



CITY OF TROY

COMPREHENSIVE PLAN

ADOPTED OCTOBER 23, 2024





**CERTIFICATION OF THE ADOPTION
OF THE
2024 COMPREHENSIVE PLAN
OF THE CITY OF TROY, OHIO**

I, Sue G. Knight, Secretary to the Planning Commission of the City of Troy, Ohio, hereby certify that the Planning Commission of the City of Troy, Ohio duly adopted the 2024 Comprehensive Plan of the City of Troy, Ohio at a regular meeting held on October 23, 2024.

Sue G. Knight
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A SPECIAL THANKS

The project team wishes to thank everyone who participated in the stakeholder focus group meetings, online survey, and public events. The participation, support, and feedback from the City of Troy community and its partners helped make this a successful planning process.





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All images/figures are by American Structurepoint unless otherwise noted.

FIGURE 1: TROY'S CENTRAL ROUNDABOUT



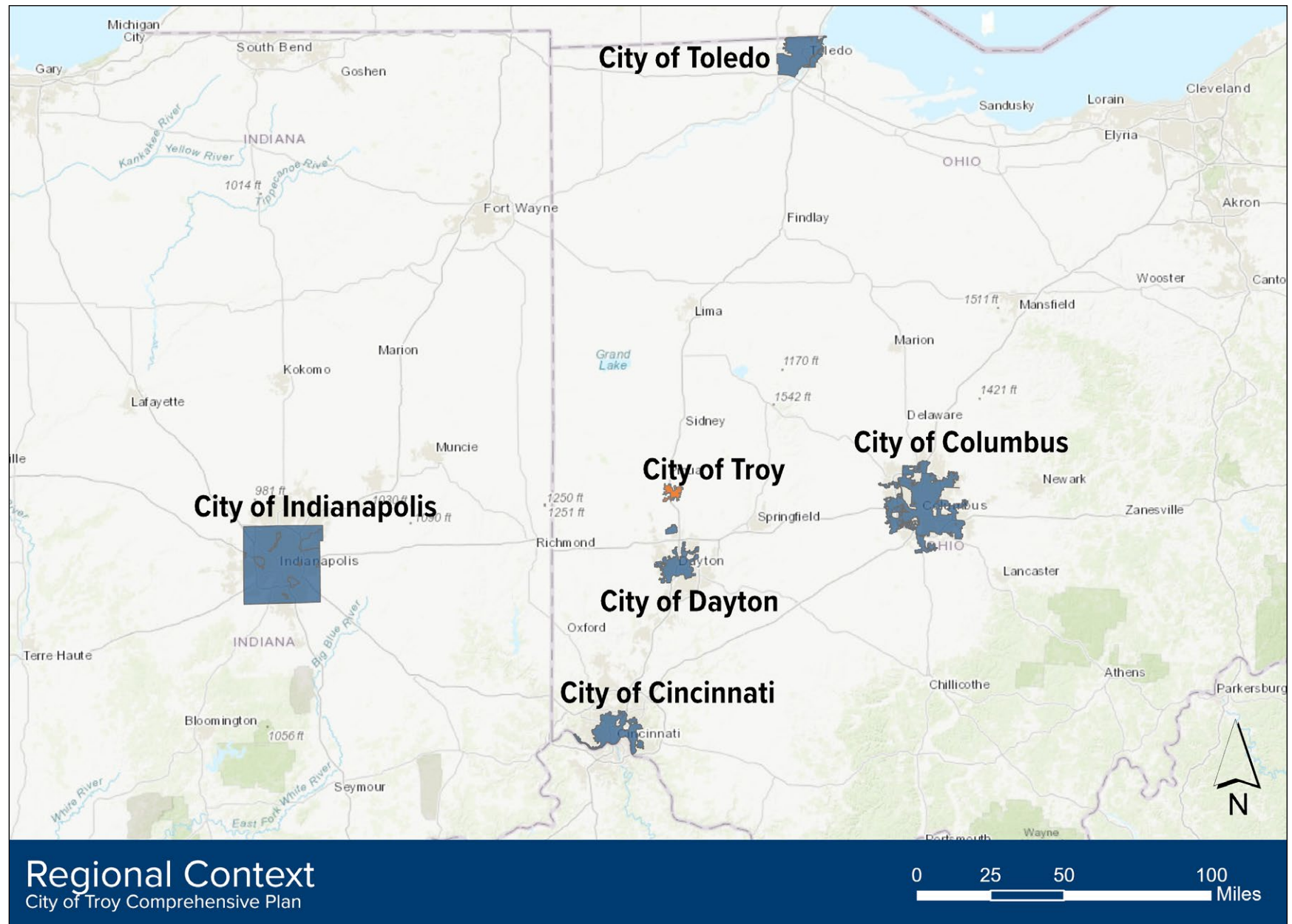
Source: Wikimedia



INTRODUCTION

Troy, Ohio, is the center of Miami County in many ways. Troy serves as the County seat and contains many of the county's offices, courthouse, and social services. As shown in Figure 3, Troy is also the physical center of Miami County, with many of the region's roads, rails, and river networks traversing the City's limits. Just as important is that Troy is an activity, culture, shopping, employment, and social hub for Miami County and the region. Troy is a community that takes pride in being an activity epicenter for the region, demonstrated by the thriving restaurant and shopping scene downtown or the fact that it is home to a substantial workforce and the most employees in the area. This City has embraced its role as a local leader. It welcomes new and old residents to enjoy the incredible physical, cultural, and social environment local leaders have purposely fostered.

FIGURE 2: MIAMI COUNTY AND TROY REGIONAL CONTEXT MAP

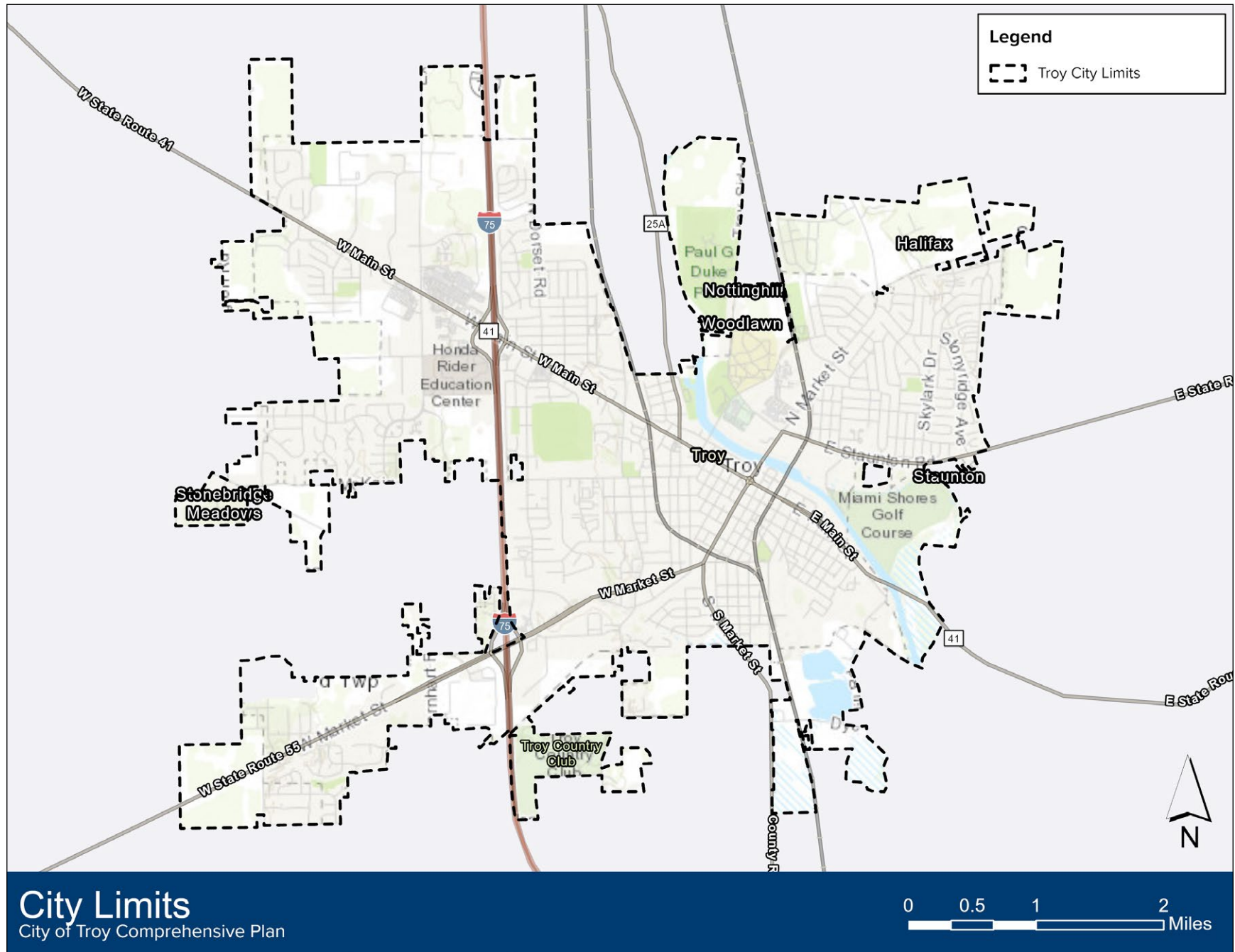


A BRIEF HISTORY OF TROY

Troy has served as a primary activity hub throughout its history. The City has always been an employment center, with companies like Hobart making the community their home and the region having ties to the early days of crewed flight. Troy shares in the area's history and was the home of the WACO Aircraft Company, the largest civil aircraft manufacturer in the 1920s and 30s. While the city has had periods that lessened its hub status, visionary leadership and planning have helped Troy capitalize on opportunities, such as the Gentlemen of the Road festival, which sparked renewed interest in maintaining that center of Miami County spirit.

Many residents, visitors, and businesses today appreciate that the City has worked hard to maintain its position as a regional economic, social, and residential activity center. Dedicated efforts from city officials and partners have led to a renaissance of downtown Troy, the attraction of new employers on the I-75 corridor, a thriving entrepreneurial business environment, and the development/redevelopment of new housing options. Troy has accomplished a lot. It shows when walking or driving through its streets. This City of Troy Comprehensive Plan recommendations will strive to build on these past and current efforts, but more importantly, the energy and spirit already embodied in Troy's success.

FIGURE 3: TROY CITY LIMITS



THE TROY COMMUNITY

We asked the community, “What is your favorite thing about living in Troy?” There were 687 responses to this question; the overwhelming sentiment was pride for their hometown, highlighting factors such as the sense of community, the downtown area, and the friendliness of the people. The sentiment of responses was overwhelmingly positive. Respondents stated multiple times the love for:



Specific concerns or areas for improvement were mentioned, such as the desire to maintain the small town feel despite growth, issues with downtown infrastructure, and changes over time that some residents may not favor. However, these concerns are relatively minor compared to the overall positive sentiment of living in Troy.



Source: City of Troy



WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a strategic guide containing policy statements for effective decision-making in private development projects and community initiatives for the public good. It is a roadmap for a community's vision and growth over the next 20 years and assists with policy, land use, and infrastructure decisions. The planning process gathers input from various sources to build consensus around the plan and its vision for the future. To increase the chance of success, a comprehensive plan should be treated as a living document that the City should update as changes occur in land use, transportation, infrastructure, resources, demographics, and priorities within the community.

What is a Comprehensive Plan?



ACTION PLAN
FOR A COMMUNITY'S VISION
OVER THE NEXT 20 YEARS
PEOPLE • ECONOMY • PLACE

ABOUT THE PLAN

The primary purpose of the City of Troy Comprehensive Plan is to guide future growth and be used as a tool to help foster the favorable development desired by all while striving to maintain a scale that reflects its history and “small-town” roots. This Plan understands the natural evolution of a growing community and considers how to meet its resident’s expectations. For Troy, this means creating recommendations for the next evolution of efforts needed to guide the quality, quantity, and location of development and redevelopment activities while thriving as a hub of activity. This plan does this by providing recommendations to guide physical changes to land-use and infrastructure and provide the justification for community decision-makers to support or deny future projects or initiatives. The critical components of a comprehensive plan include a snapshot of current conditions, a vision for the future, and recommendations on achieving the vision and goals outlined within the document.

The City of Troy Comprehensive Plan includes implementation strategies related to the following themes:

- Growth Management, which includes the following topics:
 - Land-Use
 - Transportation and Infrastructure Planning
 - Economic Development
- Attainable Housing
- Parks and Recreation
- Social Services
- Downtown and Riverfront Development

HOW IS THIS COMPREHENSIVE PLAN ORGANIZED?

The organization of this document loosely follows the timeline of the three phases described in Figure 4: City of Troy Comprehensive Plan planning process.. In Phase 1, an existing conditions report was created, providing pertinent information about the city of Troy and its people. The plan's goals and objectives are identified from the existing conditions report and public input received in Phase 1. The goals and objectives are broad guidelines to achieve the community's vision. The Community Engagement Overview section discusses the key points heard during the public engagement that informed the American Structurepoint team of the community vision.

Following the goals and objectives is the implementation section of the Plan, which includes best practices, recommendations, and Critical Path Strategies. Critical Path Strategies include direct, actionable steps with estimated timelines and costs.

FIGURE 4: CITY OF TROY COMPREHENSIVE PLAN PLANNING PROCESS.



EXISTING CONDITIONS ANALYSIS VS. COMPREHENSIVE PLAN

A Comprehensive Plan must account for the community's past, present, and future. The existing conditions analysis describes Troy as it is today. The remainder of the Plan focuses on what community stakeholders, particularly residents, want Troy to be.

EXISTING CONDITIONS SUMMARY

Before making any recommendations, understanding the community's history, past and ongoing planning efforts, and past and present demographic and socioeconomic trends is essential. The consultant team conducted an existing conditions inventory to understand all past planning efforts, learn about the proposed future projects, discuss the wants and needs of the community, and record observations made along the way. In many ways, this data showcases how Troy is an activity center.

The following list of Key Trends from the Existing Conditions Reports highlights general findings that impact multiple plan themes. More specific findings are listed with the corresponding themes later in this Plan.

- **Past Planning Efforts:** The City of Troy has a history of planning for its future and following through with its plans, such as the previous Comprehensive Plan from 2006 and the 2017 Downtown Riverfront Strategic Investment Study, which will be incorporated into the goals of this Plan.
- **Population Growth:** Troy's population has experienced steady growth over the last two decades. The total number of residents has increased from 23,261 in 2000 to 27,071 in 2023. Troy is the largest municipality in Miami County and was the only comparison to show a population increase from 2010 to 2023.
- **Employment Center:** Troy is an employment center with local businesses providing 16,773 jobs, which equates to 35 percent of all jobs in Miami County. Most jobs are classified in the manufacturing, healthcare, and retail trades industries.
- **Daytime Population Swing:** 82 percent of Troy's labor force commutes into the City for employment. Most of Troy's employed residents commute to destinations not in Troy or the immediate area.
- **Parks:** Troy has excellent recreational facilities. A comparison of the acres of parks in Troy per 1,000 residents of 14.7 was very favorable when compared to the national average of 11.3. However, examining the location of all parks and their service might indicate that more recently annexed sections of town are not as well served.

These trends highlight Troy's evolving demographics, employment patterns, and economic resilience. Troy has consistently maintained its existing resources and the services provided to residents. Troy has grown its economic and residential populations, while many similar communities in Ohio have not seen that same success.





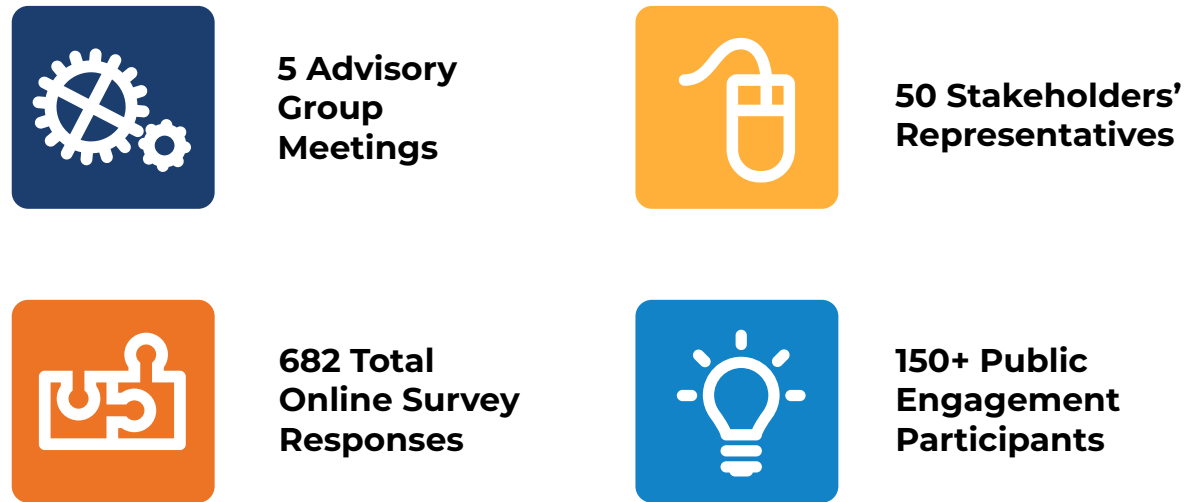
Source: City of Troy



COMMUNITY ENGAGEMENT OVERVIEW

Community engagement is a vital part of the planning process. It allows citizens to participate in planning and builds consensus around the community-wide vision and goals. Public involvement is essential because it ensures the community's interests are reflected within this Plan, and the recommendations will be supported during its adoption process. The Plan themes, goals, and objectives discussed in later sections were heavily influenced by what was heard from the public during community engagement activities.

FIGURE 5: CITY OF TROY PUBLIC ENGAGEMENT BY THE NUMBERS.



ADVISORY GROUP COMMITTEE MEETINGS

This Plan Advisory Group was built of local leaders who worked with the project team, guiding the process, providing immediate feedback, and deciding the final character of the Plan. In addition to providing feedback, this group was assembled to ensure complete transparency by including all stakeholder groups. The Troy staff selected committee members based on their community roles and perspectives on the city's future. These roles include: Real Estate Professionals/Brokers, School Administration Leaders, Industrial Leaders, Developers, Downtown Stakeholders, and General Residents.

The Advisory Group committee met five times throughout the project and reviewed all project materials before public release. They suggested community stakeholders to meet with, provided insight on local public events and happenings, refined goals and objectives, and drafted the Future Land Use Plan.

FIGURE 6: ADVISORY GROUP MEETINGS





STAKEHOLDER MEETINGS

A critical part of the success of the planning process is the participation of property owners, partner agencies and non-profits, Miami County agencies, developers, property owners, residents, business owners, and other stakeholders in the community. The project stakeholders represent various community interests, including major employers, developers, community organizations, and leadership. Multiple group stakeholder interviews were conducted over five days in October and December 2023. Over 50 individuals met with the project team during this process and provided valuable insight into this Plan.

SURVEY

The Project Team created an online survey to engage more people in creating the Comprehensive Plan. A survey was created for residents and visitors and asked 21 questions about the community's likes, dislikes, strengths, and weaknesses. There were 682 responses, of which approximately 81 percent were from residents. Please refer to Figure 8: Distribution of Public Responses by Theme for more information.

PUBLIC ENGAGEMENT

American Structurepoint attended four events and created a virtual open house for public engagement with interactive boards and activities tailored to the Plan development. During the Educate phase of the project, American Structurepoint staff attended the Hometown Halloween event in October and Grand Illumination in November of 2023. Combined, over 150 individuals participated in comprehensive plan input activities.

During the Empower phase, we attended two in-person events, Strawberry Festival in Downtown Troy and a project open house at Troy Junior High School. These events occurred in May and August 2024 respectively, and they were as well attended as the previous year's events. In September 2024, a virtual open house for the draft plan was launched and publicly viewable throughout the adoption process. The virtual open house received 82 visitor who looked review the boards between 5 and 15 minutes.





KEY THEMES FROM PUBLIC ENGAGEMENT

Troy has a history of planning for success. A summary of the key themes from public engagement is provided below. The project team used what was heard from the public to provide the goals, objectives, strategies, and recommendations for this Plan.

- **Attainable Housing:** Housing, mainly attainable housing, was the number one issue all groups discussed. Workforce housing and affordable for-sale market-rate housing options were mentioned the most frequently.
- **Growth Management:** This theme encompasses various comments and topics ranging from preserving Troy's existing downtown environment to economic development and growth in unincorporated areas adjacent to the City. At the core of this issue is that the community wants and sees the need to grow but wants that growth to respect the scale and existing community and not "run wild."
- **Thoroughfare Planning and Infrastructure:** Troy's economic development success primarily arises from its accessibility and reliable utility infrastructure that keeps pace with its growth. The community has appreciated the City's recent investment in roadway infrastructure. Stakeholders saw value in continuing and expanding these efforts to include strategic multi-modal transportation, such as public transit and improved connection for bikes and pedestrians.
- **Social Services:** Being the Miami County seat, Troy has several government and non-profit groups that provide abundant services to help those in need. However, some issues could be improved, such as public transportation and food availability.
- **Downtown Environment:** Downtown is the heart of Troy for its residents, visitors, and businesses. The environment created here is a regional destination and a rallying banner for the community.
- **Parks and Recreation:** Parks and Recreation are enjoyed by the City's residents and are a major component of its economic development success.







HOW THE PLAN IS ORGANIZED

Specific themes occur within the recommendations of this Comprehensive Plan. However, these themes are not stand-alone topics. They help identify policies and action items but work together to achieve a shared vision for Troy. Creating the shared visions starts with the following Vision Statement. The Vision Statement represents the aspirational version of Troy and the kind of community its leaders and residents strive for through the goals, objectives, and strategies contained within this Plan.

