formally originated park land within the unincorporated portion of Violet Township. Preserved agricultural areas rated as the fourth highest priority among the elements in Question 7. This rating again reflects the strong relationship the planning area residents have between quality living environment and rural character. Agricultural uses with the planning area should be encouraged in the face of encroaching development through the use of tax credits, overlay districts, etc. as provided for within the Ohio Revised Code. The provision of such incentives would provide for good quality and large quantity of continuous agricultural land that will still yield good size crops while ensuring the community against a substantial future loss of rural aesthetic quality.

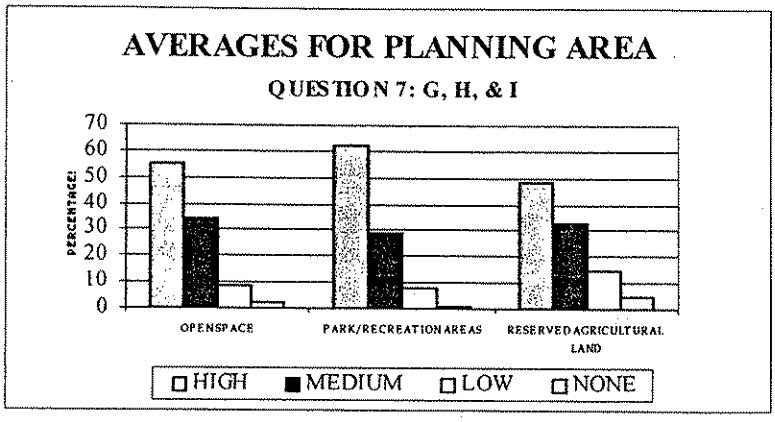


Figure 2.11

8. What types of improvement projects would you most like to see? Please rank the following "1" to "8" in order of their importance to you ("1" being most important).

	Pickerington								
	1	2	3	4	5	6	7	8	Total
Improved Street Lighting	16	6	11	17	17	13	16	4	100
Improved Storm Drainage	17	17	12	17	13	12	10	2	100
Sidewalks	8	7	13	7	14	19	25	7	100
Parks & Playgrounds	8	14	15	13	18	16	13	3	100
Public Water Service	28	20	14	16	8	8	4	2	100
Public Sewer Service	8	18	18	13	16	12	12	3	100
Roadway	53	15	9	8	3	6	3	3	100
Other	5	3	2	3	3	3	6	74	100

Survey respondents of Pickerington and Violet Township rated improvements in the roadways and the water service as number 1 and 2 priorities for Question 8. Priority number 3 differed between the two sample populations, with Pickerington's respondents calling for improvements of the public water service while Violet Township respondents ranked needed parks and playgrounds as priority number 3. The townships higher priority for parks and playgrounds reflects upon their earlier response to Question 7h. in which parks rated 5 percentage points higher than Pickerington's for future, encouraged types of development.

Priority number 4 in Question 8 was the same for Pickerington and Violet Township. Both feel that improvements in the current storm drainage system need to occur. Parks and playgrounds ranked as number 5 priority for the Pickerington respondents while improved street lighting within the unincorporated portions of Violet Township ranked 5th for Township respondents.

Public sidewalks ranked as priority 6 for Pickerington respondents. Improving the public sewer service provided within the township placed as the number 6 priority from the Violet Township respondents. Priority 7 for Pickerington was improvements in street lighting and for the township it was sidewalks. The eighth priority for each group of respondents was the category of other, and included the following types of suggestions:

Pickerington: Bike paths along roadways, improve Rt. 256, a strong parks and recreation program, more turning lanes and stop lights, the appearance of the "main" portion of Pickerington overall business growth, community center with a public swimming pool, increase of community togetherness between Pickerington and Violet Township.

Violet Township: Bike paths, more planning and zoning, work with the traffic using better intersection design, signals and turning lanes, more aesthetically pleasing building designs, commercial sign control, preservation of Old Pickerington, increased tax base, more entertainment and shopping, preservation of wetland areas and more access to natural gas.

Violet Township

	1	2	3	4	5	6	7	8	Total
Improved Street Lighting	12	15	16	14	14	16	9	4	100
Improved Storm Drainage	16	16	15	16	16	10	8	3	100
Sidewalks	6	7	9	12	12	15	28	11	100
Parks & Playgrounds	12	18	17	15	14	11	10	4	100
Public Water Service	11	18	12	14	18	18	6	3	100
Public Sewer Service	5	9	19	13	12	16	22	4	100
Roadway	64	10	8	7	3	2	2	4	100
Other	11	6	3	1	2	3	3	71	100

9. Age (Please check the appropriate space).

Age (Pickerington)	Response %	Age (Violet Township)	Response %
Under 20	0	Under 20	0 (1 response)
20-24	1	20-24	1
25-34	31	25-34	17
35-44	33	35-44	36
45-54	19	45-54	30
55-64	8	55-64	10
65-74	6	65-74	6
75 and over	1	75 and over	0

The majority of the respondents for each sample population occurred in the age group between the age 35 and 44. Thirty three percent of Pickerington and 36% of Violet Township respondents were within this age group. Thirty one percent of Pickerington's respondents fell within the age group between 25 and 34, and 30% of the township's respondents were between the age of 45 and 54. This is consistent with the 1990 U.S. Census data regarding the planning area.

10. Sex:

	Male	Female
Pickerington	46	54
Violet Township	51	49

51.5% of the planning area survey respondents were female, with 48.5% of the respondents being male. This ratio falls into the sex distribution of most areas, with females generally outnumbering males by a margin of 2-3 percent. The survey reached a difference of 3% in the distribution of the respondent's sex.

11. Current marital status:

	Pickerington	Violet Township
Single	5%	5%
Married	83%	87%
Divorced	9%	5%
Widowed	3%	3%

The current marital status of the respondents for both survey populations was predominately married. 83% in Pickerington and 87% in the Township. The difference between the two married groups is found within the 4 percent difference within the divorced category. Affordability of housing, for single wage earner households generally falls within houses on smaller lots, condos and apartments. The larger married average found within the township is probably due to higher property values, higher maintenance costs. More time spent on exterior chores for larger properties usually present additional work for a single heads of household.

12. Number of dependents under 18 years of age who reside with you.

	Pickerington	Violet Township
Average # of dependents per survey respondents	1	1.06

The number of dependents under the age of 18 averaged to be 1 for the City of Pickerington and 1.06 for the township. The average family size for both Pickerington and Violet Township are 3.34 and 3.35 respectively. Thus the response to Question 12 was slightly lower than expected. However, the importance that both survey groups place on schools, parks and open space demonstrate the respondent's desire to continue providing for a quality education and living environment for their families and neighbors.

EXISTING LAND USE DESCRIPTIONS

Diagram 1, Existing Land Use Map displays the current usage of land in the planning area in color. The variety of colors represents the dispersion of the various uses based upon the types of activities associated with that use. The map was composed by using aerial photographs, county tax maps and by driving around the entire planning area to determine the use of the individual parcels of land as accurately as possible.

Determining the existing land uses within the planning area is the key element for future land use planning. The relationships, concentrations and the activities of each use provides a picture of the demands placed on public utilities and services, as well as other infrastructure such as the existing transportation network and the park system. This helps to identify current development trends. These trends are either used to identify future development patterns, or used to create policies discouraging inappropriate development trends.

The community "system" is the co-dependency between the various elements operating within the planning area. The extent and concentration of the demands placed on each element functioning together in order to serve the community's residents efficiently and successfully are related factors. For example, the impact that a regional shopping mall would have on the existing road on which it would be located, plus the demand for additional water and sewer capacity, are three obvious elements that would be affected. Furthermore, characteristics of a regional shopping area include noise, heavy traffic and larger scale buildings, all of which should fit neatly into an area rather than stick out obtrusively in an area without these characteristics (i.e.. residential).

The land use categories for the Existing Land Use Map are broken down into Single family residential, Rural residential, Condominium / Apartment residential, commercial, government and institutional, open space, agriculture and industrial. Further distinction within some of these classifications have also been made.

EXISTING LAND USE CLASSIFICATION CODE

Agricultural (Light Green)
The light green color represents agriculture, the largest land use category within the planning area. Tracts of land that are routinely used for the production of agricultural goods as well as used in the raising of livestock are characteristic of these areas. The classification includes a low density use and very low traffic generation. Machinery used to plant, harvest, process the crops, and transport the produce are activities within the agriculture use.

Rural Residential (Light Yellow)
Light yellow areas identify the parcel being currently used as a single family residence and are usually not part of a platted subdivision. These lots are generally from greater than one to twenty five acres in size and in most cases are served with a septic system and a well. These lots also include farm houses and have a history of lot splits. Residences within this use designation promote the rural, spacious feeling which is highly desirable by planning area residents. Access to the parcels is typically from a township road.

Single Family Residential (Gold)
Areas colored gold identify the areas of land being currently used as a single family residence. Generally, a single family residence is considered to be a single structure, such as a home, typically within a platted subdivision. Densities are from 2-6 units per acre. Single family neighborhoods have a distinct character of low density, family oriented activity with low volume through-traffic and low noise levels. Activities in or near these areas should not conflict with the family oriented environment so highly rated by the planning area residents. Access to these areas occurs typically from sub-collector streets which connect to a larger, collector street or road.

Condominium Apartment Residential (Brown)
Areas shown as brown indicate the location of a multiple family development such as a condominium, apartment, or some similar cluster unit development. Multiple family developments can contain a density from 6 to 10 units per acre and therefore significantly increase the land use density of the area in which they are located. Larger on-site parking demands coupled with increased through-traffic volume combine to create the higher density use designation. Demands on public utilities and infrastructure are also more intensive.

Neighborhood Commercial (Pink)
Areas colored light orange represent the parcel is being currently used as a small, neighborhood commercial activity type use. The types of business are generally conducive to serve the local area, anywhere from a quarter of a mile in radius to two miles in radius depending upon the type and frequency of the commercial activity. The character of the use indicates frequent traffic generation by residents and delivery of goods to the business.

Community Commercial / Office (Red)
Parcels currently being used for larger commercial activities are shown on the Existing Land Use Map as red in color. The types of business are generally conducive to serve an area with a radius anywhere from 1 to 4 miles. Higher traffic volumes are created by frequent visitation to the common site, which is typically a strip shopping development with a large anchor store such as a grocery. The use is intensified by more frequent deliveries than the neighborhood commercial designation. Traffic circulation within the site design is typically provided for, and the access points to a larger arterial are generally more controlled.

Government and Institutional (Dark Green)
The public designation is represented by the color blue on the Existing Land Use Map. The designation includes parcels built and maintained with tax payer revenue such as the police station, municipal building, schools and library. In addition, these are areas determined to be currently used by the public in some civic manner. Uses within this classification would include churches, senior centers or the Grange Hall. By the very nature of the intended use these areas are characterized by regular traffic volumes with some events creating peak volumes, such as a football game or a public meeting. It is important to identify these uses in order to graphically determine the location of public services within the planning area and to see how the planning area is being currently served by these elements.

Office (Orange)
Areas colored orange identify the areas of land currently being used as office space. Although offices can also be considered commercial, their nature is that of a lower density use and a lower demand for services than the designation of commercial. Fewer trip generations and quieter types of activities happen on these parcels which in turn create traffic volume in the areas that they are located. Larger office complexes require more on-site parking and increase traffic volumes only to the degree that the employees from these developments typically enter and depart at regular hours.
***Note: These uses were combined with the Community Commercial Designation in the 2000 Update.**

Industrial (Blue) Land designated as having an industrial classification are shown in blue. Activities associated with these typically include larger traffic volumes, large scale buildings and large on site parking needs. The access points to these parcels are generally controlled along major and minor arterial transportation corridors and the character of the area is usually louder than other areas based upon the specific industrial activity. Light Manufacturing of products and goods, delivery and distribution systems are elements contributing to the higher density land use classification.

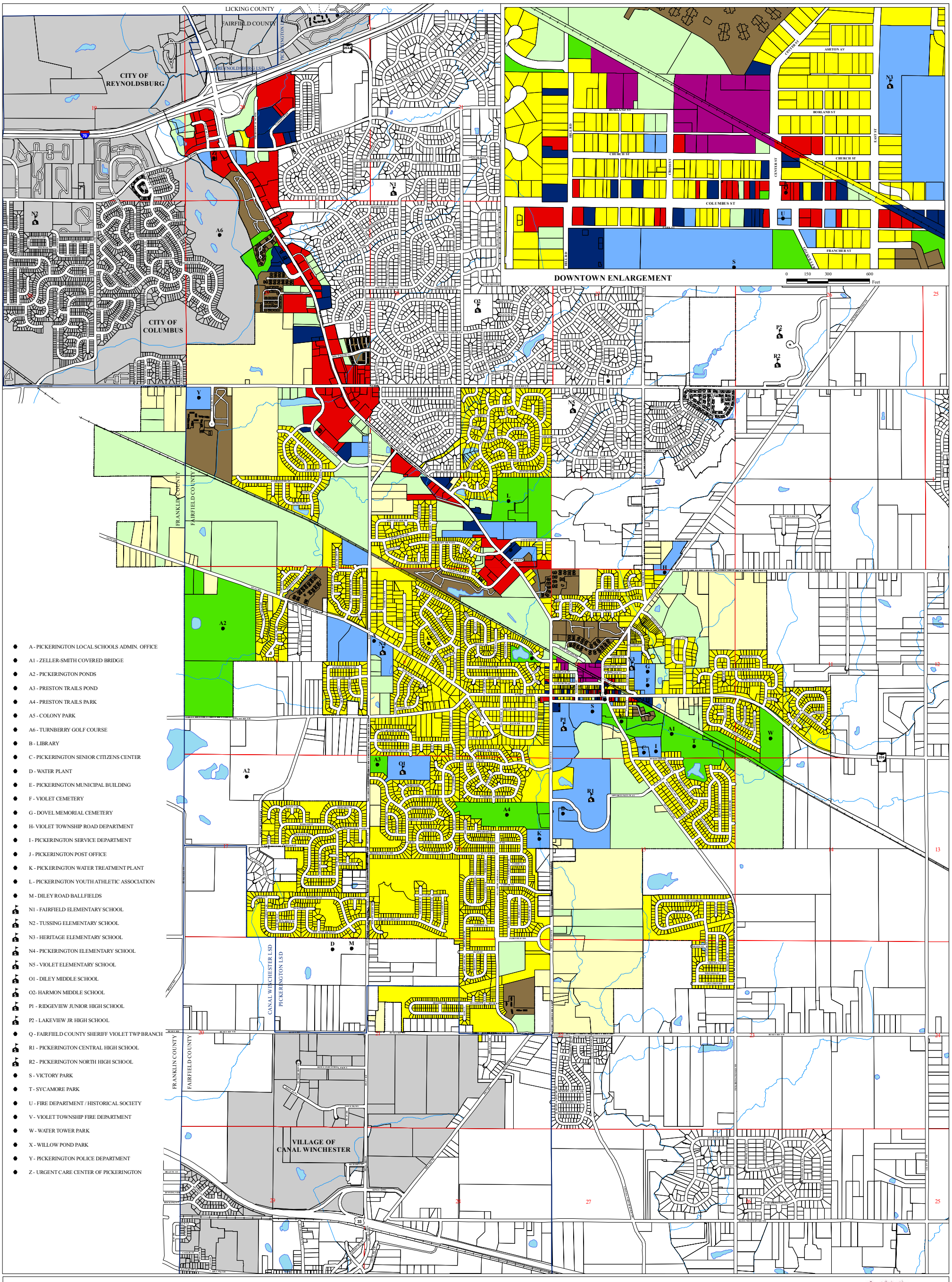
Water (Not revised in Update)
Rivers, creeks, streams, ponds and lakes within the planning area are represented by the color blue. The Existing Land Use Map has tried to identify the sizeable bodies and corridors of water, along with the many ponds and wetland area. There may exist more ponds that went undetermined due to ground cover or because the aerial photography did not reveal the pond clearly or as sizeable enough to incorporate within the map.

Parks, Flood plains and Open Space (Green)
The areas colored green on the map show where the locations of parks, flood plains and open spaces. Open space is an area which is undeveloped and not being used for agriculture. Park land, vacant land, wooded areas and golf courses are shown as open space. Open space is an essential component within a community's land use system, offering buffering between different, more intensive uses as well as helping to maintain a spacious and healthy living environment. Identification of open space on the Existing Land Use Map helps to locate potential corridors for linking future open space together with future planning efforts.

Roads (Black Double Line)
Parking areas for any of the aforementioned uses are not shown graphically on the land use map. Therefore, many more acres used in the circulation of on-site vehicular traffic are present but are not identified on the map.

Mixed Use / PUD (Light Orange)
The areas colored a light orange indicate the designated areas to be predominantly used for mixed commercial and residential planned development. The location of these areas is generally along transportation corridors. The parcels so designated are typically very deep, with frontage not commensurate with the lateral dimensions, making it impractical to develop the entire property commercially. This type of mixed-use commercial and residential planned development is exemplified by the Cross Creeks development, which includes several types of commercial, restaurants, day-care, bank, veterinarian clinic, etc., as well as condominiums.

Existing Land Use Map



- A - PICKERINGTON LOCAL SCHOOLS ADMIN. OFFICE
- A1 - ZELLER-SMITH COVERED BRIDGE
- A2 - PICKERINGTON PONDS
- A3 - PRESTON TRAILS POND
- A4 - PRESTON TRAILS PARK
- A5 - COLONY PARK
- A6 - TURNBERRY GOLF COURSE
- B - LIBRARY
- C - PICKERINGTON SENIOR CITIZENS CENTER
- D - WATER PLANT
- E - PICKERINGTON MUNICIPAL BUILDING
- F - VIOLET CEMETERY
- G - DOVEL MEMORIAL CEMETERY
- H- VIOLET TOWNSHIP ROAD DEPARTMENT
- I - PICKERINGTON SERVICE DEPARTMENT
- J - PICKERINGTON POST OFFICE
- K - PICKERINGTON WATER TREATMENT PLANT
- L - PICKERINGTON YOUTH ATHLETIC ASSOCIATION
- M - DILEY ROAD BALLFIELDS
- N1 - FAIRFIELD ELEMENTARY SCHOOL
- N2 - TUSSING ELEMENTARY SCHOOL
- N3 - HERITAGE ELEMENTARY SCHOOL
- N4 - PICKERINGTON ELEMENTARY SCHOOL
- N5 - VIOLET ELEMENTARY SCHOOL
- O1 - DILEY MIDDLE SCHOOL
- O2- HARMON MIDDLE SCHOOL
- P1 - RIDGEVIEW JUNIOR HIGH SCHOOL
- P2 - LAKEVIEW JR. HIGH SCHOOL
- Q - FAIRFIELD COUNTY SHERIFF VIOLET TWP BRANCH
- R1 - PICKERINGTON CENTRAL HIGH SCHOOL
- R2 - PICKERINGTON NORTH HIGH SCHOOL
- S - VICTORY PARK
- T - SYCAMORE PARK
- U - FIRE DEPARTMENT / HISTORICAL SOCIETY
- V - VIOLET TOWNSHIP FIRE DEPARTMENT
- W - WATER TOWER PARK
- X - WILLOW POND PARK
- Y - PICKERINGTON POLICE DEPARTMENT
- Z - URGENT CARE CENTER OF PICKERINGTON

PICKERINGTON
ESTABLISHED 1815

City of Pickerington
Existing Land Use Map (Draft)

Updated January 13, 2005

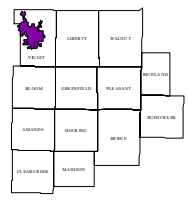
LEGEND

- UNDEVELOPED LAND
- PARK / OPEN SPACE
- GOVERNMENT / INSTITUTIONAL
- RURAL RESIDENTIAL
- RESIDENTIAL
- CONDOMINIUM / APARTMENT RESIDENTIAL
- COMMUNITY / COMMERCIAL
- INDUSTRIAL
- OFFICE
- VIOLET TOWNSHIP (UNINCORPORATED)
- SECTION LINES
- CORPORATION BOUNDARIES
- SCHOOL DISTRICT BOUNDARIES
- PROPERTY LINES
- BODIES OF WATER
- STREAMS
- RAILROADS

N W E S

0 600 1,200 2,400 Feet

1 inch equals 1200 feet



Produced and Maintained
by the Fairfield County Auditor
GIS Department

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Fairfield County Auditor
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Lancaster, Ohio 43130-3882
(740) 687-7122

DISCLAIMER

All data created by the Fairfield County Auditor, GIS Department has been developed to meet National Map Accuracy Standards. All GIS data layers are referenced in the Ohio South State Plane Coordinate System, Horizontal data - North American Datum (NAD) 83 (95), Vertical data – North American Datum Vertical Datum (NAVD) 88, Units – Surveyors Feet.

