



COMPREHENSIVE PLAN UPDATE WORKSESSION

**TROY CITY COUNCIL
PLANNING COMMISSION**

MONDAY, OCTOBER 23, 2023, 6:00 PM
WEDNESDAY, OCTOBER 25, 2023, 3:30 PM

Council Chambers, 2nd Floor, 100 S. Market Street, Troy, Ohio

1. Work Session to review and discuss the Comprehensive Plan Update
 - a. Presentation by American Structurepoint consultants
 - b. Questions, comments, and input by Councilmembers (October 23rd)
 - c. Questions, comments, and input by Commissioners (October 25th)
2. Schedule of Focus Groups and other outreach activities

The 2005 Troy Comprehensive Plan can be viewed at www.troyohio.gov/05compplan

The public is encouraged to take the on-line survey (anticipated to go live on Monday, October 23rd), located at <https://www.surveymonkey.com/r/KGWYT5X> or by scanning



attachments:

1. 2005 City of Troy Comprehensive Plan, updated 2019, Introduction pp 2-17
2. 2005 City of Troy Comprehensive Plan, updated 2019, Future Land Use and Thoroughfare Plan, pp 18-23
3. 2005 City of Troy Comprehensive Plan, updated 2019, Troy Future Land Use Maps, pp 24-29
4. American Structurepoint Draft Schedule of Events and Outreach, pp 30-31



TROY
OHIO®



CITY OF TROY

COMPREHENSIVE PLAN



Adopted February 1, 2005

**Updated in 2010, 2016,
2019**



CITY OF TROY

COMPREHENSIVE PLAN

Adopted February 1, 2005 by Troy City Planning Commission

Major General Jack Waters, Chairman
Charles J. Doyle, Vice-Chairman
Michael L. Beamish, Mayor

David E. Anderson, Director of Public Service and Safety
Alan Kappers, President, Board of Park Commissioners

Thomas E. Force
Anthony B. Char, AICP

Sue G. Knight, Secretary

Troy City Council

Martha A. Baker
Alan R. Clark
Mark A. Douglas
Frank L. Hutchinson
Ted S. Mercer
Shirley M. Saxton
Craig E. Wise

Michael L. Beamish, Mayor
William F. Lohrer, President
Sue G. Knight, Clerk of Council

Troy City Staff

David E. Anderson, Director of Public Service and Safety
James Dando, AICP, Planning & Economic Development Director
Gregg Harris, AICP, Assistant Development Director
Mark Cundiff, Administrative Services Director
Steve Leffel, PE, PS, Public Works Director
Debbie Swan, PE, City Engineer
Doug Wenning, GIS Technician

**Prepared by Troy City Staff with assistance from Miami Valley
Regional Planning Commission & Poggemeyer Design Group**

Recent Update in 2016 by Troy City Planning Commission

Alan Kappers, Chairman
Thomas E. Force, Vice-Chairman
Michael L. Beamish, Mayor

Patrick E.J. Titterington, Director of Public Service and Safety

Sue G. Knight, Secretary
James A. McGarry
Wilma Dee Mahan
N. Lawrence Wolke

Troy City Council

Martha A. Baker, President
Thomas M. Kendall, First Ward
Douglas W. Tremblay, Second Ward
John W. Schweser, Third Ward
Bobby W. Phillips, Fourth Ward
William C. Twiss, Fifth Ward
Brock A. Heath, Sixth Ward
John L. Terwilliger, Councilman-at-Large
Lynne B. Snee, Councilwoman-at-Large
Robin I. Oda, Councilwoman-at-Large
Sue G. Knight, Clerk of Council

**Prepared by Troy City Staff with assistance from
Miami Valley Regional Planning Commission**

City of Troy, Ohio



January 31, 2005

A Public Hearing by the Troy Planning in conjunction with the Troy City Council at 7:00 p.m. on Monday, January 31, 2005, in Council Chambers. Presiding Office – Planning Commission Chair Jack Waters.

Attending: Planning Commission – Waters, Doyle, Kappers, Force, Anderson, Beamish
Council: Council President Lehrer; Council members – Baker, Douglas, Mercer, Clark, Wise, Hutchinson and Saxton.

Other elected officials: Greg Dixon, Director of Law.

Staff attending: Gregg Harris, Assistant Development Director; Development Director James Dando; Planning Director Mark Cundiff; Public Works Director Steve Leffel.

Citizens attending – approximately 20.

APPROVAL OF THE COMPREHENSIVE PLAN. A motion was made by Mr. Force, seconded by Mr. Kappers, that the Comprehensive Plan document be adopted as of February 1, 2005.
MOTION PASSED BY UNANIMOUS VOTE.

I, Sue G. Knight, Secretary to the Troy Planning Commission, do hereby certify that the Comprehensive Plan of the City of Troy, Ohio, was unanimously adopted by the Troy Planning Commission at a public hearing meeting held on January 31, 2005, with the Comprehensive Plan having an effective date of February 1, 2005.

I further certify that the above is a true and exact copy of the portion of the minute of the January 31, 2005 public hearing meeting of the Troy Planning Commission, at which meeting the Comprehensive Plan was adopted.


Sue G. Knight



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A. INTRODUCTION

The Troy Comprehensive Plan is a central organizing document used for planning and managing growth in the City. It consists of set of official city policies regarding long term development, and land use maps that indicate the types and densities of uses allowed in a given area. The City requires development regulations and other city standards to follow the general policy direction set by the Comprehensive Plan. The Plan serves as a flexible blueprint to guide future decision making by the City, community organizations, private entities and citizens.

The 2005 Comprehensive Plan is a 20-year plan which is to be updated every five years. The previous plan was updated in 1989. More information about previous comprehensive planning efforts can be found in the Introduction Chapter.

B. PLANNING PROCESS

The process followed to develop this Comprehensive Plan began with a substantial effort to gather relevant information about the City from a purely analytical standpoint. Throughout this Plan, Troy has been described and analyzed in great detail, thus providing an excellent description of many dimensions of the City. After compilation of a rough draft of the Comprehensive Plan, work turned toward a more creative and engaging process with public visioning sessions and Planning Commission workshops. In this later phase, emphasis was directed toward creative thinking about the most pressing community issues, goals, and required actions to meet expected challenges. The goals, issues, and actions were defined into the following categories:

Goals: Aim and purpose;

Strategies/Policies: A method for achieving an end. A method of action selected to guide and determine present and future decisions;

Related Initiative: An introductory step; and

Output Measures: A suitable limit; to determine the extent or amount; capacity of something ascertained by measuring; to bring into comparison or competition; the amount produced.

C. VISION PROCESS

The Visioning Process included several early visioning sessions held at the Troy High School in Fall of 2003 (See Visioning Report Appendix I). The process uncovered many questions that were addressed in response to the issues raised by the community. As a result of the vision process, the following general themes emerged:

General Themes

- ♦ Troy has a **strong tradition and exceptional track record with respect to economic development**; providing the City with quality jobs, a strong economic base and the resources necessary to provide a high level of services and civic amenities. This success is the product of strong leadership and sustained commitment that will certainly continue in the future.
- ♦ The City is **generally supportive of physical growth** so long as such growth represents a measured, steady, and comprehensive planned expansion of the City.
- ♦ It has been recognized that there is a need for **ongoing monitoring of housing choices in the City and the balance between the demand and supply of commercial space**. The City will use its planning and zoning authority to carefully expand the supply of various kinds of residential and commercial zoning to balance community-wide needs.
- ♦ While growth is important, the City is also interested in defining and carrying out focused and deliberate actions to **help redevelop and maintain older areas** of town.
- ♦ City leaders recognize the **potential of the City to become better known as a unique destination**. The Downtown Troy area, with its unique shops and restaurants, is the heart of this draw, and further development of this special place is a definite City priority.
- ♦ The City recognizes the **importance of open spaces, parks, and recreation to overall community livability** and will continue to emphasize the development of these outstanding community assets.

The above general themes provided the basis in which to create 14 elements representative of the City's purpose and function. The Comprehensive Plan is therefore divided into the following 14 Chapters:

1. Introduction
2. Community Profile
3. Population and Demographic Trends
4. Housing
5. Economic Trends
6. Physical Characteristics and Natural Resources
7. Utilities
8. Transportation and Mobility
9. Land Use Trends
10. The Downtown Troy Historic District
11. Community Facilities and Services
12. Parks, Recreation, and Open Space
13. Visioning
14. Future Land Use and Thoroughfare Plan.

A Glossary of Terms and Appendices with supporting documents follow.

Each of the 14 elements or chapters of the Plan serve as a foundation for future policies. This Plan has been organized with the first 12 chapters consisting of quantitative data illustrating where the City has been and where it is today. Historical trends using statistics and other critical data provide a picture of where the City is heading in the future. Chapter 13 consists of goals and strategies to achieve the City's vision. Chapter 14 consists of the Future Land Use and Thoroughfare Plan.

As a product of all the public visioning meetings, surveys and work sessions; a number of goals, strategies, initiatives, and output measures were created as part of Chapter 13. The data and processed information from both Chapter 13 and 14 were further distilled into the Implementation Plan of this Executive Summary.

D. IMPLEMENTATION PLAN

Specific goals and action items were provided from Chapters 13 and 14, which were grouped from the following seven topic areas:

1. Neighborhoods and Housing;
2. Economic Development;
3. Downtown Development;
4. Land Use and Thoroughfare;
5. Urban Design;
6. Community Facilities and Services; and
7. Parks and Open Space.

The Implementation Plan consists of the above seven topic areas with a list of goals and action items following. The numbered goals and sequence of "bullet" action items are not prioritized in any fashion. Goals and action items are assigned time frames and a lead agency. The time frames range from "ongoing" to "long range". See the below key for abbreviations and time periods.

KEY:

- O = Ongoing
 I = Immediate (within 2 Years)
 S = Short-Term (within 5 Years)
 M = Mid-Term (5-15 Years)
 L = Long-Term (beyond 15 Years)
Lead agency or agencies shown in italics



NEIGHBORHOODS AND HOUSING

#1 Goal: The City of Troy will offer residents a wide range of housing choices, providing many options for all types of people as they move through various stages of life.

- ◆ Perform a Zoning Code update.
(I; Planning & Development)
- ◆ Perform a City wide condominium study.
(I; Planning & Development)
- ◆ Implement conservation design standards.
(I; Planning & Development)

#2 Goal: To have a ratio of owner-occupied housing and rental housing that is equal to or better than the state and national statistics.

- ◆ Seek grants to fund down payment assistance and housing rehabilitation.
(O; Planning & Development)

#3 Goal: To avoid a concentration of low-to-moderate-income (LMI) housing anywhere in the City.

- ◆ Stricter enforcement of local building, housing, and health codes.
(O; Planning & Development)
- ◆ Promote the existing Community Reinvestment Area.
(O; Planning & Development)
- ◆ Investigate the rezoning of older areas from industrial and multi-family residential to single-family residential use.
(O; Planning & Development)
- ◆ Initiate housing programs for first time homeowners and rehabilitation hobbyists.
(I; Planning & Development)
- ◆ Investigate and recommend strategies to decrease LMI housing concentrations.
(I; Planning & Development)
- ◆ Provide a community comparison report on other housing programs.
(I; Planning & Development)

#4 Goal: To protect and restore historically significant residential properties and individual units.

- ◆ Perform surveys and studies of public attitudes towards historic preservation.
(O; Troy Historical Society)
- ◆ Encourage grass root efforts with housing improvement programs; incentives; architectural consultation; information awareness programs; workshops; literature to homeowners; assistance with identification of historic neighborhoods (signs, entry areas, landscaping, bronze markers); historic merit awards; and a list of reliable contractors with skills to perform historic work.
(O; Planning & Development, Troy Main Street, Troy Historical Society, SW Historic District)
- ◆ Investigate amending Ordinances to provide "ad-hoc" representation to the Planning Commission for historic reviews, and more regulation on window replacements.
(I; Planning & Development)
- ◆ Research the feasibility of raising grass root efforts in spreading the concept of volunteer neighborhood associations to other areas in Troy.
(S; Planning & Development, Troy Historical Society)
- ◆ Assist interest groups in the possibility of a volunteer initiated deed restriction for a historic neighborhood district.
(S; Planning & Development, Troy Historical Society, SW Historic District)



#5 Goal: To eliminate poor housing conditions from further property decline and encourage infill, rehabilitation and restoration.