VISION STATEMENT

Troy is a vibrant City that serves as an economic, residential, cultural, social, and activity hub for its residents and visitors. Troy will continue to be a community that inspires its children to stay and raise their kids while welcoming new residents to do the same. Troy is proactive, takes on challenges to continuously improve our collective environment, and does not shy away from the hard choices. The City will continue to work to grow its employment base while ensuring that growth does not outpace or change the true identity of our City.

GOALS

This Plan's goals support the vision the community wants to accomplish. Each goal statement identifies desired outcomes. These goals are carefully designed to encompass focus areas and link all objective statements to familiar themes. In total, the City of Troy Comprehensive Plan comprises eight goal statements. These goals aim to address the challenges and aspirations expressed by the community, fostering a more vibrant, cohesive, and an attractive City of Troy.

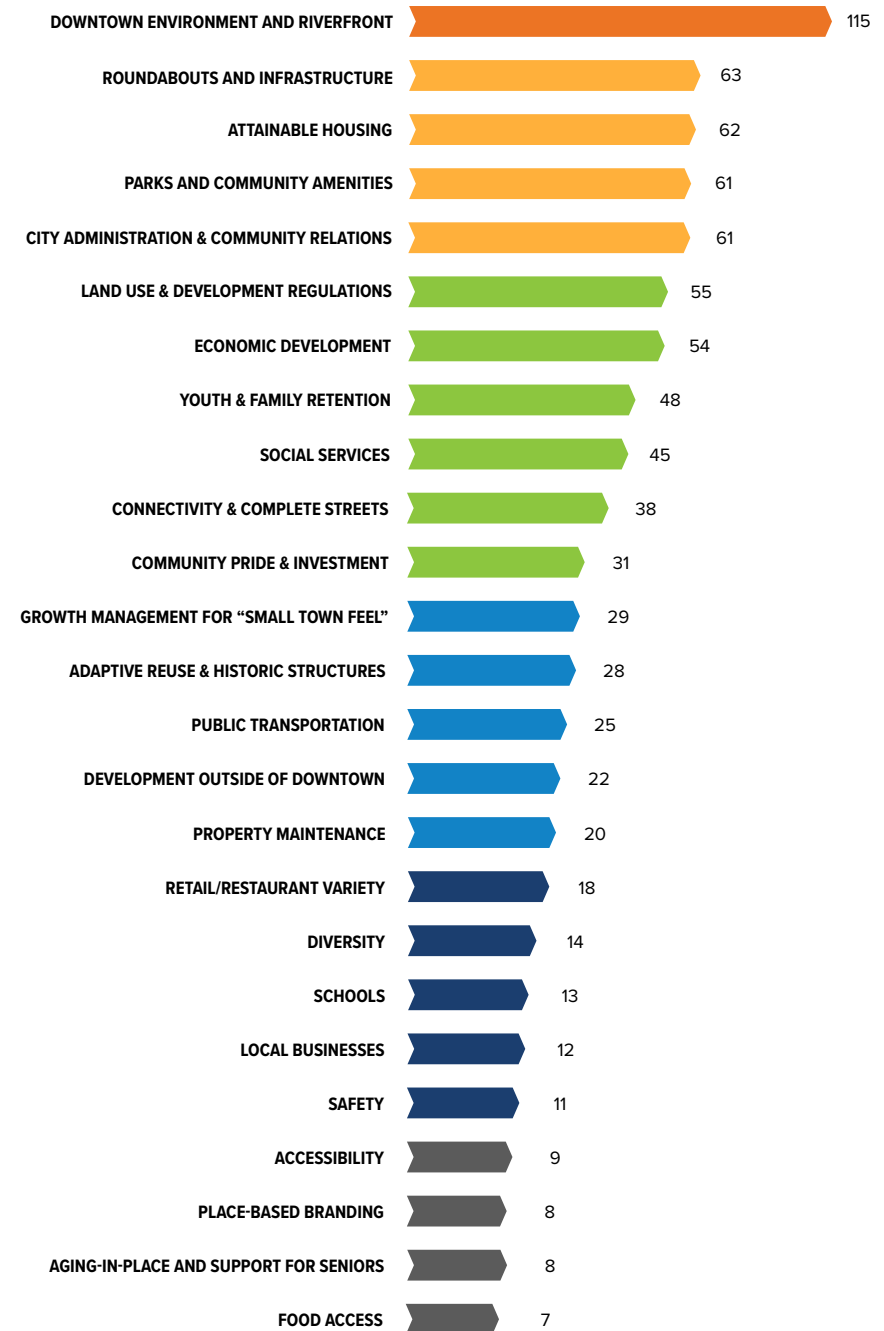
COMPREHENSIVE GOALS

1. Build on the success of downtown's redevelopment efforts.
2. Encourage continued residential development and promote a variety of housing options.
3. Preserve the City's scale through intentional development.
4. Maintain existing and build new infrastructure that facilitates new development and increases the mobility of all neighborhoods.
5. Keep working with residents and businesses to enhance their properties.
6. Ensure that parks are "right-sized" and provide a mix of amenities.
7. Support job creation and business expansion.
8. Continue to support social networks that help citizens in need.

HOW THE THEMES FIT INTO THIS PLAN

Broad-based themes, developed from the public engagement and analysis of existing conditions, represent topics that the community and the project team viewed as the foundation of the policies and recommendations of this Comprehensive Plan.

FIGURE 8: DISTRIBUTION OF PUBLIC RESPONSES BY THEME



Each theme represents a specific plan section and starts with the following key components:

- Overview – Topic introduction.
- What We Learned – Key takeaways from Existing Conditions Report
- What We Heard – Key takeaways from public input
- What's Next? It is the bulk of each theme and contains these core elements:
 - Additional Information or Research
 - Goals (relevant plan goals are restated to tie the elements of the Plan together)
 - Objectives

The objectives are specific statements that provide quantitative measurements. The statements are policy objectives related to the previously mentioned goal topics. These statements are aspirational to guide the City of Troy toward its future goals and overall Community Vision. The following sources were used to develop the objectives:

- Past planning documents from the community
- Input from the ad hoc committee members
- Input from the various stakeholder groups
- Input from public engagement events
- Public survey response data

STRATEGIES

Strategies are initiatives that carry out an idea, goal, or objective identified within the City of Troy Comprehensive Plan. Each strategy will be a specific project or program to implement. The Implementation section of this Plan lists a selection of Critical Path Strategies, high-priority strategies that the study area should implement over the next three to five years.





GROWTH MANAGEMENT

Growth Management was a theme that became very evident during public engagement efforts and touched on multiple related topics. In particular, how Troy grows into the future, what that growth looks like, and ensure that Troy's new development enjoys the same activity hub proximity to the existing community enjoyed by current residents and visitors. This theme is divided into smaller sections to ensure this Plan adequately addresses them.

The three sub-sections under Growth Management are:

- Land-Use
- Transportation and Infrastructure Planning
- Economic Development

WHAT WE LEARNED:

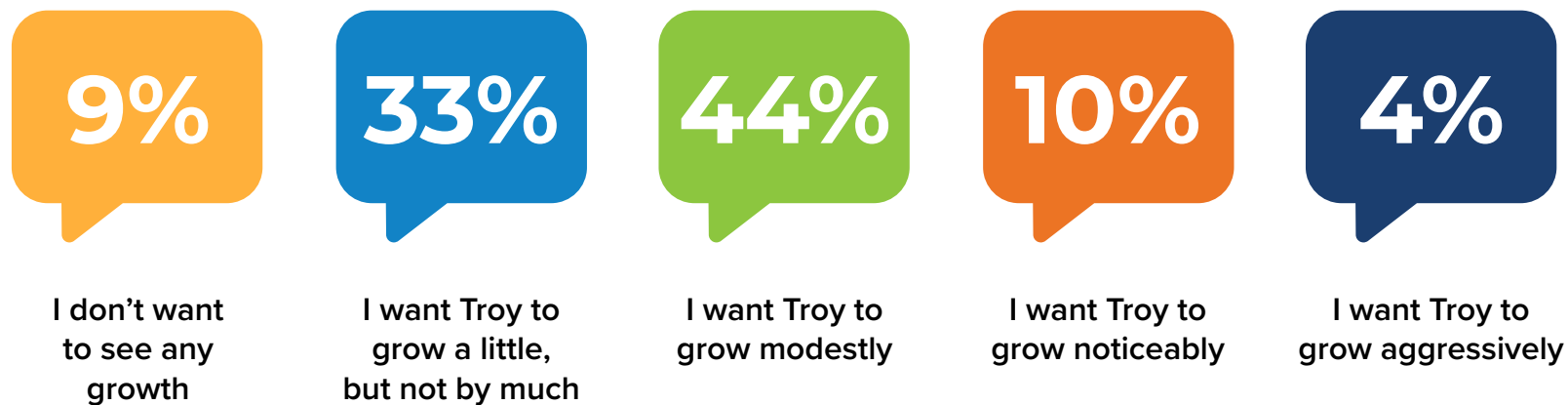
- **Population Projections:** Conservative projections suggest a steady growth rate, with estimates for Troy's population ranging from 28,436 to 30,280 by 2050.
- **Housing Development:** Regional developers have been developing new housing in recent years. The total number of housing units increased from 11,860 in 2020 to 12,333 in 2023. That represents an average of 157 new housing units annually, which is expected to increase in 2024 and beyond.

WHAT WE HEARD

Key themes from stakeholder meetings, surveys, public events, and advisory group committee meetings:

- Most residents saw the value in continued growth for Troy (see Figure 9: From The Online Survey, How Do You Feel About Troy Growing?). However, many expressed concerns about losing its small-town character.
- Part of this “staying small” mantra is how connected the community feels and that most feel everything is close to them. The community does not want to lose social or physical connections to the City.

FIGURE 9: FROM THE ONLINE SURVEY, HOW DO YOU FEEL ABOUT TROY GROWING?



LAND USE

Land use is a term used to describe the type of activity that can occur on a parcel of land or in the structure located on the parcel. It is often compared to zoning, but how we describe land use does not dictate what uses are permitted at that specific location like zoning. Land use is more about understanding a city's character "feel" and how residents and visitors interact with that portion of the community.

For a comprehensive plan, land use reflects the desired type of activity for growth areas and existing neighborhoods. A future land use map is created to guide decision-makers on what type of development should be encouraged and provide the basis for zoning code amendments. The future land use map will visually represent Troy's intent for measured growth in locations that provide room for new desired and compatible development based on the character. Most importantly, defining the character classes for inclusion in the Zoning Ordinance update will ensure that future development is appropriately located and encourage the closeness desired by the community. The purposeful location of these classes will also preserve Troy's activity hub and central gathering place status.

WHAT WE LEARNED

Nine land use character classes were observed based on our existing conditions analysis and site visits.

- **Existing Character Classes:** The Existing Conditions Report (Appendix A) illustrates and describes each character classification currently present in the City and describes how those character classes should look from an overall land use perspective.
- **Annexations and Growth:** Since 2019, 15 petitions for annexation, ranging from two to 164 acres in size, have been processed and approved by the City. These annexations were primarily located along the northeastern and western boundaries of the City's corporate limits.
- **Zoning Districts:** Troy's Zoning Ordinance currently contains 23 base and overlay zoning districts. Nine of those zones are dedicated primarily to residential uses.

WHAT WE HEARD

Key themes from stakeholder meetings, surveys, public events, and advisory group committee meetings:

- As shown in Figure 10: Online Survey Question - The features that contribute most to the character of my neighborhood, preserving the sense of togetherness and community character was a high priority to Troy residents.
- The community desires future character classes for new development to incorporate more architectural features that match the community's historic fabric.
- Focus on adaptive reuse and infill development appropriate for each neighborhood.
- Ensure new development has access to open space and recreational amenities.
- The City should have codes and standards that are predictable and flexible (i.e., dwellings per unit or reduced parking requirements in older neighborhoods).
- Preserve historic areas and buildings within the City.
- Grocery stores do not serve specific areas of the City.
- The community listed these as the top four items they felt were essential to preserving or enhancing the character of Troy:
 - Require open space for new development – 347 responses
 - Limit new commercial development in existing residential neighborhoods – 326 responses
 - Beautification initiatives need throughout the City – 278 responses
 - Enhance the sidewalk network – 245 responses

FIGURE 10: ONLINE SURVEY QUESTION - THE FEATURES THAT CONTRIBUTE MOST TO THE CHARACTER OF MY NEIGHBORHOOD

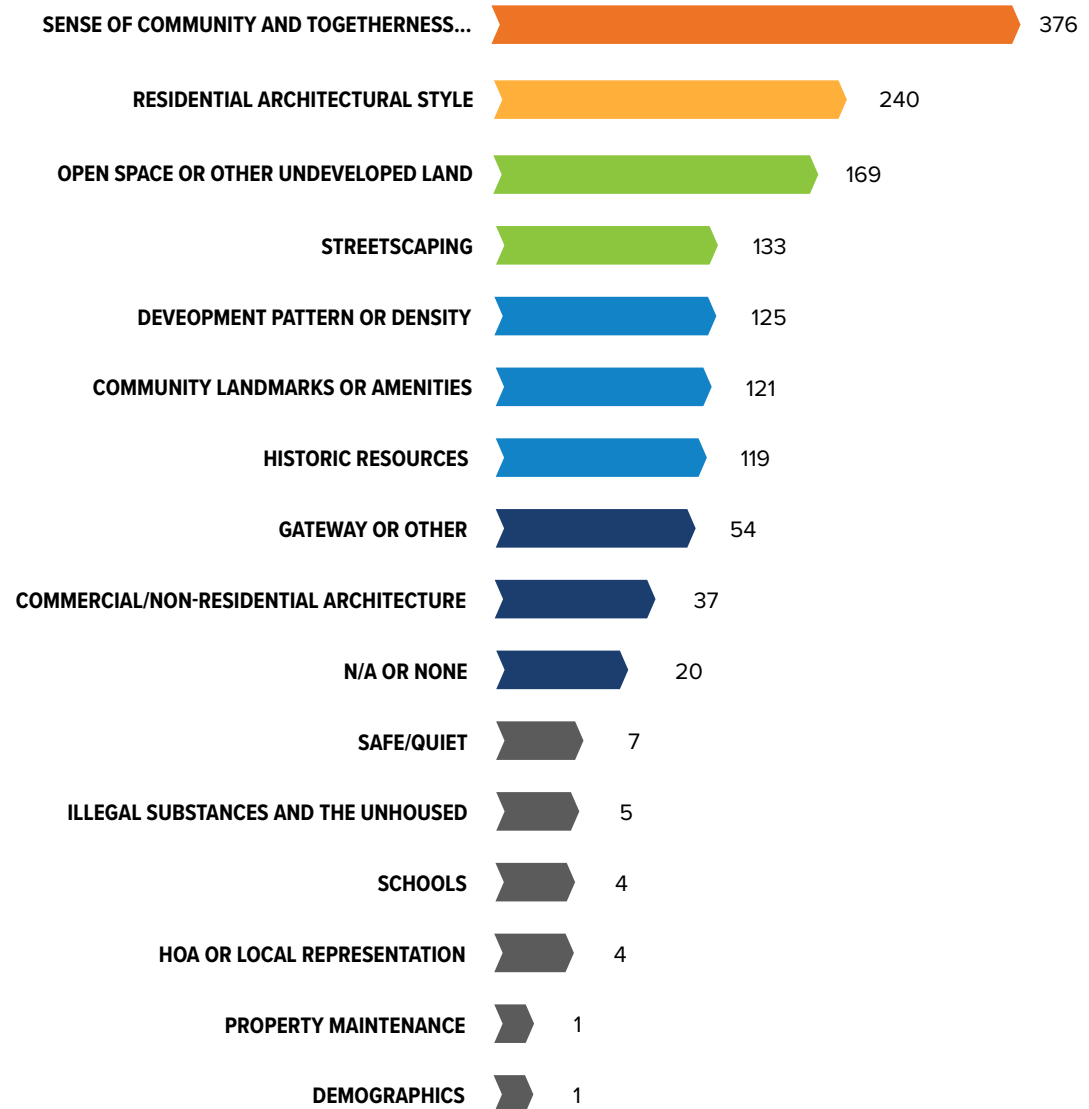
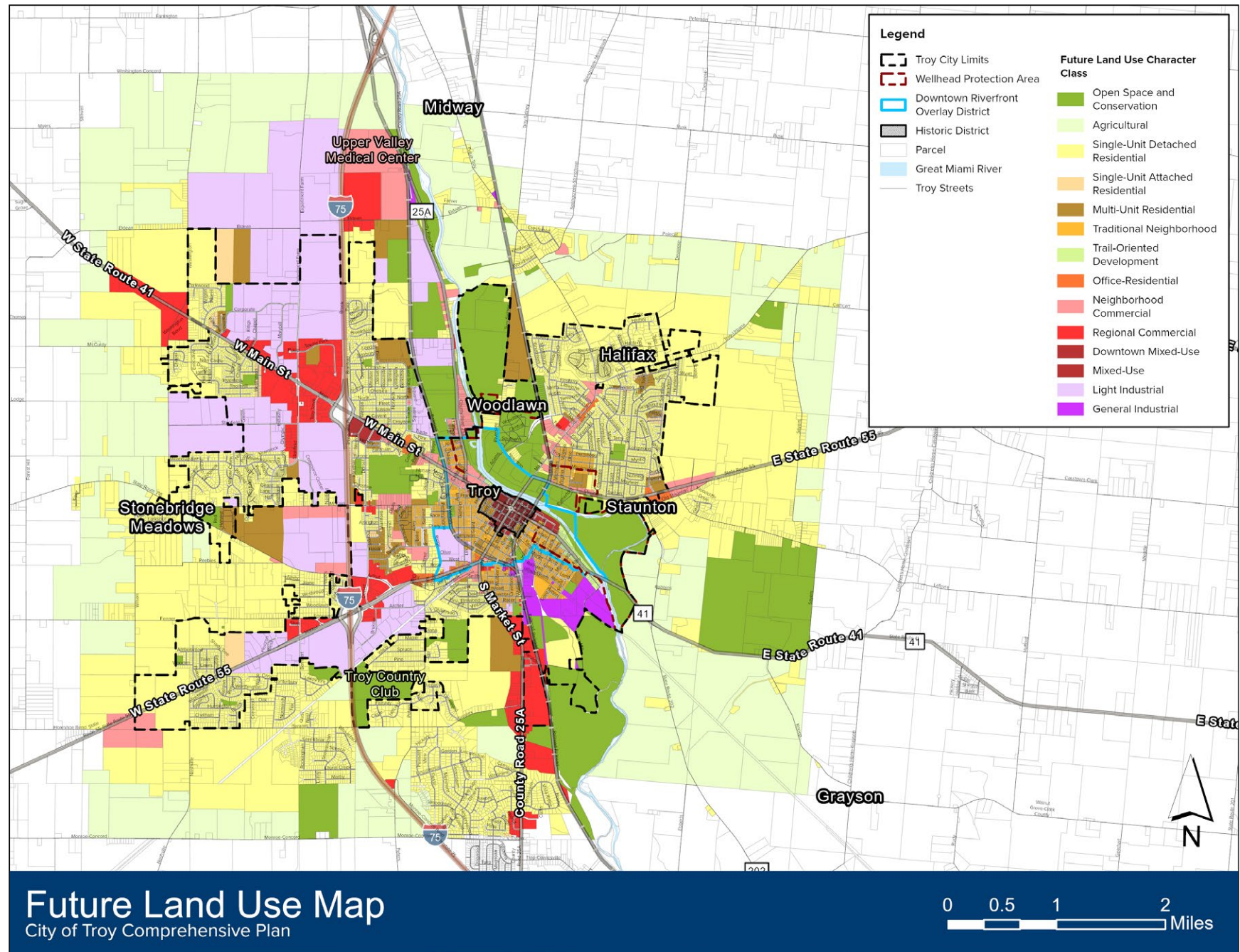


FIGURE 11: FUTURE LAND USE MAP



FUTURE LAND USE MAP

Future land use maps are an essential best practice for land use planning and provide the foundation for the zoning code by representing a community's long-term intent. Proposed changes to a parcel's zoning district must align with the uses identified through this comprehensive planning process. The Future Land Use Map and Zoning Ordinance will support maintaining historical development patterns and desired growth where appropriate. Troy's residents want their City to grow purposely and maintain that sense of connectedness and center of activity status. The land use patterns shown in Figure 11: Future Land Use Map remain consistent with Troy's historic roots while providing options for strategic infill, redevelopment, and new development opportunities.

FUTURE LAND USE CHARACTER CLASSES

On the following pages are descriptions of the Future Land Use Character Classes shown on the Future Land Use Map. These categories provide more detail to clarify what types of land uses should be permitted in that class and guidance for establishing zoning districts to ensure the future development maintains the character residents and visitors desire to see in Troy.

PRIMARY AND SECONDARY LAND USES

As used within this document, the term primary land use is meant to identify what land uses are very frequently identified on the properties within a certain character class. The term secondary land use is meant to identify the land uses that are sometimes found on properties within a certain character class. As both terms are used within the Plan, primary land uses are not necessarily required to be on the property before a secondary land use can be located on the property.

ORC 713.07 – Ohio Municipal Zoning and Land Use Powers¹

“Whenever the planning commission of any municipal corporation or any board or officer with city planning powers, whether such commission, board, or officer is created by statute or municipal charter, certifies to the legislative authority of the municipal corporation any plan for the districting or zoning thereof according to the uses of buildings and other structures and of premises, such legislative authority, in the interest of the promotion of the public health, safety, convenience, comfort, prosperity, or general welfare, may regulate and restrict the location of buildings and other structures and premises to be used for trade, industry, residence, or other specified uses, and such purposes may divide the municipal corporation into districts of such number, shape, and area as are best suited to carry out the purposes of this section. Regulations may be imposed for each of such districts, designating the kinds or classes of trades, industries, residences, or other purposes for which buildings or other structures or premises may be permitted to be erected, altered, or used subject to special regulations.”