All data has been developed from public records that are constantly undergoing change and is not warranted for content, completeness or accuracy. Fairfield County does not warrant, guarantee or represent the data to be fit for a particular use or purpose.

Please notify the Fairfield County Auditor, GIS Department with any discrepancies.

EXISTING LAND USE COMPOSITION

The planning area's existing land use composition can be seen in Table 3. The planning area contains all of the area within Violet Township, containing approximately 40 square miles. Land uses within Columbus and Reynoldsburg corporate limits are not included in the report planning area. Specific composition for the City of Pickerington and Violet Township can be seen in Table 1 and Table 2.

The predominant use within Pickerington is single family residential. Approximately 2,370 acres (341being planned residential) of land is currently being used for this purpose. This represents about one-half of the total acreage within the corporate limits of the City. The second largest land use was found to be agricultural with approximately 485 acres within this classification. Agricultural use accounts for 10 percent of the total acreage within the City. Open space and trees add up to about 646 acres or 13 percent of the total 4,857 acres for Pickerington. Apartment / Condominium Residential adds up to roughly 4 percent of the total land within Pickerington, accounting for 182 acres. Commercial / Office and Government / Institutional account for about 16 percent, or about 760 acres.

There are approximately 20,216 acres within the unincorporated portion of Violet Township. The most substantial use within the Township is single family residential. This accounts for approximately 14,315 acres. Multi family, commercial / office, industrial and government / institutional amount to approximately 2 percent of the Township, equaling 400 acres. Open space accounts for 1,872 acres or about 10 percent of the Township and when coupled with the 2,000 acres of trees amounts to about 20 percent of the planning area. Currently, there is no land zoned agricultural in the township.

The total acreage for the planning area, which includes the City of Pickerington and Violet Township is approximately 25,073 acres. The predominant land use for both of these sub-areas is single family residential/agriculture. About 17,817 acres (including planned) or 67 percent of the total planning area is being used for single family residential/agricultural purposes. More than 2,200 woodland acres represent 7 percent of the planning area, and another 10 percent or 2,318 acres classified as open space. The transportation network accounts for 1,095 acres of land, about 4 percent. About 212 acres of water represent 1 percent of the planning area. All other uses within the planning area amount to about 11 percent of the total acreage within the planning area. These include; multi family dwellings, office / commercial, industrial, institutional / public service and vacant land.

TABLE 1: LAND USE RATIOS FOR THE CITY OF PICKERINGTON

	CLASSIFICATION	ACRES USED	ACRES ZONED	ACRES UNUSED AS ZONED	PERCENT UNUSED	PERCENT OF TOTAL ACREAGE USED IN PICKERINGTON
1.	Single Family Residential	2,029	1,599	0	0	41
2.	Rural Residential	25	787	762	97	1
3.	Condo / Apartment Residential	182	55	0	0	4
4.	Commercial / Office	488	573	85	85	10
5.	Industrial	13	47	34	72	0
6.	Government / Institutional	272	272	0	0	6
7.	Vacant	17	0	0	0	1
8.	Open Space	446	0	0	0	9
9.	Trees	200	0	0	0	4
10.	Water	50	0	0	0	1
11.	Agriculture	485	485	0	0	10
12.	Roadways	250	0	0	0	5
13.	Planned Residential	341	556	215	37	7
14.	Planned Commercial	9	10	1	10	0
15.	Planned Urban Development	50	443	393	89	1
	Totals	4,857	4,851	1,490		100

TABLE 2: LAND USE RATIOS FOR VIOLET TOWNSHIP

	CLASSIFICATION	ACRES USED	ACRES ZONED	ACRES UNUSED AS ZONED	PERCENT UNUSED	PERCENT OF TOTAL ACREAGE USED IN PICKERINGTON
1.	Single Family Residential	14,315	19,703	5,388	26	71
2.	Rural Residential	450	0	0	0	2
3.	Condo / Apartment Residential	25	71	46	34	0
4.	Commercial / Office	187	214	27	6	1
5.	Industrial	179	228	49	22	1
6.	Government / Institutional	9	0	0	0	0
7.	Vacant	0	0	0	0	0
8.	Open Space	1,872	0	0	0	10
9.	Trees	2,000	0	0	0	10
10.	Water	162	0	0	0	0
11.	Agriculture	172	0	0	0	1
12.	Roadways	845	0	0	0	4
13.	Planned Residential	0	0	0	0	0
14.	Planned Business/Commercial	0	0	0	0	0
15.	Planned Urban Development	0	0	0	0	0
	Totals	20,216	20,216	5,510		100

TABLE 3: LAND USE RATIOS FOR THE PLANNING AREA

	CLASSIFICATION	ACRES USED	ACRES ZONED	ACRES UNUSED AS ZONED	PERCENT UNUSED	PERCENT OF TOTAL ACREAGE USED IN PICKERINGTON
1.	Single Family Residential	16,344	21,302	4,958	23	65
2.	Rural Residential	475	787	312	40	2
3.	Condo / Apartment Residential	207	120	0	0	1
5.	Commercial / Office	675	787	112	14	3
8.	Industrial	192	275	162	59	0
9.	Government / Institutional	281	0	0	0	1
11.	Vacant	17	0	0	0	0
12.	Open Space	2,318	0	0	0	10
13.	Trees	2,200	0	0	0	9
14.	Water	212	0	0	0	1
15.	Agriculture	657	0	0	0	3
16.	Roadways	1,095	0	0	0	4
17.	Planned Residential	341	556	215	37	1
18.	Planned Business/Commercial	9	10	1	10	0
19.	Planned Urban Development	50	443	393	89	0
	Totals	25,073	24,285	6,153		100

EXISTING ZONING IN THE PLANNING AREA

The zoning currently in place for the City of Pickerington, Violet Township, Canal Winchester and the City of Columbus all affect the planning area. The zoning for the City of Pickerington is represented in color on Diagram 2. The small portion of Canal Winchester that extends into the southwest corner of the planning area is currently zoned residential. Reynoldsburg is located just to the north of Interstate 70, and has both residential and highway commercial zoning in place. Columbus has annexed into the Township along Tussing Road, up to the point of the crossing of Blacklick Creek and then sough along the western edge of Turnberry Golf Course down to Refugee Road, then back to just west of Hines Road. Columbus' zoning within the planning area includes single family, multiple family, commercial and industrial classification.

The primary zoning within the planning area is currently single family residential amounting to 22,670 acres. This represents almost 88 percent of the total land within the planning area. Four percent of the planning area is classified within agricultural districts (city only). The remaining zoning classifications within the planning area sum up to 8 percent. See Table 3.

CITY OF PICKERINGTON ZONING

Single Family Residential

The predominant zoning classification within the municipal limits of Pickerington is single family residential. This designation is broken down into five different classifications (for standard and planned). About 2,155 acres are currently zoned single family residential. This represents approximately 45 percent of the total City area. The R-4 Residential district is the most commonly used having an average density of 2.2 to 2.5 units per acre. The maximum density for this district is four units per acre however, under current subdivision design criteria the maximum density can not be achieved.

Condominium/Apartment Residential

Multiple family, cluster unit development only occurs in a few areas within the planning area. Currently, there are 70 acres of multiple family zoning with the City of Pickerington and is fully developed. Columbia Place, Lakes Edge Apartments, The Residence at Turnberry and Brookview Estates, Old Towne Place and The Manors at Cross Creeks are the current multiple family developments. All of the developments occur to the north of the downtown adjacent to S.R. 256 with the exception of Columbia Place.

Commercial Office

There are currently 59 acres zoned for office use, with 22 acres developed. The majority of the offices within Pickerington are located along S.R. 256 with some offices located in the downtown business district. Law firms, medical, dental and veterinary practices, real estate, and insurance companies are the typical offices located within Pickerington. Currently, Pickerington has 466 acres being used for small and large commercial uses out of a total of 534 acres zoned. This designation can be found along S.R. 256 and mixed in throughout the central business district along Columbus Street. Commercial shopping centers, restaurants, service stations, day care services, bands and specialty shops are typical uses within this zoning classification.

Industrial

The current industrial zoning within Pickerington totals 47 acres, with 13 acres north of the railroad currently developed. Auto body shops and storage facilities constitute the majority of the industrial base. The major remaining industrial land available within the City is a large tract of land located almost centrally within the core of the city. This tract however, is bound by heavy residential development and divided almost equally by the diagonal direction of the Conrail Railroad and has been zoned since 1970.

Government & Institutional Services

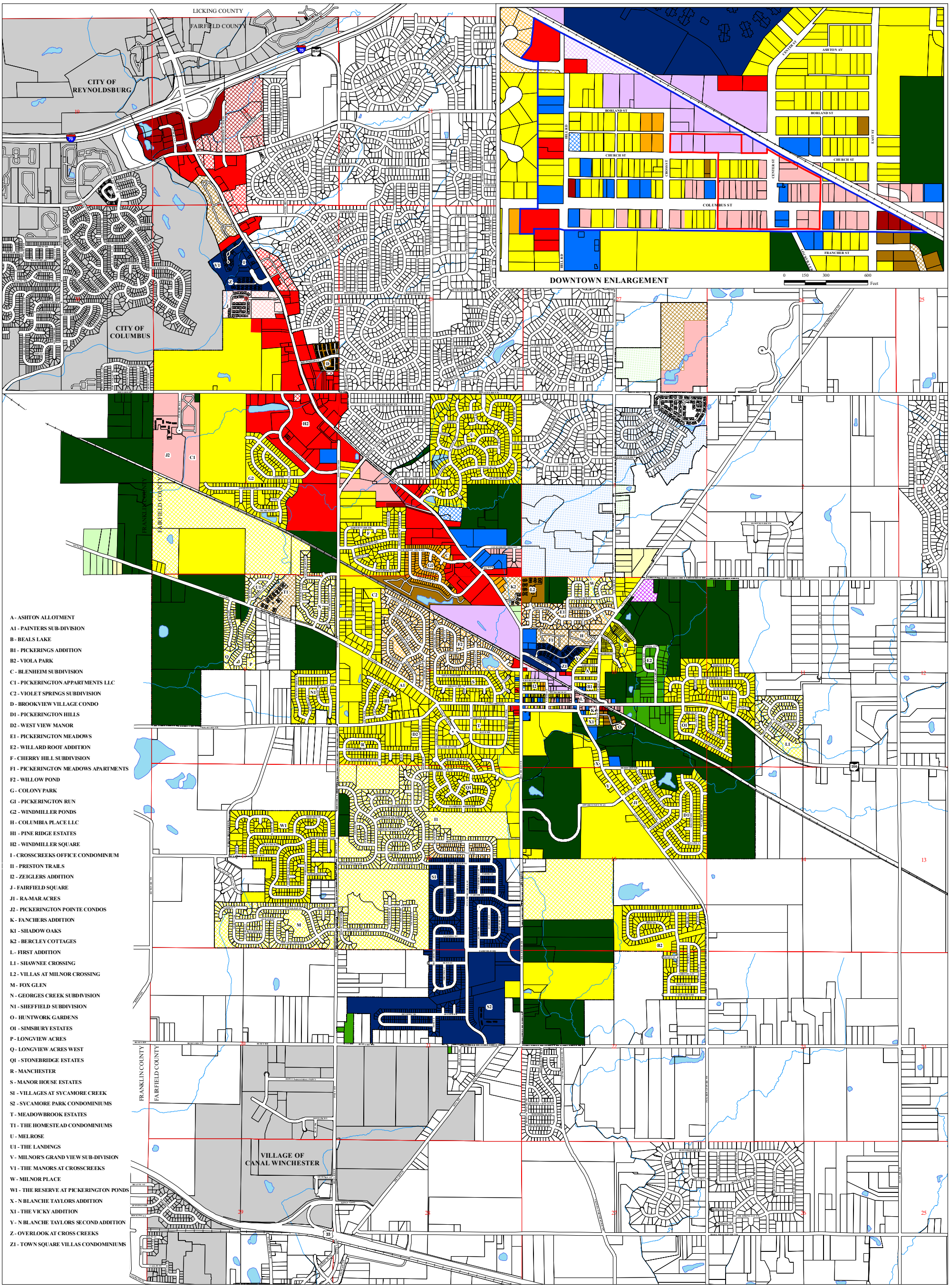
Municipal and Community services are not designated in a specific zoning category, but are permitted under another classification. Therefore, these services are accrued as needed based upon the demands the community places upon the needed services. There are approximately 272 acres being used solely for this purpose. Facilities such as churches, schools and water towers fall in this category. In addition, the City has lands devoted to youth sports organizations such as the P.Y.A.A. and P.Y.S.A.

Agriculture

The City of Pickerington is the sole user of the classification providing for the maintenance of the rural character of the area. Acceptable uses within this classification include farming activities and Rural residential uses. There are currently 1,155 acres zoned for agriculture, with 485 acres within Pickerington being used for agricultural purposes.

The use of agricultural districts can also thwart encroaching development pressures and the associated costs typically incurred by the presence of adjacent development. Incentives common to the placement of land within the district designation include taxing the property on the use value rather than the speculative value incurred by the encroaching development. Agricultural district designation is renewable every five years and must be applied for to the Municipality. Various other criterion are applicable to the proper maintenance of this designation as required by the state.

Zoning Map



A - ASHTON ALLOTMENT
A1 - PAINTERS SUB-DIVISION
B - BEALS LAKE
B1 - PICKERINGS ADDITION
B2 - VIOLA PARK
C - BLENHEIM SUBDIVISION
C1 - PICKERINGTON APPARTMENTS LLC
C2 - VIOLET SPRINGS SUBDIVISION
D - BROOKVIEW VILLAGE CONDO
D1 - PICKERINGTON HILLS
D2 - WEST VIEW MANOR
E1 - PICKERINGTON MEADOWS
E2 - WILLARD ROOT ADDITION
F - CHERRY HILL SUBDIVISION
F1 - PICKERINGTON MEADOWS APARTMENTS
F2 - WILLOW POND
G - COLONY PARK
G1 - PICKERINGTON RUN
G2 - WINDMILLER PONDS
H - COLUMBIA PLACE LLC
H1 - PINE RIDGE ESTATES
H2 - WINDMILLER SQUARE
I - CROSSCREEKS OFFICE CONDOMINIUM
I1 - PRESTON TRAILS
I2 - ZEIGLERS ADDITION
J - FAIRFIELD SQUARE
J1 - RA-MAR ACRES
J2 - PICKERINGTON POINTE CONDOS
K - FANCHERS ADDITION
K1 - SHADOW OAKS
K2 - BERCLEY COTTAGES
L - FIRST ADDITION
L1 - SHAWNEE CROSSING
L2 - VILLAS AT MILNOR CROSSING
M - FOX GLEN
N - GEORGES CREEK SUBDIVISION
N1 - SHEFFIELD SUBDIVISION
O - HUNTWORK GARDENS
O1 - SIMSBURY ESTATES
P - LONGVIEW ACRES
Q - LONGVIEW ACRES WEST
Q1 - STONEBRIDGE ESTATES
R - MANCHESTER
S - MANOR HOUSE ESTATES
S1 - VILLAGES AT SYCAMORE CREEK
S2 - SYCAMORE PARK CONDOMINIUMS
T - MEADOWBROOK ESTATES
T1 - THE HOMESTEAD CONDOMINIUMS
U - MELROSE
U1 - THE LANDINGS
V - MILNOR'S GRAND VIEW SUB-DIVISION
V1 - THE MANORS AT CROSSCREEKS
W - MILNOR PLACE
W1 - THE RESERVE AT PICKERINGTON PONDS
X - N BLANCHE TAYLORS ADDITION
X1 - THE VICKY ADDITION
Y - N BLANCHE TAYLORS SECOND ADDITION
Z - OVERLOOK AT CROSS CREEKS
Z1 - TOWN SQUARE VILLAS CONDOMINIUMS

PICKERINGTON
ESTABLISHED 1815

Official Zoning District Map

Adopted by the City of Pickerington, Violet Township, Fairfield County Ohio as part of Ordinance 90-64, passed on November 6, 1990

Updated April 24, 2006

LEGEND

- AG - RURAL DISTRICT
- R-1 - RESIDENTIAL
- R-2 - RESIDENTIAL
- R-3 - RESIDENTIAL
- R-4 - RESIDENTIAL
- PR-4 - RESIDENTIAL
- R-6 - RESIDENTIAL
- PR-6 - RESIDENTIAL
- R-10 - CONDOMINIUM/APARTMENT
- PR-10 - CONDOMINIUM/APARTMENT
- C-1 - NEIGHBORHOOD COMMERCIAL
- C-2 - CENTRAL BUSINESS/MIXED USE
- PC-2 - CENTRAL BUSINESS/MIXED USE
- C-3 - COMMUNITY COMMERCIAL
- PC-3 - COMMUNITY COMMERCIAL
- C-4 - HIGHWAY COMMERCIAL
- PC-4 - HIGHWAY COMMERCIAL
- O - SUBURBAN OFFICE
- PO - SUBURBAN OFFICE
- M - GENERAL INDUSTRIAL
- P-M - GENERAL INDUSTRIAL
- M-1 - RESTRICTED INDUSTRIAL
- PM-1 RESTRICTED INDUSTRIAL
- MU PUD - MIXED USE PLANNED DEV.
- R-2 SINGLE FAMILY RESIDENTIAL (TWP)
- C-2 LIMITED COMMERCIAL (TWP)
- PD PLANNED RESIDENTIAL DISTRICT (TWP)
- OLDE PICKERINGTON VILLAGE PORTABLE SIGN DISTRICT (ORDINANCE 2004-18, ADOPTED JUNE 3, 2004)
- OLDE PICKERINGTON VILLAGE DISTRICT (ORDINANCE 94-46, ADOPTED AUGUST 4, 1994)
- SECTION LINES
- CORPORATION BOUNDARIES
- BODIES OF WATER
- STREAMS
- RAILROADS

N W E S

0 600 1,200 2,400
Feet

1 inch equals 1200 feet

Produced and Maintained by the Fairfield County Auditor GIS Department

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FUTURE LAND USE OBJECTIVES

GOAL:

"Plan future land use so as to best utilize the remaining, undeveloped land in a manner compatible with existing uses (ie. historical heritage, aesthetic quality, etc.) and to help achieve and maintain a balance of land uses compatible with future infrastructure, transportation and economic vitality of the community."

OBJECTIVES:

Encourage economic development within the Pickerington School District to create a stronger, more diversified tax base.

Confine new residential growth to areas having the potential to be serviced by sewer and water. Based on the projected capacities of these systems in the future, in-fill and contiguous residential growth should be strongly compatible and encouraged.

Aim to channel future commercial growth within areas predominantly used in this same capacity. The visual appearance of the transportation corridors should not be adversely affected by future commercial development within the planning area.

Existing traffic circulation should improve as a result of careful planning of the areas future land use and proposals presented to the area which may cause adverse impacts to the transportation network should be mitigated to the extent that the negative impacts are abated.

Measures need to be taken to ensure that the rural character of the planning area is not lost due to future development. Incentives to maintain as much of the parks and open space as possible need to be developed so as not to lose this element which contributes to the high quality of the planning area's living environment.

As development occurs, parks and open space need to increase to balance overall development.

Support preservation and expansion of Pickerington Ponds and enhance park system.

Encourage planned developments which increase general quality of parks and open space.

TRANSPORTATION OBJECTIVES

GOAL:

Identify existing and forecast traffic demand and plan for the appropriate modifications to the current transportation system. Planning additional roads or widening of existing corridors should both consider the aesthetics experienced by the traveler and the residents. Alternative modes of transportation such as bike-lanes and paths, connecting corridors with pedestrian walkways, park and ride, etc. should be encouraged. Upgrades should happen in accordance with future land uses designated throughout the planning area. Transportation systems should address the downtown corridor as a destination point, not as a major transportation corridor.