- ◆ Investigate the use of land banks, land re-utilization programs for tax delinquent properties, gift of deeds in lieu of foreclosure and property receivership programs.
(S; Planning & Development, Troy Historical Society, SW Historic District)
- ◆ Stimulate single-family residential in-fill development by utilizing development incentives such as Community Reinvestment Area's, below market rate interest loans, housing trust funds, available tax credit programs, rezoning of non-conforming lots and grants.
(O; Planning & Development)
- ◆ Review zoning classifications in some central City areas to encourage adaptive reuse of buildings and property.
(O; Planning & Development)

#6 Goal: To carefully expand residential areas commensurate with community facilities such as schools, parks and utilities.

- ◆ Review and perform a Subdivision Regulations update.
(I; Engineering, Planning & Development, Parks)
- ◆ Perform a Cost of Services Study (CSS), Level of Service (LOS) Study, Fiscal Impact Analysis, Impact Fee Study, and/or a Land Evaluation Site Assessment (LESA) to use as standards for measuring public financial and service sustainability of the community.
(S; Planning & Development, Engineering, Safety/Service Director)
- ◆ Review and amend City ordinances concerning permit fees accordingly.
(S; Planning & Development, Engineering, Safety/Service Director)



ECONOMIC DEVELOPMENT

#1 Goal: Retain and expand employment base

- ◆ Perform company surveys to evaluate and assess business trends and needs, and provide direct point to point contact with CEO's utilizing resource partners.
(O; Planning & Development, Troy Development Council)
- ◆ Create retention and expansion strategies to specifically target the needs and interests of local companies.
(O; Planning & Development, Troy Development Council)
- ◆ Encourage further partnership efforts with the Troy Development Council and the Business First Program.
(O; Planning & Development, Troy Development Council)

#2 Goal: Plan for and develop a Regional Employment Center

- ◆ Develop a large employment center that is generally west of I-75 and north of the current corporation limits.
(M; Safety/Service Director)
- ◆ Pursue economic cooperative agreements with adjacent townships to promote industrial development.
(O; Planning & Development, Troy Development Council)
- ◆ Recruit new business and industry that will provide long term, quality employment opportunities.
(O; Planning & Development, Troy Development Council)
- ◆ Continue workforce development efforts so that workforce skills match future jobs.
(O; Planning & Development, Troy Development Council)
- ◆ Create a Growth Development Policy.
(O; Planning & Development, Safety/Service Director)

#3 Goal: Capture economic development opportunities from local business expansions and spin offs.

- ◆ Create an inventory of large, medium and small size businesses and industries.
(O; Troy Development Council, Planning & Development)
- ◆ Continue to strategize for opportunities in soliciting industry suppliers and company expansions.
(O; Troy Development Council, Planning & Development)
- ◆ Conduct trade missions with European and Asian industries and participate with local and regional economic development organizations.
(O; Planning & Development, Troy Development Council)

#4 Goal: Use or reuse vacant or underutilized commercial and industrial structures.

- ◆ Update Zoning Code.
(I; Planning & Development)
- ◆ Pursue Clean Ohio funds for clean up of sites with environmental issues.
(O; Planning & Development)
- ◆ Perform an Inventory of the total number of functional obsolete buildings.
(I; Planning & Development)
- ◆ Investigate feasibility of a business incubator leveraging local and federal funds.
(S; Safety/Service Director)

#5 Goal: Ensure an adequate supply of viable industrial land for both small and large companies.

- ◆ Following the Future Land Use and Thoroughfare Plan, ascertain costs and procedures necessary to secure land for future industrial development.
(I; Planning & Development, Troy Development Council, Safety/Service Director)
- ◆ Compile cost of public services, pricing from utility companies and for design-build-to-suite applications.
(M; Engineering, Planning & Development)
- ◆ Seek options, costs, and the legal steps necessary for future industrial growth.
(O; Troy Development Council, Planning & Development)
- ◆ Create a growth management plan reflective of future developable areas of the City.
(S; Safety/Service Director)

#6 Goal: Include provisions for high-speed telecommunications infrastructure for future industrial development.

- ◆ Subdivision Regulations update.
(I; Engineering, Planning & Development)
- ◆ Perform a feasibility study for the type of broad band technology needed for area companies.
(I; Safety/Service Director, Planning & Development)
- ◆ Survey needs of existing industries and potential high technology users.
(I; Safety/Service Director, Planning & Development)



DOWNTOWN DEVELOPMENT

#1 Goal: Promote the use of the vacant second and third story floors, with the installation of elevators, walkways and off-street parking areas, and maintain first floor levels with retail and other compatible uses.

- ◆ Zoning Code update.
(I; Planning & Development)
- ◆ Create a special study which investigates the opportunities for shared elevators.
(S; Troy Main Street, Downtown Business Association, Planning & Development)
- ◆ Conduct research to determine building code variances with the state to allow occupancy for the 2nd and 3rd floor.
(O; Planning & Development)
- ◆ Examine creative financial methods such as a special improvement district, shared tax district or tax increment financing.
(I; Planning & Development)
- ◆ Perform a detailed inventory of all the floors of the Downtown buildings, including the vacancies, conditions, uses, and lease rates.
(O; Troy Main Street, Planning & Development)

#2 Goal: Encourage Downtown property owners to reinvest in their properties through economic incentives.

- ◆ Promote the Community Reinvestment Area Program to property owners in the Downtown.
(O; Planning & Development)
- ◆ Continue to administrate and promote the Downtown Building Repair Program.
(O; Planning & Development)

#3 Goal: Support a “theme” for Downtown and market/destination niches.

- ◆ Complete a preliminary assessment by identifying properties, kinds of uses, and infrastructure improvements needed.
(I; Troy Main Street, Engineering)
- ◆ Following the Walkable Community Workshop of 2004, designate an arts district and concert park Downtown seeking funding from a Downtown Revitalization Grant.
(I; Troy Main Street, Engineering, Planning & Development)

#4 Goal: Continued safeguarding of the downtown’s historic and architecturally significant buildings.

- ◆ Develop an illustrated design and renovation guideline book.
(I; Planning & Development)
- ◆ Allow for ad hoc representation to the Planning Commission from historic home owners or historic neighborhood association.
(O; Planning & Development)
- ◆ Examine the possibility of adding bronze plaques for referencing historically significant buildings.
(I; Troy Main Street, Planning & Development)
- ◆ Compare and evaluate property improvement changes with the Ohio Historic Inventory forms.
(O; Planning & Development)
- ◆ Create a historic district map for pedestrian use Downtown.
(O; Troy Main Street)



LAND USE AND THOROUGHFARE

#1 Goal: To develop a new, world class, regional employment center that will provide area residents with ample employment opportunities.

- ◆ Create strategic plans in developing a regional employment center, focusing on compatible land use and needed infrastructure.
(M; Safety/Service Director)

#2 Goal: To provide adequate easy, safe and convenient interstate access to this regional employment center.

- ◆ Conduct Engineering study to determine if a new I-75 interchange at Eldean Road is feasible.
(I; Engineering)
- ◆ Investigate the creation of a central organization such as a Transportation Improvement District (TID) or a Port Authority.
(I; Troy Development Council, Safety/Service Director)

#3 Goal: Maintenance of open roadway corridors to allow for future road construction and widening in association with private development.

- ◆ Create an inventory list and map of specific locations of future interchanges and widening that impacts Major and Minor Collectors.
(O; Engineering)

#4 Goal: To protect existing roadway capacity with access management guidelines.

- ◆ Amend Subdivision and Construction Management Codes that addresses access management in a clear and complete manner.
(I; Engineering)

#5 Goal: To maintain a marketable balance between the supply and demand for retail space.

- ◆ Maintain inventory of vacant retail space.
(O; Development)

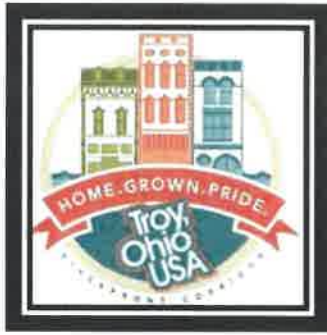
#6 Goal: To eliminate existing intersection capacity and safety problems (See also Figure 14-6 for a list and location of identified intersection problem areas).

- ◆ Pursue available funding sources to address identified intersection problems.
(I; Engineering).
- ◆ Improve Nashville Road/SR 55 intersection.
(I; Engineering)
- ◆ Improve Wilson Road/SR 55 intersection.
(M; Engineering)
- ◆ Extension of Swailes Road to Wilson Road at SR 55.
(L; Engineering)
- ◆ Improve Swailes Road curves between Peters Road and CR 25A.
(L; Engineering)
- ◆ Improve Washington Road/SR 718 intersection, realign to Wilson Road.
(I; Engineering)
- ◆ Improve McKaig Road.
(I-S; Engineering)
- ◆ Improve Wilson Road curve south of SR 718.
(S; Engineering)
- ◆ Realign Washington Road and improve intersection at SR 41.
(I; Engineering)
- ◆ Realign Eldean Road to Forest Hill Road at SR 41.
(L; Engineering)
- ◆ Construct roadway connection between South Stanfield Road and Barnhart Road between McKaig Road and SR 718.
(M; Engineering)
- ◆ Extension of Dorset Road north to Eldean Road with driveway connection to UVMC.
(S-M; Engineering)
- ◆ Construct new Interstate 75 interchange at Eldean Road.
(M-L; Engineering)
- ◆ Improve Eldean Road/Experiment Farm Road intersection.
(S; Engineering)
- ◆ Construct Northeast Connector from North CR 25A east to Troy-Sidney Road with bridge over Great Miami River.
(M-L; Engineering)
- ◆ Construct Northeast Connector from Troy-Sidney Road east to Troy-Urbana Road with bridge over RR tracks.
(M; Engineering)
- ◆ Construct Northeast Connector from Troy-Urbana Road south to Old Staunton Road.
(L; Engineering)
- ◆ Realign Troy-Urbana Road/Troy-Piqua Road intersection.
(S; Engineering)
- ◆ Improve Dye Mill Road.
(S; Engineering)
- ◆ Extension of Dye Mill Road west to Swailes Road.
(L; Engineering)
- ◆ Extension of Williams Street to Jeep and Patton Streets.
(L; Engineering)
- ◆ Improve Sayers Road.
(L; Engineering)

- ◆ Realign Ridge Avenue/McKaig Road intersection.
(I; Engineering)
- ◆ Extension of West Street from Garfield Street to Grant Street.
(S; Engineering)
- ◆ Improve Water Street/Elm Street intersection.
(I; Engineering)
- ◆ Improve railroad crossings (6).
(O; Engineering)
- ◆ Construct new roadway from Washington Road east to Carriage Crossing Subdivision.
(O; Engineering)
- ◆ Extension of Forest Hill Road south to SR 55.
(L; Engineering)
- ◆ Improve Horseshoe Bend Road/SR 55 intersection.
(L; Engineering)
- ◆ Improve Peters Road curve near Troy Country Club.
(S-M; Engineering)
- ◆ Improve Peebles Road/SR 718 Intersection.
(M; Engineering)
- ◆ Improve Troy-Urbana Road/Polecat Road intersection.
(L; Engineering)
- ◆ Improve Troy-Urbana Road/Cathcart Road intersection.
(L; Engineering)
- ◆ Relocate Eldean Road north to intersection with Troy- Sidney Road with bridge over RR tracks.
(L; Engineering)
- ◆ Construct new roadway from Eldean Road south to Troy-Sidney Road.
(M; Engineering)
- ◆ Extend Lee Road east to Northeast Connector.
(O; Engineering)
- ◆ Construct new roadway from Dye Mill Road east to SR 202 with bridge over the Great Miami River (Recreation Trail).
(L; Engineering)
- ◆ Extension of Southview Drive to Pleasantview Drive with bridge over waterway.
(O; Engineering)
- ◆ Extension of Fox Harbor Drive to “Old” Washington Road.
(S-M; Engineering)
- ◆ Improve Barnhart Road curves between SR 55 and Swailes Road.
(S; Engineering)
- ◆ Construct Northeast Connector from SR 202 to SR 55.
(L; Engineering)
- ◆ Replace Adams Street Bridge over Great Miami River.
(M; Engineering)
- ◆ Extension of Barnhart Road south from Swailes Road to Monroe-Concord Road.
(L; Engineering)
- ◆ Construct new roadway from Floral Avenue east to Dye Mill Road.
(L; Engineering)

#7 Goal: To encourage conservation design in developing areas.