¹ Ohio Revised Code

CLOSE KNIT FACTOR

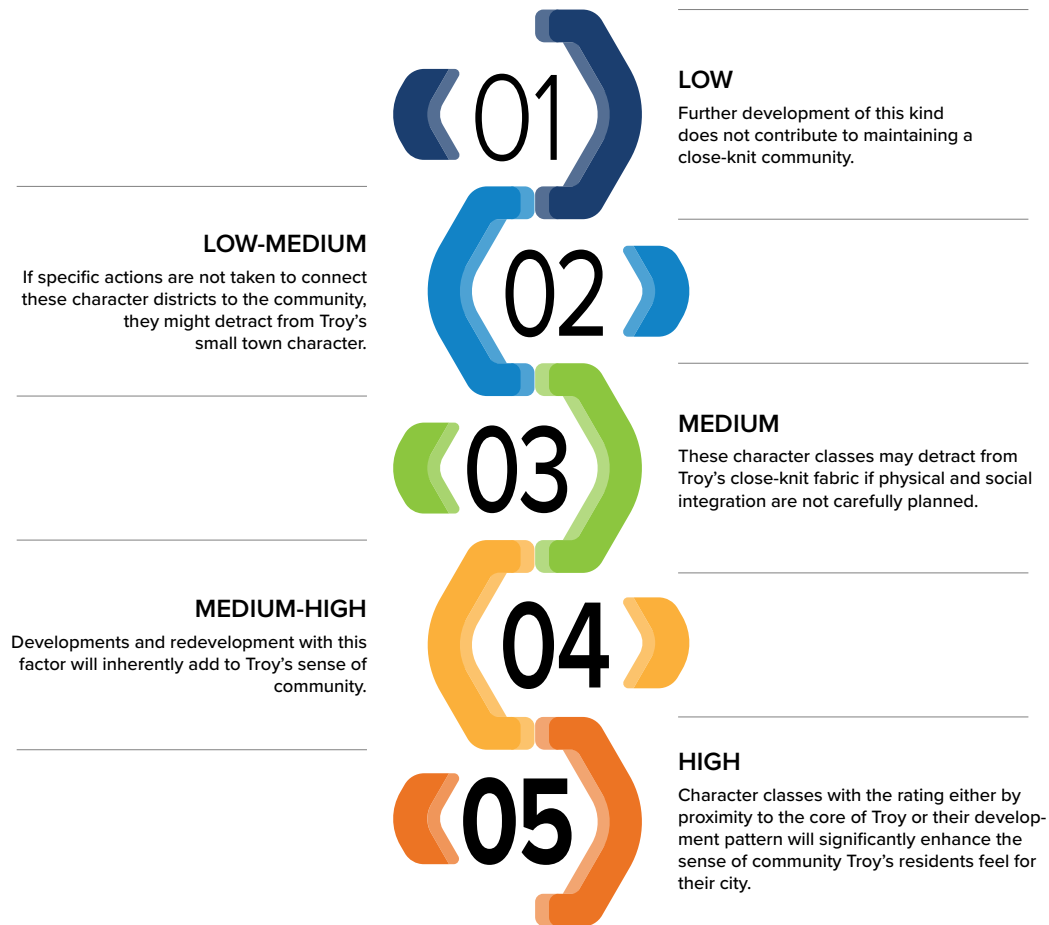
Throughout the research and drafting of this Plan, the community stated that they do not want growth to detract from the close-knit feeling they love about their community. This plan has also created a “close-knit factor” for each character class to help staff and the community evaluate how new development can help achieve the growth goals and keep Troy together so that downtown remains the central activity hub its residents love and help newcomers feel as connected to the City as long-term residents and visitors.

THE CLOSE-KNIT FACTOR SCALE

- Low – Further development of this kind does not contribute to maintaining a close-knit community.
- Low-Medium – If specific actions are not taken to connect these character classes to the community, they might detract from Troy’s small-town character
- Medium – These character classes may detract from Troy’s close-knit fabric if physical and social integration are not carefully planned.
- Medium-High – Developments and redevelopment with this factor will inherently add to Troy’s sense of community.
- High – Character classes with the rating either by proximity to the core of Troy or their development pattern will significantly enhance the sense of community Troy’s residents feel for their city.

The Close Knit Factor will be implemented in the Zoning Code.

CLOSE-KNIT FACTOR



OPEN SPACE AND CONSERVATION

Open space is located all around Troy. Open space and conservation areas are not intensively developed for residential, commercial, or industrial uses. This character class serves many purposes, such as providing access to health equipment, sports facilities, nature, and community events. Open space and conservation areas may be publicly or privately owned.

FIGURE 12: OPEN SPACE AND CONSERVATION PLAN VIEW EXAMPLE



Source: NearMap.

05

CLOSE-KNIT FACTOR

High

Open space, parks, and conservation are vital in any community. Troy has ample resources in this regard and should ensure that the new development provides adequate space to continue Troy's existing service levels. These locations are very special to the community and provide necessary connections to nature and the City.

FIGURE 13: EXAMPLE OF OPEN SPACE AND CONSERVATION AREAS



USES

Primary – Local public parks and recreation, natural areas, indoor and outdoor entertainment facilities, large performance venues, conservation and natural areas, river banks and riparian zones, and retention ponds.

Secondary – Off-street parking, shelters, sports fields, bleachers, mini-golf courses, sports courts, community gardens, indoor/outdoor swimming pools, indoor/outdoor amusement and entertainment venues, splash pads, golf courses, campgrounds, boat dock, institutional uses (including schools), and large-scale utility apparatus (e.g., fire stations, water towers, power sub-stations, water and wastewater treatment facilities, etc.)

KEY CHARACTERISTICS

Density

- N/A

Access

- Access to these parcels is primarily from the adjacent collector or arterial streets. It should be limited to main access points at set intervals.
- This character class should be easily connected and accessible to pedestrians and bicyclists.

Buildings and Lots

- Building placement might be sensitive to natural features and surroundings.

Streets and Pedestrians

- Encourage connectivity to nearby neighborhoods and existing parks and trails.

Landscaping and Open Space

- Existing natural features can be preserved and integrated into the design of the overall property.
- Additional landscape and open space areas can be placed to enhance the natural environment and further active/passive use of the area.

AGRICULTURAL

The Agricultural category consists of areas of low density, typically near the City's Boundary. The Agricultural category generally includes land for farming or raising livestock, crop propagation, stock animals, and poultry. These classes are not usually served by public water or sewer and consist of large, wide-open spaces and long distances between neighboring properties and structures. The primary visual character of these areas is defined by the feeling of being "far away" from others. New development of other land use categories within the Agricultural land use should be discouraged to limit these areas' conversion to intense development.

FIGURE 14: AGRICULTURAL CHARACTER CLASS EXAMPLE AERIAL PHOTO



Source: Near Map



CLOSE-KNIT FACTOR

Low

Agricultural classes, by their nature, are spread out and not fully integrated with the community. Creating connections via trails is the best way to encourage more connections back to Troy's activity centers.

FIGURE 15: AGRICULTURAL CHARACTER



USES

Primary – Farms, plant nurseries, livestock, and other agricultural uses for growing plants and crops.

Secondary – Detached single-family homes, farmsteads, barns, stables, and other agricultural accessory structures. In limited situations, these areas may have confined feeding operations, green energy systems, or areas for livestock and grazing.

KEY CHARACTERISTICS

Density

- There is one home per lot, and many properties only contain accessory structures with no one living on them.

Access

- Automobile access to individual properties is from long driveways intersecting with local, county, or state roads.

Buildings and Lots

- Heights are typically one to two and a half stories up to 100 feet tall for specific accessory structures (grain silos, barns, etc.)

Streets and Pedestrians

- Roads typically do not have curb and gutter construction in favor of trench drains and seldom have sidewalks or trails.

Landscaping and Open Space

- While not required by an ordinance, these areas are usually dominated by visible green spaces, trees, and planted crops.

RESIDENTIAL CHARACTER CLASSIFICATIONS

SINGLE-UNIT DETACHED RESIDENTIAL

The single-unit detached residential character class is one of the most common forms of residential development in the United States. It contains residential buildings that are not physically connected to other dwelling units. Typically, these housing structures accommodate only one household or family. Most of Troy's existing housing stock falls within this category.

FIGURE 16: SINGLE-UNIT DETACHED RESIDENTIAL PLAN VIEW EXAMPLE



Source: NearMap

02

CLOSE-KNIT FACTOR

Low to medium-low

Single-unit detached housing is the most popular form of residential development in cities and the United States. This type of home is a large part of Troy's current and future housing stock. These developments should be encouraged near the City's corporate limits. Connections to the community should be fostered by trails/complete streets and public transit stops to provide more connections to the core of Troy.

FIGURE 17: EXAMPLE OF SINGLE-UNIT DETACHED RESIDENTIAL



USES

Primary – Single-unit residential detached dwellings.

Secondary – Accessory structures, parks, open spaces, conservation, or institutional uses (examples: schools or fire stations)

Institutional uses may be located within neighborhoods or near subdivision boundaries but accessible to nearby residents.

KEY CHARACTERISTICS

Density

- Density can range from one dwelling unit to eight dwelling units per acre.

Access

- Access to individual properties is usually from an internal network of local streets accessed from a more prominent collector or arterial street.

Buildings and Lots

- Heights are typically one to two and a half stories tall.
- Buildings and their main entrances should be oriented toward the street, and the dominance of garage doors should be limited.
- Front or street-facing facades should incorporate a mix of dormers, overhangs, front porch elements, shutters, etc., to ensure the new development “feels” like Troy.

Streets and Pedestrians

- Best practices are the local roads, which have curb and gutter construction with sidewalks and street trees to reduce vehicle speeds. Typically, they do not have curb and gutter construction in favor of draining trenches and seldom have sidewalks or trails.

Landscaping and Open Space

- Homeowners provide landscaping and are encouraged to plant trees, smaller shrubs, and shrubs to soften the appearance of these structures from the street and enhance the community's character.
- Yards adjacent to higher-traffic roadways or higher-intensity land uses should have increased setbacks and landscape buffers.

SINGLE-UNIT ATTACHED RESIDENTIAL

Single-unit attached residential refers to housing units that are physically connected, typically sharing a vertical common wall. Despite this connection, each attached unit accommodates an individual household, maintaining distinct living quarters, kitchens, bathrooms, etc. This architectural configuration ensures that each unit retains its privacy and self-sufficiency.

FIGURE 18: SINGLE-UNIT ATTACHED RESIDENTIAL PLAN VIEW EXAMPLE



Source: NearMap

02

CLOSE-KNIT FACTOR

Medium-low

Single-unit attached housing is essential as it helps to accomplish the community goal of encouraging affordable home ownership. When developed on greenfield sites, this development has the same proximity limitations as single-unit detached residential. Developments should be encouraged near the City's corporate limits. Connections to the community should be fostered by trails/complete streets and public transit stops to provide more connections to the core of Troy.

FIGURE 19: EXAMPLE OF SINGLE-UNIT ATTACHED RESIDENTIAL



USES

Primary – Single-unit residential attached (duplexes, triplexes, and townhomes).

Secondary – Accessory structures, parks, open spaces, conservation, or institutional uses (examples: schools or fire stations).

KEY CHARACTERISTICS

Density

- Density can range from eight to twelve dwelling units per acre.

Access

- Individual properties are usually accessed from an internal network of local streets or parking lots. The development is accessed from higher traffic volume collectors or arterial streets. Garages may be accessed from public streets or alleys.

Buildings and Lots

- Heights are typically one to three stories tall.
- Buildings and their main entrances should be oriented toward the street, and the dominance of garage doors should be limited. To reduce monotony, garage doors facing public streets should incorporate windows and design changes.
- Front or street-facing facades should incorporate a mix of dormers, overhangs, front porch elements, shutters, etc., to ensure the new development “feels” like Troy.

Streets and Pedestrians

- Roads should have curb and gutter construction with sidewalks and street trees to reduce vehicle speeds.

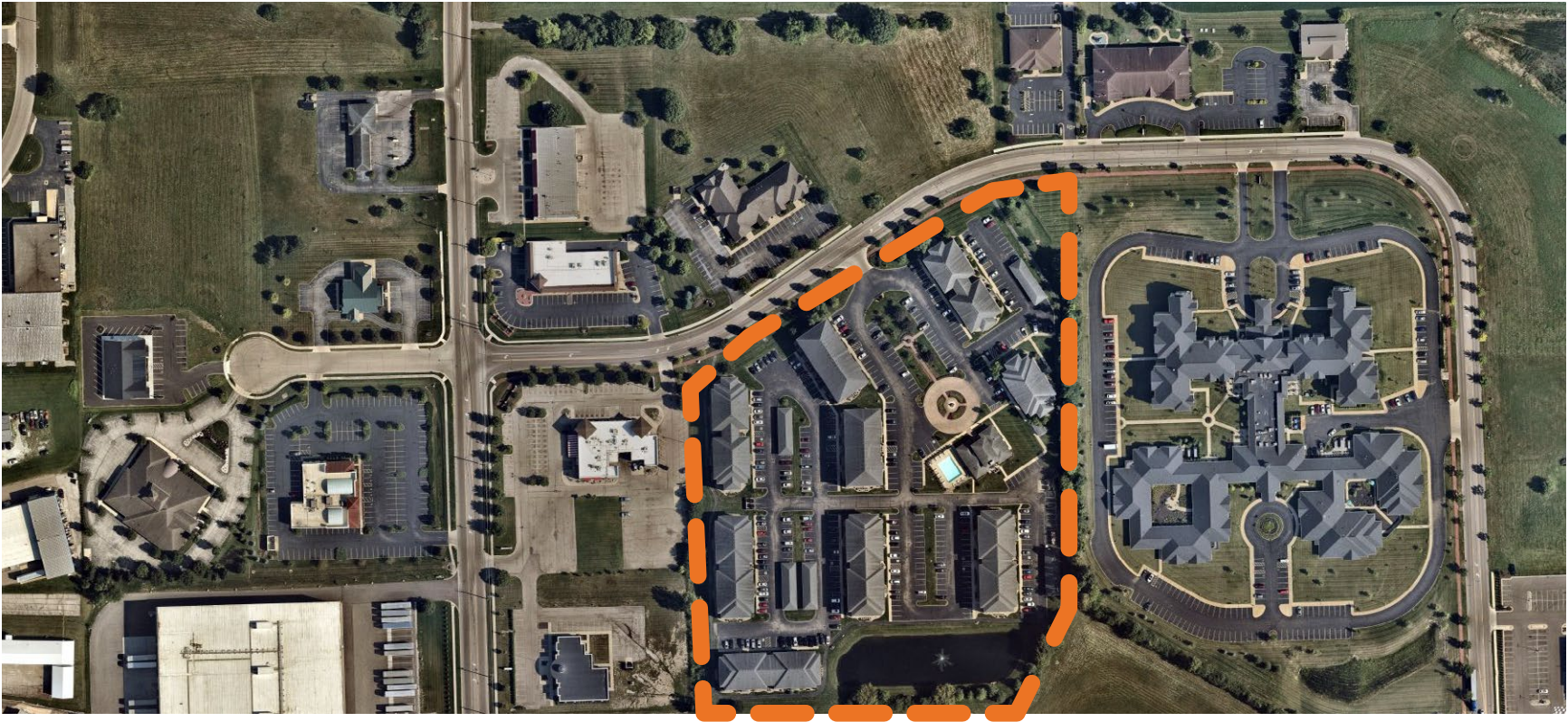
Landscaping and Open Space

- New developments should install landscaping, such as trees and smaller shrubs in the front of buildings, along all public streets and common areas.
- Yards adjacent to long, higher-traffic roadways or higher-intensity land uses should have extra buffer areas with more dense landscaping.

MULTI-UNIT RESIDENTIAL

The multi-unit residential neighborhood character class includes apartments and condos, providing various attainable for sale and rental options. Multi-unit residential areas should be established near commercial or mixed-use areas. These areas should be walkable, with daily shopping and amenities within walking distance.

FIGURE 20: MULTI-UNIT RESIDENTIAL PLAN VIEW EXAMPLE



Source: NearMap

03

CLOSE-KNIT FACTOR

Medium

Multi-unit attached housing is vital to encourage as it helps to accomplish the critical community goal of creating more attainable units for the local workforce and residents. When developed on greenfield sites, this form of development may not provide connections to the community. Given that not everyone living in this character class may have easy access to transportation, this character type should be encouraged to be located near amenities, such as shopping and employment centers. Connections to the community should be fostered by trails/complete streets and public transit stops to provide more connections to the core of Troy.

FIGURE 21: EXAMPLE OF MULTI-UNIT RESIDENTIAL



Source: Google Earth

USES

Primary – Multi-unit attached (apartments, condominiums, and retirement communities).

Secondary – Accessory structures, gathering areas, pools, dog parks, open spaces, conservation, or institutional uses (e.g., schools or fire stations). Complexes can be encouraged to provide neighborhood facilities such as athletic centers or facilities, bark parks, trails, and other shared private community spaces.

KEY CHARACTERISTICS

Density

- Density can range from 10 to 15 dwelling units per acre.

Access

- Access to buildings is from an internal network of parking areas and access roads from a more prominent collector or arterial street. Attached or detached garages are accessible from these parking areas as well.

Buildings and lots

- Heights are typically one to three and a half stories tall.
- Buildings should be set back at least 20 feet from the main road. Building setbacks from internal parking lots or access drives may vary depending on the development style.
- The main common entrance should be oriented toward the street or primary internal drive.
- Individual units should be accessed from interior hallways.
- Each unit should have an outdoor porch or patio.
- Buildings should be designed with different wall projections and roof heights and incorporate a mix of entrance overhangs, dormers, widow pediments, shutters, etc., to create a better sense that they are part of the Troy community.

Streets and Pedestrians

- Interior parking lots should have curb and gutter construction with internal sidewalks and trails to provide residents with easy access to shared amenities.

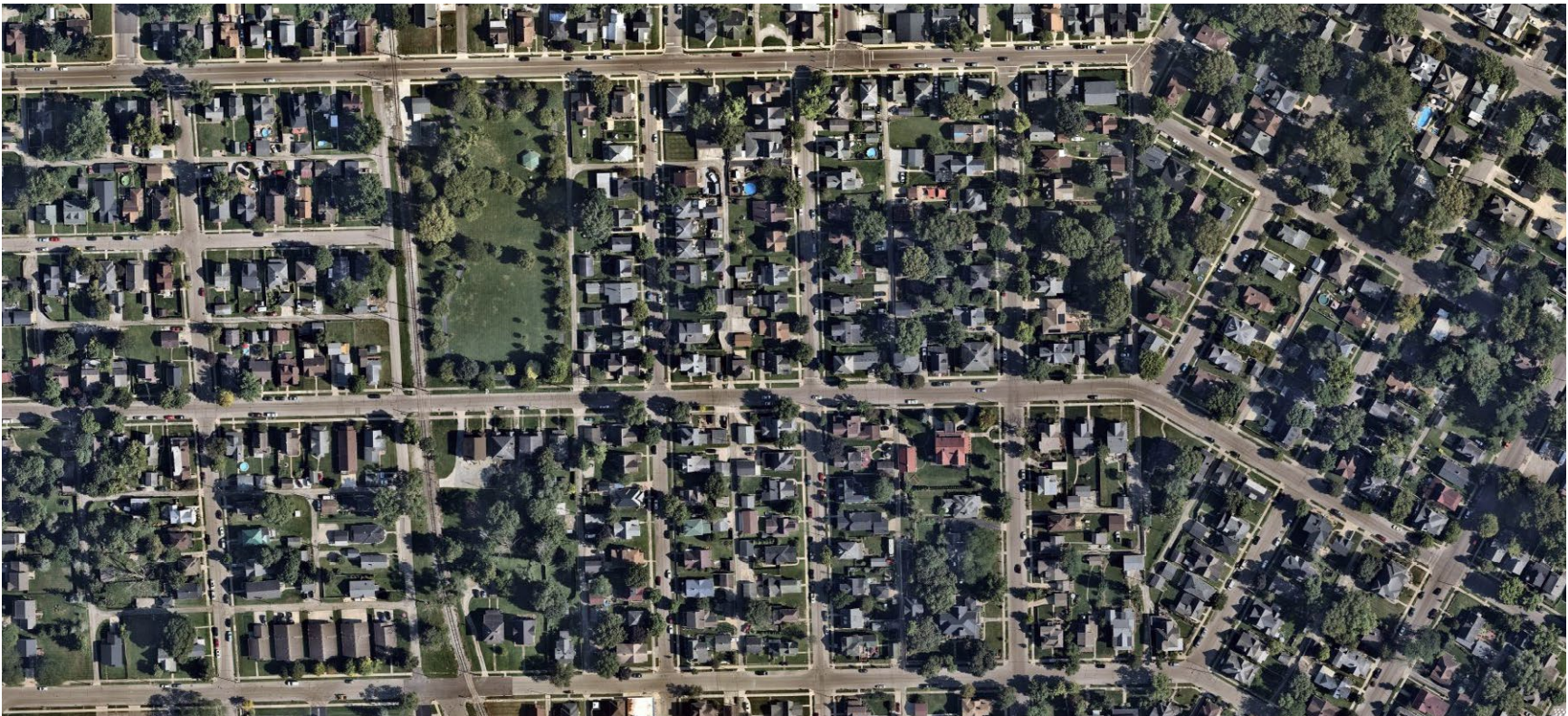
Landscaping and Open Space

- Screens and buffers should be included for yards adjacent to higher-traffic roadways or less compatible land, such as single-unit residential or industrial development.
- Development should include visible green spaces, parking lot shade trees, perimeter, and ornamental plantings.