OBJECTIVES:

Whenever possible direct higher density development, such as multi-family development, sizable single-family subdivisions, commercial, office, or industrial development along transportation corridors designed to handle increased traffic.

Designate and classify transportation corridors along growth areas (ie. minor collector, collector, arterial, etc.) to ensure proper traffic circulation during and after development.

Encourage improvement of hazardous intersections and railroad crossings. Eliminate unsafe intersections whenever possible.

Encourage the widening of heavily traveled planning area roads as necessary and appropriate.

Discourage multiple access points from developments to major collector and arterial streets.

Encourage car pooling and park and ride lots to help alleviate current and possible future vehicular congestion along the roadways.

Transportation corridors should encourage the development of the downtown as a destination point.

Encourage sidewalks, street trees, and tree lawns to enhance pedestrian movements.

Encourage interchanges to link Interstate 70 to State Route 33 at Diley Road and Allen Road.

Encourage expansion of bikeways and link to existing routes.

Coordinate with MORPC Transportation Improvement Plan and Fairfield County TID to encourage handicapped accessibility and the use of the COTA system.

PUBLIC UTILITIES OBJECTIVES

GOAL:

Develop utilities to meet the needs of an expanding community. A utility development plan should be established to provide planning for services to the planning area in the future.

Develop a comprehensive approach to storm water management to alleviate runoff and flooding problems.

OBJECTIVES:

Identify the available options for the planning area's water, sewer and storm water management services.

Encourage future development to be within serviceable areas that will be fill-in and/or contiguous with existing development.

Encourage designs for future developments to ensure the most efficient use of the remaining and potentially available services.

To the extent possible, the expansion of services should be planned so the construction of the new infrastructure will occur simultaneously with road improvements. This will help keep costs low and efficiency high for the planning area.

Identify the level of service for each sector (ie. residential, commercial and industrial) and aim to achieve a balanced demand for these services to ensure cost effective delivery.

Utility plans for new development should be compatible or enhance existing utility system.

ECONOMIC AND COMMUNITY DEVELOPMENT OBJECTIVES

GOAL:

"Increase the ratio of commercial, office and industrial land uses in relation to the amount of residential property land uses. The level and type of economic development desired should be identified so that any needed improvements or upgrades can be planned accordingly".

OBJECTIVES:

Identify land within the planning area that will be most feasibly served by transportation, services and compatible with the character of the surrounding area so it will be attractive to prospective commercial and industrial developers.

Increase the existing commercial / industrial tax base within the planning area so the burden of providing the area with services will not substantially fall upon the residents in the future. In addition, increase the existing tax base to provide for more revenues to schools and municipal property.

Encourage responsible industrial and commercial planning and development in contiguous areas to prevent sporadic development of larger scale edifices from hindering the rural and residential character of the planning area.

Encourage business development that will be clean, quiet, and free of hazardous or objectionable elements.

Encourage mixed-use planned development (commercial / industrial).

Actively pursue acquisition of land for development as a Pickerington Commercial/Industrial Park.

Develop and maintain Economical Development Department to facilitate Commercial and Industrial growth.

Encourage and facilitate convention/hotel facilities development.

Encourage tourism by promoting the Violet Capital of Ohio, the Violet Festival and the Downtown Pickerington Village as a unique shopping destination.

Support and promote activities of the Pickerington Area Chamber of Commerce, the OPVBA and the V.F.S. while encouraging redevelopment of Olde Pickerington Village area and the downtown festival space

RESIDENTIAL DEVELOPMENT AND NEIGHBORHOODS OBJECTIVES

GOAL:

Develop a variety of housing, including senior housing, while preserving structures and areas of historical significance. Planned communities with pedestrian connector to parks, recreation and schools should be encouraged. Growth should be linked to development of infrastructure (water, sanitary and storm sewers). Enforce zoning codes.

"Sidewalks should be integrated along major roadways in a manner that will not hinder the rural character of the area. Perhaps through paving types, vegetation and limiting sidewalks to one side of the roadway would help to both preserve the rural character and provide a unifying theme to the area."

OBJECTIVES:

Encourage future residential development in established areas to be compatible with the existing residential development. Sizes and styles of the homes and comparable densities should be observed so as not to detract from the existing neighborhood fabric.

Planned residential developments should occur in areas with significant amounts of undeveloped land that is adjacent to existing service areas. These areas should have topographical features that will enhance the design of the development as well as maintain the open space quality.

The open space requirements should be sufficient enough and ideally located so as to provide for the maximum use of a future park connector system.

Residential development should occur in a contiguous manner so as to avoid the sporadic, sprawling development.

Neighborhood design should consider the aesthetic character of the planning area and encouraged to take full use of natural characteristics in each new development.

Where suitable, rural character should be inherent within subdivision plats.

Identify areas and encourage development of planned residential housing for the elderly based upon the proximity to shopping, parks and potential future transportation services.

Optimize use of mounding and natural buffering.

Preservation of existing trees should be encouraged with new development.

Sidewalks should be developed along collector roads from large residential developments, which lead to public spaces such as parks, schools and the downtown.

Link residential areas with parks, schools and commercial zones through the development of open space corridors. Efforts to connect these areas using pedestrian corridors could satisfy both the need for sidewalks as well as enhance rural character of the planning area.

Enhance the pedestrian circulation and rural theme in residential areas through the use of interconnected bike and pedestrian pathways.

Incorporate indigenous vegetation within neighborhoods along the pedestrian and bikeway corridors to help maintain the rural character and neighborhood integrity when necessary.

PARKS, RECREATION AND OPEN SPACE OBJECTIVES

GOAL:

"Develop parks or green spaces within neighborhoods. Plan and identify pedestrian corridors, bike paths, greenways and parks to create a contiguous system. Existing wooded areas should be preserved. Green belts should be used wherever non-compatible land uses are adjacent to one another. Developers should be required to set aside a percentage of their project's land for parks and greenways. "

OBJECTIVES:

Within newly platted subdivisions, land incorporated should be useable, both within the neighborhood as well as within the community's park system.

Bike paths and pedestrian corridors should be planned within the existing and future development of the planning area. Efforts should be made to obtain public easements within existing development and encourage future developments to provide for connectors to the planned greenways.

Measures should be taken to increase park space, as development occurs in order to balance overall development.

Recreation activities within the park system should reflect the needs of the people who use them. More activities such as baseball diamonds, soccer fields and basketball courts. should be provided to maintain an appropriate ratio between the many age groups and varied interests within the planning area.

Open space should be mandated in the design of future developments to include buffering the potentially incompatible uses adjacent to those developments. The amount and type of buffering should be based upon the intensity of development between the adjacent uses (ie. residential/ commercial vs. residential /industrial).

The open space system should take advantage of any natural characteristics within the planning area. Creeks, ravines, wetlands, etc. will not only provide some of the most pleasant spaces to experience but will also help to maintain the rural character inherent to the planning area. Preserving as much of these areas as possible is to the advantage of everyone.

OTHER OBJECTIVES

The Citizens' Advisory Committee and many of the respondents to the Community Attitude Survey related other goals applicable to the Comprehensive Plan. These goals in themselves are objectives that could be inherent within almost any Comprehensive Plan.

GOALS:

Develop an increase in communication and motivation between various groups in the community.

Develop a theme to enhance the planning area. Possible use of vegetation and streetscapes.

Vision statement that is broad enough to allow individual participation and can adapt to changes in the world.

OBJECTIVES:

Encourage governing bodies within the planning area to plan for its future in a cohesive manner.

Encourage planning for capital improvement programs to be shared by the separate entities within the planning area, enabling residents and businesses to take full advantage of everything the planning area has to offer.

The planning area is of a rural heritage in character. Developments should capitalize on the remaining available rural environment and put the "country back drop" to work for the advantage of the area. Otherwise, this valuable asset will be lost to urbanization.

FUTURE LAND USE MAP DESCRIPTIONS

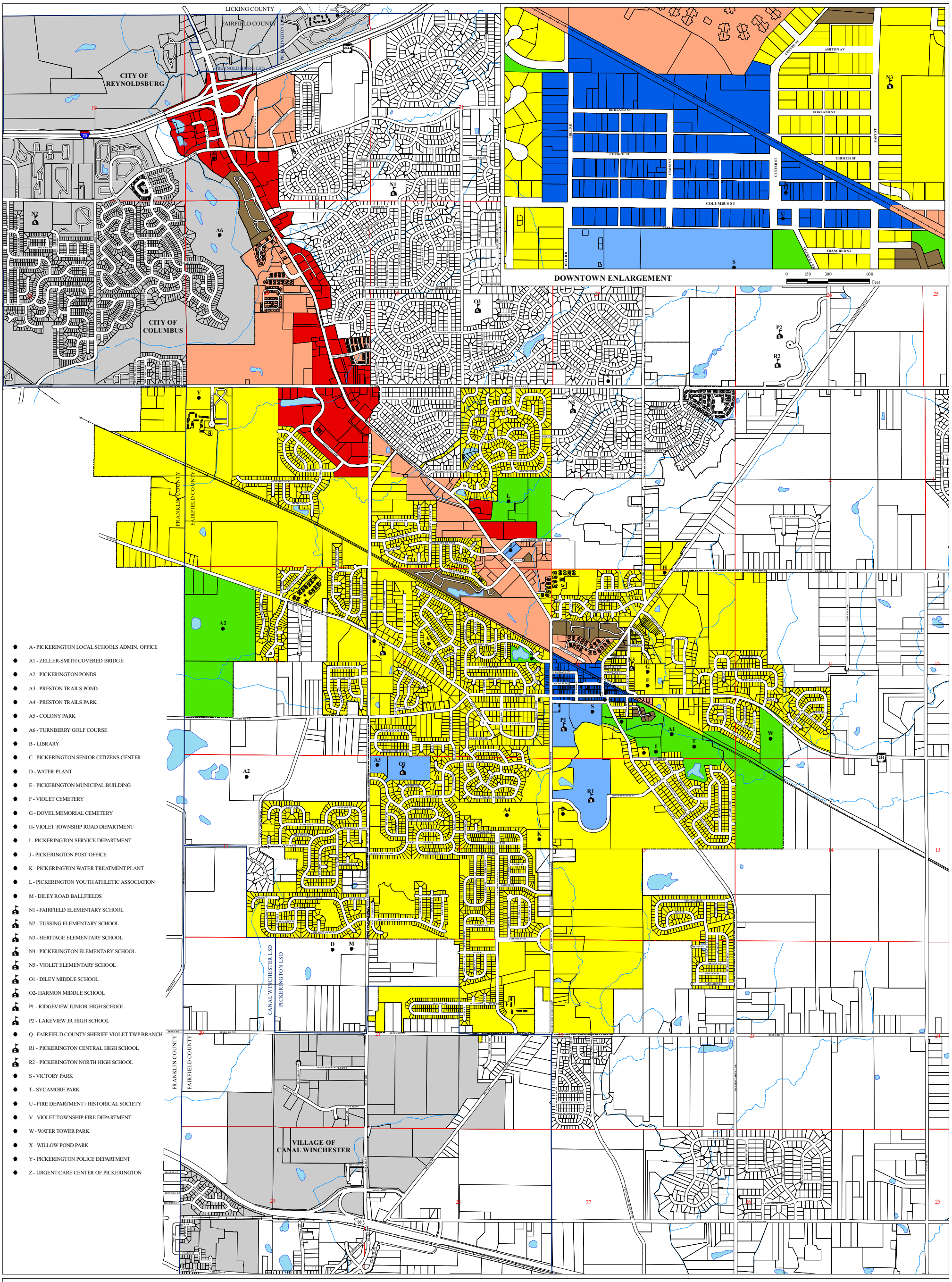
The proposed Future Land Use Map, Diagram 3, of the planning area is based on the goals developed by the Citizens' Advisory Committee from the Community Attitude Survey, and the most efficient and feasible capability in providing the adequate level of services and land use suitability.

The plan document is intended to guide future growth using a comprehensive view to prescribe the future lay-out of the planning area. Amendments may be necessary during the course of the area's growth in order to reflect changes in growth. Growth is dynamic, so the plan document must be able to adapt to changes within the planning area so as to meet the community's goals.

The Technical Advisory Committee's role in the planning process was to provide the technical information necessary to accommodate the Steering Committee's proposed future land recommendations. Any future uses inconsistent with the planning area's capability to provide for the services and infrastructure for the proposed areas were discussed. Recommendations from the Technical Advisory Committee were discussed with the Steering Committee to mitigate any revisions necessary to accommodate the proposed future uses. The following proposed future land use for the Comprehensive Planning Area reflect consensus among both groups in accordance with the goals, objectives and feasibility for the future plan.

Future uses within the planning area are represented graphically on the Future Land Use Map. Areas within each color represent the predominant use desirable for that area. Existing uses, which may be incompatible with the proposed future use, are not to be relocated by any means. It is only the intent of the Comprehensive Plan to recommend any future growth be consistent with the desirable use in the prescribed areas.

Future Land Use Map



PICKERINGTON
ESTABLISHED 1815

City of Pickerington
Future Land Use Map (Draft)

Updated January 13, 2005

LEGEND

- UNDEVELOPED LAND
- PARK / OPEN SPACE
- GOVERNMENT / INSTITUTIONAL
- RURAL RESIDENTIAL
- RESIDENTIAL
- CONDOMINIUM / APARTMENT RESIDENTIAL
- MIXED USE / PUD (COMM. / RES. / OFFICE)
- NEIGHBORHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- INDUSTRIAL
- SPECIAL DISTRICT
- VIOLET TOWNSHIP (UNINCORPORATED)
- SECTION LINES
- CORPORATION BOUNDARIES
- SCHOOL DISTRICT BOUNDARIES
- PROPERTY LINES
- BODIES OF WATER
- STREAMS
- RAILROADS

N W E S

0 600 1,200 2,400 Feet

1 inch equals 1200 feet

Produced and Maintained
by the Fairfield County Auditor
GIS Department

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210 East Main Street
Lancaster, Ohio 43130-3882
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FUTURE LAND USE CLASSIFICATION CODE

Residential (Gold)

Factors used in determining this classification:

- *Potential future infrastructure services*
- *Land suitability*
- *Existing land use*
- *Proximity to existing residential areas*
- *Rural character*

Areas represented on the map with the color gold indicate the future land use as being single family residential. These areas are adjacent to the City of Pickerington's municipal boundary and should be developed contiguously. The area extends outward from the City to Refugee Road, Allen Road, Busey Road and west to Diley Road. These areas can be serviced readily due to their proximity to existing services. Services provided to these areas in the future include water and sanitary sewers. Storm sewers should be provided for where necessary. The recommended density for the new residential areas should be about 2-3 units per acre. Some duplexes and neighborhood commercial activity would be compatible use within these areas.

The lesser density within this area is the result of community desire for larger lots, new development in character with the rural environment, and encouraging development next to services. Significant amounts of open space should be provided for parkland and to permit the future connection of park corridors.

Condominium Apartment Residential (Brown)

Factors used in determining this classification:

- *Existing zoning requirements*
- *Existing land use*
- *Topography*
- *Future availability of infrastructure*
- *Transportation thoroughfare plan*

The Condominium /Apartment / Residential land use designation is delineated on the Future Land Use Map using the color brown. Condominium/ Apartment/ Residential is multi-family residential developments, which may contain average densities of up to 12 dwelling units per acre. The development shall occur within an approved planned district, subject to current zoning code guidelines. The increase in density above what the current zoning may call for is to provide more common open space within the new development. Included in this common open space may be such uses as pedestrian walkways, parkland, open areas, swimming pools, clubhouses, tennis courts and other lands of essentially open character, exclusive of off-street parking areas. The exterior boundary lines of the planned district shall be buffered with landscaping in such a manner as the Planning and Zoning Commission deems appropriate to screen it from the adjacent uses and to ensure compatibility. Where significant natural features such as trees, streams, ponds, wildlife habitat or other unique landscape features, are present on the site, they should be preserved wherever possible.

These areas are found throughout the planning area to the north of downtown Pickerington, generally in proximity to existing development of this type. The location of planned unit developments is based on the community goal to provide a mix of housing opportunities and desire to locate higher density growth along transportation thoroughfares and maintain a high degree of environmental design and rural character.

Special District (Royal)

A site specific land use plan commissioned by the City of Pickerington proposes future land use for 'Old Downtown Pickerington.' Recommendations proposed by this plan should be consulted for the future development and redevelopment of this area.

Rural Residential (Yellow)

Factors used in determining this classification:

- *Future capacity of infrastructure*
- *Proximity to available services*
- *Rural character of the area*
- *Existing land use*
- *Soil suitability*

Areas illustrated in yellow on the future land use map indicate the predominant future use should be low density residential. This current land use designation allows the land use within these areas that is predominantly agricultural with scattered residences to continue. This designation will not be served with water, sanitary or storm sewers in the future.

Community Commercial / Office (Red)

Factors used in determining this classification include:

- *Existing predominant commercial activity along the major arterial - S.R. 256*
- *Potential for infrastructure services*
- *Land use suitability*
- *Transportation accessibility*
- *Pickerington School District*
- *Need to increase economic vitality*
- *Future demand for commercial services*

The areas illustrated using red are designated to be predominantly used in a commercial capacity. The uses within this classification include neighborhood and community commercial development. The degree and type of commercial development should occur in a sequence compatible with the existing dispersion of commercial uses. Neighborhood commercial should be located adjacent to uses of a lesser intensity and located along collectors or arterials and service the immediate neighborhood. Community commercial should be located along major arterials and near higher density. Most of the commercial classification occurs along S.R. 256, between Interstate 70 and just south of the Hill Road Plaza. These areas are expected to be serviced with water, sanitary and storm sewers.

Mixed Use/PUD (Commercial/Residential) (Light Orange)

Factors used in determining this classification:

- *Existing land use*
- *Transportation accessibility*
- *Topography*
- *Parcel depth and frontage*
- *Contiguous land uses*
- *Economic growth*

Areas shown as light orange on the Future Land Use Map indicate the designated areas to be predominantly used for mixed commercial and residential planned development. The location of these areas is generally along transportation corridors. The parcels so designated are typically very deep, with frontage not commensurate with the lateral dimensions, making it impractical to develop the entire property commercially. This type of mixed-use commercial and residential planned development is exemplified by the Cross Creeks development, which includes several types of commercial, restaurants, day-care, bank, veterinarian clinic, etc., as well as condominiums.

Planned Business Industrial Park (Blue)

Factors used in determining this classification:

- *Potential for infrastructure services*
- *Transportation accessibility*
- *Land use suitability*
- *Topography*

- *Existing land use*

Blue areas shown on the Future Land Use Map indicate the designated areas to be predominantly used for a planned business park. Uses within the park would include light manufacturing or industrial. The location of these areas occur along the major transportation corridors. These areas are expected to be serviced by water, sanitary and storm sewers. The current use within the area is predominantly agricultural with some residences. Site considerations should include the use of the natural buffers and topography present throughout the area. Restrictive covenants should be developed to ensure the quality of the development. Typically a planned business park has a campus-like design.

Parks, floodplains and Open Space (Green)

Factors used in determining this classification:

- *Flood zones*
- *Existing land use*
- *Forested areas*
- *Soil suitability*
- *Land capability*
- *Topography*

Areas illustrated with green on the Future Land Use Map indicate the predominant use for these areas should be for open space, recreational and flood plain purposes. Natural conditions affecting the areas such as soil permeability and frequent flooding pose developmental constraints. Golf courses, parks, creeks and some heavily treed areas are included within this designation. These areas will require no services.

Neighborhood Commercial

Factors used in determining this classification:

- *Low traffic volumes*
- *Located in a neighborhood setting*

Areas colored light orange represent the parcels currently being used as a small, neighborhood commercial activity type use. The types of business are generally conducive to serve the local area, anywhere from a quarter of a mile in radius to two miles in radius depending upon the type and frequency of the commercial activity. The character of the use indicates frequent traffic generation by residents and delivery of goods to the business.

Agriculture

Factors used in determining this classification:

- *Very low density*
- *Low traffic volumes*

The light green color represents agriculture, the largest land use category within the planning area. Tracts of land that are routinely used for the production of agricultural goods as well as used in the raising of livestock are characteristic of these areas. The classification includes a low density use and very low traffic generation. Machinery used to plant, harvest, process the crops, and transport the produce are activities within the agriculture use.