- ◆ Amend the Subdivision and Zoning Ordinances to reflect conservation design (See Glossary of Terms) principals and guidelines.
(I; Engineering, Planning & Development)



URBAN DESIGN

#1 Goal: To encourage New Urbanism principles in new development and redevelopment areas.

- ◆ Provide Zoning and Subdivision Code revisions to reflect New Urbanism (See Glossary of Terms) principles.
(I; Engineering, Planning & Development)
- ◆ Encourage New Urbanism concepts for infill development, especially in historic areas.
(S; Planning & Development)
- ◆ Incorporate design standards for commercial development to require consistency in design in items such as decorative lighting, pavers or concrete paint for walk ways, benches, gable roofs, projections on front building walls, no neon signs, etc.
(S; Planning & Development)
- ◆ Investigate legislative changes that would allow the Planning Commission (or possible new sub-committee) to conduct site plan review for non-residential development which would require both conventional code requirements and urban design standards.
(I; Planning & Development)

#2 Goal: To create attractive and dramatic gateways into Troy that provides a sense of arrival and positive first impression.

- ◆ Plan for gateway development projects for both the primary roads and the secondary roads.
(S; Safety/Service Director)
- ◆ Seek funding sources such as the Transportation Enhancement Program (See Glossary of Terms) with MVRPC.
(S; Safety/Service Director, Engineering)

#3 Goal: Create an inviting and well landscaped community with high development standards.

- ◆ Relocation of utilities underground should be looked at for the main thoroughfares (See Figure 8-1) throughout Troy.
(O; Engineering)
- ◆ Study options for improved urban design standards (including building design) with the parallel issue of determining what levels of plan review are needed to implement such requirements.
(I; Engineering, Planning & Development)

#4 Goal: To continue to find ways to include public art as an important community element.

- ◆ Create a strategy to fund public art through development and redevelopment fees.
(S; Service Safety Director, Mayor)



COMMUNITY FACILITIES AND SERVICES

#1 Goal: To provide a growing community with appropriately expanding public infrastructure.

- ◆ Define specifically how larger development areas will be served economically with collection and distribution lines, and how to finance such improvements.
(S; Utilities)
- ◆ Explore the feasibility of a Storm Water Utility (See Glossary of Terms).
(S; Engineering, Utilities)

#2 Goal: Maintain high quality public safety services

- ◆ Implement the assorted recommendations contained in the 2003 Fire Study (See Appendix C).
(O; Fire Department, Engineering)

#3 Goal: To facilitate broadband and state-of-the-art telecommunications infrastructure to local businesses and residents.

- ◆ Implementation of recommendations from the Troy Technology Team, a volunteer Information Technology group.
(O; Safety/Service Director)



PARKS AND OPEN SPACE

#1 Goal: To expand the park system and open space requirements commensurate with population growth.

- ◆ Update the Subdivision Regulations after re-examining the parkland dedication requirements and requirements for connections to parkland.
(I; Engineering, Planning & Development)
- ◆ Create standards or guidelines for future development taking in consideration both community parks and neighborhood parks.
(O; Engineering, Parks)
- ◆ Continue to implement and update the 1990 Parks and Recreational Master Plan indicating connected parkland, bikeways, and recreational passive and active areas.
(O; Engineering, Parks)
- ◆ Create standards and criteria for recommending neighborhood parks.
(I; Engineering, Parks)

#2 Goal: Create a comprehensive strategic River Corridor Plan to fully utilize the adjacent parks, lands, river, views and neighborhoods.

- ◆ Create a comprehensive strategic Great Miami River Corridor Plan from Eldean Road to SR 202.
(I; Planning & Development, Troy Main Street, Parks, Engineering, Safety/Service Director)

INTRODUCTION

CHAPTER 1



WHY PLAN?

For a city to retain its long term economic health, population and employment bases, it must look to what the future holds and plan appropriately. Planning efforts are undertaken to allow a community and its leaders the chance to look at their surroundings and evaluate and formulate ideas and/or recommendations on how to add to or improve the city in the future.

Planning also allows city officials to address current problems and conflicts within the community. An example of a problem or conflict would be continued traffic congestion within certain areas of the city. With the completion of an effective thoroughfare plan, city officials can help solve or relieve such problems in the future.

Many different considerations are taken into account when a community goes through the planning process. Some of these considerations include looking at community demographics, economic trends, utility structures, and transportation. Each of these considerations is looked at individually and then together as a whole to review how they affect one another. This planning process often comes together in written form with a document called the Comprehensive Plan. The Comprehensive Plan (which can also be referred to as The General Plan and Master Plan) can be defined as a working document compiled of guidelines, policy statements, goals and objectives, maps and statistical data for social, cultural, environmental and economic areas of the community.

PREVIOUS COMPREHENSIVE PLANNING EFFORTS

The City of Troy has been very proactive in planning for its community in the past several decades. In addition to this particular Comprehensive Plan, several Master Plans, Comprehensive Plans and Updates, strategic plans, and studies have been conducted and compiled throughout the years.

In 1961, a Master Plan was completed by Harland Bartholomew and Associates. This plan offered general recommendations on utility services, community facilities, thoroughfare networks, and land use development patterns. A second planning effort was the 1972 Comprehensive Plan, prepared by Dalton, Dalton, Little, and Newport, which also focused on thoroughfares, community facilities, and the central business district. The most recent and complete update was done in 1989 by the Miami Valley Regional Planning Commission. This plan was a little different from the others in that it focused on geophysical conditions, population, economic bases, and housing.

CURRENT PLANNING EFFORTS

Additional planning efforts in the past have included Master Plans for Parks and Recreation in 1980 and 1990, and a 1987 Source Protection Program for the City's water supply. More recent studies and plans have included the 2000 Downtown Development Plan, the 2001 Troy Development Council Strategy, the Troy City Schools Five-Year Strategic Study Plan, and the Troy Fire Department Strategic Study and Proposed Master Plan.

Beyond the considerations that were described above, the City of Troy also looks to various other sources for planning information. The primary demographic source is the United States Decennial Census. Conducted every 10 years, the Census shows population demographics in a variety of areas including age, sex, housing, race, income, educational attainment, etc. Information within this particular Comprehensive Plan can be dated back to the 1910 Census.

In addition to the Census, community groups, individual departments within the City government, and the public play a role in the planning process. Certain community groups and City departments have conducted individual studies and have created strategic plans to guide their causes. These studies and plans have been seen as informational tools for the Planning Department. The public also has been involved by participating in visioning sessions and opinion surveys.



COMMUNITY GROUPS' PLANNING EFFORTS

There are several community groups within the City of Troy that share a close relationship with City officials in regards to planning. Two groups in particular have put together strategic plans, which the City uses as a part of their planning process. These groups include the Troy Development Council and the Troy City School District.

The 2001 Troy Development Council

In March 2001, the Troy Development Council (TDC), whose structure and role in the community will be explained later in this Plan, researched and developed a strategy for future community and economic development in the Troy area. The strategy was developed with the assistance of groups such as the Miami Valley Economic Development Coalition, Dayton Power & Light, and the Ohio Department of Development.

The foundation for the strategy was to look at ways to foster retention, expansion, and competitiveness of Troy-area businesses. The TDC stated that by continuing to attract and retain high quality businesses to Troy, this would drive long-term economic health.

The strategy examined several different aspects including Troy's economic environment, citizen goals, business retention, expansion and support, community marketing, and product development.

The TDC conducted 372 randomly selected household telephone interviews across the City of Troy. After this statistically rigorous survey was conducted, it was found that citizens, like their community, are optimistic about its future and they very strongly support economic development.

A copy of the Troy Development Council Strategy and Survey Results can be viewed in Appendix A.

The Troy City Schools Five Year Strategic Plan

The Troy City Schools share a close relationship with the City of Troy. Community planning on the City's part plays a big role in the success of the district and enrollment rates. Strategic planning on the school's part ensures that the school system will be attractive to citizens with children in outside communities who are thinking of relocating to Troy. A copy of the Strategic Plan can be found in Appendix E.

The Troy City Schools 2002-2003 Academic, Financial, And Facilities Report

Reports such as the Troy City Schools 2002-2003 Academic, Financial and Facilities Report are crucial to economic development for any city. Many times businesses and individuals will look at a school district and its standing before making a decision to locate within the city. If a city has poor schools, then locating there would be unlikely. On the other hand, if the city has a strong school system, locating there would be more likely.

This school report shows both the positives and negatives of the Troy School District. First, academic growth is discussed. Troy's schools have steadily increased their academic achievements over the past several years. This has led to a "Continuous Improvement" rating on the 2002-2003 State Report Card.

The report also discusses the district's financial standing. When a district is in good financial condition, it is more likely to be successful because it will have the ability to purchase the resources needed for success. Currently, the Troy City School District is in good fiscal standing. Fiscal year 2003 marked the fifth consecutive year the District's revenues exceeded expenses.

The last part of the report discusses the District's facilities. Because of the excellent upkeep of the buildings, these facilities are becoming some of the oldest in the region. In order to continue attracting families to the community, the schools must maintain standards equal to or better than other schools in the area. The District is very well aware of this fact and is currently in the process of completing a Facilities Study to determine the future of its buildings.

A copy of the 2002-2003 Academic, Financial, and Facilities Report can be found in Appendix D.

The Troy City Schools are currently working on updating the Academic, Financial, and Facilities Report, and it is expected to be completed within the 2017 to 2018 academic year.

CITY OF TROY DEPARTMENTAL STUDIES AND PLANS

Individual departments within the City of Troy have researched and compiled individual studies and strategic plans in regards to issues that affect their areas. These plans are yet another valuable tool for City officials to utilize when in the planning process.

Edsall Master Plan For Troy Recreation And School Facilities

In 1980 and 1990, the City hired Edsall & Associates of Columbus, Ohio to research and compile a Master Plan for Parks, Recreation, and school facilities within the City of Troy. The plan looked at community needs, goals, and objectives as well as existing park and school facility structures.

Additional information on the Master Plan is included in Chapter 12 "Parks, Recreation and Open Spaces" in the Comprehensive Plan.

Troy Fire Department Strategic Study and Proposed Master Plan

In March 2003, the Troy Fire Department hired Architectural Resources Corporation to conduct a study that reviewed the City's long term needs and trends. High risk areas of the community were studied as well as the Department's ability to respond to emergency calls effectively. Out of this study came a Master Plan which gives recommendations for the Fire Department to plan the future improvement of fire services offered in the City of Troy and its contracted service area. Further information can be found later in this Comprehensive Plan or excerpts of the Study and Proposed Master Plan can be found in Appendix C. The Fire Department is looking to conduct a new study in 2017.

2000 Downtown Development Plan

In 2000, the Troy Planning and Development Department prepared a Development Plan that focused on the past, present, and future of the Downtown Troy area. This area is seen as a focal point in the City, rich in history and architecture. The plan starts with a history and early planning efforts section which outline the progression of where the Downtown Troy was and where it is headed. The next section focuses on the last quarter-century. In this section it was pointed out that economic decline was starting to occur in the Downtown Troy area. Businesses were moving or closing, and properties were not being maintained. A need for revitalization was seen for improvement and to attract new owners to the area.

In the 1990's, Troy Main Street, Inc. was formed to help promote Downtown Troy. Also during this time, remodeling and expansion of the Downtown area was initiated. Some major efforts during this time included the renovation of City Hall, Downtown Streetscape Program Phases I and II, amended zoning codes and the initiation of the Downtown Building Repair Loan Program. The goal of these efforts was to extend the life of the Historic District and increase economic viability of the commercial enterprises in Downtown Troy.

The Downtown Development Plan also looked at highlights in regards to the Downtown area from the previous Comprehensive Plan Update in 1989. These highlights included housing, public facilities, land use plan, and thoroughfare and traffic plans. The effect of the 1996 Downtown Parking Plan and the Signage Plan were also discussed. The City is conducting a study to address Downtown Parking and Signage Plan with implementation on proposed changes in 2017.

A copy of the 2000 Downtown Development Plan is located in Appendix F.