TRADITIONAL NEIGHBORHOOD

The traditional neighborhood character class helps promote the continued use and reuse of residential properties in Troy's neighborhoods built before the 1940s. These neighborhoods are near or adjacent to downtown and provide a way to encourage the active and continued use of these properties, creating attainable housing options ranging from single-unit detached units to potential rentals. These neighborhoods comprise the core of Troy's heritage and should be preserved. Development in this character class should focus on rehabilitating existing structures and adapting reuse or infill redevelopment. This character class is not intended to be extended outside of existing neighborhoods.

FIGURE 22: TRADITIONAL NEIGHBORHOOD PLAN VIEW EXAMPLE



Source: NearMap

05

CLOSE-KNIT FACTOR

High

Traditional neighborhoods have an essential role to play in the future of attainable housing in Troy and maintain that small town's close-knit community. These areas of town are located near downtown, County and City services, shopping, dining, and many of the City's events. Maintaining multiple land use options, where appropriate, will assist with preserving and enhancing Troy's sense of community.

FIGURE 23: EXAMPLE OF TRADITIONAL NEIGHBORHOOD STRUCTURES



USES

Primary - Single-unit residential attached (i.e., duplexes, triplexes, and townhomes).

Secondary – Accessory dwelling units, accessory structures, parks, open spaces, conservation, or institutional uses (e.g., schools or fire stations).

KEY CHARACTERISTICS

Density

- Density can range from eight to twelve dwelling units per acre.
- Individual buildings may contain more than one dwelling unit.

Access

- Access to individual properties is usually from a public local street or alley adjacent to the rear yard. Garages may be accessed from public streets or alleys but are often detached stand-alone structures.

Buildings and Lots

- Building orientation for infill development should follow the dominant pattern of the block on which that infill development is located.
- Front or street-facing facades for new construction should incorporate a mix of dormers, overhangs, front porch elements, shutters, etc., to ensure the new development “feels” like Troy.
- Setbacks, density, and height requirements should be based on the average of the surrounding properties and blocks and not set minimum standards.

Streets and Pedestrians

- Roads should have curb and gutter construction with sidewalks and street trees to reduce vehicle speeds.
- New trails or complete street connections should be encouraged to keep these neighborhoods integrated into the fabric of Troy.

Landscaping and Open Space

- Preservation of mature trees and vegetation should be a priority.
- New infill construction should be required to install shade trees and some ornamental shrubs to blend into the existing fabric of the neighborhood if no trees and shrubs are currently planted on the property.

TRAIL-ORIENTED DEVELOPMENT

Trail-Oriented Development is proposed along the Great Miami River and East Main Street to take advantage of the Great Miami Bike trail, redevelopment potential of the Van Cleve school and former industrial facilities, and existing connection to Troy's downtown. Trail-Oriented Development aims to combine the active transportation benefits of a trail with the revitalization potential associated with well-designed and well-managed regional and local trail and greenspace areas. Projects centered around Trail-Oriented Development, within or close to commercial areas, can draw heightened pedestrian and cyclist traffic.

FIGURE 24: TRAIL-ORIENTED PLAN VIEW EXAMPLE



Source: NearMap

05

CLOSE-KNIT FACTOR

High

This character class is proposed in a neighborhood that might experience redevelopment, being so close to downtown and existing and proposed trail and open space amenities, and redeveloped sites. Trail-oriented development will create new opportunities for community connections to integrate with a trail system that brings the city together. Development of this type of unit will provide a new type of housing in Troy and serve as an enhanced gateway on East Main Street leading into downtown.

FIGURE 25: EXAMPLE OF TRADITIONAL NEIGHBORHOOD STRUCTURES



USES

Primary - Single-unit attached (duplexes, triplexes, and townhomes).

Secondary – This type of use may lend itself to multi-unit attached or mixed-use buildings in specific areas.

KEY CHARACTERISTICS

Density

- Density can range from 8 to 12 dwelling units per acre.

Access

- Access to individual properties is usually from a public local street or alley adjacent to the rear yard. It is crucial in the design of this character class that the layout of the buildings is integrated with and provides access to nearby trail facilities.

Buildings and Lots

- All buildings should be designed and oriented towards nearby trail assets or complete streets.
- Front or street-facing facades should incorporate a mix of dormers, overhangs, front porch elements, shutters, etc.
- Setbacks, density, and height requirements should be similar to the single-unit attached character class but may be reduced for the yards that abut trail or other amenities.

Streets and Pedestrians

- Roads should have curb and gutter construction with sidewalks and street trees to reduce vehicle speeds.
- New trails or complete street connections are necessary. They should be part of planning this type of development from the initial concept stages.

Landscaping and Open Space

- Preservation of mature trees and vegetation should be a priority.
- New infill construction should be required to install shade trees and some ornamental shrubs to blend into the existing fabric of the neighborhood if no trees and shrubs are currently planted on the property.

COMMERCIAL CHARACTER CLASSES

OFFICE-RESIDENTIAL

Office-residential is intended to be utilized along city corridors transitioning from residential to commercial uses where the primary roads often carry more traffic than a typical residential street. This character class is also aimed at providing limited but essential services in areas where full-scale commercial development is not feasible or not wanted. The key to the office residential character classes is that the buildings should continue to look like single-unit detached residential structures but be used for less intense retail or personal service uses. Sections of West Main Street, West Market Street, North Market Street, and East Staunton Road are designated with this character class.

FIGURE 26: OFFICE RESIDENTIAL PLAN VIEW EXAMPLE



Source: NearMap

05

CLOSE-KNIT FACTOR

High

An office-residential property is meant to provide a transition from residential to commercial uses in areas close to existing neighborhoods. This character class also provides necessary retail and service uses closer to older neighborhoods that might have been overlooked by auto-oriented commercial development. Providing these uses near housing helps older neighborhoods maintain attractiveness to new residents and encourages rehabilitation of nearby residential structures. Encouraging this character class will help Troy stay vibrant and connected while helping older neighborhoods thrive.

FIGURE 27: EXAMPLE OF OFFICE RESIDENTIAL STRUCTURES



USES

Primary – Limited retail and personal service uses including salons, professional or medical offices, small convenience stores, coffee and tea rooms, etc.

Secondary – Institutional uses, places of assembly, accessory structures, off-street parking areas, and upper story dwelling-units.

KEY CHARACTERISTICS

Density

- These are meant to fit on smaller lots and resemble residential densities.

Access

- Access to individual properties is usually from a public street that has become a minor collector or higher volume street.

Buildings and lots

- Building orientation for infill development should follow the dominant pattern of the block on which that infill development is located.
- For new construction, front or street-facing facades should incorporate a mix of dormers, overhangs, front porch elements, shutters, etc., to ensure the new development “feels” like Troy. These buildings should still look like residential structures. They should be no larger than other residential structures in and around the surrounding neighborhoods.
- Signage should be smaller than is permitted in other commercial zoning districts and limited to small wall and freestanding signs.
- Setbacks and height requirements should conform to the average of the surrounding neighborhood and be based on residential requirements.
- Off-street parking should be located in the rear yard and out of sight from the front of the building.
- Smooth-faced concrete masonry units, standing seam metal, and exterior insulated finishing systems should be prohibited as the primary building material.

Streets and Pedestrians

- Roads should have curb and gutter construction with sidewalks and street trees to reduce vehicle speeds.
- Complete street connections should be considered to provide pedestrians and vehicles with easy access to these retail uses.

Landscaping and Open Space

- Preservation of mature trees and vegetation should be a priority.
- New infill construction should be required to install shade trees and some ornamental shrubs to blend into the existing fabric of the neighborhood if no trees and shrubs are currently planted on the property.

NEIGHBORHOOD COMMERCIAL

Neighborhood commercial refers to a designated commercial class near or at the fringe of a residential neighborhood that offers a range of goods and services primarily aimed at fulfilling the everyday needs of residents. This type of commercial land use acknowledges the essential requirements of the community by facilitating access to convenience-oriented establishments. More intense commercial uses, such as large strip centers or malls, should not be included in this class.

FIGURE 28: NEIGHBORHOOD COMMERCIAL PLAN VIEW EXAMPLE



Source: NearMap

04

CLOSE-KNIT FACTOR

Medium-high

Neighborhood commercial uses provide services to areas of the City that need essential retail and service uses but are not located conveniently close to regional commercial centers. Providing these uses near housing helps reduce the need for large commercial structures and development, concentrating traffic at busy intersections. Shopping near neighborhoods also increases their attractiveness to new residents. Encouraging this character class will help Troy stay vibrant and connected while helping older neighborhoods thrive.

FIGURE 29: EXAMPLE OF NEIGHBORHOOD COMMERCIAL STRUCTURES



USES

Primary – Retail, restaurant, office, medical office, non-surgery healthcare facilities, and personal service uses.

Secondary – Off-street parking, outdoor seating, and drive-through lanes.

KEY CHARACTERISTICS

Density

- Buildings should not exceed 10,000 square feet in gross leasable area.

Access

- Access to individual properties should be from public streets with increased traffic counts. Access may be restricted to shared access roads or alleys.

Buildings and Lots

- These character classes should be limited to locations adjacent, minimally, to a minor collector road.
- Neighborhood commercial areas should be smaller to reduce the amount of commercial space in one neighborhood and minimize traffic concerns.
- The principal entrance and facade should face the adjacent primary collector or arterial street.
- Front or street-facing facades should incorporate large windows and decorative roof features, such as parapet walls with a three-dimensional cornice. Residential roofs such as gambrel or hipped roofs should include a mix of dormers or height changes.
- Smooth-faced concrete masonry units, standing seam metal, and exterior insulated finishing systems should be prohibited as the primary building material.
- All street-facing facades should have a mix of overhangs, awnings, vertical and horizontal projection changes, etc., to reduce the appearance of black walls and monotonous development patterns.
- The building should be set back 10 feet from public streets and 20 feet from adjacent residential uses.
- The maximum building height should be 35 feet.
- Off-street parking areas should be kept small and not all concentrated in the front yard to help this character class of development blend into its residential surroundings.

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Streets and Pedestrians

- Roads and off-street parking lots should have curb and gutter construction with sidewalks and street trees to reduce vehicle speeds.
- Sidewalks should be located along all adjacent street lots to ensure pedestrian access.
- Sidewalks adjacent to front entrances should be wide enough to accommodate outdoor seating/dining areas.
- Complete street connections should be considered to provide easy access to these retail uses for pedestrians and vehicles.

Landscaping and Open Space

- Properties and parking lots should be screened from surrounding residential uses.
- Shade trees should be planted along the perimeter of the property.
- Ornamental and evergreen shrubs should be planted around the foundations of the buildings and drive-through facilities.



REGIONAL COMMERCIAL

This category consists of areas in the City dedicated to retail, offices, and food services that cater to a larger population than neighborhood commercial properties. The purpose of the regional commercial category is to provide goods and services to residents and visitors of Troy. This land use should have convenient highway/street access to draw customers from I-75. Regional commercial uses generally include service businesses, restaurants, convenience stores, supermarkets, professional offices, etc.

FIGURE 30: REGIONAL COMMERCIAL PLAN VIEW EXAMPLE



Source: NearMap

02

CLOSE-KNIT FACTOR

Low-Medium

Regional commercial uses provide a community with necessary goods and services. At the same time, they are attracting more visitors and customers to Troy. Since these developments are typically located near busy roads, maintaining a close-knit factor to the City is more difficult. Given their “spread out” nature and separations from the surrounding community, extra effort should be placed to ensure these developments are connected to the community through trails, sidewalks, and complete streets. Regional commercial developments should also create areas that encourage customers to “hang out.” They should create areas for outdoor gatherings and events where residents can have shared experiences, which will help ensure these properties still help residents and visitors stay connected to this community while adding to Troy’s activity hub nature.

FIGURE 31: EXAMPLE OF REGIONAL COMMERCIAL STRUCTURES



USES

Primary – Retail, restaurant, office, large office buildings, medical office, surgical healthcare facilities, hospitals, personal service uses, hardware, automobile dealerships, auto repair, and similar more intense commercial uses.

Secondary – Off-street parking, outdoor seating, plaza or other amenities, drive-through lanes, limited outside storage of for-sale materials.

KEY CHARACTERISTICS

Density

- N/A

Access

- Access to individual properties should be from interconnected off-street parking lots and access drives or from arterial streets.
- Access from the adjacent collector or arterial street should be limited to central egress points at set intervals.

Buildings and Lots

- These character classes should be limited to locations adjacent to roads classified as major collectors or higher.
- Regional commercial areas and developments should be designed to handle significant high traffic volumes.
- All building principal entrances should be oriented to face the primary arterial.
- Front or street-facing facades should have windows and decorative roof features, such as parapet walls with a three-dimensional cornice.
- Commercial buildings that incorporate residential-appearing roofs, such as gambrel or hipped roofs.
- Front facades should include a mix of dormers, overhangs, awnings, shutters, horizontal and vertical projections, etc., to reduce the appearance of monotonous commercial buildings.
- Construction materials should prohibit garish colors (except for accents) and flat building materials, such as gray concrete masonry units. Buildings should, at a minimum, be made out of integrally dyed split-face or ground-face concrete masonry units, bricks, fiber cement siding, architectural metals, etc.

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- Exterior insulated finishing systems should be prohibited as the primary building material and limited to 20 percent of the total facade it is located on.
- Buildings should be set back 20 feet from public streets.
- The maximum building height should be 65 feet.

Streets and Pedestrians

- Roads and off-street parking lots should have curb and gutter construction with sidewalks and street trees.
- Sidewalks should be located along all adjacent street lots to ensure pedestrian access.
- A network of interconnected sidewalks should be created within the boundaries of these developments.
- Complete street connections should be considered to provide easy access to these retail uses for pedestrians and vehicles.
- Public transit stops should be located near these developments to help bring residents to necessary goods and services.

Landscaping and Open Space

- Properties and off-street parking lots should be screened from surrounding residential uses.
- Shade trees should be planted along the property's perimeter and all public streets and access drives.
- Ornamental and evergreen shrubs should be planted around the foundations, perimeter of off-street parking lots, buildings, and drive-through facilities.
- Off-street parking lots should be broken up with green areas and shade trees.



Source: City of Troy

MIXED-USE CHARACTER CLASSES

DOWNTOWN MIXED-USE

The downtown mixed-use category is located in the traditional downtown area of Troy. This character class is the focal point of the community. It offers a variety of uses to serve as a core area for Troy and the surrounding community. This category is intended to be one of Troy's most diverse areas with a scale of development catered to the pedestrian. This class should have high-intensity development with compact blocks and multiple-story buildings.

FIGURE 32: DOWNTOWN MIXED-USE PLAN VIEW EXAMPLE



Source: NearMap

05

CLOSE-KNIT FACTOR

High

Downtown and the surrounding areas are viewed as the heart of Troy. It is the location of many City services, offices, and events. Almost all individual participants in the public engagement activities mentioned how important downtown is to Troy for its residents, business attraction efforts, visitors, and the City's economy. Most importantly, many community members associate downtown with where their community feels special and generates a connection to the community.

FIGURE 33: EXAMPLE OF DOWNTOWN MIXED-USE STRUCTURES



USES

Primary – Retail, restaurant, professional or medical office, co-working or makers spaces, personal service uses, high-density residential units developed as part of a mixed-use building, hotels, or other hospitality uses that cater to overnight visitors, performance or entertainment venues, and public or other social service institutions.

Secondary – Off-street parking structures, outdoor seating, plazas or other amenities, public and semi-public facilities, such as schools and religious institutions and other places of public assembly, and public parks or open spaces.

KEY CHARACTERISTICS

Density

- A maximum of 20 units per acre

Access

- Access to individual properties and businesses should be from sidewalks directly between the building and public streets. Garage access should not be located on the front-facing facade and from alleys when possible.

Buildings and Lots

- Buildings in this character class should be designed to blend into the existing fabric of downtown Troy.
- Buildings should be built as close as is practically possible to the public right-of-way.
- Front elevations should incorporate large glass areas to showcase activity visible to the public street and provide lighting to enhance patrons' safety.
- Front elevations should have prominent features to denote the front door, such as metal overhangs, awnings, and signage.
- Buildings should not be taller than four stories.
- All residential units should have a patio, porch area, or emphasis the front entryway.
- Parking lots/spaces between the buildings and adjacent public streets should be prohibited.
- Parking structures should include retail units along any street frontage to maintain the visible activity desires and eliminate gaps in the urban feel downtown.

(continued next page)

Streets and Pedestrians

- Sidewalks in front of these units should be wide enough to accommodate the Americans with Disabilities Act's precise space requirements and allow for business activities, such as outdoor dining, sidewalk sales, and public seating features. New developments must incorporate one or more pedestrian-oriented features within the 15-foot maximum setback space.
- Streets should be well-lit to encourage walking and enhance security during the evening and nighttime.
- Connections to complete streets and the Great Miami River Trail should be considered to provide easy access to these retail uses for pedestrians and vehicles.
- Public transit stops should be located downtown to help bring residents and visitors to this area of Troy.
- Construction materials should prohibit garish colors (except for accents) and flat building materials, such as gray concrete masonry units. At a minimum, buildings should be made out of integrally dyed split-face or ground-face concrete masonry units, bricks, fiber cement siding, architectural metals, etc.
- Exterior insulated finishing systems should be prohibited except for areas used to hang wall signs.

Landscaping and Open Space

- Landscaping in this character class is somewhat limited due to space. Street trees and planting areas should be incorporated into future sidewalk and public right-of-way designs.



MIXED-USE

This category comprises an area northwest of Troy at the intersection of I-75 and West Main Street. The area is currently built up with regional commercial uses. However, it has the potential for mixed-use development as it is located in one of the primary gateways to the city. Mixed-use development represents a distinctive urban development, design, and planning approach, often manifested through zoning classifications. The physical realization of mixed-use development might encompass diverse scenarios, ranging from ground-up construction to the adaptive reuse of preexisting structures or repurposed brownfield sites.

FIGURE 34: MIXED-USE PLAN VIEW EXAMPLE



Source: NearMap

04

CLOSE-KNIT FACTOR

Medium-High

These developments have become a great way to add retail and housing diversity to communities and fit well into previously developed retail centers. It is the location of shopping, services, offices, and events. These developments should be connected to downtown for automobiles, pedestrians, and bicyclists to ensure that these developments stay connected to the heart of Troy and become mutually beneficial retail and residential developments.

USES

Primary – Retail, restaurant, professional or medical office, hospitals, surgical centers, co-working or makers spaces, personal services, upper-story high-density residential units developed as part of a mixed-use building, hotels, or other hospitality uses that cater to overnight visitors, performance, or entertainment venues, and public or other social service institutions.

Secondary – Off-street parking, outdoor seating, plaza or other amenities, public and semi-public facilities, such as schools, utilities, and public parks or open spaces.

KEY CHARACTERISTICS

Density

- A maximum of 20 units per acre.

Access

- Access to individual properties and businesses should be from sidewalks directly between the building and public streets. Garage access should not be located on the front-facing facade behind buildings.

Buildings and Lots

- Buildings in this character class should be designed to be very attractive and create a sense of community.
- Buildings should be built as close as is practically possible to the public right-of-way.
- Front elevations should incorporate large glass areas to showcase activity visible to the public street and provide lighting to enhance patrons' safety. All residential units should be accessed from an interior hallway.
- Front elevations should have prominent features to denote the front door, such as metal overhangs, awnings, and signage.
- Buildings should not be taller than five stories.
- All residential units should have a patio or porch area.
- Parking structures should not be located along primary streets/boulevards.

(continued next page)

FIGURE 35: EXAMPLE OF MIXED-USE STRUCTURES



Streets and Pedestrians

- Sidewalks in front of these units should be wide enough to accommodate the Americans with Disabilities Act's precise space requirements and allow for business activities, such as outdoor dining, sidewalk sales, and public seating features. New developments must incorporate one or more pedestrian-oriented features within the front facade setback area.
- Streets should be well-lit to encourage walking and enhance security during the evening and nighttime.
- Communal parks, urban plazas, and gathering areas should be encouraged to create a sense of place and tie this character class to the community.
- Connections to complete streets and trails should be encouraged to provide easy access to these retail uses for pedestrians and potentially link this area to downtown.
- Public transit stops should be located near these developments to help bring residents to necessary goods and services.

Landscaping and Open Space

- Landscaping in this character class is somewhat limited due to space. Street trees, water features, wayfinding signage, and planting areas should be incorporated into future sidewalk and public right-of-way designs.

BAKEHOUSE

BREAD & COOKIE COMPANY



Source: homegrowinggreat.com

INDUSTRIAL CHARACTER CLASSES

LIGHT INDUSTRIAL

The light industrial land use class is for various uses to continue bringing job creators to Troy. This character class includes large buildings on separate lots or multi-unit flexible spaces that encourage national and local job creation in Troy. This class contains the bulk of most modern transportation, assembly, and non-intensive manufacturing businesses.

FIGURE 36: LIGHT INDUSTRIAL PLAN VIEW EXAMPLE



Source: NearMap

03

CLOSE-KNIT FACTOR

Low-Medium

Businesses in the character class typically utilize large properties that can take over 80 acres for one building. By nature, they are spread out and provide fewer physical connections to Troy. However, these business entities and their workers are essential to the community. Communities such as Troy benefit when businesses attend, sponsor, or host events and encourage their employees to live in the community. Physical connections can be enhanced with trails and integration with public transportation.

FIGURE 37: EXAMPLE OF LIGHT INDUSTRY STRUCTURES



USES

Primary – Makerspaces, warehousing and logistics, professional office, research, assembly of finished goods and products, contractor's yards, industrial parks, fabricating, heavy repair, wholesale.

Secondary – Off-street parking, outdoor storage if associated with a business in the same location, places of assembly, institutional uses, and large-scale utility apparatus (e.g., water towers, power sub-stations, etc.).

KEY CHARACTERISTICS

Density

- N/A

Access

- Access to these parcels is primarily from the adjacent collector or arterial streets. It should be limited to main access points at set intervals.