Government and Institutional (Dark Green)

Factors used in determining this classification:

- *Schools, Public Facilities, Churches and Senior Centers*
- *Built and Maintained by Taxpayer Revenue*

INFRASTRUCTURE

Infrastructure plays a crucial role in determining the future growth of any planning area. The basic infrastructure of any community includes the provision of water, sanitary and storm sewers. Each of these services are elements that contribute to the planning area's suitability for particular types of development.

Infrastructure is the most significant investment by a community. The construction of treatment plants and transmission lines involve engineering for expected capacities needed to be reached. Once completed, the facilities are permanent, fixed to the areas they are designed to serve. Therefore, it is of great value to policy makers to know ahead of time what areas will be developed and to what extent the demand for these services will be from development.

Often times, infrastructure systems are designed to accommodate phased development within a community. This helps to defray initial capital investment for the service area. When possible, systems shall have the capability to be upgraded, as new demands require additional service. However, these systems are always dependent on extraneous circumstances, such as the maximum available water from the current source and maximum line capacities for carrying the source, and maximum capacities eventually limiting the amount of water and effluent treatment.

Infrastructure should be considered a priority element within a planning area. The areas designated for future growth should be contiguous to the current system's service areas if capacities permit. They should also be located near future sources and facilities for the most efficient delivery and cost effectiveness to the municipality and the users. Therefore, future growth and development is heavily influenced by the decisions made as to what areas the infrastructure can be delivered to most efficiently and cost effectively.

The demand for services to an area varies by the use and intensity of development. By the very nature inherent within infrastructure design, the areas with the highest demands for services should be located more closely to the source than areas which demand less from the services. Industrial and large commercial developments would be examples of development involving high infrastructure demands.

WATER SERVICE

The planning area is currently provided water service from three sources, Village of Canal Winchester, Fairfield County and the City of Pickerington. The City of Pickerington provides water to most of the incorporated limits, with some service extending into the unincorporated portion of Violet Township. The City of Pickerington and the Village of Canal Winchester in 1996 entered into a Water Service Agreement that outlines how water service will be provided to the area that is planned for development between the two municipalities. These areas along with other planned service areas by Pickerington and Canal Winchester are delineated on Diagram 4, Planned Water Service Area. The remaining areas are either presently or will in the future be served by Fairfield County and the City of Columbus.

CITY OF PICKERINGTON

Water Supply And Treatment

The City constructed a new water treatment plant on Diley Road that was completed in 1996. Along with the construction of the treatment facility, two wells, a 10-inch raw water line from the Hereford Drive Well field and a 12-inch water main located on Diley Road north of the facility were also constructed. The Diley Road facility has a design capacity of 4.5 million gallons per day and removes iron and manganese as well as softens the raw water.

Five municipal wells are located in two well fields (Diley Road and Hereford Drive) with a combined capacity of 2.9 mgd. A well field expansion investigation report was completed in 1998 that evaluated alternatives to increase the well water supply capacity to meet future growth in the areas. Viable alternatives proposed were to expand the Diley Road Well Field in combination with developing a new and separate well field approximately one mile southwest of the Diley Road Well field. If the new well field was developed, the City could eventually phase out the Hereford Drive Well field, which has a low productivity and is more problematic from a wellhead protection perspective. Potential well field supply is estimated to exceed 6.0 mgd.

Water Distribution System

The water distribution system consists of water mains ranging in size from 2 inch to 12-inch diameter pipe. As of 1998, the system consisted of over 220,000 lineal feet of water mains. Thirty percent of the water system is 20 to 40 years old and 50% of the system is less than 15 years old. The system contains one 500,000 gallon elevated storage tank that was erected in 1981 and a 1,000,000-gallon elevated storage tank that was erected in 1998.

FAIRFIELD COUNTY

Water Supply and Treatment

The existing Fairfield County water treatment plant is located on the north side of Tussing Road and on the west bank of the Blacklick Creek on eleven acres of land. The plant was originally constructed in 1978 with expansion and upgrades occurring in 1985. The original two wells were drilled in 1975 and tied directly to the distribution system. After the first phase of the plant was constructed in 1978, two additional wells were drilled in 1985. The plant was further expanded at that time.

The current demand from the county's system was slightly over half of the deliverable capacity. However, peak demands existed which have the effect of stressing the available water capacity supplied by the system to its designed limitations.

Water Distribution System

There are currently three elevated storage tanks, which lend support to Fairfield County's water distribution system within the planning area. The largest tank is located adjacent to the Haaf Farms Subdivision. The other two tanks

are located near the Easton Village Subdivision and the Huntington Hills Subdivision. A new tank was erected in the summer of 2000, just south of the Pickerington Corporate Limits. The system uses about 200,000 lineal feet of water mains. The mains are primarily 12, 8 and 6-inch diameter pipes made of plastic, concrete and some cast iron.

VILLAGE OF CANAL WINCHESTER

The area located in the southwest of the planning area, between Waterloo Road and S.R. 33, is within the Canal Winchester limits. Water service is provided to this area by Canal Winchester and serves single-family residential uses.

CITY OF COLUMBUS

The area located in the northwest corner of the planning area between Tussing, Refugee Road and the Franklin County border is provided with water service by the City of Columbus. This area is located within the Columbus Municipal limits and serves single family, multi-family and industrial uses.

Existing City Sanitary Sewer Service Area

City of Pickerington
Sanitary Sewer Service Area
(Draft) 208 Plan - EPA still reviewing

Updated October 20, 2006

PICKERINGTON
ESTABLISHED 1815

LEGEND

- City of Pickerington Boundary
- Violet Township
- Property Lines
- Bodies of Water
- Streams
- Railroads

Sanitary Service Area

- Pickerington
- Canal Winchester
- Columbus
- Fairfield County

N
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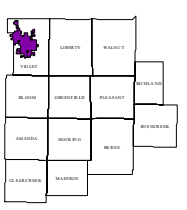
1 inch equals 1500 feet



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GIS Department

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Existing City Storm Sewer Area

REYNOLDSBURG

I-70

CITY OF COLUMBUS

N

LEGEND

EX. SERVICE AREA

FUTURE SERVICE AREA

SYCAMORE

PICKERINGTON, OHIO

LITTLE WALNUT CREEK

CANAL WINCHESTER

PICKERINGTON COMPREHENSIVE PLAN
EXISTING / FUTURE STORM SEWER SERVICE AREA

W.E. STILSON CONSULTING GROUP

Pride in the Details. Passion in our People.

0' 1500' 3000' 6000'

DIAGRAM 6

PICKERINGTON OHIO 1815

Violet Capital of Ohio

WASTEWATER TREATMENT SERVICE

The planning area is currently provided wastewater service from three primary sources, the City of Pickerington, Village of Canal Winchester, and Fairfield County. The City of Pickerington provides sanitary sewer service within most of its incorporated area. The City of Pickerington and the Village of Canal Winchester in 1996 entered into a Sewer Service Agreement that outlines how sewer service will be provided to the area that is planned for development between the two municipalities. These areas along with other planned service areas by Pickerington and Canal Winchester are delineated on Diagram 5, Planned Sanitary Sewer Service Area. The remaining areas are either presently or will in the future be serviced by Fairfield County and the City of Columbus.

CITY OF PICKERINGTON

Wastewater Treatment Facility

Pickerington's existing wastewater treatment plant is located just to the west of Hill Road, south of the downtown. In addition to serving the residents, the City also provides service to the businesses and industries within the municipal limits. The City's wastewater treatment plant was expanded in 2000 to treat an average daily flow of 2.5 mgd.

The City completed three sanitary sewer studies in recent years that developed a master plan to provide sanitary sewer service to the surrounding areas of Pickerington as development occurs. The studies completed were:

- Line "D" Interceptor (1994) – The area proposed to be served extends west and northwest of the City of Pickerington. Phase 1A of this project was constructed in 1997 and Phase 1B is currently in the design and construction phases.
- State Route 256 Interceptor (1995) – this interceptor was planned to provide relief sewer capacity for portions of Pickerington north of W. Columbus and east of Hill Road and for new development that will occur in the Diley Road/Hill Road areas and other areas along Willow Run east of S.R. 256 and Milner Road.
- Sycamore Creek Relief Sewer – This interceptor was planned to provide relief sewer capacity for portions of Pickerington in the near east side and for new development in the area of State Route 256 east of the City.

The current wastewater service area maintained by the City can be seen on Diagram 5.

FAIRFIELD COUNTY

Wastewater Treatment Facilities

The Fairfield County Commissioners own and operate one major wastewater treatment plant and five "packaged" wastewater treatment plants within the planning area. The major wastewater treatment plant is located on the south side of Tussing Road and east of Blacklick Creek. This plant treats wastewater from the Summerfield, Eastwood Village, Haaf Farms, Glenshire, Eastchester, Woodsfield, and Mingo Estates Subdivisions.

"Packaged plants" are wastewater treatment plants, which were designed only to serve the subdivision within which they were developed. Expansion of these types of plants is generally unfeasible. The five existing packaged plants currently serve Chevington Woods, Easton Village, New England Acres, Huntington Hills, and Jefferson Woods Subdivisions. The long-term goal of the County is to abandon most of the packaged wastewater treatment plants and treat wastewater flows from the northern portion of Violet Township at the Tussing Road Wastewater Treatment Plant. The plants will be abandoned when additional capacity at the Tussing Road plant becomes available. The County is currently considering the construction of another wastewater treatment facility in the southern portion of the planning area.

VILLAGE OF CANAL WINCHESTER

Canal Winchester serves the southwestern portion of the planning area. The Village's wastewater treatment plant was expanded in 1999 to treat an average daily flow of 2.5 mgd. The average daily flow treated in 1998 was 0.5 mgd. The present and planned service area for Canal Winchester is presented on Diagram 5

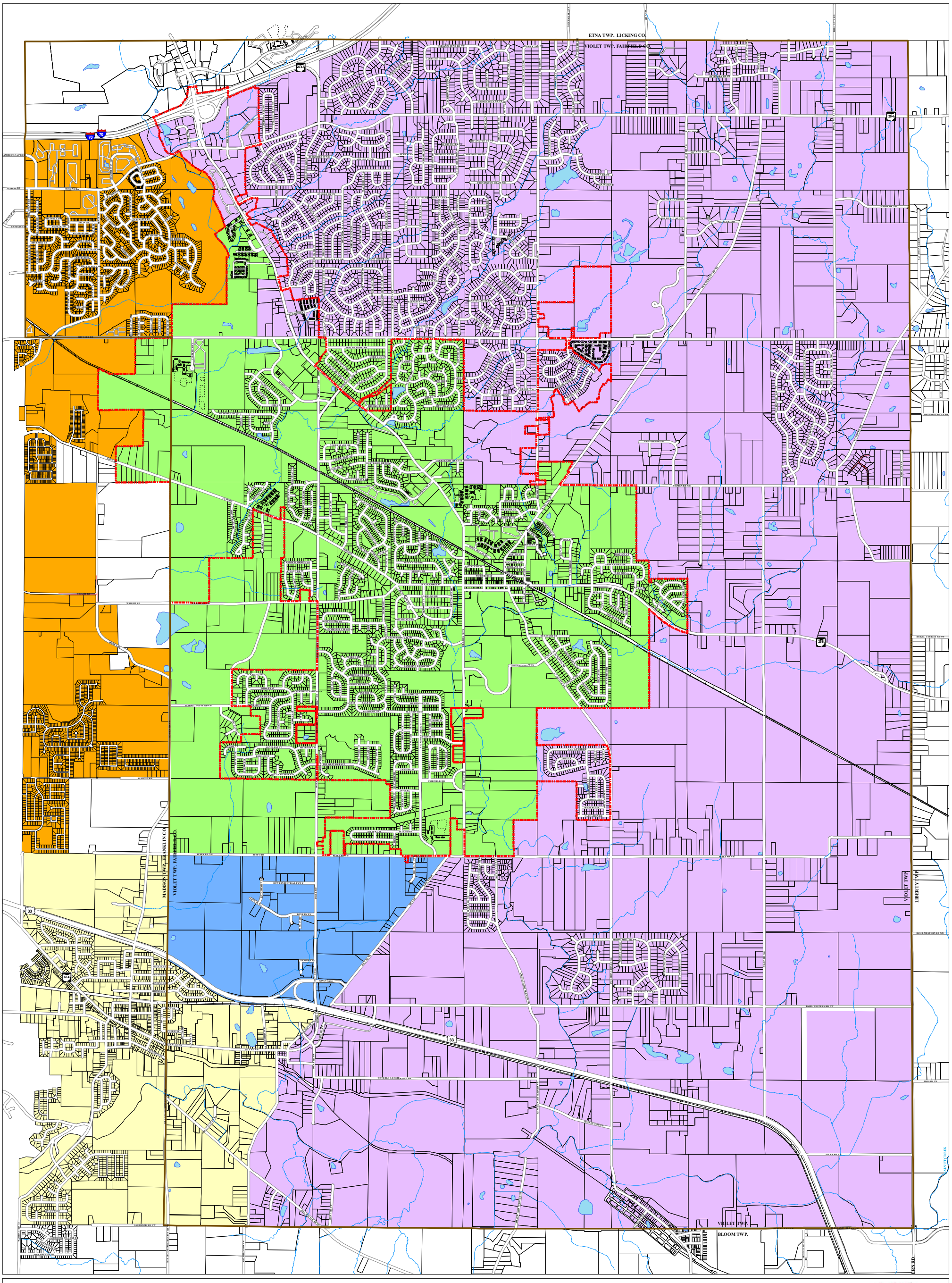
OTHER SOURCES OF TREATMENT IN THE PLANNING AREA

Locations within the planning area not currently being serviced by the City of Pickerington, Canal Winchester or Fairfield County are using on site disposal methods. Septic systems and leach fields are the primary types of systems used in unserviced areas. Most of these areas occur in Violet Township. Considerably larger plots of land are necessary for structures on these systems to provide for the adequate and safe discharge of effluent.

CITY OF COLUMBUS

The area located in the northwest corner of the planning area between Tussing, Refugee Road and the Franklin County border is provided with sanitary sewer service by the City of Columbus. This area is located within the Columbus municipal limits and serves single family, multi-family and industrial uses.

Existing City Water Service Area



PICKERINGTON
ESTABLISHED 1815

City of Pickerington
Water Service Area

Updated July 31, 2006

LEGEND

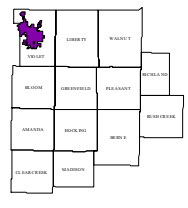
- City of Pickerington Boundary
- Violet Township
- Property Lines
- Bodies of Water
- Streams
- Railroads

Water Service

- Pickerington
- Canal Winchester
- Columbus
- Fairfield County
- Canal Winchester / Pickerington Water Agreement Area
- Not Shown in Service Area

0 750 1,500 3,000 Feet

1 inch equals 1500 feet



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GIS Department

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DISCLAIMER

All data created by the Fairfield County Auditor, GIS Department has been developed to meet National Map Accuracy Standards. All GIS data layers are referenced in the Ohio South State Plane Coordinate System, Horizontal data - North American Datum (NAD) 83 (95), Vertical data – North American Datum Vertical Datum (NAVD) 88, Units – Surveyors Feet.

All data has been developed from public records that are constantly undergoing change and is not warranted for content, completeness or accuracy. Fairfield County does not warrant, guarantee or represent the data to be fit for a particular use or purpose.

Please notify the Fairfield County Auditor, GIS Department with any discrepancies.

TRANSPORTATION

"Access is the prerequisite to using any space. Without the ability to enter or to move within it, to receive and transmit information or goods, space is of no value, however vast or rich in resources. A city is a communication net, made of roads, paths, rails, pipes, and wires. The economic and cultural level of a city is in some proportion to the capacity of its circulation. The cost of that circulation system is the most significant element in the site cost".

"In this system, one element influences and substitutes for another. Telephone calls replace personal trips, and the flow of gas in a pipe makes hauling solid fuel unnecessary. Bus trips reduce car trips. The layout of streets affects the pattern of underground utilities, and the location of telephone cables depends on the method used to transmit power. Since one kind of communication can substitute for another, a circulation plan seeks an optimum balance of modes, not blind reliance on a single one."

Lynch and Hack

Transportation networks within a planning area predicted to grow need to be reviewed for the feasibility of the existing roads to handle future capacities efficiently. Upgrades along roadways expected to deliver increased traffic volumes need to be planned for within a capital improvements program. Existing systems unable to alleviate additional trip generations need to have alternate routes designed in areas designated for higher density uses to accommodate the traffic flow as efficiently as possible.

The importance of planning for future roadway improvements rests with the cost and time involved for the design, improvement and or construction of transportation systems. The earlier policy makers can forecast the demand for needed increases in vehicular capacities, the sooner the necessary improvements can occur. Land use planning affords policy makers the opportunity to see the location of future land uses and determine which will most surely require transportation improvements. By understanding where the improvements will be needed in advance, the planning area can be ready for the growth prior to the demand. This alleviates many of the problems associated with upgrading transportation corridors after development, like detours and noise inconveniences.

CURRENT TRANSPORTATION PROJECTS

There are several transportation studies and projects now underway which affect the planning area. Circulation improvements, new access to an arterial and a proposed limited access upgrade to an existing arterial corridor aim to alleviate traffic congestion in the planning area. These improvements will strengthen the planning area's existing roadway systems.

Interstate 70

The Ohio Department of Transportation (ODOT) has studied the feasibility of a new exit ramp to Interstate 70. Currently the planning area's only access occurs at the S.R. 256 interchange. This access point is already experiencing overloaded capacities during the peak morning and afternoon hours. Often during peak hours eastbound traffic is backed up from S.R. 256, with back-ups occurring immediately at the Tussing/S.R. 204 and Refugee Road intersections, south of I-70.

ODOT constructed an eastbound exit ramp from I-70 to Taylor Road. An entrance ramp has not been proposed. Therefore, vehicles will be able to exit at Taylor Road, but will not have access to the interstate from Taylor Road. This will lower the afternoon peak demand at the S.R. 256 interchange, but will still not negate the morning peak demand at the S.R. 256 access point.

State Route 256

Reynoldsburg-Baltimore Road is also designated a State corridor known as S.R. 256. It traverses between Reynoldsburg and Baltimore, ending farther east near Perry County. Many residents of these areas who travel to and from downtown Columbus use the road as a minor arterial. Therefore, the road serves much of the area to the east of Violet Township and can be a component of the poor traffic conditions during the planning area's peak hours.

S.R. 256 Access Plan

Another study related to S.R. 256 will recommend designated curb cuts, or access points to help decrease congestion and increase the flow of traffic along the road. The study includes the area between Tussing Road and Columbus Street. By controlling and/or limiting the number of access points to the roadway, vehicles traveling in each direction will be less inconvenienced by routine slow downs associated with other vehicles trying to get on or off the road. This added efficiency should increase the capacity of the road.

S.R. 33 Limited Access Corridor

Access Ohio is a committee deemed with the responsibility of determining the feasibility of upgrading Ohio's road network. The Ohio Department of Transportation created the committee. The S.R. 33 corridor is under consideration for being upgraded to a limited access highway. S.R. 33 is currently accessible from numerous roads and driveways, slowing the traffic flow.

S.R. 33 transverses the lower portion of the planning area. Coming from Columbus, the road passes through Canal Winchester and into Violet Township, continuing southeast to Lancaster. The road is heavily traveled by both passenger and commercial vehicles, providing access between Athens, Lancaster and Columbus.

ROADWAY CLASSIFICATIONS

Roads provide different levels of service to an area based upon the adjacent land use and the destination of the road. The intensity of each transportation corridor can be related to a use hierarchy, calculating the intended trips based on the average daily volume of the traffic flow. Therefore, the predicted amount of daily traffic for a road can be ascertained by understanding the potential destinations of its users, in conjunction with the level and type of development in its path.

Freeways

Freeways provide for regional and metropolitan access through their continuity and unity. Access is usually limited and occurs through a major interchange. There are no grade crossings or traffic stops. The spacing of these corridors varies, related to the regional pattern of population and industrial centers. They include a right-of-way between 200 and 300 feet and usually have lanes between 10 and 12 feet in width. The speed is usually 55-65 miles per hour. Interstate 70 is classified as a freeway.

Expressway

Expressways provide for metropolitan and city access. They use limited access in conjunction with some channelized grade crossings and signals at major intersections. Parking is always prohibited. The right-of-way is generally found to be between 200 and 250 feet in width and usually have lanes between 10 and 12 feet. The recommended speeds are between 45 and 50 miles per hour. State Route 33 is an example of an expressway, although there are more access points than are typically desirable.