2003 Downtown Business Opinion Survey

In February 2003, the Troy Planning and Development Department and the Downtown Business Association conducted a survey of all Downtown Troy business owners. This survey looked at a variety of subjects and is still used as a tool for the Planning Department in regards to future Downtown Troy development.

Business owners were asked questions about what they liked best about Downtown Troy, what do their customers like best, what does Downtown need more of, what does Downtown need less of, did the Streetscape improvements help Downtown, parking, Troy Main Street promotions, and promotions in general.

Questions were open-ended, allowing owners to answer with a variety of responses instead of limited responses. When asked what do you like best about Downtown Troy there were various types of responses, some were the same but most were different. They included:

- ◆ Very nice and beautiful;
- ◆ Small town feeling with large atmosphere;
- ◆ Appearance;
- ◆ Atmosphere and safety;
- ◆ Wide streets and accessibility;
- ◆ Small – convenient to get to places;
- ◆ Historical aspect;
- ◆ Specialty shops;
- ◆ Personal & friendly; and
- ◆ The square and fountain area.

When asked what the Downtown needs more of, respondents identified the following responses:

- ◆ Parking;
- ◆ Outside dining;
- ◆ Variety of retail (i.e., drug store, shoe store, quality retail, etc.)
- ◆ Community involvement;
- ◆ Establishments open past 9:00 p.m.; and
- ◆ Ground floor info centers.

For the results of the Downtown Business Opinion Survey, see Appendix G.

GEM Real Estate Group Market Study Of Troy

In August 2003, the Troy Planning and Development Department hired GEM Real Estate Group to conduct a market study of the Troy area. The study area included all land inside the municipal boundaries as well as comparisons with Concord Township, the Dayton Metropolitan Statistical Area, Miami County, Piqua, and Tipp City.

The purpose of conducting the study was to determine the current range of potential land uses throughout the City of Troy and future land uses. The study also gave answers to the following questions:

- 1) What is the current status of the City and how competitive are existing residential developments;
- 2) What are the consumer needs in the community;
- 3) What business opportunities could be developed on the basis of market demand; and
- 4) How will trends for the future influence land use needs in the City?

Various findings of the Market Study will be discussed in various sections of the Comprehensive Plan. To see a copy of the Executive Summary of the Market Study findings, please see Appendix B.

PUBLIC PARTICIPATION

The goal of public participation in the comprehensive planning process was to allow the citizens of Troy to voice their concerns and opinions about the current situations within Troy. The participation also allowed the citizens to express ideas of how the City of Troy should develop. In addition to numerous staff presentations to community groups and organizations, citizen participation was done in two organized processes; visioning and a community survey.

Visioning

After the City of Troy compiled all of the previously mentioned information and statistics, the next step was to involve the citizens in the planning process. This included holding two public meetings in which citizens were able to define and shape their vision for the City of Troy. The meetings were held to receive public input on the future vision of Troy and to lay the groundwork for the establishment of future goals, strategies, and objectives for this Comprehensive Plan.

A copy of the visioning report published in November 2003 can be found in Appendix I of the Plan. Within this report you will find the results of the two public meetings.

Community Quality Of Life Survey

In the fall of 2003, the City of Troy organized and placed a Quality of Life Survey on its Internet homepage. The Internet survey allowed citizens of Troy to voice their opinions on a variety of topics. Citizens were asked to respond to 23 different questions and could respond with one of the following: very satisfied, satisfied, dissatisfied, or no opinion. The survey results, which are shown in Appendix H, show that 95.2% of the respondents were satisfied or very satisfied with the overall quality of life in Troy while only 3.2% were dissatisfied.

In 2015, the Troy Chamber of Commerce, through the Leadership Program, conducted a survey to gauge citizens input on the America's Best Community's initiative. The survey results are in Appendix H.

STUDY AREA

The Troy Comprehensive Plan study area includes all areas within the Troy city limits and all of the rural areas of both Concord and Staunton Townships. These areas are often thought of as the Troy community. Comparisons were made to the Miami Valley region as a whole, and Miami County. For purposes of this Comprehensive Plan, the Miami Valley region is considered to be all jurisdictions within Greene, Miami and Montgomery Counties. Piqua, Sidney and Tipp City were also used as comparisons because of their close proximity, and some similarities to Troy.

ORGANIZATION OF THE PLAN

The City of Troy Comprehensive Plan is a guide for the Planning and Development Department and City officials to use when planning future community and economic development. This plan is divided into fourteen (14) chapters, which individually address different areas of planning concern.



FUTURE LAND USE AND THOROUGHFARE PLAN

CHAPTER 14



FUTURE LAND USE AND THOROUGHFARE PLAN

This chapter presents future land use and thoroughfare objectives and strategies for each of the Sub-Areas of the Troy community. These areas are shown graphically on the Future Land Use map, which is included as Figure 14-1 at the end of this chapter. These Sub-Areas simply divide the City's future planning areas by four geographic quadrants: North West, North East, South West and South East. For each Sub-Area narrative there is a corresponding Sub-Area map found at the end of this chapter in Figures: 14-2 through 14-5.

The purpose of Chapter 14 is to provide a long-term guide for directing where sustainable residential and non-residential growth should occur. Immediate and future development pressures pertaining to land use and road networks are addressed in this chapter. As development decisions are made, the map and text of the Sub-Areas should be used as a reference. Private investors and interested property owners should like-wise use this information as guides relative to the City support for development proposals.

Building upon existing land use patterns, the general future development for each Sub-Area is planned by balancing supply and demand in the Troy community. Because of the long-term planning involved, each development in a Sub-Area needs to reconcile with the various growth measures and suitability of the land. Seeking balanced growth for the community, development should fulfill specific needs as reflected in this Comprehensive Plan and supporting studies. Sufficient tax revenues, for example, need to be generated from non-residential development to support residential services, since residential development generally does not support itself. Likewise, a sufficient amount of undeveloped land is desired to ensure development opportunities continue to exist for Troy's future. Although future annexation of farm land may not be ready for development, the Agriculture Zoning District can be used as the "holding zone" until property owners seek to develop their land.

Residential Development

Areas indicated on the Future Land Use map (Figure 14-1) as suitable for residential development must meet the supply and demand of the Troy community, including appropriate housing types and densities. Based upon the existing residentially zoned areas, the community has approximate 1,300 homes in its housing inventory, which is equivalent to approximately eight and a half years at the current growth rate of 2.3% or 157 homes a year. The majority of the housing supply consists of lots with approximately 9,000 square feet or less. Seeking a diverse housing stock, the City of Troy does not support future zoning of land for additional lots of this size or denser residential districts for the purpose of developing new single-family housing. However, lot size and density under a Planned Development, which provides the community a variety of additional amenities and diversity of housing stock is encouraged (see ending paragraph). Consistent with the GEM Study (Appendix B), there is a need for upper-end housing stock to provide for "move-up" housing for existing and new residents. Upper-end housing will improve the economic condition as well as the fiscal stability in the City. Attracting and retaining residents with higher income will then provide support to the income tax base and a diverse housing stock.

Additionally, the community seeks to increase home-ownership by balancing the ratio between rental properties verses owner occupied properties (See Chapters 4 & 13). The City of Troy does not need to support the rezoning of land to accommodate additional multiple family development unless such development fulfills a related initiative or strategy, such as clustered residential development with mixed densities and housing types under a Planned Development District as previously discussed. Development proposals for multiple family units need to submit a non-biased market study as evidence of demand for the proposed product in the community.

A mixture of residential units and densities under a Planned Development District is desired. Planned developments are encouraged as a flexible tool to meet the community's gross density needs, while providing a creative site development plan with a mix of housing types, densities, and values within individual developments. Other objectives that should be addressed by Planned Developments include: preservation of any natural features such as woodlands, stream corridors, ravines; multi-modal connectivity for vehicles, pedestrians and bicycles; full application of new urbanism principles (see Chapter 13 and Glossary of Terms); use of clustered/open space development to preserve open space (Conservation Design); and mixture of uses and densities.



Future Land Use Categories

- ♦ **Residential**—Urban residential served by public utilities and with proper storm water drainage. Densities range from five acres to 3,000 square feet to the unit depending upon the zoning district found in the Troy Zoning Code.
- ♦ **Neighborhood Commercial District**—Non-residential compatible uses including: retail, service and office uses that serve the daily needs of the consumers in nearby neighborhoods.
- ♦ **Commercial**—Typically located on major thoroughfare networks. Auto-oriented retail, services, and office uses that serve daily and weekly needs of consumers from throughout the community; includes off-street parking; should have pedestrian links to adjacent neighborhoods.
- ♦ **Industrial Planned Development**—Located next to existing or future residential uses. Sensitive to residential properties, the Industrial Planned Development includes uses that are compatible and do not negatively impact residential area properties. Such industrial classified uses will be low intensity followed by extensive landscaping and buffering.
- ♦ **Industrial**—Manufacturing including light and heavy assembly, production and industrial processing, ware-housing and distribution; requires road access (not necessarily rail).
- ♦ **Parks and Open Space**—Includes recreational facilities, private and public parks, open space, greenways, and flood plains.
- ♦ **Public and Institutional**—Includes schools, government facilities, public and private institutions, and places of worship.

NORTHEAST SUB-AREA

Proposed General Development Pattern

In accordance with the Future Land Use & Thoroughfare Plan, the Northeast Sub-Area is bounded by the Great Miami River east of Duke Park and north of East Main Street (SR 41). This area also includes Planning Areas 78, 80-90 in the 1998 Miami County Comprehensive Plan and Planning Areas 57-65 in the 1989 Troy Comprehensive Development Plan Update.

Land Use

As previously indicated in the 1989 Troy Comprehensive Plan Update, low density residential is the primary future land use designation for the Northeast Sub-Area with a few neighborhood commercial districts located at Piqua-Troy and Troy-Urbana Roads and along SR 55.

Because of the uniqueness of the land adjacent to the City's highest concentration of residential neighborhoods to the south, the land area north and south of the proposed urban connector should be planned comprehensively. Existing natural resource areas such as flood plains, slopes, stream corridors, and wooded areas should be identified and preserved with the proposed development. As indicated in Chapter 13, parks and open spaces should be commensurate with the future development types and densities, which are to be coordinated with the City's Park Board.

Following previous comprehensive plans, the desired future residential development for this area is low-density residential, due to both the characteristics of the land and the adjacent uses to the south. The existing road network cannot support unrestricted or increased numbers of similar residential densities. With future improvements to the road network, however, higher densities could be accommodated.

Future residential development should be commensurate with the changing needs of the Troy community, as reflected in the Comprehensive Plan. To achieve the City's desired housing diversity, a low-density designation of 2.18 units an acre, translating to a minimum of 20,000 square feet lots is needed. However, higher densities and housing diversity can be encouraged for the Northeast Sub-Area, if accomplished through a Planned Development District. A well-planned development incorporating mixed uses with various densities could also contribute to the housing goals of this Comprehensive Plan.

The Staunton Tributary and the floodplains of Spring Creek and the Kidder Ditch will require extensive storm water control planning prior to any new development. This land area necessitates drainage issues be addressed upfront, and adhere to existing storm water management regulations. Other existing natural features such as ravines, streams and ponds, and wood-lands should be preserved wherever possible, and be integrated with the future development.

The Northeast Sub-Area does indicate Neighborhood Commercial uses at the intersection of Piqua-Troy and Troy-Urbana Roads, and at the intersection of Troy-Urbana Road and the proposed north-south connector. As defined earlier in this chapter, the Neighborhood Commercial District is intended to serve the daily needs of consumers in nearby neighborhoods and not compete unduly with the existing community service area at the Sherwood Plaza on North Market Street. The Neighborhood Commercial District for each of the mentioned intersections should be less than five acres with a Floor Area Ratio (FAR) of 0.1 (See Glossary for FAR). Based upon the developing needs of the City, an increase in either acreage and/ or FAR may be pro-posed, but only through a Planned Development District incorporating a "Town Center" (See Glossary for Town Center) or mixed use concept.

Transportation

The major roadways in the Northeast Sub-Area are SR 55, SR 41, and SR 202. The area lacks a major road-way corridor that would reduce truck traffic from the downtown area, and improve cross-town traffic from the northeast residential areas to the commercial areas on the west side of Troy. The new roadway is expected to allow access from the Lytle Road area near CR 25A, crossing the Great Miami River, and extending to SR 202. The City of Troy has separated this new roadway into three separate segments, recognizing that construction of the entire roadway and bridge at one time may exceed the financial capabilities of any one funding source. The bridge in this new roadway ideally would be scheduled for completion prior to the reconstruction of the Adams Street Bridge. Staging the bridge projects in this order will ensure that there are always two river crossings available for northeast Troy residents.