Buildings and Lots

- Building setbacks can be increased when adjacent to residential, and significant buffers can be provided to transition from less intensive use.
- Front elevations should provide lighting to enhance safety.
- Front elevations should incorporate building height or wall projection changes.
- Front elevations should have prominent features to denote the front door, such as overhangs, canopies, or awnings, changes in building height or projections, awnings, and signage.

Streets and Pedestrians

- Streets and off-street parking lots should be well-lit to enhance security during the evening and nighttime.
- Connections by trails should be considered to provide easy access for workers and visitors who choose or need to ride a bike to work.

Landscaping and Open Space

- Shade trees and screening along primary roads are required.
- Screens and buffers should be encouraged along higher-traffic roadways or lower-intensity land uses.
- Landscaping in this character class is somewhat limited. Shade trees and planting near the entrances of these buildings should be encouraged.

GENERAL INDUSTRIAL

The general industrial character class is for various uses to continue bringing job creators to Troy. This class is where more intensive industrial processes occurred. The main difference between the light and general industrial character classes is that general industrial is where businesses collect and/or process raw goods into materials. Light industrial businesses then take those goods and assemble them into finished products. This character class accommodates various uses, such as mining and mineral extraction, chemical processing, foundries, slaughterhouses, etc. General Industrial can also include structures and activities that support the industrial process, such as warehousing and transportation shipping.

FIGURE 38: GENERAL INDUSTRIAL USE PLAN VIEW EXAMPLE



Source: NearMap



CLOSE-KNIT FACTOR

Low

Businesses in the character class typically utilize large properties that can take over 80 acres for one building. They are located away from other uses for security and nuisance purposes, providing fewer physical connections to Troy. However, these business entities and their workers are important to the community. Communities such as Troy benefit when businesses attend, sponsor, or host events and encourage their employees to live in the community. Physical connections can be enhanced with trails and complete streets.

FIGURE 39: EXAMPLE OF GENERAL INDUSTRIAL USE STRUCTURES



USES

Primary – Warehousing and logistics, professional office, research, assembly of finished goods and products, wholesale, mini-warehouses, contractor's yards, industrial parks, fabricating, heavy vehicle repair, wholesale, foundries, land fills, slaughterhouses, mineral extraction, food processing, materials processing, landfills, and outdoor storage of large equipment.

Secondary – Off-street parking, places of assembly, institutional uses, and large-scale utility apparatus (e.g., fire stations, water towers, power sub-stations, water, wastewater treatment facilities, etc.).

KEY CHARACTERISTICS

Density

- N/A

Access

- Access to these parcels is primarily from the adjacent collector or arterial street. It should be limited to central access points at set intervals.

Buildings and Lots

- Building setbacks should be increased when adjacent to residential, and significant buffers should be provided to transition to less intensive use.

Streets and Pedestrians

- Streets and off-street parking lots should be well-lit to enhance security during the evening and nighttime.

Landscaping and Open Space

- Screens and buffers should be required along higher-traffic roadways or lower-intensity land uses.
- Landscaping in this character class is somewhat limited to perimeter trees, and buffer yard screening should be utilized to minimize the appearance of these facilities from public streets and adjacent properties.

FIGURE 40: AN ELEVATED WATER TANK IS AN EXAMPLE OF A UTILITY LAND USE





UTILITIES

Utility land use refers to a structural pathway such as a pipe, conduit, cable, or analogous infrastructure designed to transmit essential services to the public or specific recipients. These vital services encompass various utilities, including water supply, electric power, gas distribution, communication networks, and sanitary sewer systems.

COMPREHENSIVE PLAN GOALS (SEE PAGE 21)

1. Build on the success of downtown's redevelopment efforts.
2. Encourage continued residential development and promote a variety of housing options.
3. Preserve the City's scale through intentional development.
4. Maintain existing and build new infrastructure that facilitates new development and increases the mobility of all neighborhoods.
5. Keep working with residents and businesses to enhance their properties.
6. Ensure that parks are "right-sized" and provide a mix of amenities.
7. Support job creation and business expansion.
8. Continue to support social networks that help citizens in need.

LAND USE OBJECTIVES

- Encourage the strategic redevelopment of existing areas.
 - **STRATEGY:** Continue to plan to use the City's former industrial areas near the Great Miami River and Downtown to create mixed-use and varied housing options.
 - **STRATEGY:** Work with local property/business owners to convert single-unit detached residences into limited commercial businesses along West Market Street, North Market Street, West Main Street, and East Staunton Road.
 - **STRATEGY:** Actively market the former school sites of Concord, Kyle, Van Cleve, and Heywood for redevelopment.
- Ensure that the City's upcoming zoning ordinance and future amendments are aligned with the future land use map.
 - **STRATEGY:** As part of the City's zoning ordinance update, ensure that the new character classes defined in this document are reflected, including mixed-use, neighborhood commercial, trail-oriented development, regional commercial, and single-unit attached residential classes to encourage the desired land uses by reducing the time needed to obtain zoning approvals.
 - **STRATEGY:** Develop standards that permit creative housing options in the traditional neighborhood character class in downtown or mixed-use areas with flexible zoning standards.
 - **STRATEGY:** Create minimum design/architectural standards so that new development contributes to and enhances the Character of the City.







TRANSPORTATION AND INFRASTRUCTURE PLANNING

Whether access to the interstate, the Great Miami River Recreational Trail, or available utilities, Troy's infrastructure is robust, and recent/planned investments will ensure that this continues to be a long-term asset. Developers also agree that highway accessibility is a major attraction for the City while connected to the vibrant downtown environment. Ensuring that Troy's transportation and public infrastructure continue to provide access for existing neighborhoods and new development is one key factor of how this Plan guides growth and keeps Troy as the activity hub the community expects.

Much of Troy's success arises from its accessibility and reliable utility infrastructure that keeps pace with its growth. The community has grown to appreciate the City's recent investment in roadway infrastructure. They saw the value in continuing and expanding these efforts to include strategic multi-modal transportation, such as public transit and improved connections for bikes and pedestrians.

WHAT WE LEARNED

- **Regional Transportation Connections:** Many residents, visitors, workers, and executives enter the community from I-75. Having multiple routes to this primary arterial is a significant asset that helps connect Troy's constituents to more extensive regional transportation facilities and provides easy access to the City.
- **Pavement Condition:** Most of Troy's arterial and collector streets were listed with good, very good, and excellent pavement conditions. Segments of West Main Street and West Market Street (projects and future projects are pending) were listed as Fair.
- **Crashes:** Troy experiences approximately 620 to 700 annual vehicular accidents, resulting in five fatalities since 2010. A crash hot spot analysis revealed that many of these hot spots were between downtown and I-75 on West Main Street and West Market Street.
- **Complete Streets:** The City has a complete street policy that identifies approximately 36 miles of roads where some version of a complete street is feasible. As of 2024, many road miles had not yet been upgraded to complete street status.
- **Natural Gas:** Several large lines in the area should be able to service new developments.
- **Water:** Troy's water treatment plant can service more water demand as the City grows. The City sells 0.5 million gallons per day (MGD) to the County, and the County has contracted for up to 1.0 MGD.
- **Wastewater:** The sewer treatment plant is permitted at 7.0 MGD with an average daily flow up to 5.12 MGD. There are plans to expand the wastewater treatment plant to 9.0 MGD.

WHAT WE HEARD

Key themes from stakeholder meetings, surveys, public events, and advisory group committee meetings:

- Continue to modernize road and utility systems.
- Washington and Eldean have become de facto bypasses.
- Increase safe bike routes to public facilities, such as the library, schools, and parks.
- Be Strategic with bike path locations.
- Enhance pedestrian crossings.
- Preferences for bike lanes on the street include some form of physical barrier between trail users and vehicular traffic as shown on Figure 42.

FIGURE 41: ONLINE SURVEY: WHICH OF THE FOLLOWING TRANSPORTATION PROJECTS WOULD BENEFIT TROY THE MOST?

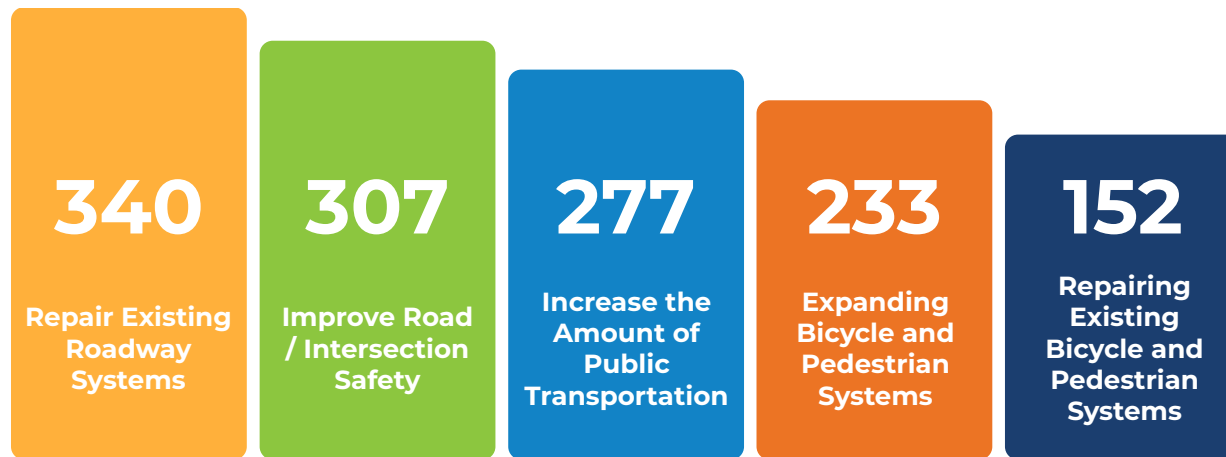
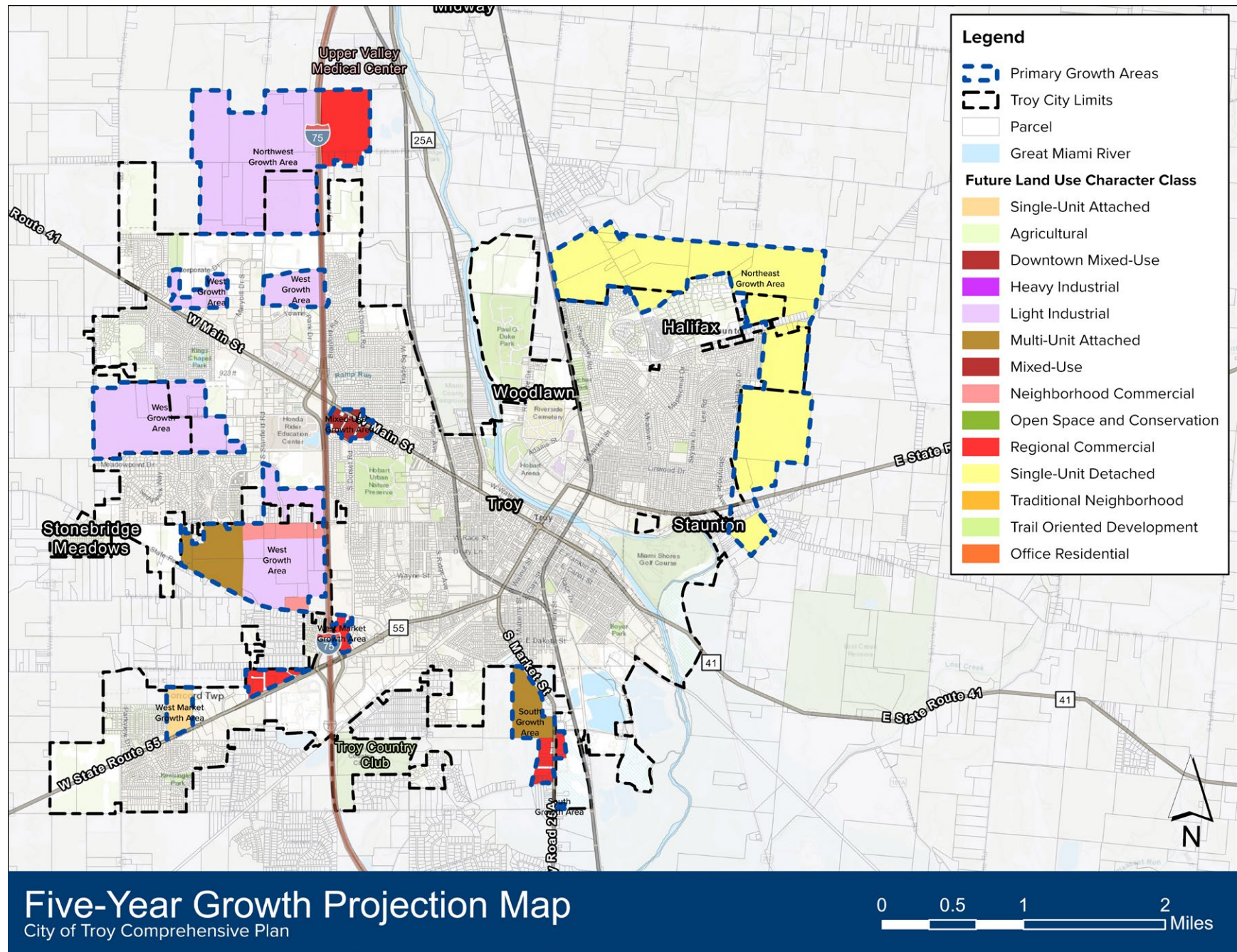


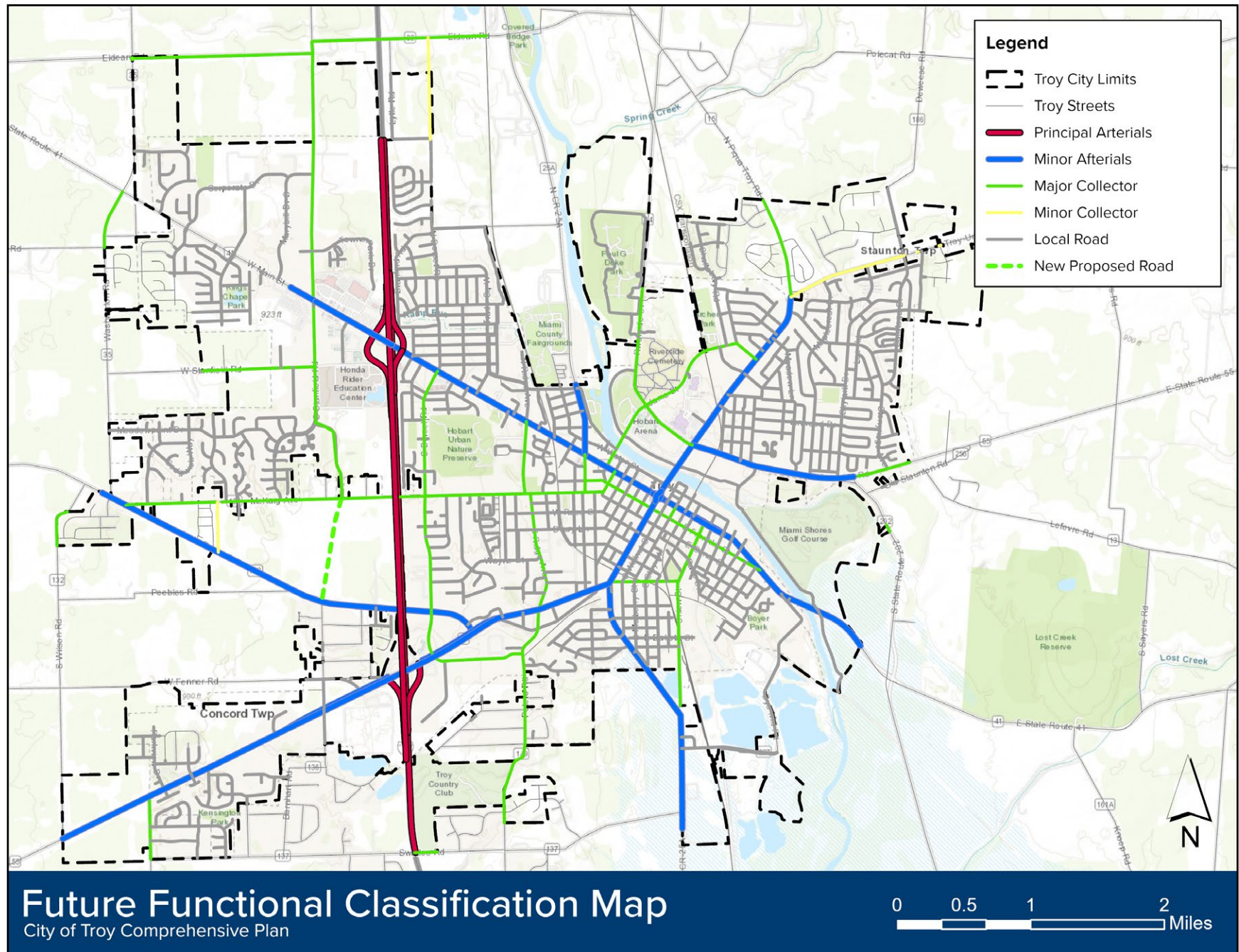
FIGURE 42: PRIMARY GROWTH AREA FUTURE LAND USE MAP



PRIMARY GROWTH MAP

The Future Land Use Map accounts for all anticipated growth over the next 20 years. Infrastructure planning generally has a shorter-term focus due to the changing nature of facilities and demands. To understand near-term growth over the next five- to ten-year timeframe, this Plan examined the primary growth identified in Figure 43: Primary Growth Area Future Land Use Map. These areas evaluated how potential growth may impact Troy's transportation and infrastructure systems and where to focus upgrades, repairs, or new facilities to ensure that Troy remains a connected community.

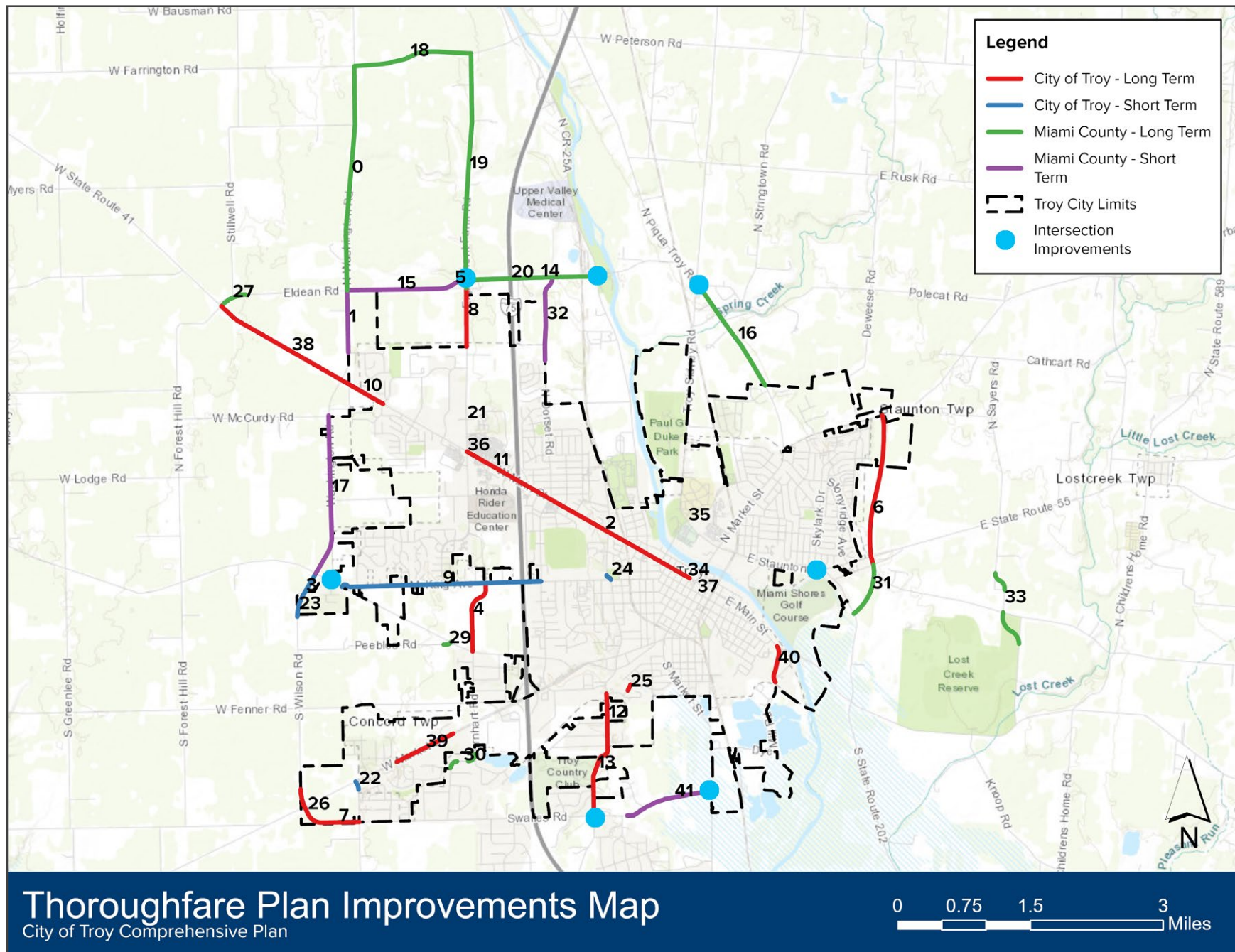
FIGURE 43: THOROUGHFARE PLAN MAP



FUTURE FUNCTIONAL CLASSIFICATION MAP

Roads and infrastructure are closely linked to the Future Land Use Map to help determine the most feasible locations for new and redevelopment. The Thoroughfare Plan Map to the left indicates the future functional classification of each roadway based on expected growth and development throughout the City.