Minor Arterials

Minor Arterials provide unity throughout a contiguous urban area. They often form boundaries between land uses and provide access to heavy commercialized areas. The minimum right-of-way is 100 feet in width and vehicles travel between 35 and 50 miles per hour. Generally a 5-foot wide, detached sidewalk in more urban areas is incorporated within the 85-foot right-of-way. Building setback lines are 30 feet for buildings fronting on the street or 60 feet for buildings with the back to the street.

Major Collector

Major Collectors are also referred to as feeder streets and have a minimum 80-foot right of way. Signalized intersections are prevalent where needed. Stop signs control frequent intersections. Traffic moves at 35 miles per hour. Five foot-detached sidewalks and building setbacks of 30 feet are typical with this street classification.

Minor Collector

Collector streets provide access to secondary roads from local streets. They are spaced a quarter to a half mile apart from each other. They require a minimum right-of-way measuring 60 feet across. Their recommended speeds are 25 miles per hour and parking is allowed on one side of the street only. A 5-foot detached sidewalk with street curbing and a 30-foot setback are common elements for minor collectors.

Local Streets

Local streets are designed to provide only local service needs and are non-conducive to through traffic. They are regularly spaced by residential blocks and have a minimum right-of-way of 50 feet. Street parking is permitted, and sidewalks at least 5 feet in width are recommended for densities greater than one dwelling unit per acre. Curbs and storm gutters are also recommended. Traffic flows slowly at no more than 25 miles per hour.

Cul-de-sacs

Streets with only one access point to a local or collector street are dead ends, with the provision for a turn around at the other end. Circular turn arounds called "cul-de-sac" are designed to return traffic to the single access point. Cul-de-sacs should not have a length greater than 600 feet for safety equipment standards, and recommended speeds are 25 miles per hour.

PROPOSED TRANSPORTATION NETWORK

Changes in the relationships between the planning area's streets and roads to provide for easier access and better traffic flow to the proposed land uses. Widenings, straightening, corridor extensions, speed limits and signalized intersections will all work together to achieve a more efficient transportation system. The proposed transportation plan can be found on Diagram 7, Local Transportation Improvement Plan.

Diley Road

The proposed future land use along Diley Road includes Light Industrial (south of Busey Road), Planned Residential and Residential land uses. All of these designations will generate increased amounts of traffic volumes both north and south bound. Diley Road is currently a minor arterial road, serving the township and City residents south of S.R. 256 as a route to Pickerington's commercial area. Diley also provides access to S.R. 33, linking the City to an expressway.

The increased land use intensity along Diley Road will require that the road be widened and paved in the future. Larger transportation vehicles associated with light manufacturing activity as well as increased amounts of traffic generated from the single-family developments will require a higher standard for the road. The Conrail Railroad crossing should be upgraded to a signalized status. A review of the feasibility of replacing the grade crossing with a bridge over the tracks should be completed.

The Ohio Department of Transportation is planning to upgrade S.R. 33 from an expressway to a limited access freeway. Studies indicate the intent for using Diley Road as one of the future interchanges. Therefore, traffic that currently uses the Amanda Northern or Pickerington Road intersections would be diverted onto Diley Road.

Allen Road

While ODOT is planning to upgrade S.R. 33 to a limited access freeway, Allen Road could be another potential interchange. If Allen Road is chosen, it should be upgraded to a major arterial. The increased traffic caused by fewer access points to the planning area would necessitate the additional durability of the pavement and require a wider right-of-way. Furthermore, Allen Road is one of the few roads that bypass Downtown Pickerington. Any increase to the average daily volume along Allen Road would significantly decrease the congestion caused in the downtown area during peak hours.

If Allen Road is upgraded, an extension should be considered at its northern end. The existing road dead ends at its intersection with Stemen Road. If an extension connecting Allen Road to Ault Road were constructed, the existing road network would have ample increase in the carrying capacity of the remaining roads within the planning area. S.R. 204 and Refugee Road would be carriers of additional traffic with a destination to the I-70 interchange at 256. The improvements would alleviate much of the existing congestion along S.R. 256 from downtown up to S.R. 204.

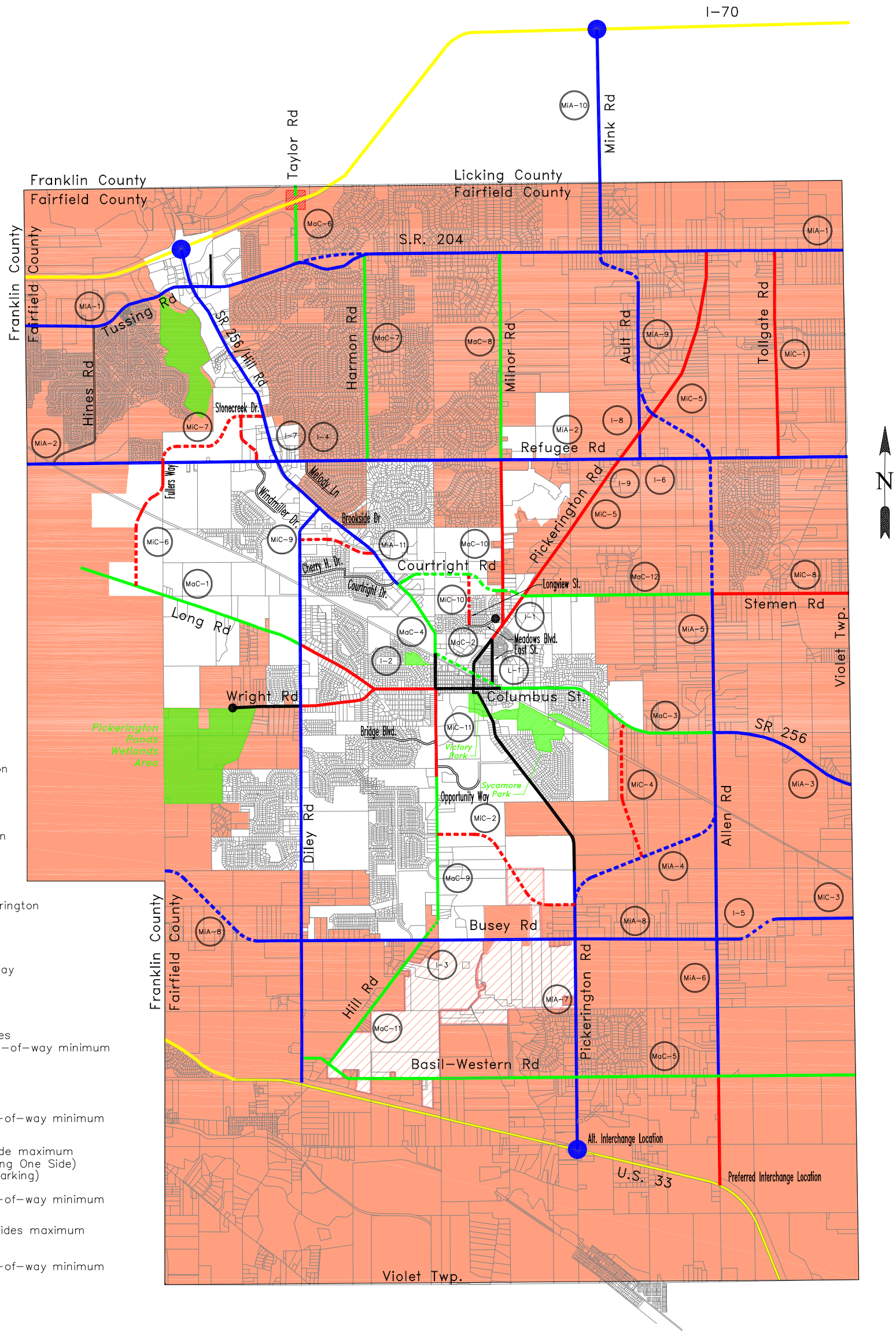
State Route 204 / Tussing Road

This corridor serves the planning area as a minor collector and filters traffic from the northern sections of the planning area to Interstate 70 and State Route 256. Residential and Highway commercial uses abut the road on both sides with many access points outside of the Pickerington City limits. The intersection with State Route 256 was upgraded recently to permit a greater flow of vehicles during peak times.

Refugee Road

Refugee Road is a key east west thoroughfare for the planning area. It serves Pickerington as a minor collector and has been carefully monitored in regard to access points. Commercial and residential uses abut the road and it serves as an alternative route to areas west of the planning area.

Local Transportation Improvement Plan



LEGEND

- City of Pickerington
- Pending Annexation
- Non-City of Pickerington
- Freeway/Expressway
- Minor Arterial
  - No Parking
  - 35-50 mph
  - 4 or more lanes
  - 100' wide right-of-way minimum
- Major Collector
  - No Parking
  - 35 to 45 mph
  - 3 to 5 lanes
  - 80' wide right-of-way minimum
- Minor Collector
  - Parking one side maximum
  - 25 mph (Parking One Side)
  - 35 mph (No Parking)
  - 2 to 3 lanes
  - 60' wide right-of-way minimum
- Local
  - Parking both sides maximum
  - 25 mph
  - 2 lanes
  - 50' wide right-of-way minimum
- Future Interchange/Interchange Modification
- Future Grade Separation
- Future Approximate Alignments (To be determined)
- Proposed Cul-de-Sac

PICKERINGTON COMPREHENSIVE PLAN
TRANSPORTATION IMPROVEMENT PLAN
FINAL

STILSON consulting group

0 2000' 4000' 8000'

REVISED APRIL 2005

PROJECTED GROWTH

CITY OF PICKERINGTON

The City of Pickerington has grown from a population of 5661 in 1991 to approximately 8000 in 1999. There are 1980 residential lots available or planned for construction of single-family homes at the present time. Projected build-out for existing available lots is 2010 that will result in a City population of an estimated 14,000 in that year. This projection is based on developments that are either currently active or in the platting process.

Commercial growth is anticipated at the northeast quadrant of S.R. 256 and S.R. 204; the Byers tract adjacent to Marcus Theater; the Cover tract, Refugee Road west of S.R. 256; Town Place; and by creation of an industrial park near the S.R. 33 corridor.

Plaza Properties has started construction of a retail center on the old barn site. A Longhorn Steak House is under construction on one of the parcels.

POPULATION

Planning future land uses for an area is directly related to the number of people expected to live in that area. The size of the planning areas existing and projected future population relates to the current and future demand for available services, infrastructure, commercial and public facilities needs. Population models provide estimates of what those needs may be by projecting the demographic components of the population.

Two methodologies were used to project the population growth for the planning area. Historical information obtained from the County Department of Health and the United States Bureau of Census provides the most accurate picture of the existing trends applicable to a study area. This information is analyzed through mathematical models to predict future trends and population figures.

The models used for the Pickerington Comprehensive Plan area used statistical projections based on relative rates of past growth, and projections of net migration and of natural increase. Different assumptions related to the growth activity for the planning area were made, allowing the model to be flexible for looking at different scenarios. Projections involve averages for the areas past birth, death and migration rates. These rates could change, thus affecting the comparison between the actual and projected increases years from now.

It is also important to note that the population projections are intended to provide a general idea of the size and composition of population growth. They are reasonable estimates of the population growth.

By obtaining an idea of how the community's population will change, fiscal policy and land use modifications relative to the change will have time to be planned. By learning early on what is going to unfold, plenty of time remains to plan for the potential demands by the population of an area.

** Not a separate parcel during tax year

* Estimated

Real Estate Taxes

Business	Sq. Ft.	1993	1994	1995	1996	1997	1998	1999	TOTAL
Hampton Inn	25,666	$1,524	$1,548	$31,775	$32,230	$35,137	$37,200	$ 53,977	$219,057
Arby's	3,094	**	**	$3,764	$3,653	$8,644	$8,763	$ 11,114	$39,032
Faslube	4,736	**	**	**	$3,113	$5,706	$5,863	$ 6,138	$25,556
Monro Muffler	4,464	**	**	**	**	$4,197	$5,475	$ 5,530	$19,666
Prudential	6,000	$311	$300	$1,175	$5,517	$5,993	$6,136	$ 8,897	$34,329
Windmiller Square	137,472	$18,711	$18,087	$55,748	$65,632	$175,062	$182,300	$ 187,213	$840,225
HER Realty	5,256	**	**	**	$2,262	$10,546	$11,150	$ 8,636	$35,588
Grant/Riverside	15,000	**	**	$20,617	$28,653	$31,097	$32,300	$ 30,559	$158,226
Tuffy Muffler	4,225	$415	$402	$1,502	$4,226	$4,531	$5,100	$ 6,786	$27,187
CVS Pharmacy (Turnberry)	10,666	$2,502	$2,417	$2,255	$2,160	$13,359	$14,000	$ 15,095	$62,454
ReMax Realty	3,200	**	$11	$5,304	$5,080	$5,554	$5,990	$ 6,027	$31,166
Winfree/Ruff	2,400	**	**	**	$3,495	$3,746	$4,100	$ 3,068	$16,809
Berwick Electric	2,400	$1,656	$1,522	$2,437	$6,185	$6,360	$6,850	$ 7,016	$34,426
Marcus Theater	76,350	**	**	**	**	$35,500 *	$52,857	$65,025*	$129,207
Bob Evans	4,292	**	**	**	**	**	$6,407	$ 8,109	$18,808
Schlotzsky's Deli	3,600	**	**	**	**	**	$3,021	$ 9,768	$16,389
Rainbow Station	7,415	**	**	**	**	**	$3,515	$ 15,655	$26,585
Marketplace	9,785	**	**	**	**	**	$9,654	$10,000*	$19,439
Steak 'n Shake	3,690	**	**	**	**	**	$5,500	$ 3,932	$13,122
Montana Mining Steakhouse	5,823	**	**	**	**	**	$7,500	$ 12,136	$25,459
Duval Veterinary Clinic	4,647	**	**	**	**	**	$6,150	$ 6,382	$17,179
KFC	3,000	**	**	**	**	**	$3,300	$ 9,252	$15,552
Wendy's	5,210	**	**	**	**	$6,900 *	$7,200	$7,600*	$12,410
Firestone	7,798	**	**	**	**	**	$6,500	$7,000*	$14,298
Dr. Carmen	2,800	**	**	**	**	**	$1,026	$ 1,397	$5,223

Dr. Martello	3,000	**	**	**	**	**	**	**	$3,000
Dr. Connor	2,700	**	**	**	**	**	**	**	$2,700
Pizerra Uno	5,500	**	**	**	**	**	**	**	$5,500
Longhorn Steakhouse	4,933	**	**	**	**	**	**	**	$4,933
CVS Pharmacy (Refugee Rd.)	10,625	**	**	**	**	**	**	**	$10,625
Hawthorne Suites	51,967	**	**	**	**	**	**	**	$51,967
Holiday Inn Express	50,000	**	**	**	**	**	**	**	$50,000
Dairy Queen	2,700	**	**	**	**	**	**	**	$2,700
Fairfield Federal	4,000	**	**	**	**	**	**	**	$4,000
Bed, Bath and Beyond	30,500	**	**	**	**	**	**	**	$30,500
TOTALS	**524,914**	**$25,119**	**$24,287**	**$124,577**	**$159,944**	**$309,932**	**$437,857**	**$ 416,687**	**$2,023,317**

Housing Starts In Pickerington Local School District 1992- 99

Community	1992	1993	1994	1995	1996	1997	1998	1999	Total	Percent
Pickerington	180	145	117	80	87	65	97	176	947	25.5%
Violet Township	165	241	196	148	142	116	143	135	1286	34.5%
Columbus	210	187	249	212	210	162	126	120	1476	40%
Yearly Totals	**555**	**573**	**562**	**440**	**439**	**343**	**366**	**431**	**3709**	**100%**

TAX VALUATION COMPARISON TABLE FOR THE PICKERINGTON LOCAL SCHOOL DISTRICT 1998 - 1999

* Excludes Exempt Properties	REAL ESTATE TAX *	PERCENT OF TOTALS	CLASS 1 (RESIDENTIAL)	PERCENT OF TOTALS	CLASS 2 (COMMERCIAL)	PERCENT OF TOTALS	OTHER	% OF TOTALS	RATIOS OF RESIDENTIAL TO COMMERCIAL
Pickerington	$149,698,070	27.70%	$111,378,740	27.30%	$38,309,530	54.60%	$8,680,286	31.20%	3 TO 1
Columbus	$86,959,350	16.20%	$75,174,800	16.00%	$11,784,550	16.80%	$3,226,970	11.60%	6 TO 1
Reynoldsburg	$4,654,930	0.90%	$89,890	0.20%	$4,565,240	6.50%	$14,620	0.50%	XXXXXX
Franklin Co.	$6,373,430	1.20%	$1,695,720	0.30%	$4,677,710	6.60%	$3,106,288	11.10%	XXXXXX
Violet Twp.	$289,877,670	53.90%	$285,001,340	60.80%	$10,723,780	15.30%	$12,772,450	45.90%	26 TO 1
TOTALS	**$537,563,450**	XXXXX	**$468,340,490**	XXXXX	**$70,060,810**	XXXXX	**$27,800,614**	XXXXX	XXXXXX

* Excludes Exempt Properties	REAL ESTATE TAX *	PERCENT OF TOTALS	CLASS 1 (RESIDENTIAL)	PERCENT OF TOTALS	CLASS 2 (COMMERCIAL)	PERCENT OF TOTALS	OTHER	% OF TOTALS	RATIOS OF RESIDENTIAL TO COMMERCIAL
Pickerington	$160,125,670	28.51%	$118,351,410	24.58%	$41,764,790	52.23%	$8,961,747	32.16%	3 TO 1
Columbus	$98,880,950	17.61%	$80,823,710	16.79%	$18,057,240	22.58%	$3,195,600	11.47%	4 TO 1
Reynoldsburg	$4,838,480	0.86%	$244,850	0.05%	$4,593,630	5.75%	$173,410	0.62%	XXXXX
Franklin Co.	$7,536,290	1.34%	$2,333,390	0.48%	$5,202,030	6.51%	$3,783,117	13.58%	XXXXX
Violet Twp.	$290,212,110	51.68%	$279,727,060	58.10%	$10,338,860	12.93%	$11,748,777	42.17%	27 TO 1
TOTALS	**$561,593,500**	XXXXX	**$481,480,420**	XXXXX	**$79,956,550**	XXXXX	**$27,862,651**	XXXXX	XXXXX

SOURCE: Fairfield County Tax F.A.Q.'s: 1998 - 99

HISTORICAL TREND PROJECTION METHOD

Violet Township

Violet Township's population in 1970 was 3,691 people according to the 1970 U.S. Census. In 1980 the Census recorded 8,727 people in the Township. The average increase for the years between 1970 and 1980 was 503.6 people per year. By 1990, the Township grew to 13,585 people. The average increase between 1980 and 1990 was 485.8 people per year. Therefore, the overall twenty year annual average increase was 494.7 people per year.

As of January, 1993, there was 17,705 acres of undeveloped land zoned single family residential. Assuming that this land will develop with lot sizes of at least 2.5 acres, an additional 7,082 potential new parcels are available to be developed. Multiplying the number of potential parcels by the average household size for the Township (3.3 people) the result yields an additional 23,370 people potentially able to reside in Violet Township.

Assuming that the historical, average rate of annual growth remains constant, the additional 23,370 people can be divided by the average annual increase of 494.7 per year to find out how many years it will take to incur the additional growth. The calculation yields it will take 47 years for the Township to obtain the additional people. This also assumes that nobody will move out of the area, and that any new development will be single family residential.

The maximum population capacity for the Township is based on the total amount of acreage zoned for residential development. With 2,811 acres currently developed and housing 13,585 people, plus a potential 17,705 acres developed to house 23,370 more people, the maximum population is calculated to be 36,955 people.

Using the straight line projection method, starting with 1990's population of 13,585 people, the annual increase can be summed up to five year increments. Thus, to obtain population projections for every five years we add 2,473 people to reach an estimated 16,059 people living in the Township in 1995 (rounding up for decimal displacement). This calculation can be repeated until the maximum calculated population is reached. The maximum calculated population for the Township is estimated to occur in 2037.