The new road corridor is expected to be an arterial roadway designed with a minimum of eighty feet of right-of-way and with no direct driveway access to adjacent residential properties. The alignment of this new roadway has not been finalized, but it is anticipated to line up with, or connect to the proposed new bridge over the Great Miami River. The location of the bridge is currently being reviewed, and an engineering feasibility study is underway.

Figure 14-6 lists the transportation improvements that have been identified as necessary. A more detailed description of the improvements in the Northeast Sub-Area follows:

15 - Northern Connector Bridge over the Great Miami River extending to Troy-Sidney Road. This new bridge over the Great Miami River will improve traffic flow between the northeast and northwest segments of town. The bridge is also expected to be completed prior to the replacement of the Adams Street Bridge. A feasibility study was started in 2004 to determine the best location for the bridge, and the route to connect to Troy-Sidney Road.

16 - Northeast Connector from Troy-Sidney Road to Troy-Urbana Road, including the realignment and cul-de-sacs of DeWeese Road and a new bridge over CSX. This extension of the new roadway described in Items 15 and 17 will provide a more direct route for traffic flow between the northeast and northwest segments of the City.

17 - Northeast Connector from Troy-Urbana to Old Staunton near SR 202. This will complete the roadway segments identified in Items 15 and 16 and bring traffic around, creating a new loop roadway.

18 - Realign Troy-Urbana Road at Piqua-Troy Road. Elimination of the poor site conditions and improving visibility will be the outcome of this improvement.

22 - Sayers Road Improvements. Poor alignment can be improved.

33 - Polecat Road/Troy-Urbana Road intersection improvement. Providing an intersection with more of a right angle will improve visibility at this intersection.

34 - Intersection improvements at Cathcart and Troy-Urbana Roads. Providing an intersection with more of a right angle will improve visibility at this intersection.

35 - Relocate Eldean Road with a new CSX overpass. The low clearance that exists at the current underpass is an impediment to traffic flow.

36 - Eldean Road to "South" Troy-Sidney/Riverside Drive. This new roadway will improve access between the northeast and northwest sections of town and will provide access to I-75 if a new intersection is built at Eldean Road.

37 - Lee Road connection to new connector road. This is necessary to help neighborhoods with access to the new connector roadway.

42 - SR 202 to SR 55. As the northeast connector road is built, a connection between SR 202 and SR 55 may become necessary.

43 - Adams Bridge reconstruction. This bridge is a Miami County bridge and the County Engineer's Office will be reconstructing the bridge. Funds are preliminarily planned for this project in 2010 or 2011.

NORTHWEST SUB-AREA

Proposed General Development Pattern

The Northwest Sub-Area is bounded west of the Great Miami River, Adams Street Bridge and McKaig Road; south from CR 25A and Farrington Road; and east of Forrest Hill and Stillwell Roads. This area represents Planning Areas 45, 50, 68-77, and 79 in the 1998 Miami County Comprehensive Plan and Planning Areas 1-11, 48-52 in the 1989 Troy Comprehensive Development Plan Update.

As stressed in Chapter 13, future industrial and office development are high priorities for the City. Industrial development is the continual focus in the Northwest Sub-Area where existing arterial corridors and an inter-change access are planned along I-75 and Eldean Road. Smaller, but sizeable industrial areas are also planned along Stanfield Road, Washington Road and SR 55. Already planned Washington Road and Wilson Road improvements will provide necessary capacity for future developments.

The City seeks "shovel ready" sites in which 100 to 200 hundred or more plus acres would have on site power, water, sewer, and infrastructure in place ready for a user. To acquire "shovel ready" sites, the City shall secure land options and coordinate in advance prior to industries coming to Troy with the necessary land owners, utility companies, real estate brokers, builders, contractors, etc.

Land Use

Consistent with the 1989 Troy Comprehensive Plan Update, the Northwest Sub-Area is Troy's primary industrial use area. As recommended in Chapter 13, an approximate 1,500 acre industrial employment center is planned. This center will stretch south from Farrington Road, down to Eldean Road, with an interchange at I-75 and Eldean Road. Located in both Washington and Concord Townships, the primary land use is agriculture. Two west-east tributaries running towards the Great Miami River split it into the upper and bottom half. Regional storm water drainage control is encouraged.

With Experiment Farm and Washington Roads improved as north-south Minor Arterials, and Eldean and Farrington Roads as east-west Minor Arterials, the area is suitable for industrial development, provided it is accomplished with municipal utilities. Existing water and sewer service in this area can easily be extended, but may necessitate another water tower depending upon the type of usage and long-term volume.

With the planned Eldean Road interchange, areas north and south on Eldean Road just east of the interchange are designated for industrial use. The realignment of Lytle road and North Dorset Road to Eldean Road would provide the necessary road access for industrial uses. Industrial uses south of Eldean Road and east of I-75 will need to be a Planned Development District due to the close proximity to Brook Park North residential area (see Industrial Planned Development Land Use category on page 14-3).

Commercial use is proposed for the existing I-75 and CR 25A interchange. This area is expected to have an increase in north and south-bound motorists between the two urban service areas, thus increasing the probability of attracting a mix of high scale office and retail development.

Following Lytle Road to CR 25A, an office/non-residential designation has been suggested on the north side, which is consistent with Miami County office uses that have already been established on CR 25A. On the south side, future industrial use is most appropriate in order to fit with existing industry along Lytle Road and the railroad on the west end.

Areas shaded gray and cross-hatched are designated as Industrial Planned Development. These areas are found to be adjacent to or in between existing or future residential development. With a required Planned District, industrial developments shall have extensive landscaping and buffering so that such uses will be in harmony with existing or future residential properties. Industrial Planned Development Districts will be compatible with nearby residential uses so that the permitted uses are low intensity. Industrial Planned Developments are necessary in order to properly provide the protection of both residential and non-residential land investments. The Northwest Sub-Area has four future industrial land uses that should be developed as Industrial Planned Development Districts:

- ◆ West Stanfield Road on both the north and south sides;
- ◆ Southeast of the proposed Eldean inter-change;
- ◆ Southeast of the Eldean Road and Washington Road intersection;
- ◆ South of McCurdy Road and west of Washington Road.

Traditional industrial classified land uses in the Northwest Sub-Area, such as the Troy-West site along South Stanfield Road, include land already zoned but undeveloped. Of Troy's approximately 300-400 acres of viable industrial land supply, available industrial land is expected to reach build out in the next seven to eleven years. See absorption rates in Chapters 9 "Land Use" and Chapter 13 "Economic Development" goal #5. It is imperative for the economic well-being of Troy that the City keep adequate industrial land supply to allow for business growth and to provide land for building expansions or relocations.

The Northwest Sub-Area has two Neighborhood Commercial designations located at Washington Road intersections at SR 41 and SR 718. Intended to only serve nearby neighborhoods and compliment adjacent uses, the Neighborhood Commercial District would service less than five acres with a Floor Area Ratio (FAR) of 0.1 at each of the locations (See Glossary for FAR). If more intense commercial uses are desired, a Planned Development District incorporating mixed use elements in a "Town Center" environment would be permissible as long as the adjacent uses are benefited (See Glossary for Town Center). The Neighborhood Commercial area at the SR 718 location, for example, should only permit uses that would enhance and benefit Concord School and residential homes nearby. Both locations have road realignments planned, since Washington Road serves as a north-south Major Collector on the west end of town. This Major Collector is expected to service increasing numbers of residential motorists as the west end of Troy continues to increase in residential developments.

Commensurate with the housing need in the City and the extension of future utilities, the intersection area of Washington/Wilson Roads and SR 718 would be suit-able for general residential use. Very low density residential development of 1.09 units to an acre, translating to a minimum of 40,000 square feet lots, is recommended for this planning area. Higher densities may be recommended with a Planned Development District.

Transportation

Major existing roadways in this sub-area include CR 25A, SR 41, I-75, and SR 718. Many of the roadways in this sub-area are rural in nature and the improvements are needed in the alignments to improve visibility and safety of the motoring public.

As described in the Northeast Sub-Area portion, access between the Northeast and Northwest quadrants is limited, so an additional bridge over the Great Miami River is needed to improve traffic flow throughout the area.

An additional transportation improvement viewed as important to Troy is the addition of a new interchange on I-75 at Eldean Road. This new interchange would help to reduce the volume of traffic at the SR 41/I-75 interchange, and would also benefit the general flow of vehicles between the Northeast and Northwest Sub-Areas. Funding for this new interchange has not been identified; however, federal funding appears unlikely as of 2004.

Figure 14-6 lists the transportation improvements that have been identified as necessary. A more detailed description of the improvements in the Northwest Sub-Area follows:

5 - Short term improvements to Washington Road to square the intersection at SR 718. This short-term improvement would increase safety at this intersection, especially with the proximity to the Concord School. The long term solution is described in Item 8.

6 - McKaig Road squared off at SR 718. There are several alignments for this to happen. The current angled intersection is poor and visibility and safety would be improved with modifications to the intersection.

8 - Realign Washington Road to Wilson at SR 718. The long term solution to this intersection is to purchase land and build a more gradual curve, with right angles at SR 718.

9 - Realign Washington Road at SR 41 and cut Old Washington off with a cul-de-sac near SR 41 with access only to the south. This improvement is being considered for Safety funds from ODOT. The high volumes of traffic on SR 41, and the angles of the inter-section, create problems for motorists.

10 - Realign Eldean Road on SR 41 to Forest Hill Road. Providing an intersection with more of a right angle will improve visibility.

12 - North Dorset Road to Eldean Road with a driveway to UVMC. Northern extension of N. Dorset Road, which could provide a second access point to UVMC.

13 - Eldean Road Interchange on I-75. The City would like to promote a new interchange on I-75 at Eldean Road. Alternative financing may be necessary, as state and federal funds may not be available for this project.

14 - Eliminate offset of Eldean Road at Experiment Farm Road. Roadway improvements to eliminate the offset of Eldean would improve traffic flow.

15 - Northern Connector Bridge over the Great Miami River. This new bridge over the Great Miami River will improve traffic flow between the northeast and north-west segments of town. The bridge is also expected to be completed prior to the replacement of the Adams Street bridge. A feasibility study started in 2004 to determine the best location for the bridge and the route to connect to Troy-Sidney Road.

23 - *Connect Ridge Avenue offset at McKaig Road.* Plans have been made to eliminate the offset of Ridge Avenue at McKaig to make one four-way intersection instead of two (2) three-way intersections.

25 - *Water Street alignment improvements at Elm Street.* Providing an intersection with more of a right angle will improve visibility.

26 - *Cut Atlantic Street off with a cul-de-sac at Elm Street due to the bridge.*

27 - *Railroad branch improvements.* Location at six (6) existing RR crossings.

28 - *Provide second entry to Carriage Crossing Plat.* This will be achieved with the completion of the Carriage West Subdivision that is now under construction.

40 - *Fox Harbor Drive connection to "Old Washington" cul-de-sac.*

43 - *Adams Bridge reconstruction.* The Adams Street bridge is expected to be replaced or reconstructed in approximately 2010 or 2011. This would be a project of the County Engineer.

SOUTHWEST SUB-AREA

Proposed General Development Pattern

The Southwest Sub-Area is bounded by SR 718 & McKaig Road east and west; I-75 south to Kessler-Cowlesville Road. This area represents Planning Areas 60-67, 104, 109-116 in the 1998 Miami County Comprehensive Plan; Planning Areas 12-27 in the 1989 Troy Comprehensive Development Plan Update; and Planning Areas 1, 13-16, and 55 of the 2003 Tipp City Comprehensive Plan.

Land Use

The Southwest Sub-Area is the part of the Troy community that is generally built-out, especially along McKaig Road, SR 718 and SR 55. Finished residential subdivisions blanket the south side of SR 55 and along Swailes Road to I-75. In the past, residential development has occurred without municipal utilities and proper storm water management control. Residential development is most likely to continue further south from Swailes Road to Monroe-Concord Road and then to Kessler-Cowlesville Road, but should only be developed in keeping with modern municipal standards. Both the 1998 Miami County Plan and the 2003 Tipp City Plan indicate low density residential for these areas.