FIGURE 44: ROAD IMPROVEMENTS MAP



ROAD IMPROVEMENTS:

ID	PROJECT NAME	ADMINISTRATION	TIMEFRAME
0	Washington Road widening from Eldean Road to Farrington Road	Miami County	Long
1	Washington Road widening from SR-41 to Eldean Road	Miami County	Short
2	W Main Street improvements from I-75 to Cherry Street	Troy	Long
3	Washington Road and Wilson Road realignment at SR-718	Troy	Short
4	Commerce Center Blvd extension from McKaig Road to SR-718	Troy	Long
5	Eldean Road and Experiment Farm Road realignment	Miami County	Short
6	Northern connector from Troy-Urbana Road to SR-55	Troy	Long
7	Swailes Road extension from Nashville Road to SR-55	Troy	Long
8	Experiment Farm Road widening from Corporate Dr to Eldean Road	Troy	Long
9	McKaig Road widening from Dorset Road to Cartwright Court	Troy	Short
10	SR-41 widening from Kings Chapel Dr to Washington Road	Troy	Long
11	SR-41 widening from Experiment Farm Road to I-75	Troy	Long
12	Peters Road widening from Dickerson Dr to Premwood Dr	Troy	Long
13	Peters Road widening from Premwood Dr to Swailes Road	Troy	Long
14	Eldean Road widening from Washington Road to CR-25-A	Miami County	Long
15	Eldean Road widening from Washington Road to Experiment Farm Road	Miami County	Short
16	Piqua-Troy Road widening from corporate limit to Troy-Sidney Road	Miami County	Long
17	Washington Road widening from SR-718 to SR-41	Miami County	Short
18	Farrington Road widening (Phase 2) from Experiment Farm Road to Washington Road	Miami County	Long
19	Experiment Farm Road widening from Eldean Road to Farrington Road	Miami County	Long
20	Northern access interchange feasibility study between SR-41 and CR-25-A	Troy	Long
21	Experiment Farm Road and Towne Park Dr signalization	Troy	Long
22	Nashville Road realignment at SR-55	Troy	Short
23	Wilson Road curve realignment south of SR-718	Troy	Short
24	Ridge Ave and McKaig Ave realignment	Troy	Short
25	Southview Dr bridge connector	Troy	Long
26	Wilson Road realignment at SR-55	Troy	Long
27	Eldean Road and Forest Hill Road realignment at SR-41	Miami County	Long

ROAD IMPROVEMENTS (CONTINUED):

ID	PROJECT NAME	ADMINISTRATION	TIMEFRAME
29	Peebles Road realignment at SR-718	Miami County	Long
30	Barnhart Road curve realignment south of SR-55	Miami County	Long
31	SR-202 and SR-55 realignment	Miami County	Long
32	Dorset Road realigned extension to Eldean Road	Miami County	Short
33	Sayers Road realignment at Lefevre Road	Miami County	Long
34	Streetscape on W Main Street from Cherry Street to Plum Street	Troy	Long
35	Adams Street roundabout	Troy	Short
36	W Main Street and Experiment Farm Road roundabout	Troy	Short
37	Downtown streetscape	Troy	Long
38	SR-41 widening	Troy	Long
39	SR-55 widening	Troy	Long
40	Dye Mill Road realignment	Troy	Long
41	Swailles Road improvements	Miami County	Long

THOROUGHFARE PLAN MAP

The Thoroughfare Plan Map above illustrates road and intersection improvements identified as part of this process, by City staff, and by Miami County. The road improvements have been organized into short-term and long-term categories indicating which ones will be considered in future capital improvement planning efforts.

FINDINGS BASED ON THE FIVE YEAR PROJECTED GROWTH MAP

In addition to the overall Thoroughfare Plan, the timing of potential improvements identified below may needed to be adjusted as the growth areas identified on the Five-Year Growth Project Map start to development. Trips for each primary growth area were generated using the data and methodologies in the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). The trip generation estimates were based on the anticipated building sizes and land uses and assumed that the intersections included in this analysis would be the most impacted by the new developments. Trips were distributed by incorporating existing traffic patterns, observed traffic, and engineering judgment.

After evaluating the Future Land Use Map and the primary growth areas, an evaluation of the potential impacts of the proposed land uses on the existing road system, and intersections identified key expansion/widening, intersection improvements, and potential new roads (the complete analysis can be found in Appendix B).

ROADS

With the influx of new trips generated by new development there are roadways that may need to be improved to accommodate growth. The project identified below were also compared to the Miami Valley Regional Planning Commission's (MVRCP) Long Range Transportation Plan 2050. Both this Plan's finding and the document recommended the following improvements (MVRPC project are noted in Figure 44 with the years they foresee looking at the feasibility of these projects):

- Eldean Road that connects the Northwest Growth Area (Light Industrial and Retail) to the northeast corner of the city. The existing roadway is currently a two-lane east-west roadway with low daily traffic volumes. It is anticipated that Eldean Road will provide the most used route to access the Northwest Growth Area from the northeast corner of the city which contains heavily residential areas.
- McKaig Avenue is routed through the middle of the West Growth Area. The existing roadway is currently a two-lane east-west roadway with low daily volumes. As the West Growth Area takes shape, McKaig Avenue will see an increase in traffic as it will serve as a main access route to the multifamily housing, retail, and light industrial areas. This road is also designated as a future complete street and the future cross section should account for those facilities.
- Experiment Farm Road will connect the Northwest Growth Area to West Main Street. Experiment Farm Road is currently a two-lane north south roadway outside of the currently developed area. Once the development in this area is constructed, Experiment Farm Road will see an increase in traffic volumes as vehicles will use this roadway to access the retail and restaurants located on Main Street.
- A new north south connection will be needed to increase mobility within the West Growth Area as more development heads west.
- A new road will be created following the current corporate boundary at the southwest corner of the City.

INTERSECTIONS

The intersections listed below may not be capable of handling their current traffic volumes and new trips created by potential development in the primary growth areas. The first part of the analysis examined the introduction of traffic signals at each intersection. It was determined that this form of traffic control would likely lead to a significant decline in traffic operations. Consequently, a comprehensive traffic study is recommended to thoroughly examine the intersections and identify necessary signal timing adjustments to enhance overall traffic flow. These intersections should also be evaluated to determine if improvements would meet the criteria for Safe Streets for All Grants.

The existing traffic control measure will require improvements at the following intersections:

- Experiment Farm Road and Eldean Road
- Eldean Road and Piqua Troy Road
- South Stanfield Road and West Stanfield Road
- East Staunton Road and SR 202
- West Market Street and Nashville Road
- Peters Road and Swailes Road
- Swailes Road and South County Road

All other intersections affected by the proposed developments are expected to operate satisfactorily with the existing traffic control measures.

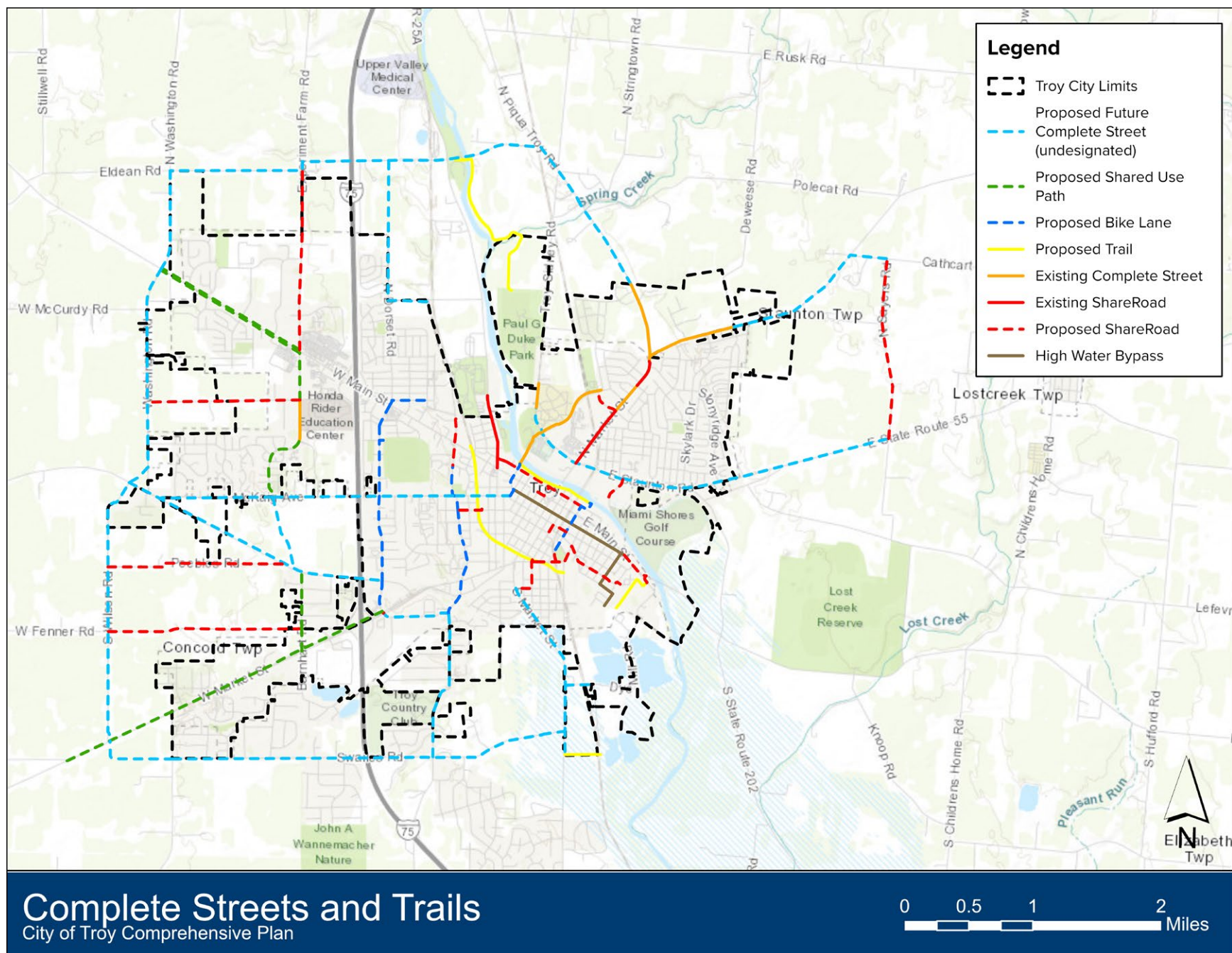
COMPLETE STREET PREFERENCES

Before determining which roads were the right fit for priority complete streets, the community was asked for their input on what types of complete streets made sense for Troy through this Plan's public engagement efforts. Figure 44 shows the results of this question from the Hometown Halloween event. This feedback was used to develop the complete street concepts later in this section.

FIGURE 45: COMPLETE STREET PREFERENCES FROM THE HOMETOWN HALLOWEEN AND GRAND ILLUMINATION EVENTS



FIGURE 46: COMPLETE STREETS AND TRAILS MAP



COMPLETE STREET AND TRAIL MAP

Keeping Troy and its citizens connected to their community will rely on more than just auto-oriented roads and facilities. Per the Ohio Revised Code, all streets are considered Share the Road. The existing complete street recommendations were evaluated to determine which projects had already been identified and new recommendations to create a trail/bike/pedestrian-connected network. These projects are shown in Figure 45.

During the development of this Plan, particular roads were identified through public engagement efforts and a dedicated activity with the Advisory Group as high value complete street projects. The streets identified were:

- McKaig Avenue
- South Dorset Road to Archer Drive
- East Staunton Road
- South Ridge Avenue
- South Market Street

STREET TYPES

Continuing to foster the close-knit desires of Troy's residents involves strategically linking existing and new neighborhoods. Often, roads and streets are overlooked but are essential to enhancing a community's ability to connect. Functional classification describes how many cars a road can/should move safely throughout a community. Like the community character districts, street character focuses more on how the road can provide residents access to schools, public facilities, and each other by including options to make streets less auto-dominated in strategic locations.

TYPICAL CROSS SECTION

The following pages represent prototypical cross-sections that can be used to evaluate future code revisions and development projects. These prototypes provide options for new and redeveloped streets to align with the most appropriate functional and character class and help implement the priority complete street projects identified in Figure 45. To keep consistency with the Thoroughfare Plan Map, the street prototype concepts have been organized by functional classification and were based on the public engagement results shown in Figure 44. These cross-sections are meant to be a guide for future projects, but will require additional vetting and compliance with the City's zoning and subdivision standards.

***It should be noted that these prototypes were developed to showcase possible solutions to road widening and implementing the complete street priorities. However, any final road design will need to be evaluated and refined through an engineering process and to ensure conformance with the Ohio Department of Transportation's (ODOT) standards where necessary.**

TYPICAL LOCAL STREET CLASSIFICATION

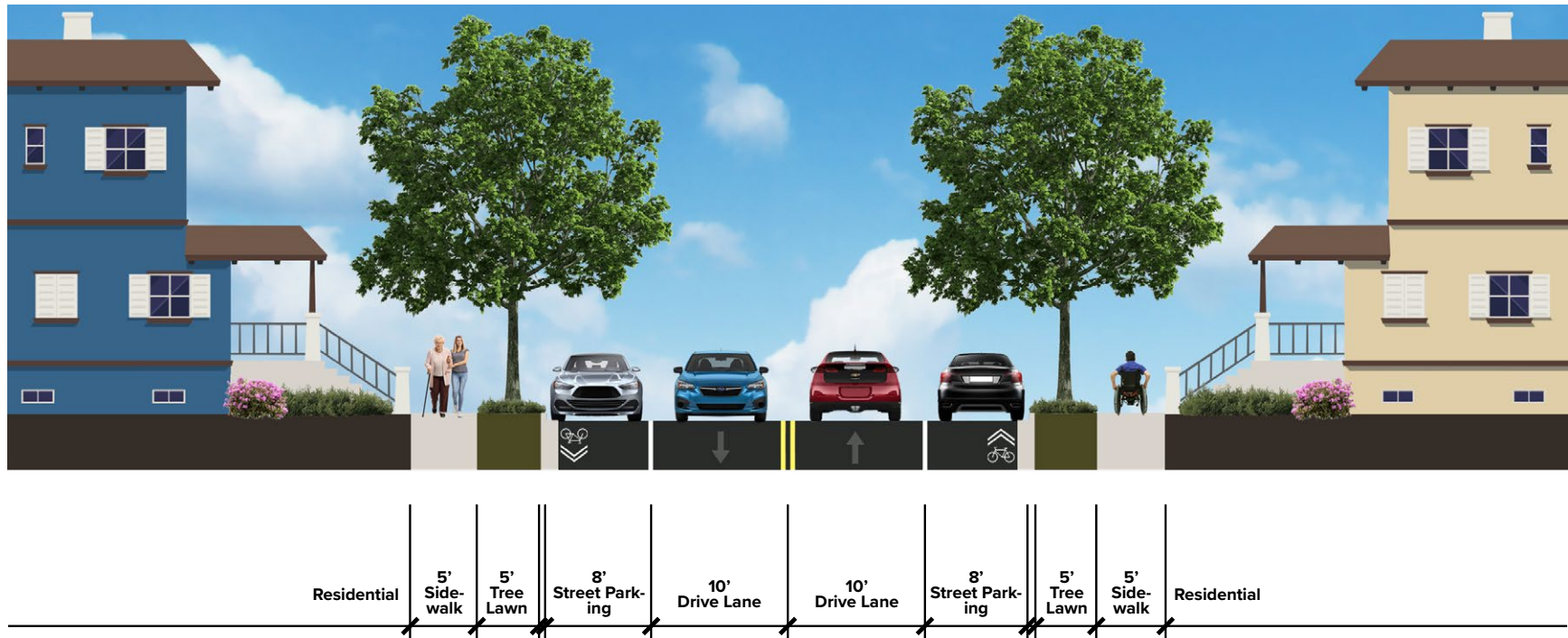
Many streets within the local classification connect residents to their homes or commercial parking lots. Typically, these are local streets that provide vehicle and pedestrian access to individual parcels of land. New local roads should be constructed with curbs and gutters to help with utility layouts in more dense neighborhoods. Streets of this type consist of two traffic and parking lanes, pedestrian facilities, typically a four to six-foot wide sidewalk separated by a planting strip. While not the intended purpose, residents often ride their bikes on these sidewalks to avoid riding in the roadway. Parking lanes about the planter strips that sometimes contain lighting, signage, and trees. A more recent development trend is only permitting parking on one side of the road when needed to accommodate smaller ROW dimensions.

FIGURE 47: TYPICAL LOCAL STREET EXAMPLE



DIMENSION CATEGORY	MEASUREMENT
AADT	80 to 700
Minimum ROW Width	56 Feet
Minimum Curb to Curb Dimension	36 Feet
Number of Dedications Traffic Lanes	2
Minimum Drive Lane Width	10 feet
Curb and Gutter	Yes
Shoulder Width Before Curb	8 Foot Wide Parking Lane
Access Management	Not Required
Pedestrian Accommodations	Shared Road (Striped) Or Dedicate Bike Trail
Minimum Pedestrian Facility Width	5 Feet
Landscape Areas	Planter Strip Between Road and Pedestrian Facilities

FIGURE 48: TYPICAL LOCAL STREET CROSS-SECTION



LOCAL ROAD – COMPLETE STREET CONCEPT

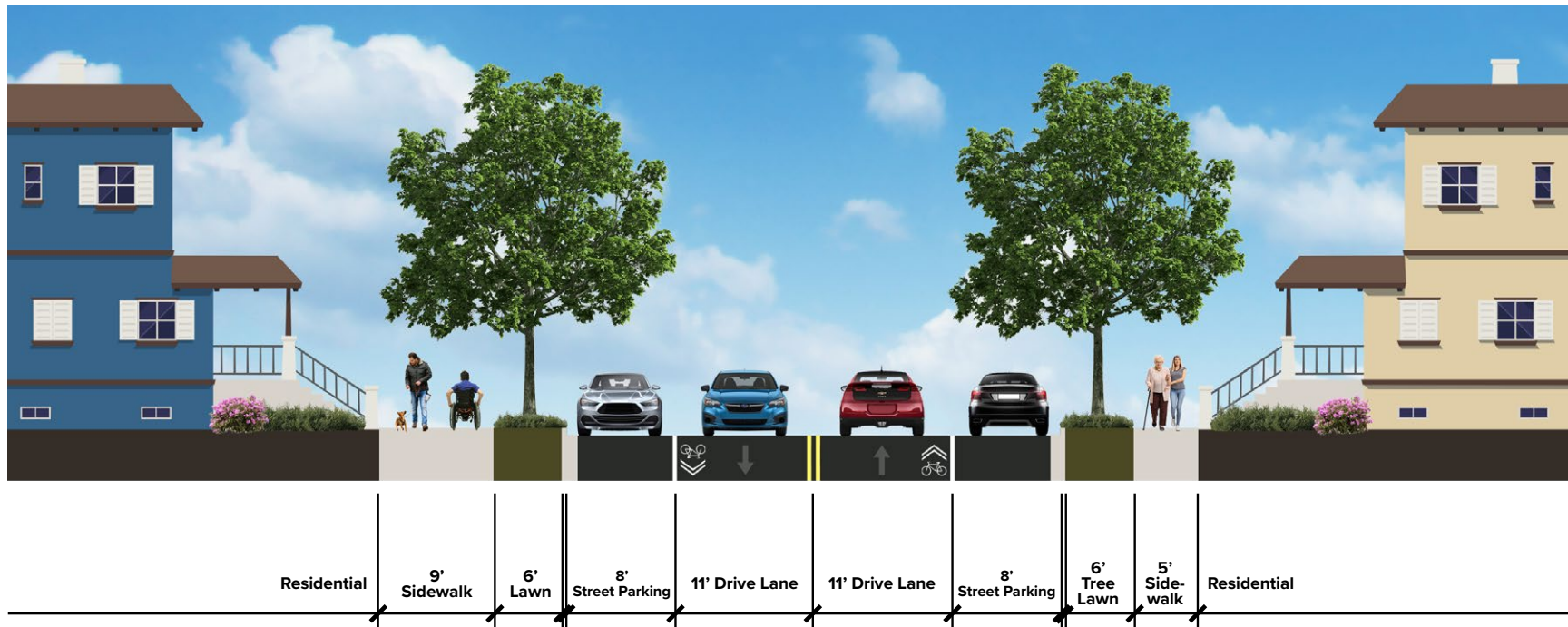
New developments have been incorporating wider sidewalks and/or dedicated bike lanes to improve the function of residential local streets. Wider or dedicated lanes improve pedestrian safety by eliminating the need for cyclists and pedestrians to share the same sidewalk space and be arranged to fit within a similar-sized overall ROW width. This type of street improvement is often observed in more dense developments, but the cross-section dimension will work with various residential densities.