This model was also repeated to reproduce data reflecting the adjusted increase rate after the year 2005. Subtracting 10% from the annual growth rate starting with the year 2010, an adjusted dispersion of the growth is predicted. Although the holding capacity is fixed, the length of time to reach that limit will increase.

COHORT COMPONENT PROJECTION METHOD

Projections using net migration and natural increase rates are a valuable planning tool. They provide an alternate mathematical projection model using more variables related to the existing demographic composition of the area. Birth and death rates for each 5-year age group are known for each sex. Average net-migration rates are also known for the groups. Using existing population information, a mathematical formula can be designed for each group, enabling the projection of future populations for each age group to be performed.

By knowing the populations by sex for each age group, more detailed information regarding the demands placed on different types of services within the planning area can be analyzed. Shifting that occurs due to the aging of the population over the prediction time table can allow policy makers to see demands placed on services such as schools, roads, community services and recreation space to name a few.

Cohort component projection calculations were performed for the planning area. The results of the models can be seen for Pickerington and Violet Township in Appendix 2. The calculations of each projection involve using the appropriate Vital Tables for each projection area. For example, the current demographic breakdown for Pickerington is in Appendix 2. This data was extrapolated to the information found in the Pickerington Vital Table, Appendix 2. The model then produced the projected demographic breakdowns for the years between 1995 and 2025 sequentially in Appendix 2.

The overall projection totals for each year differ in quantity from the projections produced using the previous, straight-line trend projection; however, they are similar. Pickerington's projection for 2020 using the straight-line method was calculated to be 10,640. The cohort component projection for the same year calculated to be 9,803. The second method measures slightly lower all the way across compared to the straight-line projection method. Violet Township's projection increased. The straight-line projection for the year 2010 for the Township was calculated to be 23,479 people. The cohort component projection method calculated 2010's estimated population to be 25,504 people. Differences in the projections are inherent to the different factors used in their calculation, but both are estimations in and of themselves.

Assumptions used in the cohort component model include: no increases or decreases in the average birth, death or net-migration rates, holding steady across the projection time line.

TABLE 4: POPULATION FORECASTS BY HISTORICAL TREND FOR PICKERINGTON (holding rates constant)

HISTORICAL

Year	1970		1980		1990
Population	696		3,914		5,668
Decade Change		+3218		+1754	
Annual Change		+321.8		+175.4	
20 Year Average Annual Change			+248.6 per year		

POPULATION PROJECTION

1995	2000	2005	2010	2015	2020
6,911	8,154	9,397	10,640	11,883	13,126

METHOD OF PROJECTION

Remaining Acres Zoned Single Family Residential	= 715
Minimum Lot Size	= 1/3 Acre
Average Family Size	= 3.35

715 SF Acres Remaining = 2,147 Potential New
.333 Acres Minimum = Single Family Parcels

(2,147) • (3.35) = 7,192 Additional People

7,192 Additional = 28 Yrs. Till Maximum Population
248.6 per year average is Reached

5,668 - 1990
7,192 - Additional
12,860 Maximum Holding Population in Year 2010

TABLE 5: POPULATION FORECASTS BY HISTORICAL TREND (holding rates constant)
VIOLET TOWNSHIP

HISTORICAL

Year	1970		1980		1990
Population	3,691		8,727		13,585
Decade Change		+5,036		+4,858	
Annual Change		+503.6		+485.8	
20 Year Average Annual Change			+494.7 per year		

POPULATION PROJECTION

1995	2000	2005	2010	2015	2020
16,059	18,532	21,006	23,479	25,952	28,426

METHOD OF PROJECTION

Remaining Single Family Residential Zoned Average = 17,705
Minimum Lot Size Requirements by Health Dept. = 2.5 Acres
Average Family Size = 3.3

17,705 SF Acres Remaining = 7,082 Potential New
2.5 Acres Minimum = Single Family Parcels

(7,082) • (3.3) = 23,370 Additional/Maximum

23,370 Additional = 47 Yrs. Till Maximum Population
494.7 per year average is Reached

23,370 Additional
494.7 per year average = 47+1990=2037

13,585 - 1990
23,370 - Additional
36,955 Maximum Holding Population in Year 2037

TABLE 6: POPULATION FORECASTS BY HISTORICAL TREND (if after 15 years, growth decreases by 10% every 5 years) FOR PICKERINGTON

HISTORICAL

Year	1970	1980		1990
Population	696	3,914		5,668
Decade Change		+3218	+1754	
Annual Change		+321.8	+175.4	
20 Year Average Annual Change		+248.6 per year		

POPULATION PROJECTION

1995	2000	2005	2010	2015	2020
6,911	8,154	9,397	10,516	11,510	12,380

METHOD OF PROJECTION

Remaining Acres Zoned Single Family Residential	= 715
Minimum Lot Size	= 1/3 Acre
Average Family Size	= 3.35

715 SF Acres Remaining = 2,147 Potential New
.333 Acres Minimum = Single Family Parcels

(2,147) • (3.35) = 7,192 Additional People

TABLE 7: POPULATION FORECASTS BY HISTORICAL TREND (if after 15 years, growth decreases by 10% every 5 years)
VIOLET TOWNSHIP

	HISTORICAL					POPULATION PROJECTION					
Year	1970		1980		1990	1995	2000	2005	2010	2015	2020
Population	3,691		8,727		13,585	16,059	18,532	21,006	23,233	25,212	26,944
Decade Change		+5,036		+4,858							
Annual Change		+503.6		+485.8							
20 Year Average Annual Change			+494.7 per year								

METHOD OF PROJECTION

Remaining Single Family Residential Zoned Average = 17,705
Minimum Lot Size Requirements by Health Dept, = 2.5 Acres
Average Family Size = 3.3

Assumption: ½ will develop @ 2 ½ acre parcels & ½ will develop @ 5 acre parcels

8,852.5 SF Acres Remaining = 7,082 Potential New
(½ @ 2.5, ½ @ 5) Single Family Parcels

(7,082) • (3.3) = 23,370 Additional/Maximum

8852.5 = 3,541 potential new 2.5 acre SF parcels
2.5

8852.5 = 1,771 potential new 5 acre SF parcels
5

2 ½ acre (3,541) • (3.3) = 11,685
5 acre (1,771) • (3.3) = 5,844
Total New 17,529

1990 Population = 13,585
+ New Population = 17,529
Holding Population 31,114

TABLE 8: POPULATION FORECASTS BY HISTORICAL TREND (holding rates constant)
FOR PLANNING AREA

	HISTORICAL				POPULATION PROJECTION					
Year	1970		1980		1990	1995	2000	2005	2010	2015	2020
Population	4,387		12,641		19,253	22,970	26,686	30,403	34,119	37,835	41,552
Decade Change		+8,254		+6,612							
Annual Change		+825.4		+661.2							
20 Year Average			+743.3 per year				49,102 Maximum Holding Population				

TABLE 9: POPULATION FORECASTS BY HISTORICAL TREND (if after 15 years, growth decreases by 10% every 5 years) FOR PLANNING AREA

	HISTORICAL				POPULATION PROJECTION					
Year	1970	1980		1990	1995	2000	2005	2010	2015	2020
Population	4,387	12,641		19,253	22,970	26,686	30,403	33,873	37,095	40,070
Decade Change		+8,254	+6,612							
Annual Change		+825.4	+661.2							
20 Year Average		+743.3 per year			43,261 Maximum Holding Population					

SCHOOLS

The most important service provided by a municipality could generally be considered to be the local school system. The Community Attitude Survey revealed the strongest support for the Pickerington School System, above all other elements within the community. Information within the Comprehensive Plan that is applicable to the school system includes population forecasts, especially the cohort component projection type. Future land use configurations of neighborhoods and commercial areas are also important. They provide knowledge helping to identify new potential areas both appropriate and inappropriate for locating any additional facilities.

The important factors when considering a community's needs are population growth and economic base. Cohort component projection tables are used to forecast the growth or decline in enrollments by age groups. The economic base can be estimated by the amount of new industrial and commercial land that is designated for development.

Population estimates should be analyzed conservatively when being used to forecast demands on the schools. They are models aiming to produce the most plausible scenarios in relation to land use. School systems have more access to the year-to-year demands on schools by using recorded annual enrollment figures. The schools' projections are more adaptable to yearly fluctuations in population statistics than the projection models used within this plan. Furthermore, the projections within this document reflect statistics based on information for the planning area, extending to the Violet Township borders. The school district's boundary is different from the planning area's boundary. For this reason, the projections will not be fully comparable to the future enrollment configuration.

EXISTING FACILITIES

There are eight schools within the Pickerington School System, four elementary, one middle, one junior and one high school. With the exception to the new high school, all of the schools are near their recommended capacity. Most of the sites have additional classroom space outside of the facility, using some type of temporary structure. This is not surprising, since the demands on the current facilities have been increased proportionately with the area's booming population. A new facility is being planned, but the location of this new school is unknown at this time.

Over the course of the school system's history, enrollment has increased every school year with the exception falling between the years 1981 through 1984. These were recessionary years; so new in-migration was probably lower due to low construction and real estate transactions. Since then, enrollment has steadily increased. In 1986, 3.04% more students were enrolled than in the year before. In 1987 this percentage increased to 3.58%. In 1988 enrollment increased by 5.05%. 1989's increase was slightly less than the prior year, increasing by 4.52%. This difference was made up in 1990, with enrollment increasing 6.89%. This was the highest increase since 1977-1978 school year.

FACILITIES LOCATIONS AND GRADES*

Violet Elementary School
8855 Education Dr. N.W.
Grades K-4
2000 Enrollment 782

Fairfield Elementary School
13000 Coventry Ave. N.W.
Grades K-4
2000 Enrollment 638

Tussing Elementary School
7117 Tussing Road
Grades K-4
2000 Enrollment 775

Pickerington Elementary School
775 Long Rd.
Grades K-4
2000 Enrollment 832

Pickerington Middle School
100 East St.
Grades 5-6
1992 Enrollment 822

Pickerington Junior High School
130 Hill Road S.
Grades 7-8
2000 Enrollment 1,230

Pickerington High School
Opportunity Way
Grades 9-12
2000 Enrollment 2,200

*Source: PLSD, 2000

Pickerington Local School District

Enrollment in the Pickerington Local School District has grown by 1,830 students since the 1993-1994 school year, for an average increase of 305 pupils per year. As a result, school facilities have become overcrowded. The approximate enrollment is 7450 for the 1999-2000 school year.

The number of students in portable classrooms is anticipated to be approximately 1600 in this year. The current rate of growth will swell the student population to 10,310 students by the year 2010. With 60% of the district yet to be developed, and with increasing growth rate, the District could have 14,000 students by that year.

Following is a list of schools built since 1991 and projections for buildings to come on line:

1991 - New High School to accommodate 1850 students, presently at over 2000.

1996 - Tussing Elementary - added two modulars that will house four classrooms.

2000-2001 - Two new Middle Schools to come on line.

2000-2002 - Current Middle School to be renovated as a fifth Elementary School.

The District will recommend that a facilities commission be established in the immediate future to re-evaluate a study completed a few years ago and to update the recommendations of that study. There is already a need for one of the following options:

* One new Junior High and one new High School.
* Convert the Junior High into a grades 7-9 building and build another grades 7-9 Building, and thereby making the present High School grades 10-12.
* Build a new grade 8-12 building, converting the present High School to a grades 8-12, and the present Junior High into a grade 7 building.

Athletic facilities will need to be updated. In light of that, there is a need to look at the possibility of acquiring more land for school facilities, and with the anticipated growth of the student population, building more Elementary Schools. A need for four Elementary Schools and at least one additional Middle School should be expected. Current recommendations are that each Elementary School has a minimum of fifteen acres, plus one additional acre for each 100 students. A new High School/Junior High School complex with an athletic facility will require a minimum of 80 acres.

With the growth of the transportation needs, a centralized transportation center should be considered. Such a center will require approximately 10 acres.

Pickerington Local School District

Tax Valuation Comparison Table
March 2000

	Total Real Estate (excl Exempt)	Class 1 (Residential)	Class 2 (Comm'l)	Other
Total	561,593,500	481,480,420	80,113,080	27,862,651
Pickerington	160,125,670	118,351,410	41,774,260	8,961,747
Columbus	98,880,950	80,823,710	18,057,240	3,195,600
Reynoldsburg	4,838,480	244,850	4,593,630	173,410
Franklin Cty.	7,536,290	2,333,390	5,202,900	3,783,117
Violet Twp.	290,212,110	279,727,060	10,485,050	11,748,777
		Percent of Totals		
Pickerington	28.5	24.6	52.1	32.2
Columbus	17.6	16.8	22.5	11.5
Reynoldsburg	.9	0.0*	5.7	0.6
Franklin Cty.	1.3	0.5	6.5	13.6
Violet Twp.	51.7	58.1	13.1	42.2

* Note: This value equals .0005

PROTECTION SERVICES

Services insuring the planning area against crime, fire and medical emergencies are provided by three primary divisions; Pickerington Police Department, Violet Township Fire Department and the Fairfield County Sheriffs Department. In addition, other municipalities in the vicinity of the Pickerington area offer extra assistance when necessary.

The quality of protection services for a planning area needs to be planned for in the face of future growth. Increases in population due to residential migration to the area will place more demands on the existing services. Higher intensity land uses such as large commercial and industrial development will create further demands on these services based on the level and type of developed activity.

Using the comprehensive plan's population forecasts and increasingly attractive land suitable for commercial and industrial development, policy makers are afforded the opportunity to outline measures to maintain the high quality of the areas protection services. Economic development and citizen's perceptions regarding safety are hinged on the expedient delivery of these services. Therefore, it is important to the overall well being of the planning area to forecast increases in their demands, and in turn take measures to continue providing the high quality of these services which make the area attractive and safe for development.

PICKERINGTON POLICE DEPARTMENT

The Pickerington Police Department is located at 51 East Columbus Street, just east of downtown. This facility has over 4,000 square feet and offers:

- Up to Date Radio Communication
- 911 Emergency Service
- Training Room
- Criminal Identification Facilities
- Photography Laboratory
- Secure Prisoner Transfer Area
- Squad and Locker Rooms
- Systems Capable of Operating on a 24 Hour Basis with Public Utility Service

The department currently consists of 18 full time officers, an associate auxiliary photographer and eight dispatchers. Programs offered at the department geared toward community service include:

- Bicycle Patrol Program
- Business and Vacation Check Services
- Safety Patrol Program
- Safety Tours and Events
- DARE (Drug Abuse Resistance Education)
- Crime Prevention
- School Liaison Program

Pickerington Drug Abuse Resistance Education program (DARE) was initiated in 1989. Sixth graders are targeted for in-class training in this program, which is currently the only one of it's kind in Fairfield County. The program focuses on self-esteem, confidence, avoiding peer pressure, and alternatives to drug abuse.

The dispatch officer directs response to calls placed to the Police Department. Pickerington has two zones of patrol. Zone 1 is the entire municipality to the north of the Conrail railroad tracks. Zone 2 is the remaining portion of Pickerington, which lies to the south of the railroad. This patrol strategy protects the community against any interruption created by a passing or stationary train.

SHERIFF

The Fairfield County Sheriff's Office located in Lancaster, provides law enforcement and protection for those portions of Violet Township that lie outside of Pickerington corporate limits, as well as for all unincorporated areas of the county. The department consists of 85 full time deputies and 39 special non-paid deputies.

The Sheriff's department also has divided their patrol area of Violet Township into two zones. Zone 1 is to the north of the Conrail railroad tracks, with Zone 2 to the south of the railroad. The Sheriff's department can respond to a call anywhere in Violet Township within 5 minutes of less. The patrols are 24 hours per day, seven days per week. It offers anti-narcotics units, drug canines, safety programs, (i.e., neighborhood watches), and vacation checks.

MUTUAL AID RESPONSE

Collaboration between the Pickerington Police Department and the Fairfield County Sheriff's Department is in the form of a mutual aid response arrangement. This agreement allows the two departments to share efforts in responding to a call anywhere in Violet Township. This provides for quicker response time and increased coverage on a call.

VIOLET TOWNSHIP FIRE DEPARTMENT

The Violet Township Fire Department provides fire and emergency medical services to the residents of Pickerington and Violet Township. The fire department operates out of two (2) fire stations; one is located on Lockville Road in the heart of downtown Pickerington; the second is located on Refugee Road in the northern half of Violet Township. A total of nine (9) firefighters/paramedics are on duty around-the-clock each day between the two stations. These firefighters and paramedics take great pride in providing the very best in fire and emergency care to our community. The on-duty crew is supplemented by additional part time and volunteer firefighters.

The department operates three (3) emergency medical vehicles, two (2) fully equipped pumpers, two (2) four by four grass fighters, a 1,500-gallon tanker truck and a heavy rescue vehicle. Each vehicle is equipped with advanced cardiac life support capabilities. Currently, the fire department responds to approximately 2,500 runs (both fire and emergency services) each year, and has seen a continuous increase in these calls for service. It is anticipated that this run volume will continue to increase along with the increase in development throughout our community.

As development increases, the Violet Township Fire Department will continue to plan for expansion as needed. The acquisition of land and construction of a fire station in the southern half of Violet Township will likely be needed to maintain adequate coverage and prompt response times for the community. Along with this expansion, additional full time firefighters/paramedics will be required as well.

HISTORIC PRESERVATION

"Historic properties have a way of disappearing. They quietly fall prey to demolition, neglect, or renovations that alter them beyond recognition. Building by building, site by site, a community's heritage can gradually be lost through private and public action and inaction, taking with it much of the community's character, individuality, and vitality."

"Like any limited resource, historic properties need careful planning and management to ensure their survival for current and future generations. They are subject to the complex pressures and issues of modern society, and often their preservation appears to be at odds with the immediate needs for affordable housing, economic revitalization, employment, education, and so on."

Ohio Historic Preservation Office

Incentives for preserving an area's historical heritage include offering stability to a community's neighborhood fabric, variety among contemporary structures, and helping to maintain community identity. Tax credits and other development assistance tools are also available from the State and Federal Governments to help foster the increased interest in preserving vintage, qualifying structures.

The National Register of Historic Places is the official list of historic properties recognized by the federal government as worthy of preservation for their local, state, or national significance in American history, architecture, archaeology, engineering, or culture. Overseen by the National Park Service of the U.S. Department of the Interior, the program is part of a national policy to coordinate and support public and private efforts to identify, evaluate, and protect our cultural and natural resources. Abstracts from this list begin on page 77.

Abstracts from the National Register of Historic Places

THE DOVEL STEVENS HOUSE
Located at 660 Hill Road North, this structure consists of a house, summer kitchen, and smokehouse. They are situated in close proximity to one another and are close to the road on the outskirts of Pickerington, a community that was settled in 1815.

The house is constructed of brick on a brick and stone foundation. The two-story structure has a slate hip roof. The original portion of the house measures 5 by 2 bays. A two-story addition, which was built during the nineteenth century, forms a T-shape plan. Two later small, one-story additions were constructed at the rear of the house.

The entrance with transom and sidelights is located in the center bay of the façade. Below the sidelights are paneled areas. The bays are slightly recessed, which gives the illusion of brick pilasters. The windows are double hung 2 over 2 lights. A small porch with flat roof and four columns graces the façade of the house. The north and side elevations are similar with 2 over 2 sash windows and end chimneys. All the sills and lintels are smooth dressed stone.

The interior features worthy of note are the curved staircase, the shaped window and door architraves and the one marble and two wooden mantels.

A frame summer kitchen with gable roof and shiplap siding is located to the rear of the house. A small brick smokehouse, also with a gable slate roof, is located to the rear of the summer kitchen.

Significance
The Dovel Stevens Farm is a well-preserved example of a mid-nineteenth century farm in the Pickerington area. The house is significant architecturally as a rural residence.

John and Grave Dovel purchased the property in 1839 and owned it until 1879. The Dovel family owned 6,000 acres of land in this township during the late nineteenth century.

It exhibits some influence of the Greek revival period such as the entrance with transom and sidelights and the recessed bays that give the illusion of pilasters. However, the bracketed cornice, hip roof and front porch are more characteristic of the later Italianate period. Although the house evolved over a period of time, it is representative of the type of domestic architecture encountered in the rural areas of Central Ohio. Together with the existing outbuildings, this farm is an important resource for the Pickerington area, which has been overwhelmed by new suburban development over the past five years.