Road improvements, including an extension of South Stanfield Road from McKaig Road, SR 718 and Barnhart Road from Swailes Road to Monroe-Concord Road, will serve as Minor Collectors for local traffic as well as enhance future residential development. Other road improvements include Wilson Road realignment at SR 718 and SR 55 intersections. Wilson Road, similar to Stanfield Road and Dorset Roads, will serve as a Major Collector with limited access. A waterline was recently installed along Wilson Road, thereby increasing the development potential of the area.

Neighborhood Commercial District land uses are indicated on three areas of the Southwest Sub-Area map: the intersections of Wilson Road and SR 718, Wilson Road and SR 55, and SR 55 and Barnhart Road. Each of these areas should not be larger than five acres in size with a Floor Area Ratio of 0.1 (See Glossary for FAR). Uses at these intersections should be non-residential but compatible to neighboring properties. Based upon the developing needs of the City, an increase in either acreage and/or FAR may be acquired but only through a Planned Development District incorporating a "Town Center" (See Glossary for Town Center) or mixed use concept.

Land on both sides of Wilson Road, just south of Peebles Road, is designated as an Industrial Planned Development. Because this land would be abutting residential on the west and east ends, the uses must be compatible following development regulations required for Industrial Planned Districts. Land between Peebles Road and SR 55, primarily used as agriculture, should be developed as low density residential. Such residential development shall be commensurate with needs of the Troy community as reflected in this Plan. To achieve the City's desired housing diversity, a low density designation of 1.09 units an acre, translating to a minimum of 40,000 square feet lots, is needed. However, higher densities and housing diversity is encouraged for the Southwest Sub-Area through a Residential Planned Development District. A Planned Development District incorporating mixed uses with various densities would also be found in keeping with the Plan.

Other areas planned for Industrial Planned Development are shaded gray and cross hatched. These areas are found to be adjacent to or in between existing or future residential development. With a required planned district, industrial developments shall have extensive landscaping and buffering so that such uses will be in harmony with existing or future residential properties. Industrial Planned Development Districts will be compatible with nearby residential uses so that the permitted uses are low intensity. Industrial Planned Developments are necessary in order to properly provide the protection of both residential and non-residential land investments. The Southwest Sub-Area has three future industrial land uses that should be Planned Industrial Development Districts:

- ◆ West side of the future South Stanfield connection from McKaig Road to SR 718;
- ◆ Both sides of Wilson Road south of Peebles Road to SR 55;
- ◆ Between Wilson Road and Forest Hill Road.

General residential is indicated south of Swailes Road and Nashville Road and both sides of the future Barnhart Road connecting to Monroe-Concord Road. Because of existing nearby residential developments and poor access to major roads or to I-75, these areas are most suitable for residential development commensurate with City housing needs as reflected in this Plan.

Transportation

Major existing roadways in this sub-area include SR 55, I-75, and SR 718. Many of the roadways in the Southwest Sub-Area are rural in nature and the improvements are needed in the alignments to improve visibility and safety of the motoring public.

Figure 14-6 lists the transportation improvements that have been identified as necessary. A more detailed description of the improvements in the Southwest Sub-Area follows:

- 1 - Nashville Road squared off at SR 55.* Improved angles at the intersection will improve safety.
- 2 - Wilson Road squared off at SR 55.* Improved angles at the intersection will improve safety.
- 3 - Swailes Road connected to Wilson Road at SR 55.* This new roadway segment would improve the traffic flow and accessibility in the southwest section.
- 7 - Wilson Road curves improved.* Softening of the curves on Wilson Road will improve safety.
- 11 - Stanfield Road to Barnhart Road connector.* This new roadway would provide more direct access for properties in the south area to gain northern access.
- 29 - Forest Hill Road connection to SR 55.* This extension could eliminate Harter Road.
- 30 - Square off Horseshoe Bend Road at SR 55.* Improved angles at the intersection will improve safety.
- 32 - Square off Peebles Road at SR 718.* Improved angles at the intersection will improve safety.
- 41 - Improve curves on Barnhart Road.* Softening of the curves on Barnhart Road will improve safety.

SOUTHEAST SUB-AREA

Proposed General Development Pattern

The Southeast Sub-Area is bounded by the east side of I-75; McKaig Avenue and East Main Street (SR 41); and south to Kessler-Cowlesville Road. This area represents Planning Areas 94 -102 in the 1998 Miami County Comprehensive Plan; Planning Areas 28-40 and 63-70 in the 1989 Troy Comprehensive Development Plan Update; and Planning Areas 2-5 of the 2003 Tipp City Comprehensive Plan.

Land Use

The Southwest Sub-Area is mostly built out in terms of development, but with some pockets of undeveloped ground mostly found just off of CR 25A and adjacent to nearby residential subdivisions. Available undeveloped land is mostly encumbered by physical constraints, particularly flood hazard areas, and the Taylorsville Dam Retarding Basin, which is controlled by the Miami Conservancy District. The area between Dye Mill Road and the Great Miami River is inaccessible to any major street network. Several mining extraction areas remain on the north and south sides of Dye Mill Road that will be used as recreation areas after reclamation, in the distant future.

Currently, water and sewer services are not provided by the City along CR 25A, Union Street, or Swailes Road. A waterline loop to Swailes Road and Dye Mill Road along CR 25A is feasible. With private investment, the Miami County sewer force main can be tapped into by area users along CR 25A.

Swailes and Dye Mill Roads both are slated for future road improvements. Widening and straightening Dye Mill Road to SR 41 will improve the accessibility for trucks. Jeep Street is planned for future connection to Dye Mill Road, allowing additional access for businesses along Race Street and Floral Avenue.

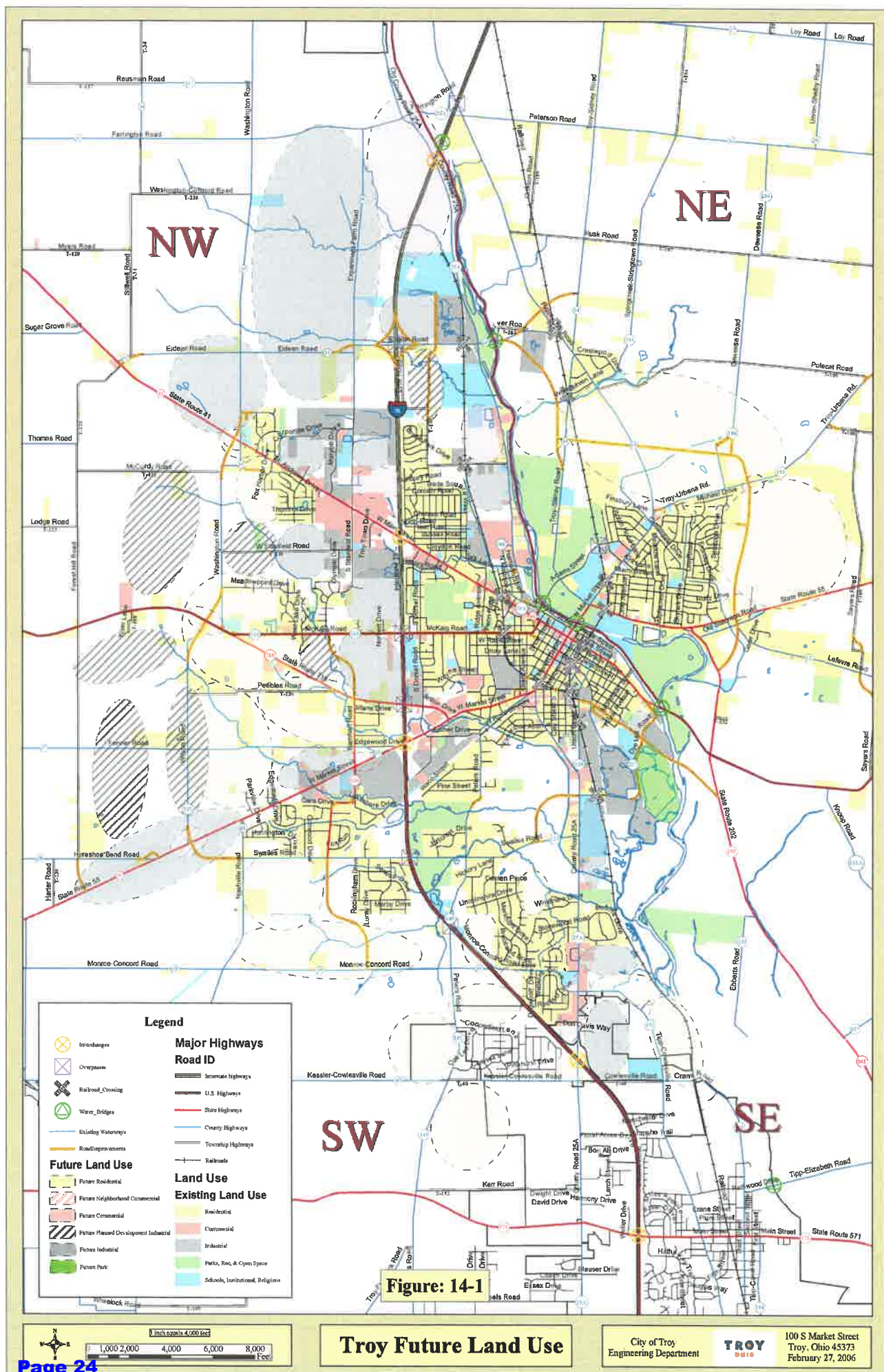
Industrial uses in the Southeast Sub-Area include the Waco Field, fronting Dye Mill Road and CR 25A. Further south on CR 25A are two other areas designated as future industrial land, consistent with the Miami County and Tipp City Plans.