FIGURE 49: EXAMPLE OF A LOCAL STREET WITH A WIDER SIDEWALK



DIMENSION CATEGORY	MEASUREMENT
AADT	80 to 700
Minimum ROW Width	62 Feet (66 Feet As Shown)
Minimum Curb to Curb Dimension	36 Feet (40 Feet As Shown)
Number of Dedications Traffic Lanes	2
Minimum Drive Lane Width	11 Feet
Curb and Gutter	Yes
Shoulder Width Before Curb	8 Foot-Wide Parking Lane
Access Management	Minimal To Permit Residential Driveway Access
Pedestrian Accommodations	Shared Road (Striped) or Dedicate Bike Trail
Minimum Pedestrian Facility Width	9 Feet (Shared Cyclist And Pedestrian)
Landscape Areas	Buffer Area Between Road And sidewalks

FIGURE 50: LOCAL COMPLETE STREET CROSS-SECTION



MIXED USE/DOWNTOWN LOCAL ROAD AND MINOR COLLECTOR STREETS

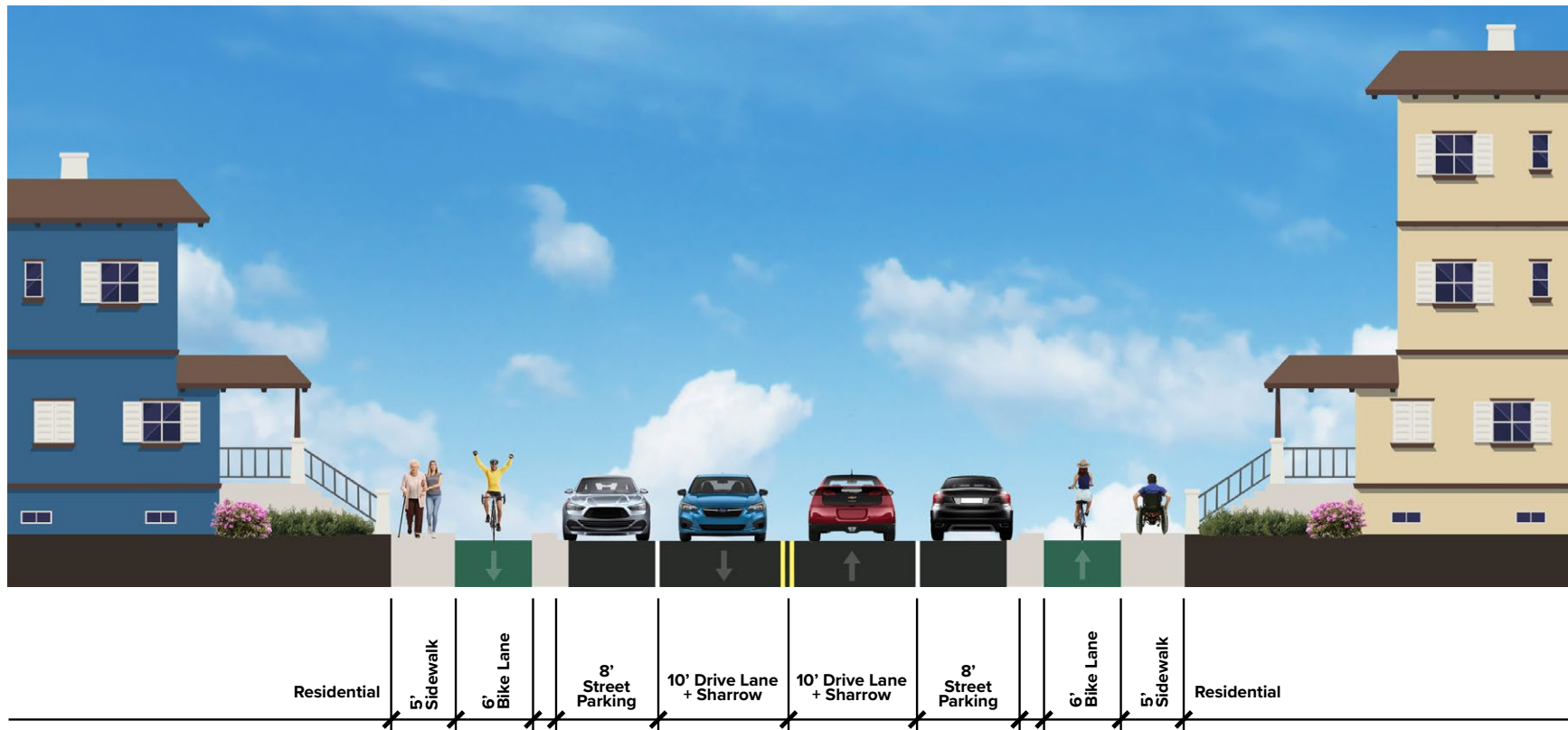
The planting strip may be reduced to a raised enlarged curb in more densely occupied older or new developments to provide space for dedicated pedestrian and cyclist areas. Residents identified this preference through the plan’s public engagement activities. This complete street type can also be used on minor collectors to help integrate specific residential neighborhoods in Troy. This type of complete street serves as a bridge between dedicated residential neighborhoods and mixed-use areas and It helps increase a new or infill development’s close-knit factor.

FIGURE 51: LOCAL/MINOR COLLECTOR COMPLETE STREET CONCEPT



DIMENSION CATEGORY	MEASUREMENT
AADT	80 to 700
Minimum ROW Width	62 Feet
Minimum Curb to Curb Dimension	39 Feet
Number of Dedications Traffic Lanes	2 to 4
Minimum Drive Lane Width	10 Feet
Curb and Gutter	Yes
Shoulder Width Before Curb	N/A
Access Management	Minimal To Permit Residential Driveway Access
Pedestrian Accommodations	Shared Road with Dedicated Bike and Pedestrian Lanes
Minimum Pedestrian Facility Width	11 Feet (Combined Sidewalk and Bike Trail)
Hardscape Areas	Raised and Widened Curb to Separate Bike Lanes

FIGURE 52: LOCAL/MINOR COLLECTOR COMPLETE STREET CONCEPT CROSS-SECTION



TYPICAL MINOR AND MAJOR COLLECTOR STREETS

Minor and major collectors see AADT volumes increase and access to individual properties limited, especially in higher speed zones. Roads in these categories still serve local traffic but provide land access for higher-density areas. They may also be located to facilitate traffic movement throughout a residential development. These roads may include on-street parking (depending on ROW width) but typically do not in favor of dedicated off-street parking areas. Minimally, this type of road should have sidewalks and crosswalks in Troy to foster the connectivity of new and existing neighborhoods. The largest difference between a minor and major collector is the number of AADT on that road. While designs might need to be adjusted to accommodate more vehicles, the minimum lane,sidewalk and access recommendations remain relatively similar.

FIGURE 53: TYPICAL MINOR OR MAJOR COLLECTOR EXAMPLE



DIMENSION CATEGORY	MEASUREMENT
Average Annual Daily Trips	1,100 to 6,300
Minimum ROW Width	68 Feet
Minimum Curb to Curb Dimension	36 Feet
Number of Dedications Traffic Lanes	2 to 3
Minimum Drive Lane Width	11 Feet
Curb and Gutter	Yes
Shoulder Width Before Curb	N/A
Access Management	The Number Of Direct Curb Cuts Should Be Reduced as AADT and Speed Increases, for single access to multiple lots
Pedestrian Accommodations	Shared Road (Striped) Or Dedicate Bike Trail
Minimum Pedestrian Facility Width	6 Feet
Landscape Areas	Planting Strips Between the Curb and Pedestrian Facilities

*Dimensions shown the minimum required for a typical minor collector

FIGURE 54A: TYPICAL MINOR COLLECTOR CROSS SECTION

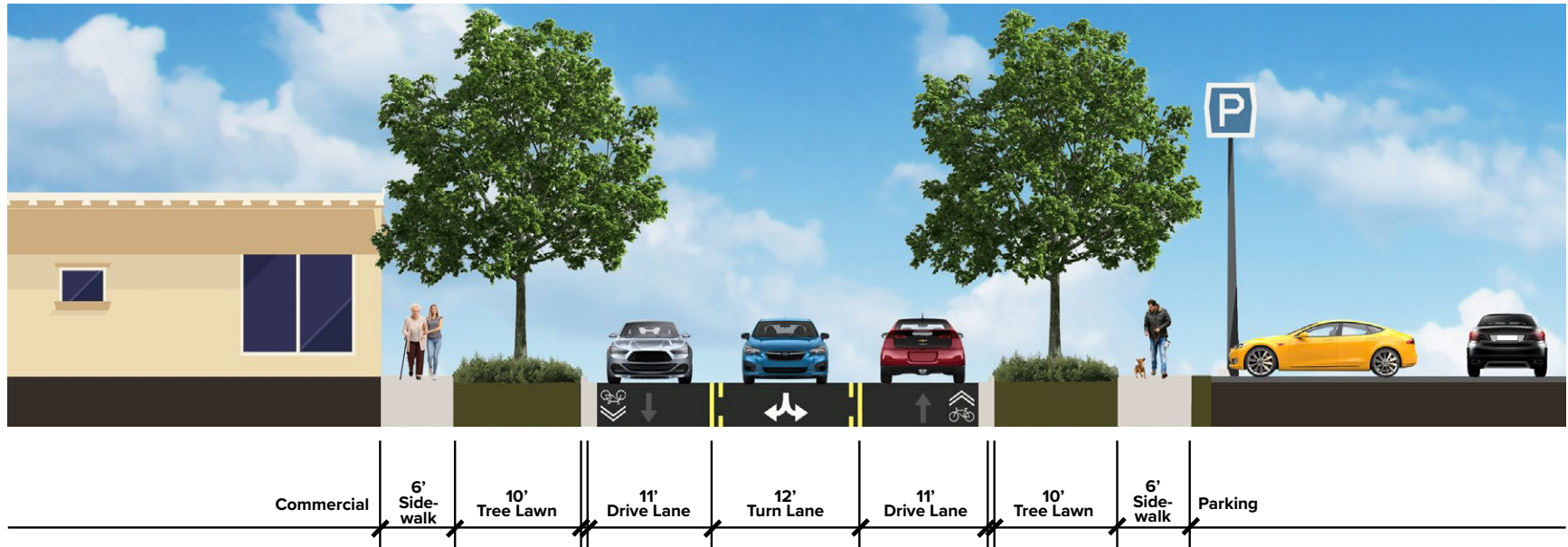
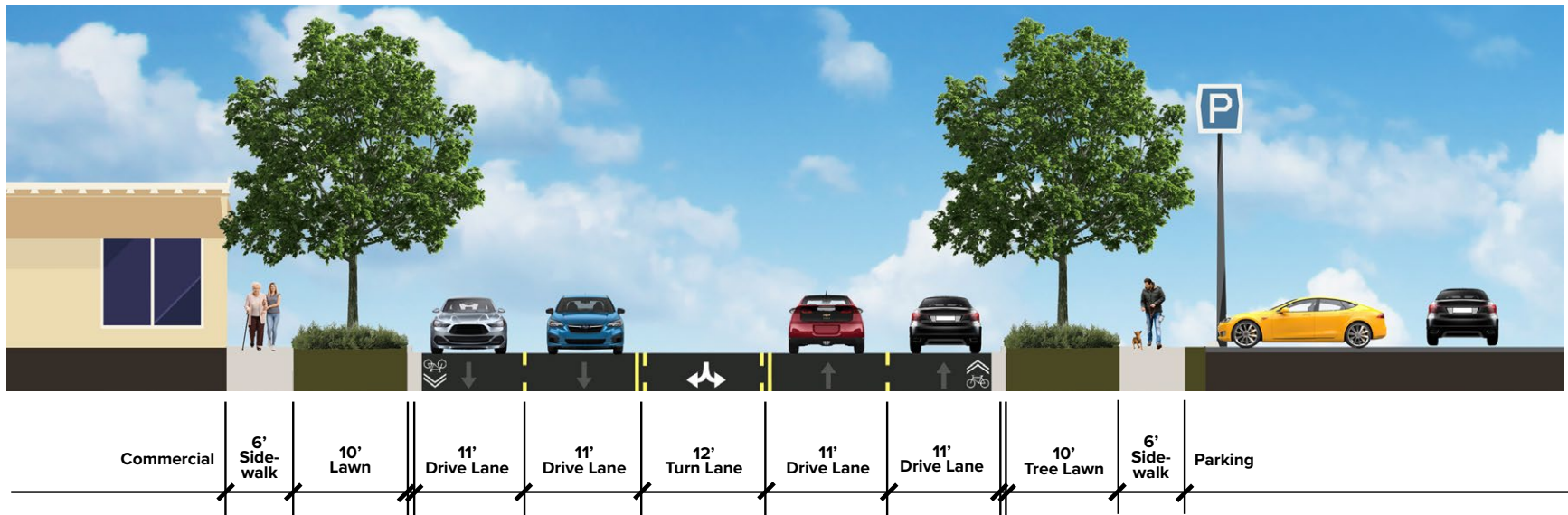


FIGURE 54B: TYPICAL MAJOR COLLECTOR CROSS SECTION



MINOR AND MAJOR COLLECTOR COMPLETE STREET CONCEPTS

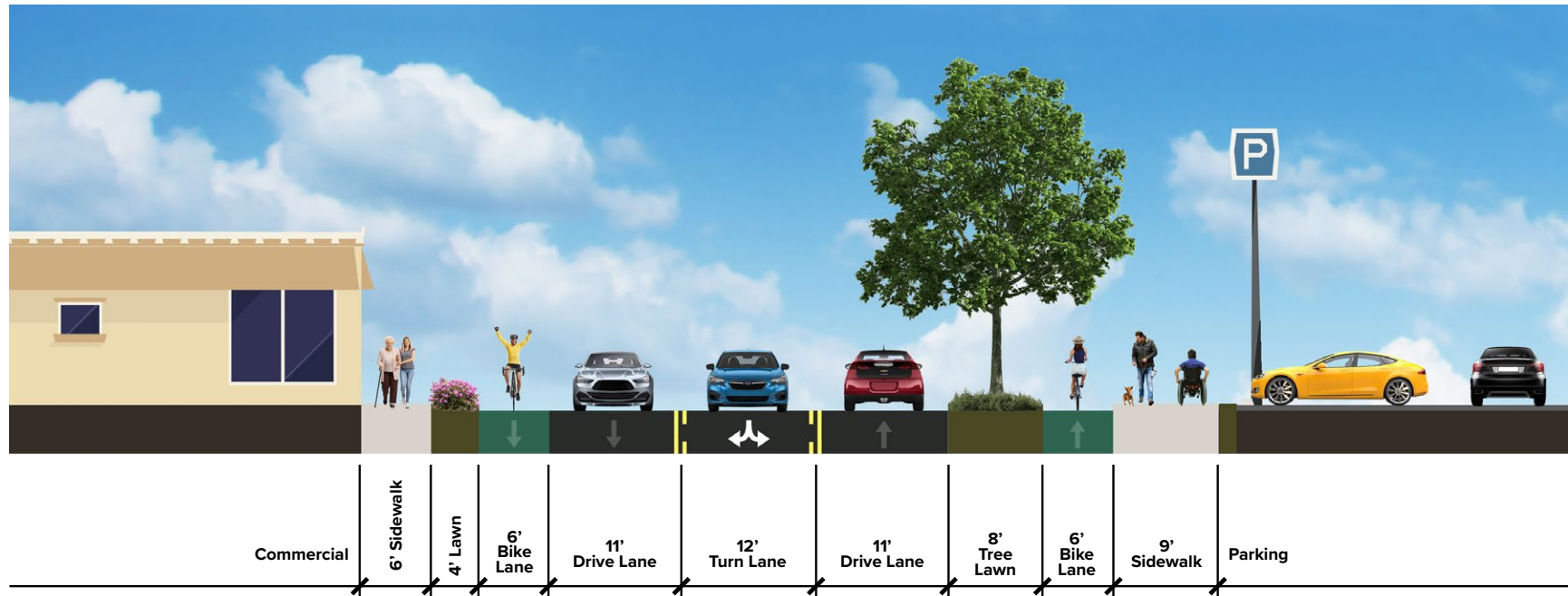
Providing and paying attention to improved pedestrian activity on minor and major collectors will help Troy stay the tight-knit community they are and want to preserve. Dedicating non-automobile facilities on roads that connect neighborhoods will help residents and visitors continue to feel connected to this City. Dedicated spaces for pedestrians to feel comfortable will also improve specific social aspects of the community, such as providing safe routes to schools, shopping, and groceries for those who may not have access to reliable transportation. The minor and major collector cross section below shows two ways to integrate dedicated facilities for cyclists and pedestrians. On the left of Figure 59: Minor and Major Collector Complete Street Concept Cross Section9 is a representation of one of the highly rated complete street concepts during public engagement activities. The right side of the figure shows the pedestrian facilities being buffered by a wider planting strip.

FIGURE 55: MINOR AND MAJOR COLLECTOR COMPLETE STREET CONCEPT EXAMPLE



DIMENSION CATEGORY	MEASUREMENT
Average Annual Daily Trips	1,100 to 6,300
Minimum ROW Width	68 Feet (73 Feet As Shown)
Minimum Curb to Curb Dimension	36 Feet (40 Feet As Shown)
Number of Dedications Traffic Lanes	2 to 3
Minimum Drive Lane Width	11'
Curb and Gutter	Yes
Shoulder Width Before Curb	N/A
Access Management	The Number Of Direct Curb Cuts Should Be Reduced as AADT and Speed Increases, for single access to multiple lots
Pedestrian Accommodations	Shared Road (Striped) Or Dedicate Bike Trail
Minimum Pedestrian Facility Width	6 Feet
Landscape Areas	Buffer Area Between Road And Trails

FIGURE 56: MINOR AND MAJOR COLLECTOR COMPLETE STREET CONCEPT CROSS SECTION



ALTERNATIVE MINOR AND MAJOR COLLECTOR COMPLETE STREET CONCEPT

Given that some existing ROWs for identified complete streets in Troy are relatively narrow, a second complete street concept was created utilizing the preferred pedestrian separation method shown in Figure 60. The alternative complete street concept utilizes the same design principles but reduces them to fit into a 54-foot wide ROW. This was achieved by shifting the bike lane to one side of the street but providing a dedicated lane in both directions, as displayed in Figure 61: Alternative Minor and Major Collector Complete Street Concept Cross Section.

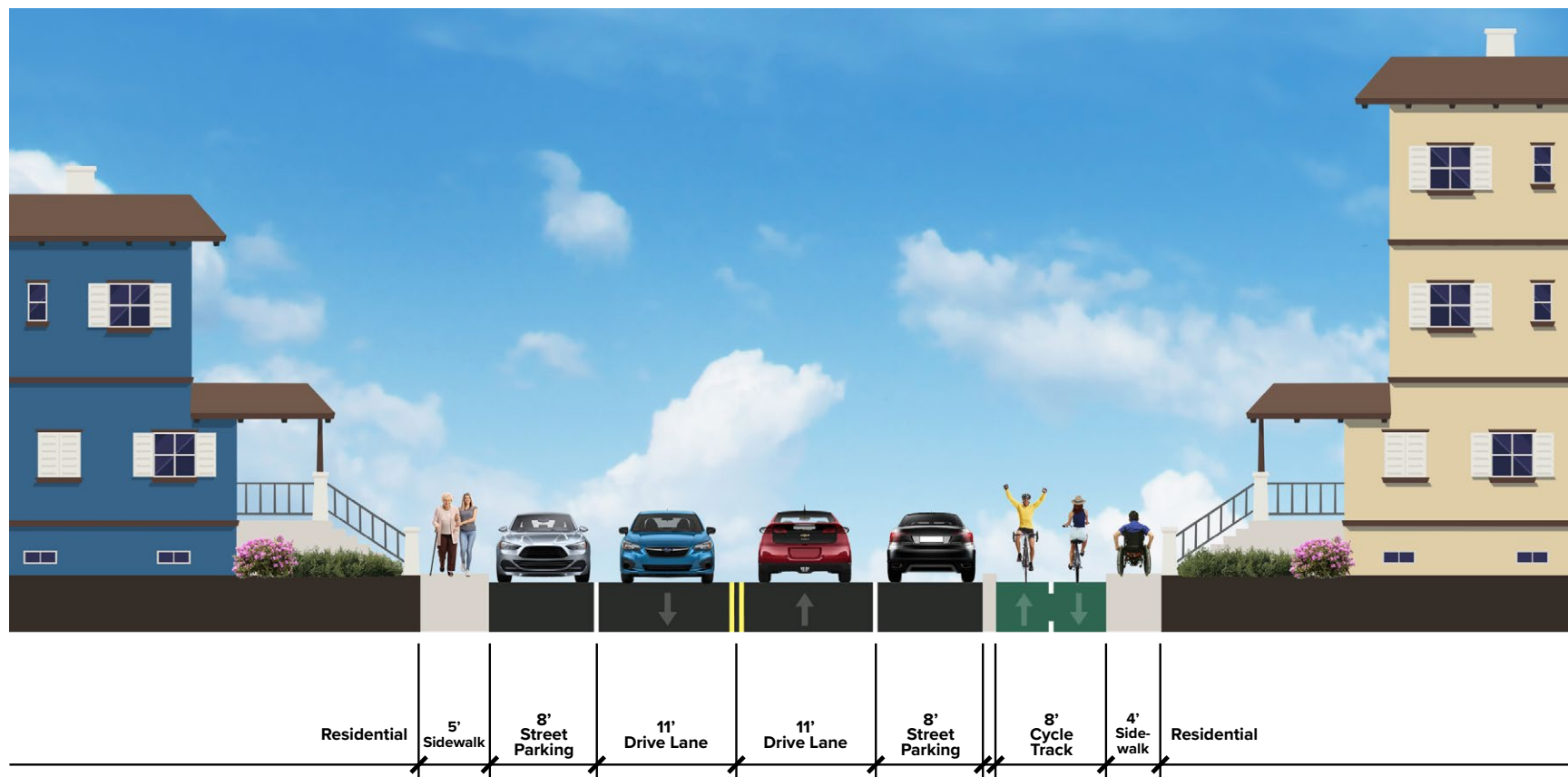
FIGURE 57: TWO-WAY DEDICATED BIKE LANE ON ONE SIDE OF THE STREET



Source: Two-Way Bike Lane

DIMENSION CATEGORY	MEASUREMENT
Average Annual Daily Trips	1,100 to 6,300
Minimum ROW Width	56 Feet
Minimum Curb to Curb Dimension	38 Feet
Number of Dedications Traffic lanes	2
Minimum Drive Lane Width	11 Feet
Curb and Gutter	Yes
Shoulder Width Before Curb	N/A
Access Management	The Number Of Direct Curb Cuts Should Be Reduced as AADT and Speed Increases, for single access to multiple lots
Pedestrian Accommodations	Dedicated Two Direction Bike Lanes and Pedestrian Lanes
Minimum Pedestrian Facility Width	4 Feet (Minimum Per ADA)
Landscape Areas	Buffer Area Between Road And Trails