THE DOVEL-BOWERS HOUSE
The Dovel Bowers House, 380 West Columbus Street, Pickerington, is a two-story common bond brick residence. Built ca. 1865, it is an excellent local example of the Italianate style with an asymmetrical floor plan. Italianate features which are pronounced include: an octagonal cupola, cross-hipped, low-pitched roof, overhanging eaves supported by decorative brackets, a one story front bay window, rectangular shaped 2/2 windows, elaborate denticular cornice and a double front entry door with large pane glazing.

The wooden octagonal cupola has overhanging eaves and elaborate cornices supported by decorative brackets and eight full arches double hung 2/2 windows. Octagonal patterned slate forms the cross-hipped roofline. Of the five sloped masonry chimneys, three are highlighted by brick corbelling. Wide overhanging boxed eaves are supported by carved brackets. A continuous cornice line with dentils encircles the entire house.

Fenestration consists of double hung 2/2 windows, with the exception of the double hung 1/1 front bay windows. Each window has a plain rectangular lintel and sill of sandstone, and is held in place by a rope and weight. Brackets remain, on the exterior of the windows, where shutters once hung.

The front of the house, which faces West Columbus Street, has two porches. The central entrance features double doors and a large transom. A small one-story addition built probably shortly after initial construction projects to the

northeast (rear) of the home. It is of common bond brick construction with a sloping slate roof, two squares shaped 1/1 window, one rectangular 2/2 window with sandstone lintel and sill and has an etched wooden entry door.

The interior has many distinguished original features. Each interior doorway has molded woodwork. The doors facing the first and second floor halfway have identical slide and overhead moldings. A curved staircase accents the central hall. From the second floor hall a narrow curved staircase leads to the cupola. A third curved staircase at the rear first floor of the house served as the servants' connection from the kitchen to the second floor. The master bedroom has two doors, one provides access to the servant's staircase and a second gives direct access to the main staircase and the second floor hallway. Both the first and second floor hallways have painted decorative tin ceilings.

Significance
The Italianate style was among the most popular architectural styles in Ohio between ca. 1850-1880, a time when the state's population doubled in size. It reached the height of its popularity from 1867 to 1873. The Italianate style was employed in the design of private residences, commercial buildings, train stations, and industrial structures. Earlier examples feature a box-like massing while later versions contained an asymmetrical floor plan.

Within the historic architectural context of Pickerington, a windshield survey of the town limits yielded that there were only 8 late-nineteenth century houses and 4 late nineteenth century commercial structures. In addition there were 41 early twentieth century houses, 7 later ranch-type houses, 5 early twentieth century commercial buildings and approximately 56 houses with significant alterations, which prevented accurate dating. The Dovel-Bowers House is the only Italianate house in Pickerington that features a central cupola. The only other Italianate in the City, which compares favorably to the Dovel-Bowers House, is located on Hill Road North.

THE PICKERINGTON DEPOT
This structure is a one-story rectangular frame structure located on the southwest side of the railroad tracks. North Center Street runs roughly parallel to its northwest elevation. The building has a trackside eave orientation.

The structure has a gable roof with a small brick chimneystack, (originally with corbelled cap), centered on the ridge. The original slate roof has been replaced with asbestos shingles. Large knee brace brackets support wide overhanging eaves. Decorative treatment of the brackets consists of the wall members' scrolled ends and pendants hanging from the soffit members. Historic photographs indicate decorative finials located atop the gable apexes and decorative truss work in the gables.

The walls are clad with vertical board and batten siding above the sill course and vertical tongue and groove siding below. A bay window projects out from the north wall 1/1 double hung sash. Window hood moldings include wood keystones and end blocks. A wood belt course connects all the sills and divides the upper and lower wall planes. Each of the building's four principle corners is covered with a vertical end board, as are the projecting edges of the north elevation bay. The building rests on a limestone foundation, which was added by the current owner during the restoration. Originally the structure rested on wood posts.

A central projecting bay separates the north, or trackside elevation. This appendage contains three windows, one on each side, enabling the stationmaster to see on-coming trains. East of the bay is the freight room door. A six light transom window caps the double door. Each door contains two blind panels with diagonally running tongue and groove boards. To the west of the bay is another full arch window followed by a two tier, four panel solid door capped by a three light transom window.

In 1920 the New York Central line acquired the Toledo and Ohio Central Company. The line discontinued passenger service to Pickerington in 1957. After this the depot was abandoned and fell into a state of neglect until the present owner rehabilitated it into office space.

The west and east gable elevations are identical. Each contains two symmetrically placed full arch windows. Above the paired windows is the depot nameplate. "Pickerington".

Significance
The Pickerington Depot is eligible under Criterion A for its significance to the role transportation played in the development of the community, and Criterion C for representing a distinctive building type—a late 19th century small town combination station. This well-preserved structure maintains a high degree of integrity and strong association with the Toledo and Ohio Railroad line and its role in the development of the community.

In 1880, the Toledo and Ohio Railway Company constructed a depot at Pickerington, linking the community to the larger communities of Columbus and Toledo. The railroad represented the first truly reliable form of transportation, creating a much larger market for locally produced agricultural goods. The number of businesses that opened within the next decade evidences the resulting economic growth in this rural community. During this time the Pickerington Grain Warehouse and Elevator opened, along with the Elgin Butter and Cream Company, a drainage tile mill, a cider mill and a stockyard. All these agriculture related industries were near the depot and each had a spur line leading to the main track.

The railroad enabled Pickerington to become a regional center for the processing and shipment of agricultural products, giving the small community an important central place function for the area. The extent to which the railroad impacted the community is reflected in the population change. Prior to 1880, Pickerington experienced little growth. Within three years after the arrival of the railroad Pickerington's population doubled.

The Pickerington Depot represents a distinct building type—a small town combination station depot. The limited passenger and freight needs of small towns allowed for a depot plan that incorporated the three primary functions less than one roof. The floor plan of the passenger waiting room and freight room separated by the agent's office, (with ubiquitous bay window on the track side), was the standard interior spatial arrangement for this depot type.

Each line usually had a standard plan for their combination stations, which allowed the railroad companies to cut costs. Variations in the design were typically limited to applied architectural ornament. In the Northeast and South the placement and type of architectural ornament was often varied along each line to give a community a depot that looked custom built, allowing it to take on the visual function of a local landmark. Combination stations tended to be more uniform in appearance in the Great Lakes states. West of the Mississippi River these stations were built as cookie cutter copies of one another.

The Toledo and Ohio Central Railroad had carbon copy combination station plans. In order to give all their depots a unified, yet distinctive look at a low cost, their standard plans called for the large eave overhangs and correspondingly large brackets. Typically the trim was painted a dark color, adding to the illusion of a large, substantial looking building. A central passenger door flanked by a window to the west and a freight door to the east pierces the south elevation. Both the window and freight door is identical to those described above. The central door is a three light transom window. The upper half of the door contains a nine light panel and the bottom half has two parallel inset panels.

The interior of the station is divided into three functions: the agent's office; the passenger waiting room; and the freight room. The agent's office is located in the central area on the north side, where the projecting bay is located. The bay allowed the agent to see the on-coming trains. The west portion of the building, which contains the majority of windows, was the passenger waiting room. The east side was used as the freight depot. A toilet was not added until 1957. It is located between the agent's office and the passenger waiting room. The depot's ceilings are 14' high and both the interior walls and ceiling are sided with tongue and groove boards. Additional interior elements include molded trim door surrounds with corner blocks and 12" high molded baseboards.

The present owner has sensitively rehabilitated the structure and converted it into office space. The rehabilitation included the addition of a raised wood deck running the length of the south elevation. Overall, the building's exterior and interior retain a high degree of integrity.

FORTNER MOUNDS
The mounds are situated in a field of grass approximately 225 yards west of the Fortner house. The structures sit on a small terrace above Sycamore Creek, in Violet Township, 0.9 mile south of Trinity United Methodist Church. Although there are no records of the original heights, plowing has reduced the size of Mound I to 4.0 feet high and

50 feet in diameter. The second mound, 65 yards to the northwest of Mound I, is even smaller, 2.0 feet high and 40 feet across. The mounds have never been excavated and apparently have escaped looting by Indian relic collectors leaving them in excellent condition. Both mounds and any possible associated features are included within three acres of land.

Significance
There are several recorded mounds in the Pickerington area but the Fortner mounds are the only ones to be found in a pair. This fact denotes a special significance to the site, which was considered in nominating it to the National Register. The prehistoric Adena people were probably the constructors of the Fortner mounds. This culture was prevalent in the region from about 500 B.C. to 400 A.D. and often lived in communities of two or three houses. The houses were inhabited probably by extended families and were torn down or burned when the family moved to a different location. The remains of the circular structure and any burials that occurred during the time of residency were covered with mounds of dirt to mark their location. Such is probably the origin of the Fortner mounds and therefore, beneath their bulk, are revealing insights into the lives of the Adena people. The owners of the mound are protective and would like to see them recorded as a landmark in Ohio archaeology.

THE PICKERINGTON CARNEGIE LIBRARY
The Pickerington Public Library is constructed of Flemish bond red brick with a flat roof, offering a public and municipal character. Stylistically, the building features Tudor or Jacobean Revival elements, including a shallow Tudor arch over the main entry and stylized quoins around major openings. The roofline is highlighted with stepped parapet and trimmed in limestone. The front north elevation is divided by three bays with the central projecting bay containing the front entrance. The limestone treatment is echoed in the front entrance. A glass transom tops the double oak wood entrance doors. A limestone plaque above the entrance door contains the words "Carnegie Public Library." There is a limestone decorative shield on either side of this plaque.

The first floor contains large rectangular wood windows that are framed by limestone trim and limestone quoins. A limestone belt course surrounding the building separates the first floor from the lower level. The lower level contains small rectangular wood framed windows with limestone sills. The rear and side walls have no ornamentation.

The interior of the building is open and not altered. The first floor contains three distinct areas. The librarian is located in a central delivery station flanked by reading and research areas. Two non-functioning fireplaces are located; one at the east end of the floor and the other is at the west end. They are trimmed in oak and surfaced with red tile. The lower level has not been altered and is a single room used as a children's library.

Significance
Under Criterion A in the area of Social History, the Pickerington Carnegie Library is significant as a local example of Andrew Carnegie's philanthropy combined with local efforts to provide free public education. The educational trends prevalent in American society at the turn of the century were of great interest to a nation whose focus was on self-improvement. The Pickerington Public Library represents this trend of the time adapted to the needs of a rural community. It is significant that a community of 400, in 1915 was able to capture the eye of Andrew Carnegie.

Nineteenth Century American steel magnate and self-made millionaire Andrew Carnegie (1835-1919) achieved perhaps his greatest fame for his organized philanthropic campaign to build public libraries. Carnegie epitomized the American industrialist-turned-philanthropist at the turn of the century and openly sought constructive causes to receive donations from his vast fortune. Beginning with a grant to his hometown of Dunefermline, Scotland, in 1881, and ending about 1917, he spent over $56 million to build over 2,500 libraries in the United States, Canada, Australia, New Zealand, South Africa, and the West Indies. 1,679 libraries were built with Carnegie's money in the United States. One hundred and five of these libraries were built in 77 Ohio communities beginning in 1899 at East Liverpool and Steubenville. Both of the projects received unusually generous donations reportedly due to Mr. Carnegie's fond memories of these two Ohio River towns.

His focus on libraries was a product of his philosophy of philanthropy. According to Carnegie, a gift was beneficial only if the receiver also worked toward self-improvement. Therefore, in order to receive a Carnegie library grant, a community had to promise to provide a location, books, and on-going service. Mr. Carnegie would provide the building. He refused to give to state libraries and historical societies, because he considered their financial resources

adequate. Communities with populations smaller than one-thousand were not eligible for his program, because he did not believe that their tax base was sufficient to support a library after it was built. Aside from standout early gifts, such as those to East Liverpool and Steubenville, awards were based on current population figures and projected growth. In the case of the Pickerington Library to meet this population requirement, the award was requested and granted based on the population of Violet Township, which was reported to the Carnegie program in 1911 as 2000.

For much of the life of the program, Carnegie's personal secretary James Bertram, who at first required little documentation from those seeking a grant, handled requests for grants. By 1908, however, Bertram began requiring the submission of plans and specifications, and he exercised considerable influence over the design of proposed buildings. In 1911, he published a guideline to assist in the design process. The Pickerington Library is a very good example of the standardized plan espoused by Bertram and illustrates the late phases of the Carnegie program.

On January 26, 1912, Bertram accepted the people of Pickerington's request for a donation for a library building. As a result the Village of Pickerington became one of the smallest communities in the nation to receive a Carnegie Library grant. In 1915, the Pickerington City Council donated to the Violet Township Library Board ground in the center of town for the erection of the Carnegie Library. Abraham Pickerington had originally donated the land for public use. The Library Board chose A.D. Matheny as architect for the building and the construction of the library was awarded to J.D. Van Gundy. Bertram approved the building plans and a ten thousand dollar donation was awarded. As a focal point in Pickerington, the Carnegie Library was completed in June of 1916 and dedication was performed on Labor Day of that year.

Today, the library stands, without change, as an important public edifice reflecting the community's civic pride and determination as well as the late phases of a very important philanthropic program.

OPEN SPACE

The City of Pickerington currently has eight parks within its corporation limits. Victory Park, Sycamore Creek Park, Colony Park, Kerr Indian Mound, Simsbury Park, Willow Pond Park, The Diely Road Ball fields and Preston Trails. The total acreage of all parks combined is equal to approximately 157 acres. The National Recreation and Park Association has set a generally accepted standard of 10 acres per 1,000 people within a community. Accordingly, Pickerington should have at least 86 acres of parkland for it's 2005 population of 8,638 people. This standard is exceeded by 64 acres.

However, parks and their accommodations should reflect the needs of their users. It is widely accepted that parks are used for two types of recreation; passive and active. Passive recreation uses includes walking, picnicking, kite flying, estuaries, nature preserves, garden areas and fishing to list a few. Active recreation parks could include fields for soccer, baseball, football, tennis courts, basketball courts and volleyball courts. The ratio of passive and active parkland should be reflective of the age groups within the community. Any community needs a balance of passive and active recreation parkland. Although a passive park can be used for family picnics and places where young children can play, they can also be used in some active recreation uses such as Frisbee and badminton. A community such as Pickerington, with 84 percent of it's residents under the age of 50 should offer more park land with the opportunity for a mix of both passive and active recreational uses.

Currently, Sycamore Creek Park and Victory Park are recreational areas with primarily active recreation opportunities. Both include passive recreation areas. Since these parks consist of 59 acres, it is only slightly under the standard for all parkland for the entire community. However, should the current population growth trend continue as projected, Pickerington should continue to develop the parklands that are now owned. By the year 2010, the projected population is to be 9,803 people, requiring the total acreage of parks to be about 98 acres. All of the existing public parkland is located within Pickerington's City limits. Except for two private parks, the Township lacks development of formally dedicated parkland. The Township needs to develop some public accessible park space, balancing the share of investment as well as the location of the parks throughout the planning area.

Funding for acquiring new park space should not fall short of a plan for the upgrading of the land to recreational usability. Although the initial investment in the land will be expensive, the incorporation of baseball diamonds, backstops, tennis and basketball courts is very costly. Long range planning for the parks should include fiscal policies for obtaining funding and a recreation forecast of development. Investigating the future demand of these recreation needs in terms of today's costs should be used to determine appropriations of the tax dollars over the next 3 to 5 years. Otherwise, the acquisition of park space will become even more difficult if not impossible depending upon the true growth measured over those next 8 years.

PARK INVENTORY

VICTORY PARK

Located on Lockville Road behind the fire station and next to the Pickerington High School Athletic Field. Dr. W. B. Taylor and Mr. A. J. Good dedicated 2.22 acres in 1941 while an additional 2.16 acres were donated to the City in 1978. The latest donation of 2.1 acres by Emerson and Elisabeth Taylor raised the total to just over 6 acres.

Activities: Family picnics, reunions, tennis courts, play equipment, church outings and community celebrations.

SYCAMORE CREEK PARK

Located on the east side of Lockville Road just south of Victory Park. Approximately 40 acres were obtained by Pickerington using $60,000 of Village money and a matching grant of $60,000 for a total of $120,000 in 1977. An additional 12 acres has been acquired over the past 16 years increasing the park to 52 acres.

Activities: Soccer fields, bike & walking trails, tennis courts, 3 ball diamonds, snow sledding, playground areas, basketball court. Also located on site: Zeller Smith Covered Bridge, Continental Amphitheater, 2 picnic shelters, drinking fountains, rest rooms, exercise trail, Pickerington Sertoma Gazebo, picnic areas and a 3 acre stocked fishing pond.

COLONY PARK

Located throughout the Colony Park development on Long Road. Total acreage equal to 4.87.

Activities: Passive recreation.

KERR INDIAN MOUND

Located on the north side of S.R. 256 just past the first entrance to the Shadow Oaks Development, this park has been developed to preserve the Adena Indian Mound. The site represents a significant archeological jewel; it's virtue retained since no excavation has disturbed the mounds contents. This alone increases the archaeological distinction of the mound. Furthermore, the site offers a beautiful view of Pickerington and the surrounding area. Action should be taken to preserve the pristine quality of the mound and prevent encroachment of development upon the site. Future planning could include expansion of the site, install an interpretive area on the Adena Indians and provide for picnicking and a parking area. This would create an educated learning environment, a recreation area and preserve this significant resource that most communities do not have.

Activities: Passive recreation.

SIMSBURY PARK

Located at the back of the Simsbury Development on S.R. 256, connects with Sycamore Creek Park and offers a combined 64 acres of contiguous park land between them. It also provides passive recreational areas for family activities.

Activities: Treed, passive recreation.

DILEY ROAD BALLFIELDS

This park encompasses roughly 9 acres with the majority of the development funded by the Nature Works Grant. It is home to seasonal Softball leagues.

Activities: Softball, Active Recreation.

WILLOW POND PARK

Located within the Willow Pond Subdivision at the Southwest Corner of Hill Road North and the Norfolk Southern Railroad, this park contains 7 acres, which includes a 4-acre pond

Activities: Passive Recreation

PRESTON TRAILS (To be developed)
Located on the east side of Diley Road, south of West Columbus Street, containing approximately 34 acres.

Activities: Passive recreation.

RECREATION PROGRAMMING

Pickerington has a wide variety of recreational programs during the warm season. Collaboration on funding and use of facilities occurs between the Pickerington parks and Recreation Department, the United Way of Fairfield County, and the Pickerington Board of Education. The use of school buildings for activities and school buses for field trips represents a model, integrated programming effort. The Pickerington Parks Department is very active and offers area residents a variety of activities such as; golf, karate, softball, and various seasonal activities such as Easter Egg Hunts and 'Music in the Air.'

FUTURE PARK LANDS AND POTENTIAL THOROUGHFARES

There is a heavily wooded area to the southeast of Pickerington, just across the corporate line. This land is an incredible example by a private resident to preserve a naturally wooded area. The land consists of over 100 treed acres adjacent to Simsbury Park. The acquisition of this particular piece of property would enable the city to expand its park system in a contiguous fashion, while helping to preserve one of the planning areas finest examples of forestry. Obtaining the property could be staged over a period of years. Other municipalities have entered into negotiations of this sort, maintaining the first option to buy from the owner. The staging of acquisition could allow Pickerington to acquire park land in other contiguous areas for active park land, since by aiming to incorporate such a piece of wooded property into the parks system would surely provide the city a mechanism to preserve the wooded area for future generations.

Expansion of the Kerr Indian Mound site should be considered, to prevent development encroachment and preserve this historic cultures significant archeological contribution to the planning area.

Active recreation parks should be weighed against increasing the joint collaborative between the Board of Education and the Parks and Recreation Department. The use of open space and ball fields within the school property offers pockets of potential active recreation sites throughout the community. Summer time alters site use to be less intensive than the spring and fall high demand usage by the students, opening up overflow acreage for the more family oriented sporting activities such as softball and soccer leagues.

BIKE WAYS AND CORRIDORS

A recreation thoroughfare study should be commissioned to determine a precise plan for a future bikeway corridor. Bikeways link the community with an alternate means of transportation and enhance the area's aesthetics. Linking existing and future parks, schools, municipal property, business areas, downtown and residential areas provide riders with desirable destinations.