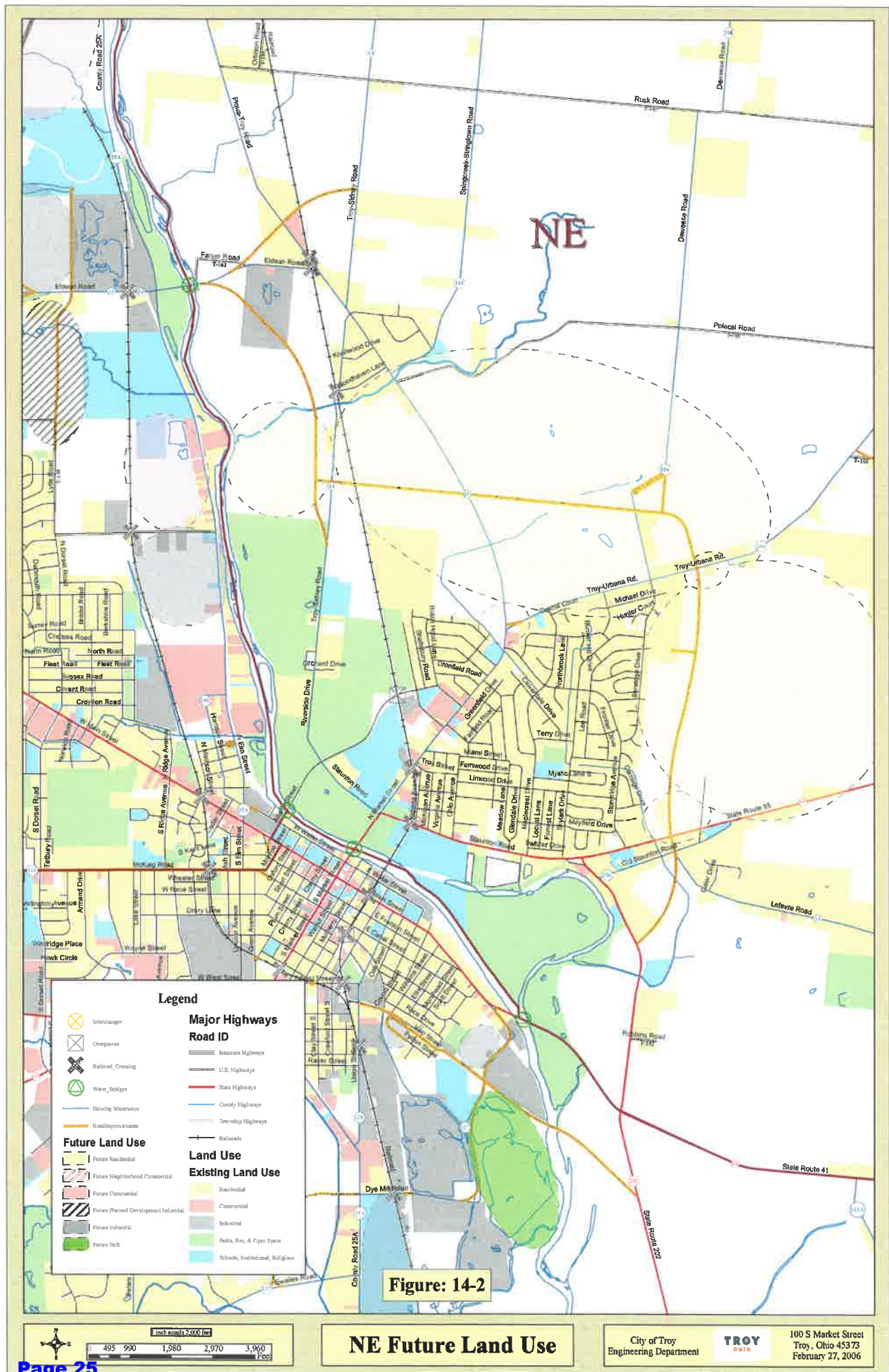
Transportation

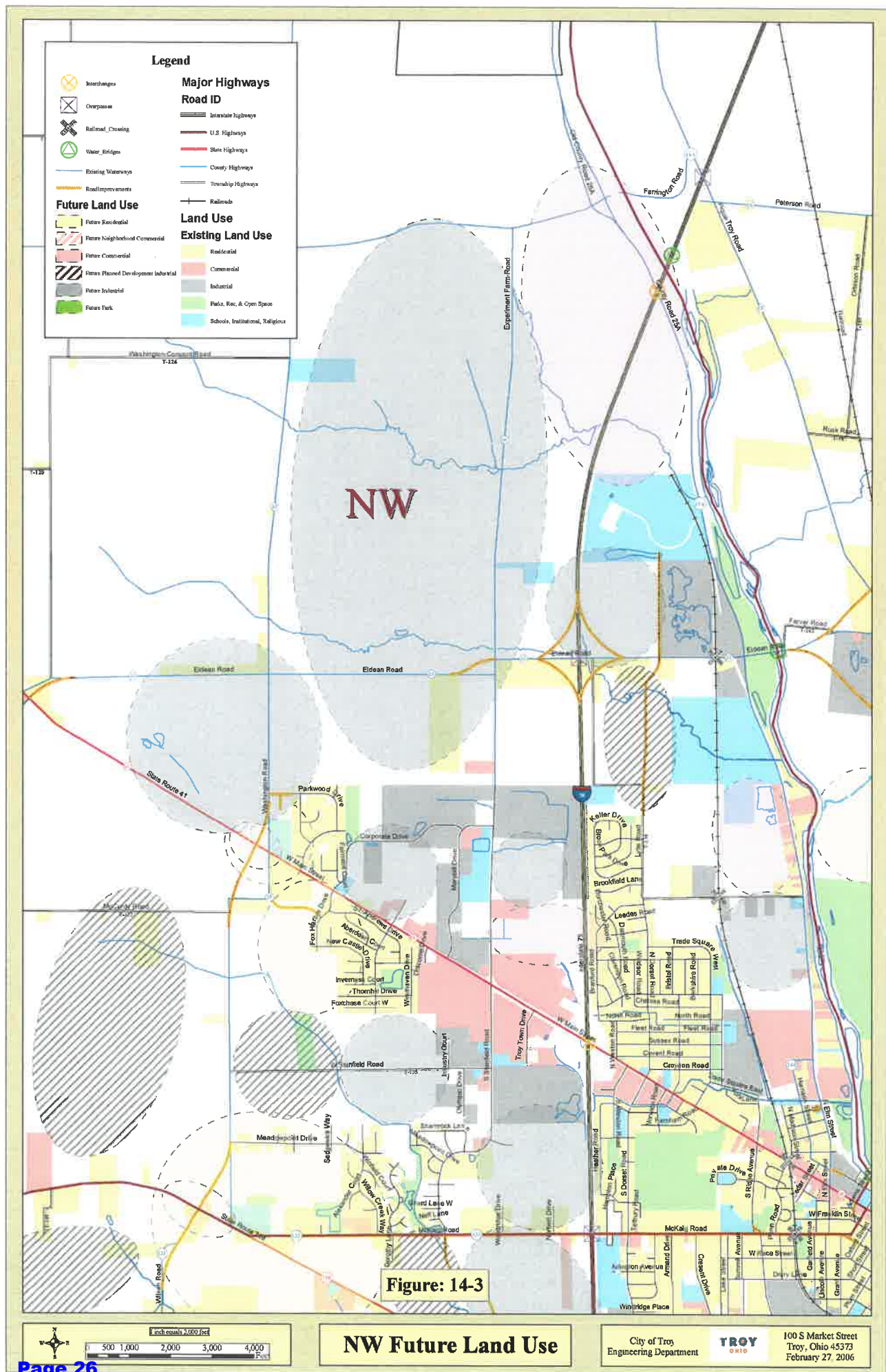
Major existing roadways in this sub-area include SR 55, CR 25A, and SR 202. Many of the roadways in this subarea are rural in nature and the improvements are needed in the alignments to improve visibility and safety of the motoring public.

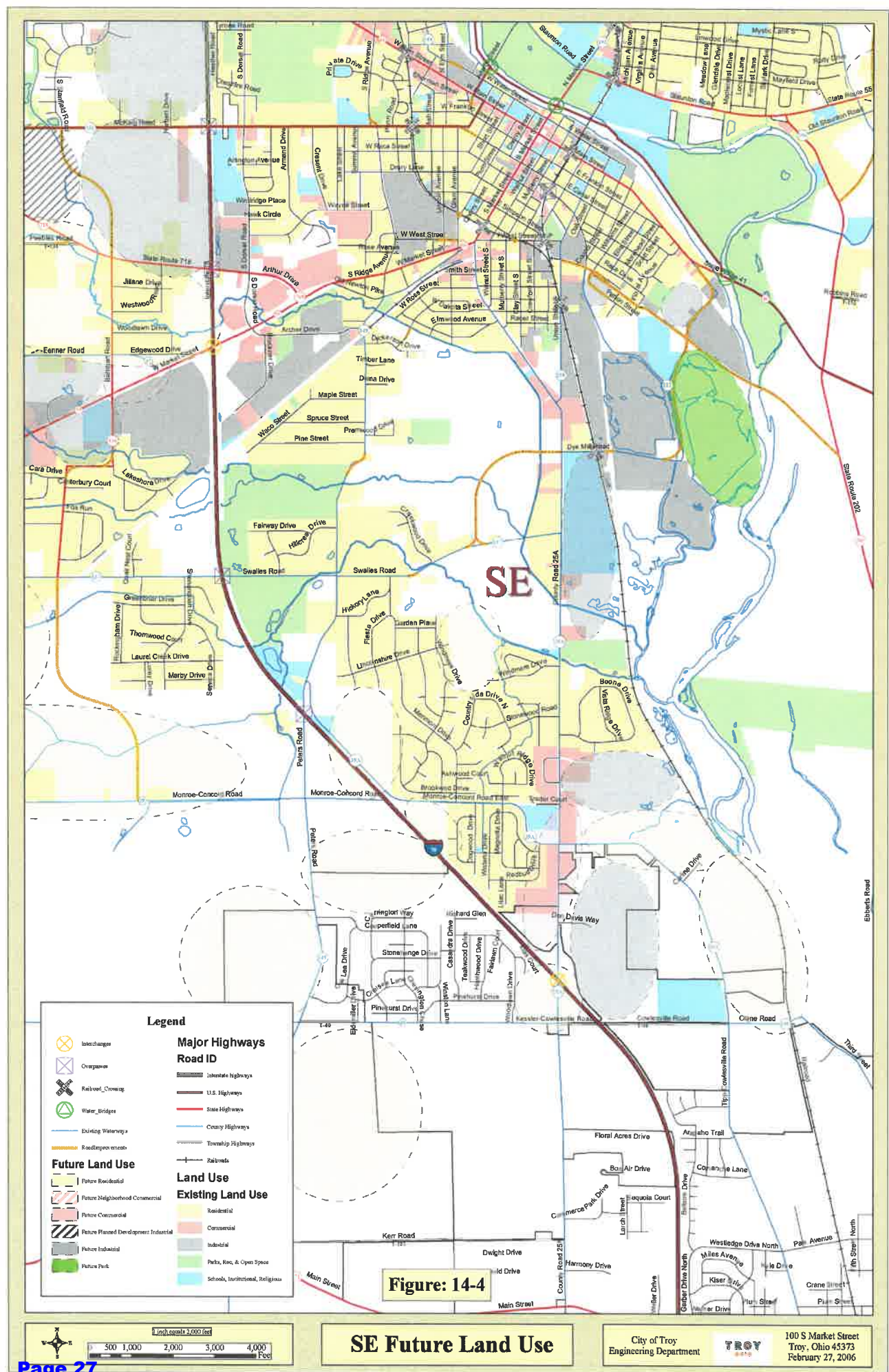
Figure 14-6 lists the transportation improvements that have been identified as necessary. A more detailed description of the improvements in the Southeast Sub-Area follows:

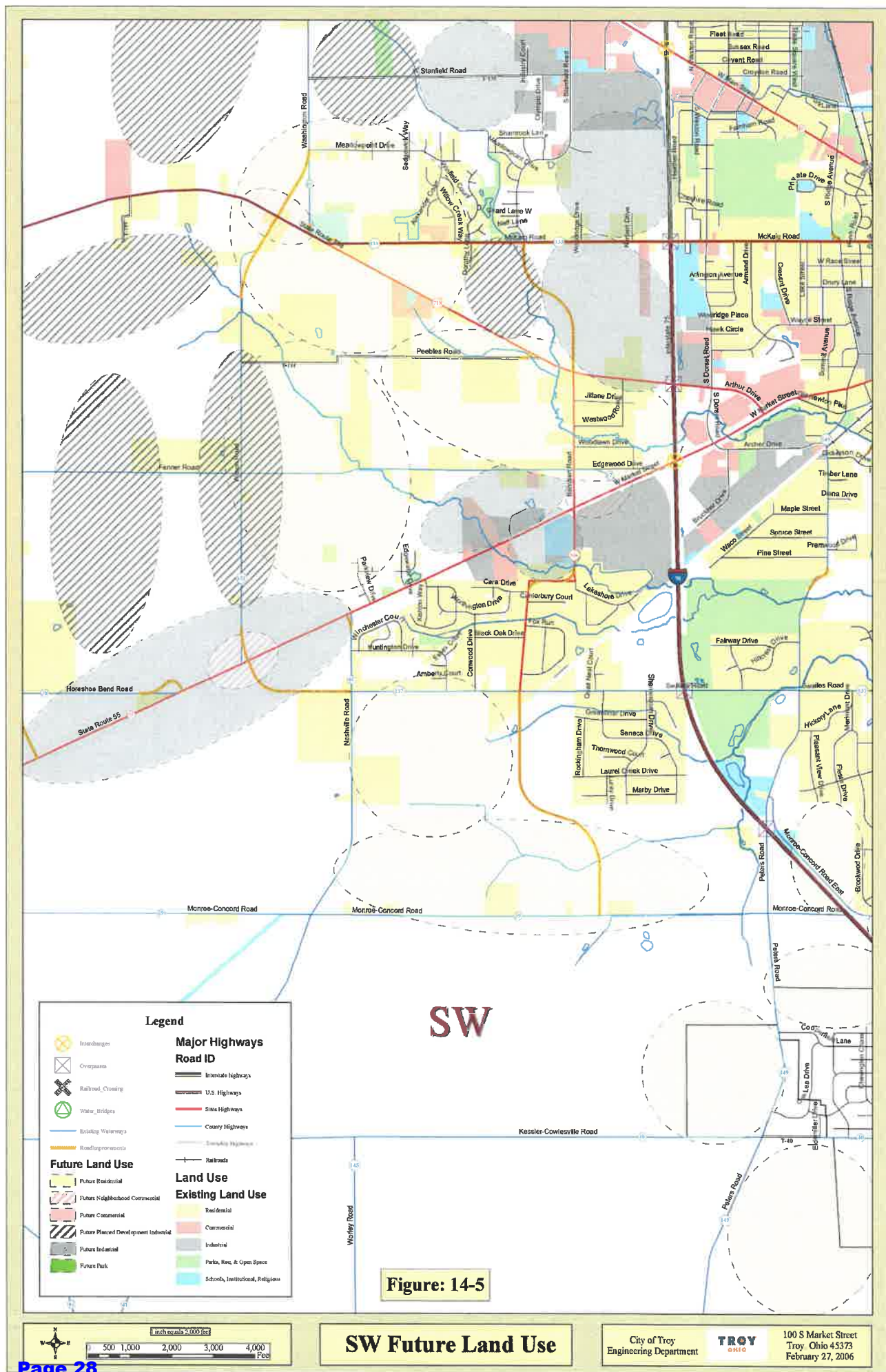
- 4 - Improve curves on Swailes Road.* Softening of the curves on Swailes Road would provide a safer roadway.
- 19 - Dye Mill Road Improvements (5 phases).* Dye Mill Road widening and improvement of the alignment is necessary. It is likely that this could be done in up to five (5) phases.
- 20 - Dye Mill Road to Swailes Road connection.* This new roadway connection extends through flood plain and could be a concern of FEMA.
- 21 - Williams Street connections to Jeep Street and Patton Street.* This new roadway will improve traffic flow in the neighborhood.
- 24 - Complete West Street.* This will extend West Street with the segment from Garfield Street to Grant Street link.
- 27 - Once the Railroad spur is "branched", improvements at six (6) existing RR crossing can be made.*
- 31 - Improvement at curves along Peters Road.* The curves along Peters Road can be softened to provide a safer roadway.
- 38 - Connector between Dye Mill Road and SR 202.* This is a long-term project.
- 39 - Southview Drive bridge connecting to Pleasantview subdivision.* The bridge is a requirement of the next phase of the Pleasantview Subdivision.











1. Nashville Rd. squared off @ SR55
2. Wilson Rd. squared off @ SR55
3. Swailes Rd. connected to Wilson @ SR55
4. Improve curves on Swailes Rd.
5. Washington Rd. squared off @ SR718 (Short Term)
6. McKaig Rd. improvements
7. Wilson Rd. curves improved
8. Re-align Washington Rd. to Wilson Rd. @ SR718
9. Re-align Washington Rd.-squared off @ SR41 - cut off "Old Washington" with cul-de-sac near SR41 access to S only
10. Re-align Eldean Rd. on SR41 to Forest Hill Rd.
11. Stanfield Rd. to Barnhart Rd. connector
12. N. Dorset Rd. to Eldean Rd. with Driveway to UVMC
13. Eldean Rd. interchange on I-75
14. Eliminate offset of Eldean rd. at Experiment Farm Rd.
15. Revised
16. NE connector Troy-Sidney Rd. to Troy-Urbana Rd
17. Re-align, cul-de-sac on DeWeese, bridge at RR
18. NE connector Troy-Urbana to Old Stanton Rd.
19. Re-align Troy-Urbana Rd. at Troy-Piqua Rd.
20. Dye Mill Rd. improvements (in phases)
21. Dye Mill Rd. to Swailes Rd. connection (if approved by FEMA)
22. Williams St. to Jeep and Patton St.
23. Sayers improvements
24. Connect Ridge Ave. to Ridge Ave. @ McKaig, eliminate offset
25. Complete West St. from Garfield to Grant St.
26. Water St. alignment improvement @ Elm St.
27. Cut off Atlantic Ave. with cul-de-sac
28. Make improvements at branch RR crossings
29. Provide second entry to Carriage Crossing [COMPLETED]
30. Forest Hill Rd. connection to SR55 - could eliminate Harter Rd.
31. Horseshoe Bend @ SR55 squared off
32. Peters Rd. curve improvements
33. Peebles Rd. @ SR718 squared off
34. Polcott Rd. @ Troy-Urbana Rd. improvements
35. Catheart Rd. @ Troy-Urbana Rd. squared off
36. Re-locate Eldean Rd. with RR overpass
37. Northern Connector
38. Lee Rd. connection
39. Dye Mill Rd. to SR202 connection (Roe Trail extension)
40. Southview Dr. connection (bridge) to Pleasantview
41. Fox Harbor Dr. to "Old Washington" with cul-de-sac
42. Improve curves on Barnhart Rd.
43. SR202 to SR55 connection
44. Adams St. bridge replacement
45. Swailes Rd. to Monroe Concord connection
46. Floral Ave. to Dye Mill Rd. connector

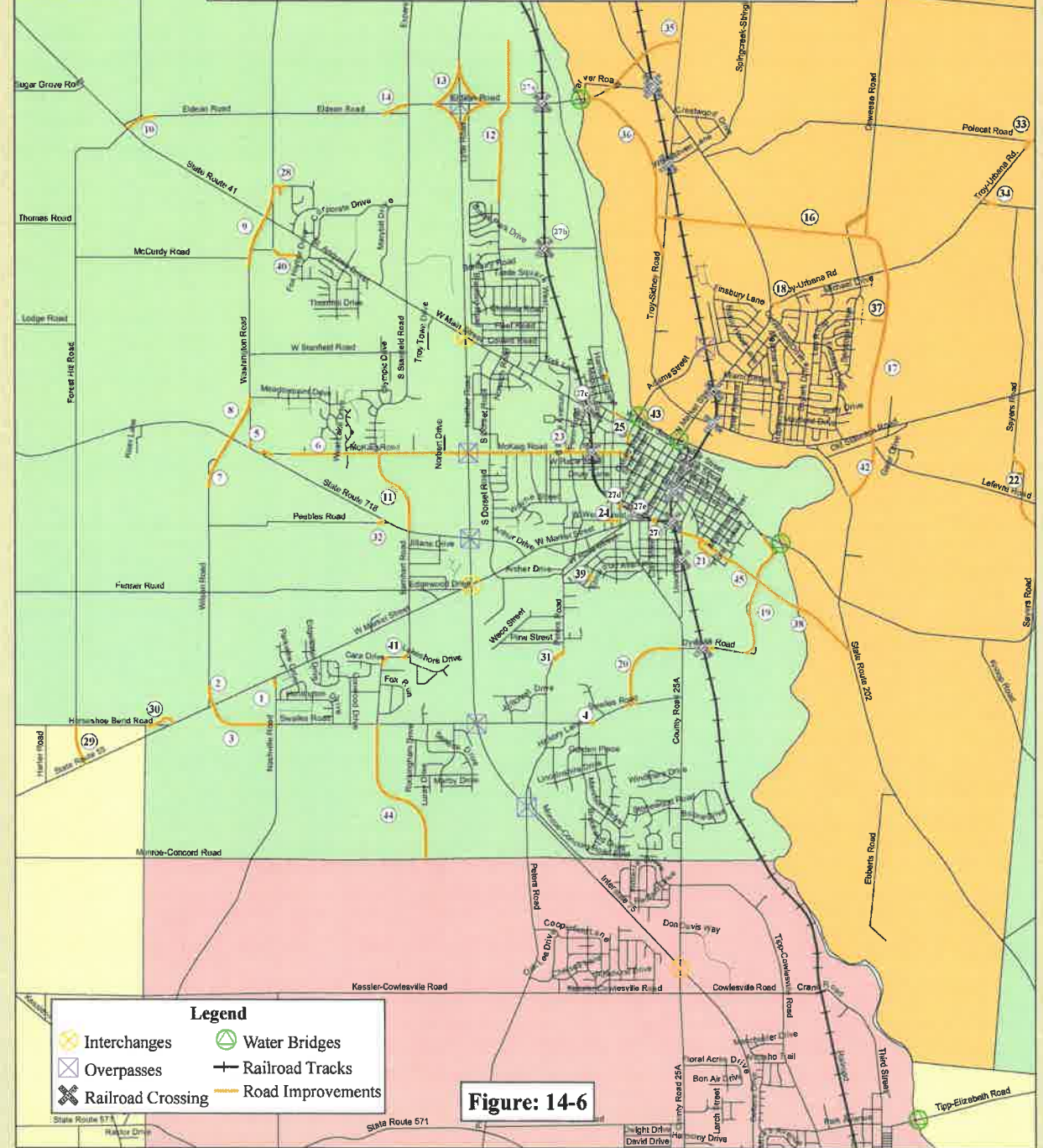


Figure: 14-6

Thoroughfare Improvements

TROY City of Troy
 DIVISION OF Engineering 100 S Market Street
 Troy, Ohio 45373
 February 27, 2006

Troy Comprehensive Plan and Zoning Ordinance

Project Schedule - DRAFT Page | 1

Deliverables and Meetings	Date	Status
Project Kickoff Meetings	Friday, August 18 th and Tuesday, August 29 th	In Progress
Project Website	Early September	<i>Tentative</i>
Existing Conditions Analysis	Sept. - October	<i>Tentative</i>
In-Person Trip #1: - Physical Tour - Stakeholder Meetings - Advisory Group Meeting #1 - City Council Committee Meeting - Planning Commission Meeting	Monday, October 23 – Wednesday October 25	<i>Tentative</i>
Public Engagement Summary	Mid-November	<i>Tentative</i>
Existing Conditions Report (<i>including Initial Review of Existing Zoning Ordinance</i>)	Late November	<i>Tentative</i>
In-Person Trip #2: - Stakeholder Meetings - Advisory Group Meeting #2	Early December	<i>Tentative</i>
2024		
Vision + Goals Development	Mid-February	<i>Tentative</i>
SWOT Analysis	Mid-February	<i>Tentative</i>
Development Scenarios	Mid-February	<i>Tentative</i>
Transportation Connectivity Analysis	April	<i>Tentative</i>
Draft Future Land Use and Growth Management Maps	April	<i>Tentative</i>
In-Person Trip #3: Advisory Group Meeting #3	April	<i>Tentative</i>
Draft Critical Path Strategies	May	<i>Tentative</i>
Future Land Use Map and Land Management Plan	May	<i>Tentative</i>
Capital Improvement Plan	June	<i>Tentative</i>
Implementation Plan	June	<i>Tentative</i>
In-Person Trip #4: Advisory Group Meeting #4	June	<i>Tentative</i>
Current Zoning Code Assessment	June	
Consolidated Land Use Table	July	<i>Tentative</i>
Annotated Outline	July	<i>Tentative</i>
In-Person Trip #5: - Advisory Group Meeting #5 - Public Dissemination “Road Show”	July	<i>Tentative</i>
Complete Draft of Comprehensive Plan	August	<i>Tentative</i>

Troy Comprehensive Plan and Zoning Ordinance

Project Schedule - DRAFT Page | 2

Deliverables and Meetings	Date	Status
In-Person Trip: Comprehensive Plan Finalization and Adoption	August	<i>Tentative</i>
Final Comprehensive Plan	August	<i>Tentative</i>
Section #1 DRAFT of Zoning Ordinance	September	<i>Tentative</i>
In-Person Trip #6:	September	<i>Tentative</i>
• Advisory Group Meeting #6		
Section #1 Revised DRAFT of Zoning Ordinance	October	<i>Tentative</i>
Section #2 DRAFT of Zoning Ordinance	October	<i>Tentative</i>
In-Person Trip #7:	November	<i>Tentative</i>
• Advisory Group Meeting #7		
• Public Open House		
Section #2 Revised DRAFT of Zoning Ordinance	November	<i>Tentative</i>
Deliverable: Consolidated Draft of Zoning Ordinance	December	<i>Tentative</i>
2025		
In-Person Trip: Planning Commission Recommendation Meeting	January	<i>Tentative</i>
Deliverable: Public Hearing Draft	January	<i>Tentative</i>
In-Person Trip: City Council Committee Adoption Meeting	February	<i>Tentative</i>
Deliverable: Final Zoning Ordinance	February	<i>Tentative</i>

Regular Meeting Dates:

- City Council
 - Committee Meetings: Second and Fourth Mondays at 6 pm
 - Regular Meetings: First and Third Mondays at 7 pm
- Planning Commission – Second and Fourth Wednesday at 3:30 pm
- Board of Zoning Appeals – Last Tuesday of the Month at 3:30 pm (if necessary)