The planning area is endowed with an abundant amount of creek corridors and terrain amenable for bike corridor development. Contiguous bike paths combined with the area's natural character would increase the community's perception and usage of the park system. Providing alternate, more desirable routes would reduce safety concerns related to young people riding bikes and walking along motor vehicle corridors. Furthermore, of all the different types of recreational development, bike corridors can be found to be one of the most inexpensive options. In many cases acquiring easements along portions of property that would otherwise be undevelopable (creek banks) is less difficult than finding larger tracts of parkland.

APPENDIX 1
NATURAL CHARACTERISTICS

General Nature of the County

Fairfield County is a little southeast of the center of Ohio (fig.1). It occupies 505 square miles, or 323,200 acres. It is bounded on the north by Licking County, on the east by Perry County, on the South by Hocking County, on the southwest by Pickaway County, and on the northwest by Franklin County.

Climate

The climate of Fairfield County is of the continental type characteristic of the north-central part of the United States. Summers are hot and humid, and winters are cold. The frost-free season averages 170 days, from April 26 to October 3. Normally, it is long enough for the common crops to mature. In some years a late wet spring delays planting on poorly drained soils enough so that corn and soybeans cannot mature before early fall frosts.

Table 1. – Temperature and precipitation at Lancaster Station, Fairfield County, Ohio

Season	Temperature 1	Precipitation 2
Winter	31.6	15.7 (Average Snowfall)
Spring	51.4	3.3 (Average Snowfall)
Summer	73	0
Fall	54.8	0
Year	51	41.29 20.9 (Average Snowfall)

Vegetation[2]

The trees most common in the county are identified by common and scientific names in the following list.

Acre negundo.....Boxelder.
A. rubrum.....Red maple
A. saccharinum.....Silver maple
A. saccharum.....Sugar maple.
Aescules glabra.....Ohio buckeye.
Betula glabra .....River birch.
Carya spp.....Hickory.
C. ovata .....Shagbark hickory.
Castanea dentata .....Chestnut.
Celtis occidentalis.....Hackberry.
Fagus grandifolia.....Beech.
Fraxinus americana.....White ash.
F. nigra .....Black ash.
Gleditsia triacanthos .....Honeylocust.
Juglans cinerea .....Butternut.
J. nigra.....Black wanut.
Litriodendron tulipifera .....Tulip-poplar.
Nyssa sylvatica.....Blackgum.
Ostrya virginiana .....Eastern hophornbeam.
Pinus rigida.....Pitch pine.
P. virginiana .....Virgina pine.
Platanus occidentalis .....Sycamore.
Populus heterophylla .....Cottonwood.
Prunus serotina .....Wild cherry.

P. virginiana ..... Chokecherry.
Quercus alba ..... White oak.
Q. bicolor ..... Swamp white oak.
Q. rubra ..... Red oak.
Q. coccinea ..... Scarlet oak.
Q. imbricaria ..... Shingle oak.
Q. macrocarpa ..... Bur oak.
Q. prinus ..... Chestnut oak.
Q. palustris ..... Pin oak.
Q. velutina ..... Black oak.
Salix spp. ..... Willow.
Sassafras albidum ..... Sassafras.
Tilia americana ..... Basswood.
Tsuga canadensis ..... Eastern hemlock.
Ulmus americana ..... American elm.

G.A. Heffner, Master's Thesis, Ohio State University, 1939; and John N. Wolfe, Professor of Botany, Ohio State University obtained [2] Information on vegetation associations from "Vegetation Survey of an Area in Central Ohio at the Edge of the Allegheny Plateau".

The native vegetation of the county has been classified into eight associations of forest or prairie vegetation.

Beech-maple association. – The dominant trees in this forest association were beech and sugar maple. Other important trees were white ash, black walnut, shagbark hickory, white oak, eastern hop hornbeam, and chokecherry.

Swamp-forest association. – Willow, cottonwood, sycamore, and, in some places, river birch grew on the inner flood plains; honey locust, black walnut, and hackberry grew on the outer flood plains.

Butternut, shagbark, hickory, and sugar maple also grew in the swamp forest.

Oak-maple association. – Forests of this type occurred mainly in the central, southern, and southeastern parts of the county on the moderately well drained, rather deep, rolling to hilly soils of the Alexandria and Cardington series.

Oak-chestnut association. – This type of forest generally occurred on relatively shallow unglaciated soils on ridges and hilltops. The dominant trees were chestnut, chestnut oak, scarlet oak, and black oak. White ash, white oak, shagbark hickory, and sassafras were included. In a few places, especially along the edges of cliffs, Virginia pine and pitch pine were scattered among the oaks. Hickory has become a dominant tree since the original forest was cut over.

Mixed oak association. – On the drier, south-facing slopes of the unglaciated or very thinly glaciated areas, the trees were mostly white oak, black oak, chestnut oak, and scarlet oak. Some red oak, shingle oak, shagbark hickory, and chestnut were included.

Prairie association. – This association consists of principally of wet-prairie vegetation. It occurs in open areas of the swamp forests in glacial outwash valleys and lacustrine deposits.

This association consists of marsh grasses, sedges, and wet-prairie grasses. It occurs in nearly level or basin like spots of bog, most of which are in the lowest parts of the prairies between the headwaters of drainage basins.

Bedrock Geology

All of the bedrock of the county is acid sandstone or shale, except for minor outcrops of limestone. Nearly all of the bedrock dates from the Mississippian Period. A little Bedford shale is located in the northwestern corner of the county.

Glacial Geology

During the Pleistocene epoch, Fairfield County was invaded from the northwest by at least two of the continental ice sheets that spread over much of the northern United States.

Earlier glaciation, called the Illinoisan, covered the entire county except the southern part of Berne Township and the eastern part of Madison Township. The later glaciation, called the Wisconsin, did not penetrate so far southward. It is estimated that the Illinoisan glaciation occurred about 250,000 to 300,000 years ago, and the Wisconsin glaciation, about 10,000 to 20,000 years ago.

Huge loads of debris were carried in the glacial ice. This debris, which consisted of boulders, pebbles, sand, silt, and clay, was deposited as glacial drift when the ice melted.

The drift deposited by the ice was derived from the bedrock over which the glaciers passed. Many rocks and other materials were carried hundreds of miles by the ice. The drift in this county originated from the local sandstone and shale; from the limestone, dolomite, and shale of central and northwestern Ohio; and from the granite, quartzite, and other crystalline rocks of the Canadian highlands. The boulders and other erratics of the county are nearly all of granite, quartzite, or other rock that is resistant to weathering.

Wildlife Management

The original wildlife population of the county included many kinds of small game and some larger animals. Since the county has been settled and cleared, both the distribution and quantity of wildlife have changed.

Maximum production of wildlife in farming areas requires planning and management. Good cover should be provided, and an abundant supply of food and water must be available. Planting of shrubs and perennials in odd areas, around ponds, along ditches and creeks, and on forest borders will help maintain the wildlife population.

Pheasants thrive where grain is grown. To increase the population of pheasants, leave ditch banks unmowed until August 1, maintain low brushy vegetation in fencerows, and sod waterways. Do not burn cover areas. In forested areas, maintain dense undergrowth whenever possible. Use a flushing bar when mowing hay. Very wet land may support pheasants after it is drained for farming.

Rabbits and quail are common throughout the county. They will benefit from the practices recommended to encourage pheasants. Brush piles and thorny tangles in waste areas provide good cover for rabbits and quail. Areas that are too steep and irregular to farm can be planted with clumps of pines. Patches of perennial food plants should be maintained in pastures. Very wet land is not suitable for rabbits and quail.

Fox squirrels are most abundant in the forests on the glacial soils, and gray squirrels are most abundant on the forested, hilly Muskingum soils. Conditions are best for them if the forest is protected from fire and grazing. Clear cutting is not recommended. Leave den trees near the edge of the forest and on each acre. Undrained bottomland forests support fewer squirrels than the upland forests.

Deer and grouse are most abundant in the forested, hilly areas. Openings should be made in large tracts of forest by clear-cutting small areas. Undrained, brushy areas provide food and shelter.

The wettest lands, undrained areas, and potholes will support muskrats and ducks if the water level can be controlled. Additional suggestions for the management and protection of wildlife are available from the county game protector.

Soils and Residential Development

The characteristics of the soil should be considered when choosing a site for residential development. The nature of the subsoil and that of the substratum are important in planning construction of basements and of sewage disposal systems. The soil should be deep enough over bedrock to allow for necessary excavation.

An adequate supply of uncontaminated water is necessary for areas not serviced by town or city water systems. The Ohio Department of Health should be consulted about the possibility of contamination of the proposed water supply.

Good internal drainage is important in a construction site. Soils that have a high water table, either constantly or at certain seasons of the year, will need subsurface drainage to make them suitable for construction. Sewage disposal systems are difficult to maintain in poorly drained soils. Septic tank outlets will not function properly if the soil is not permeable. In a wet soil, constructing a dry basement poses special problems.

A residential site needs good surface drainage to avoid ponding of water near buildings. Some slope is desirable, but if the building site receives overflow or runoff from higher areas, provisions should be made to divert or dispose of the water. Danger of floods should also be considered.

Before construction is started, the topsoil should be scraped away from the foundation site and from any area that will be covered with fill material. After construction is completed, this surface soil can be used to grade around the building. It will provide a good basis for a lawn or garden.

Some of the soils in this county have few characteristics that limit their desirability for residential sites. The Casco, Fox, Hanover, Kendallville, Mentor, Negley, Ockley, Pike, Wea, and Warsaw soils are all good soils for construction. They are permeable and well drained. The water table is not high.

Other soils in the county are suitable for residential construction, but present moderate problems. The Alexandria, Cardington, Celina, Miami, Markland, Glenford, Otwell, Thackery, and Tippecanoe soils do not have a high water table. However, the permeability of these soils is fair to poor; consequently, septic tank outlets may be troublesome. Adequate drainage should be provided.

PICKERINGTON COHORT COMPONENT TABLES HISTORIC INFORMATION

AGE GROUP	1980 MALES	1980 FEMALES	1980 TOTAL	1990 MALES	1990 FEMALES	1990 TOTAL
0-4	208	179	387	240	265	505
5-9	224	233	457	258	286	544
10-14	200	189	389	237	250	487
15-19	148	169	317	188	200	388
20-24	105	112	217	130	141	271
25-29	185	219	404	232	253	485
30-34	242	272	514	295	325	620
35-39	171	147	318	287	319	606
40-44	158	111	269	261	241	502
45-49	110	94	204	196	154	350
50-54	62	71	133	110	116	226
55-59	41	32	73	76	88	164
60-64	37	23	60	68	61	129
65-69	13	20	33	50	49	99
70-74	9	24	33	32	57	89
75 AND OVER	34	72	106	58	145	203
TOTALS	**1947**	**1967**	**3914**	**2718**	**2950**	**5668**

Source: U.S. Census Bureau 1980, 1990

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PICKERINGTON COHORT COMPONENT TABLES VITAL STATISTICS

AGE GROUP	MALE BIRTH RATE	FEMALE BIRTH RATE	MALE DEATH RATE	FEMALE DEATH RATE	MALE MIG RATE	FEMALE MIG RATE
0-4			0.0142	0.0098	0.4204	0.3704
5-9			0.0027	0.0019	0.1026	0.1901
10-14			0.0019	0.0012	0.0287	0.0349
15-19	0.0381	0.0362	0.0042	0.0037	-0.0309	0.0281
20-24	0.0745	0.0707	0.0079	0.0069	-0.0668	-0.0971
25-29	0.0678	0.0644	0.0091	0.0078	0.2755	0.2802
30-34	0.0258	0.0245	0.0089	0.0077	0.1893	0.1657
35-39	0.01	0.0095	0.0098	0.0075	0.0822	0.077
40-44	0.001	0.0009	0.0138	0.0099	0.1756	0.1973
45-49			0.022	0.016	0.1025	0.1432
50-54			0.0367	0.0262	0.011	0.1031
55-59			0.0577	0.0429	0.1071	0.1072
60-64			0.0888	0.0648	0.2159	0.249
65-69			0.0137	0.1007	0.1629	0.2805
70-74			0.2041	0.1516	0.3249	0.3422
75 AND OVER			0.4084	0.3501	0.4383	0.4298
AVERAGES	**0.0362**	**0.0344**	**0.0565**	**0.0505**	**0.1587**	**0.18135**

Source: U.S. Census Bureau, Fairfield County Department of Health

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PICKERINGTON COHORT COMPONENT TABLES PROJECTIONS

AGE GROUP	2000 MALES	2000 FEMALES	2000 TOTALS	2005 MALES	2005 FEMALES	2005 TOTALS	2010 MALES	2010 FEMALES	2010 TOTALS
0-4	253	253	506	261	238	499	275	236	511
5-9	271	333	604	275	299	574	285	281	566
10-14	268	323	591	278	344	622	282	309	591
15-19	256	303	559	259	332	591	269	353	622
20-24	213	231	444	238	273	511	241	298	539
25-29	221	229	450	270	294	564	301	347	648
30-34	194	208	402	261	265	526	319	340	659
35-39	294	313	607	209	222	431	280	284	564
40-44	369	413	782	343	373	716	243	264	507
45-49	364	430	794	402	469	871	373	422	795
50-54	281	296	577	360	467	827	397	509	906
55-59	207	181	388	301	320	621	386	505	891
60-64	136	151	287	240	218	458	348	386	734
65-69	95	129	224	146	184	330	258	265	523
70-74	87	92	179	121	160	281	174	228	402
75 AND OVER	73	78	151	107	118	225	138	205	343
TOTALS	**3582**	**3963**	**7545**	**4071**	**4576**	**8647**	**4569**	**5232**	**9801**

AGE GROUP	2015 MALES	2015 FEMALES	2015 TOTALS	2020 MALES	2020 FEMALES	2020 TOTALS	2025 MALES	2025 FEMALES	2025 TOTALS
0-4	291	242	533	307	251	558	323	258	581
5-9	299	278	577	317	286	603	334	297	631
10-14	292	290	582	307	287	594	325	295	620
15-19	273	317	590	282	298	580	297	295	592
20-24	250	318	568	254	285	539	262	268	530
25-29	305	380	685	317	404	721	321	363	684
30-34	356	402	758	360	440	800	374	468	842
35-39	342	364	706	382	430	812	387	470	857
40-44	327	337	664	399	433	832	445	512	957
45-49	265	300	565	356	382	738	434	491	925
50-54	369	458	827	262	325	587	352	415	767
55-59	425	550	975	395	496	891	280	352	632
60-64	447	609	1056	493	663	1156	457	598	1055
65-69	374	470	844	480	740	1220	529	806	1335
70-74	306	329	635	444	583	1027	569	919	1488
75 AND OVER	215	292	507	378	420	798	548	746	1294
TOTALS	**5136**	**5936**	**11072**	**5733**	**6723**	**12456**	**6237**	**7553**	**13790**

SOURCE: US Census Bureau

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VIOLET TOWNSHIP COHORT COMPONENT TABLES HISTORIC INFORMATION

AGE GROUP	1980 MALES	1980 FEMALES	1980 TOTALS	1990 MALES	1990 FEMALES	1990 TOTALS
0-4	357	353	710	534	481	1015
5-9	554	410	964	659	613	1272
10-14	482	594	1076	696	579	1275
15-19	400	381	781	582	539	1121
20-24	144	150	294	313	306	619
25-29	234	348	582	371	426	797
30-34	455	532	987	535	604	1139
35-39	396	393	789	689	778	1467
40-44	456	407	863	790	812	1602
45-49	294	244	538	584	501	1085
50-54	197	154	351	371	324	695
55-59	123	130	253	264	225	489
60-64	87	89	176	190	186	376
65-69	58	71	129	130	135	265
70-74	29	37	66	65	68	133
75 AND OVER	42	98	140	70	195	265
TOTALS	**4308**	**4391**	**8699**	**6843**	**6772**	**13615**

SOURCE: US Census Bureau 1980, 1990

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VIOLET TOWNSHIP COHORT COMPONENT TABLES VITAL STATISTICS

AGE GROUP	MALE BIRTH RATE	FEMALE BIRTH RATE	MALE DEATH RATE	FEMALE DEATH RATE	MALE MIG RATE	FEMALE MIG RATE
0-4			0.0142	0.0098	0.4369	0.3763
5-9			0.0027	0.0019	0.233	0.2149
10-14			0.0019	0.0012	0.1031	0.1466
15-19	0.0381	0.0362	0.0042	0.0037	0.0867	-0.0504
20-24	0.0745	0.0707	0.0079	0.0069	-0.1363	0.1203
25-29	0.0678	0.0644	0.0091	0.0078	0.3075	0.3252
30-34	0.0258	0.0245	0.0089	0.0077	0.2833	0.2142
35-39	0.01	0.0095	0.0098	0.0075	0.1728	0.1607
40-44	0.001	0.0009	0.0138	0.0099	0.2518	0.2598
45-49			0.022	0.016	0.115	0.0978
50-54			0.0367	0.0262	0.1125	0.1294
55-59			0.0577	0.0429	0.1406	0.1667
60-64			0.0888	0.0648	0.195	0.1655
65-69			0.0137	0.1007	0.1951	0.1917
70-74			0.2041	0.1516	0.1154	0.0305
75 AND OVER			0.4084	0.3501	0.3351	0.4195
AVERAGES	**0.0362**	**0.0344**	**0.0565**	**0.0505**	**0.1842**	**0.1855**

SOURCE: US Census Bureau, Fairfield County Department of Health

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VIOLET TOWNSHIP COHORT COMPONENT TABLES PROJECTIONS

AGE GROUP	2000 MALES	2000 FEMALES	2000 TOTALS	2005 MALES	2005 FEMALES	2005 TOTALS	2010 MALES	2010 FEMALES	2010 TOTALS
0-4	605	506	1111	671	498	1169	751	504	1255
5-9	686	652	1338	737	610	1347	817	600	1417
10-14	716	664	1380	755	746	1501	811	699	1510
15-19	787	666	1453	777	629	1406	819	708	1527
20-24	649	481	1130	676	583	1259	668	551	1219
25-29	650	622	1272	843	634	1477	879	769	1648
30-34	518	487	1005	828	751	1579	1075	765	1840
35-39	550	593	1143	603	561	1164	964	866	1830
40-44	773	872	1645	683	742	1425	749	703	1452
45-49	942	1060	2002	852	949	1801	752	807	1559
50-54	949	984	1933	1028	1180	2208	929	1057	1986
55-59	703	636	1339	1047	1122	2169	1134	1346	2480
60-64	466	415	881	800	714	1514	1191	1259	2450
65-69	332	285	617	515	468	983	885	805	1690
70-74	205	195	400	325	265	590	504	435	939
75 AND OVER	144	159	303	232	247	479	367	336	703
TOTALS	**9675**	**9277**	**18952**	**11372**	**10699**	**22071**	**13295**	**12210**	**25505**

AGE GROUP	2015 MALES	2015 FEMALES	2015 TOTALS	2020 MALES	2020 FEMALES	2020 TOTALS	2025 MALES	2025 FEMALES	2025 TOTALS
0-4	835	521	1356	917	539	1456	1000	555	1555
5-9	916	607	1523	1018	628	1646	1118	649	1767
10-14	899	687	1586	1008	695	1703	1120	719	1839
15-19	880	663	1543	976	651	1627	1093	659	1752
20-24	704	620	1324	756	581	1337	839	570	1409
25-29	868	727	1595	915	817	1732	983	765	1748
30-34	1120	927	2047	1106	877	1983	1166	986	2152
35-39	1251	882	2133	1303	1069	2372	1287	1011	2298
40-44	1197	1084	2281	1553	1105	2658	1618	1339	2957
45-49	825	764	1589	1319	1180	2499	1711	1202	2913
50-54	821	899	1720	900	851	1751	1438	1314	2752
55-59	1025	1205	2230	906	1025	1931	993	971	1964
60-64	1290	1511	2801	1166	1353	2519	1030	1151	2181
65-69	1318	1419	2737	1427	1703	3130	1290	1524	2814
70-74	865	748	1613	1288	1320	2608	1395	1584	2979
75 AND OVER	570	551	1121	978	949	1927	1457	1673	3130
TOTALS	**15384**	**13815**	**29199**	**17536**	**15343**	**32879**	**19538**	**16672**	**36210**

SOURCE: US Census Bureau, Fairfield County Board of Health

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