FIGURE 58: ALTERNATIVE MINOR AND MAJOR COLLECTOR COMPLETE STREET CONCEPT CROSS SECTION



TYPICAL ARTERIALS

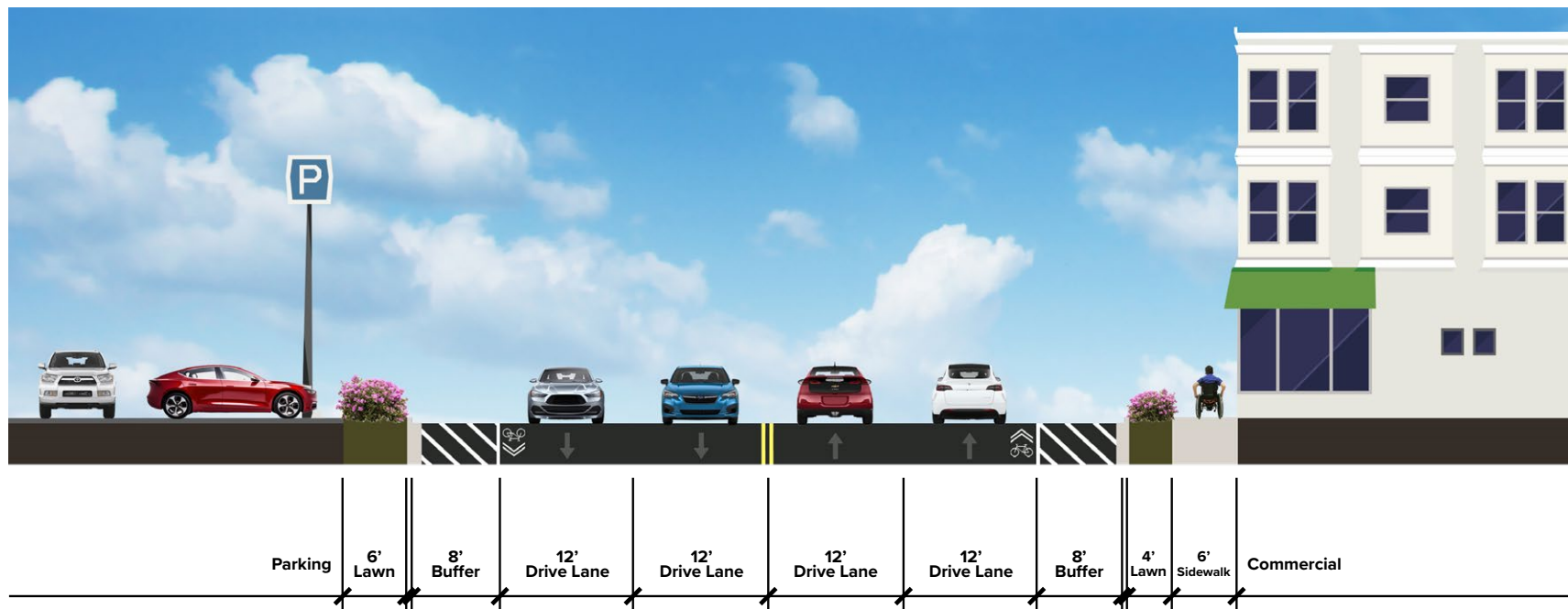
An arterial street's purpose is to connect multiple areas of a community and region for residents, visitors, goods, and services throughout the community and the City to the larger region. One key distinction is that these road classifications are not meant to provide access to each property but to connect larger neighborhoods to each other. Access is typically limited to specific ingress/egress points at signalized intersections. Usually, these roads are adjacent to higher-intensity uses, such as commercial or industrial properties. They may also provide access to multiple residential and mixed-use neighborhoods. These roads will have wider curb sections and ROWs than their local counterparts. The number of traffic lanes varies by how much daily traffic they are designed to accommodate but can range from four to six-lane cross-sections (not including turn lanes). Pedestrian facilities are usually smaller and on one side of the road, if available.

FIGURE 59: TYPICAL ARTERIAL STREET EXAMPLE



DIMENSION CATEGORY	MEASUREMENT
Average Annual Daily Trips	6,300 to 25,000
Minimum ROW Width	64 Feet
Minimum Curb to Curb Dimension	36 Feet (64 Feet As Shown)
Number of Dedications Traffic lanes	3 to 6
Minimum Drive Lane Width	12 Feet
Curb and Gutter	Yes
Shoulder Width Before Curb	8 Feet
Access Management	Direct Curb Cuts Should Be Limited To Large Properties At Properly Spaces Intervals (Minimum 300 Feet of Separation)
Pedestrian Accommodations	Shared Road (Striped) Or Dedicate Bike Trail
Minimum Pedestrian Facility Width	6 Feet
Landscape Areas	Planting Strip Between the Road And Trails

FIGURE 60: TYPICAL ARTERIAL CROSS SECTION



ARTERIAL COMPLETE STREETS

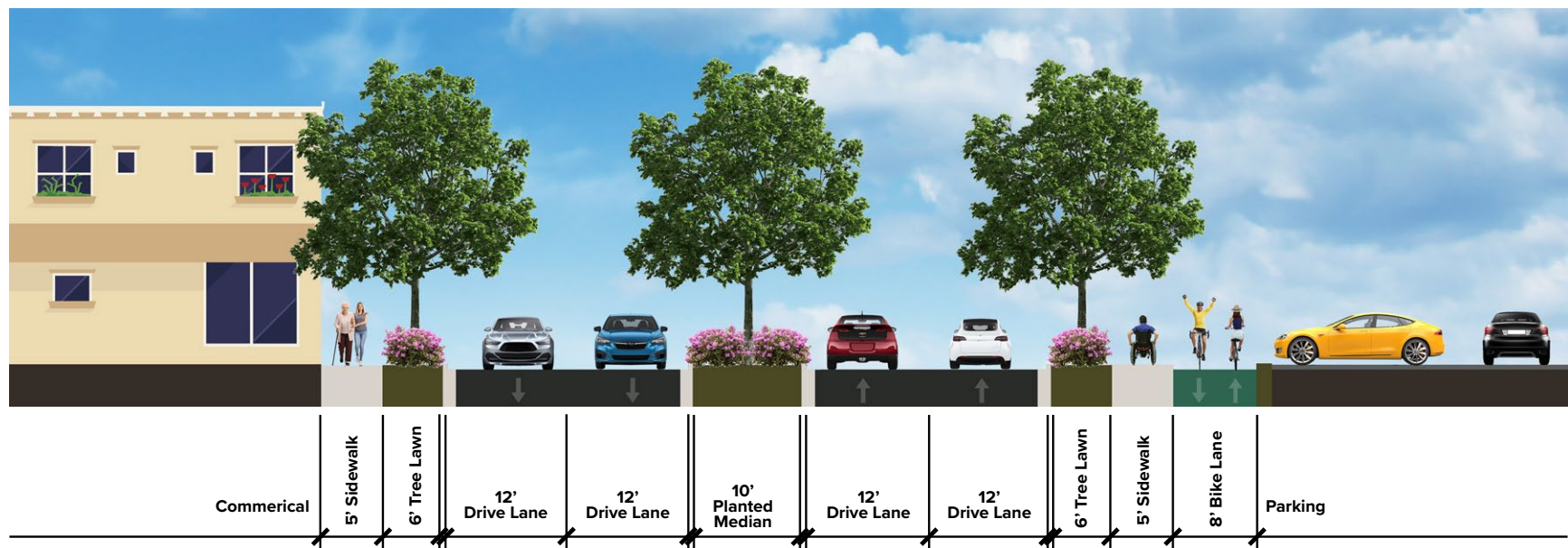
Minor and principal arterials usually have larger ROW widths. Accommodating the higher traffic volumes requires multiple driving lanes in each direction. However, within Troy, some existing ROW widths could be considered limiting. With creativity, high-volume streets can be transformed into complete streets. The example shown in Figure 64 fits within a 90-foot ROW width and provides a pleasant pedestrian and automobile experience. Another critical aspect of this concept is the elimination of shoulders between the drive lanes and the curb. Reducing pavement encourages slower speeds and reduces the visual size of the road. As Troy grows, connecting new neighborhoods, shopping districts, and amenities to the existing community fabric will be critical to keeping Troy close-knit, even as it expands its physical footprint.

FIGURE 61: ARTERIAL COMPLETE STREET EXAMPLE



DIMENSION CATEGORY	MEASUREMENT
Average Annual Daily Trips	6,300 to 25,000
Minimum ROW Width	92 Feet
Minimum Curb to Curb Dimension	60 Feet
Number of Dedicated Traffic lanes	3 to 6
Minimum Drive Lane Width	12 Feet
Curb and Gutter	Yes
Shoulder Width Before Curb	1 Foot 6 Inches (Curb and Gutter)
Access Management	Direct Curb Cuts Should Be Limited To Large Properties At Properly Spaces Intervals (Minimum 300 Feet of Separation)
Pedestrian Accommodations	Dedicated Bike and Pedestrian Lanes
Minimum Pedestrian Facility Width	5 Feet
Landscape Areas	Buffer Area Between Road And Trails

FIGURE 62: ARTERIAL COMPLETE STREET CONCEPT CROSS SECTION



INFRASTRUCTURE PLANNING

The environmental engineering group at American Structurepoint reviewed the primary growth areas identified in Figure 43: Primary Growth Area Future Land Use Map. After examining the primary growth areas, wastewater and water demands were estimated for each growth area based on each development's acreage and land use type. The following summarizes the combined demand generated by the land uses designated in the primary growth areas and potential improvements to existing infrastructure. All infrastructure planning improvements were based on peak flow. (See Appendix C for a full report detailing the demand created by each primary growth.)

WASTEWATER INFRASTRUCTURE

The current Troy Wastewater Treatment Plant (WWTP) has an average daily flow of 5.5 MGD, 79 percent of the 7.0 MGD-rated treatment capacity. If the identified growth areas were fully developed, it would add an estimated average flow of 2 MGD to the system and require a WWTP expansion. The estimated peak flow would increase by 6.8 MGD. The City of Troy, Ohio, currently has WWTP expansion plans underway.

Identified Wastewater System Improvement

The following specific improvements are needed to facilitate development in the primary growth areas:

- **Northwest Growth Area:** The projected peak wastewater demand of 3.0 MGD for the Northwest growth area will exceed the theoretical capacity of the 15-inch sewer located along West Main Street. This line may need to be upgraded to a 24-inch line.
- **Mixed-Use Growth Area:** No immediate concerns were identified.
- **West Growth Area:** To convey the projected peak wastewater demand of 2.6 MGD, a minimum 18-inch sewer should be installed (most likely along McCaig Road) with a minimum slope to carry a theoretical capacity of 2.35 MGD. No sewers are in the immediate area large enough to convey flow from the proposed development. It is anticipated that a pump station with a 12-inch force main will be required to convey flow to the existing 24-inch sewer farther south along West State Route 55, which requires crossing I-75. Interstate crossings typically require sanitary crossings installed in casing pipes via underground boring, not open trenches.
- **West Market Street Growth Area:** No immediate upgrades were identified.
- **South Growth Area:** No existing sanitary sewer systems are immediately adjacent to the proposed growth area; however, there is an existing 36-inch sanitary sewer approximately 700 feet north of the furthest north point of the proposed growth area. Based on available GIS mapping, it does appear that there are gaps in the sewer network data along County Road 25A. Evaluating these data gaps further is recommended to see if additional sanitary sewers are closer to the growth area. Several pump stations are located near the growth area, suggesting that a pump station may be required to convey the flow north to the existing sanitary system.
- **Northeast Growth Area:** The capacity of the pump stations around this area should be evaluated to ensure they can accommodate the 0.8 MGD of new wastewater demand. All new developments should be served with eight-inch wastewater sewers.

WATER INFRASTRUCTURE

Troy's existing Water Treatment Plant (WTP) has an average daily flow of 4 MGD supplied by ten groundwater production wells. If the primary growth areas were fully developed, it would add an estimated additional average flow of 2 MGD to the system and a peak flow of 4 MGD. The existing WTP and groundwater well capacities should be evaluated to determine if they can handle the additional demand without improvements.

Identified Water System Improvement

The following specific improvements are needed to facilitate development in the primary growth areas:

- **Northwest Growth Area:** Assuming a minimum fire flow of 2.2 MGD, it is anticipated that the 12-inch water main on Experimental Farm Road may need to be upgraded to a 16-inch or larger will be required. The existing water pump station at Marybill Drive and Experiment Farm Road may need to be upgraded as well to have the capacity to accommodate this increase in main size.
- **Mixed-Use Growth Area:** No immediate upgrades were identified.
- **West Growth Area:** No immediate upgrades were identified.
- **West Market Street Growth Area:** No immediate upgrades were identified.
- **South Growth Area:** A dead-end 12-inch water main extends south along County Road 25A and stops approximately halfway along the proposed growth area. Assuming a minimum fire flow of 2.2 MGD, it is anticipated that the existing 12-inch water mains will be adequate and need to be extended throughout the growth area. However, dead-end water mains typically have hydraulic constraints. The distance from the WTP high service pumps and pipe network configuration can play into the need for a booster pump station so that adequate water pressures at the far extents of the system are reliably provided.
- **Northeast Growth Area:** No immediate upgrades were identified. New Development should continue to be served by 12-inch water mains.

COMPREHENSIVE PLAN GOALS

2. Encourage continued residential development and promote a variety of housing options.
3. Preserve the City's scale through intentional development.
4. Maintain or build new infrastructure that facilitates new development and increases the mobility of all neighborhoods.
7. Support job creation and business expansion.

TRANSPORTATION AND INFRASTRUCTURE OBJECTIVES

Utilize infrastructure planning efforts to ensure that Troy does not grow too fast and that the current sense of community is preserved.

- **STRATEGY:** Focus on specific areas for concentrated development and infrastructure improvements, enhancing connectivity and creating focal points for economic and social activity.
- **STRATEGY:** Add the infrastructure projections identified in this section to Troy's five-year Capital Improvement Plan (CIP) so that planning and budgeting discussions for these expenses have begun.

Leverage infrastructure assets and plan for necessary improvements before development is approved to ensure that Troy remains a connected destination.

- **STRATEGY:** Conduct a comprehensive traffic study before more growth pressure comes to the primary growth areas for the intersections identified above to understand the need for improved traffic signals or redesigned intersections.
- **STRATEGY:** Improve bike and multi-use connectivity throughout the City and with neighboring communities by implementing the first five complete street and trail projects identified to keeping Troy and its citizens connected to their community will rely on more than just auto-oriented roads and facilities. The existing complete street recommendations were evaluated to determine which projects had already been identified and new recommendations to create a trail/bike/pedestrian-connected network. These projects are shown in Figure 45.
- **STRATEGY:** Continue to monitor the roads in Troy under the City's jurisdiction to maintain their ability to move people and goods through the City.
- **STRATEGY:** Evaluate the existing water wells to determine if they can produce enough water to handle the projected development in the primary growth areas.

Make the primary growth areas identified in this Plan ready for private development.

- **STRATEGY:** Complete modeling of water and wastewater facilities in the northwest, west, northeast, and south primary growth areas and the City's water and wastewater master plans to incorporate recommendation into the Capital Improvement Program.

ECONOMIC DEVELOPMENT

Troy is the employment and economic hub for the Miami County region. The City is known regionally for its Downtown restaurant scene, entertainment events, and festivals. Along with its residential population, these assets help drive local businesses' retail and commercial activity. Equally important and also known to the locals is that Troy is a jobs center. Through the last two decades, Troy has maintained and attracted new businesses of all varieties to ensure its economic bedrock never fell below 14,700 employees, increasing to 16,773 in 2022. Troy benefits locationally from interstate access via I-75 to the Midwest region, with reliable utilities for all forms of commerce.

Whether for large employers or small business assistance, business attraction has been purposeful in Troy. The City has developed a reputation for a business-friendly climate with leaders who want to encourage growth. Staff and officials have implemented multiple programs to reduce lead times to get shovels in the ground, such as Community Reinvestment Areas (CRA), Enterprise Zones (EZ), Tax Increment Financing Districts (TIF), and a various loan programs. Working with businesses is a legacy in Troy dating back to the founding of the Hobart Corporation, which still calls Troy home to its headquarters.

Most importantly, the City's business community is another example of the close-knit community that Troy and its citizens, both corporate and residents, embody. Business representatives take their customers and executives to local restaurants Downtown. Area workers shop and dine in Troy businesses, and residents understand how vital job and wage growth is for their community. Troy representatives have already done a great job actively marketing the City to recruit and retain businesses and do not plan on stopping.

WHAT WE LEARNED

- **Regional Economic Center:** Troy has the highest number of employees of all municipalities in Miami County at 16,773.
- **Industry Diversification:** The largest employment sectors are manufacturing, retail trade, healthcare, and social assistance, which indicates that a diverse set of jobs and salaries are available to the local workforce.
- **Job Importer:** The majority, 82 percent of the local workforce, does not live in Troy or the surrounding area.
- **Wages:** Wages in Miami County are lower than in more densely populated communities.
- **Manufacturing:** Manufacturing is a strength when comparing the concentration of industry types in Troy.
- **Retail and Shopping:** A diverse mix of retailers exists in Troy. The retail gap analysis shows that the local population can support more retail.
- **Food Access:** Food access can be a problem in specific neighborhoods where access to a local store and reliable transportation is an issue.

FIGURE 63: IMAGE OF THE HOBART CORPORATION'S HEADQUARTERS

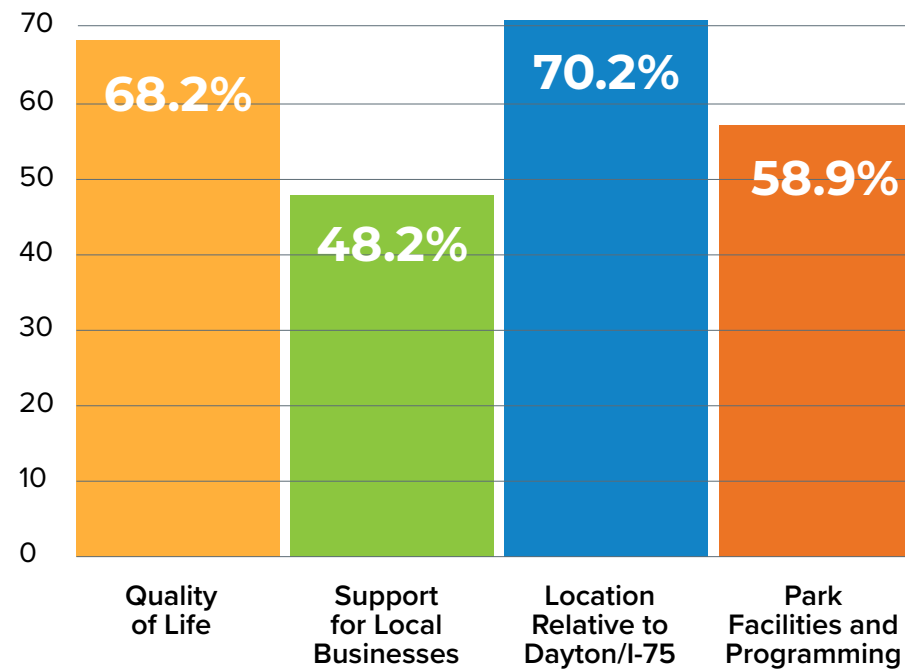


WHAT WE HEARD

Key themes from stakeholder meetings, surveys, public events, and advisory group committee meetings:

- Attract more local businesses, such as restaurants, stores, and markets, to fill market gaps.
- Continue to attract a “good” mix of national and regional employers by utilizing existing resources and incentives.
- Carry on the legacy of investing in the recreation, park, and Downtown environment assets to attract and retain new businesses.
- Focus on adaptive reuse and infill projects when these make sense before developing greenfield sites.
- Retain and support local/existing businesses.
- Troy’s location and infrastructure network was noted by survey respondents. As shown in Figure 67: Online Survey: What are Troy’s top assets?

FIGURE 64: ONLINE SURVEY: WHAT ARE TROY’S TOP ASSETS?



TARGETED EFFORTS

Troy has the resources, infrastructure, incentive programs, policies, and desire to increase the local employment base. In the past decade, the number of workers has grown from 14,794 to 16,773. Existing businesses, small and large, want to stay in the City, and new ones are interested in locating to this community. Knowing that competition for new businesses is getting more competitive, the best overall strategy for Troy and partner agencies is to continue purposeful and targeted economic development efforts.

EMPLOYMENT ATTRACTION AND RETENTION

The City has a concentration in the manufacturing sector, which is desirable given that it continued to grow even when national manufacturing was shipped overseas from 2008 until 2020. Re-shoring these jobs is an important focus, and Troy is positioned to benefit from it. A shift-share analysis was created for all NAICS sub-categories within the manufacturing sector. What that analysis, shown in Figure 68: Shift-Share Analysis*, revealed is the region has an intense concentration in food manufacturing, printing and related support activities, and fabricated metal product manufacturing. Strong job growth was also observed in the transportation equipment manufacturing sector. (This is not a regional strength yet, but it may be an emerging target industry for Troy.) This detailed industry information will help form the basis of an industrial cluster recruitment strategy.

INDUSTRY CLUSTERS

Industry clusters are regional concentrations of related industries. Typically, having a strong industry cluster benefits local industries by cutting down time and costs to work with suppliers, train workforces, and share similar infrastructure costs. Creating an economic industry cluster can strengthen a region's competitiveness and increase overall productivity, streamline training among multiple companies, and stimulate new partnerships amongst similar businesses. The identified clusters from the shift-share analysis can be used to target specific businesses to expand into Troy by marketing specifically to those industries and their suppliers.

RETAIL RECRUITMENT

The retail gap analysis from the Existing Conditions Report noted that most major retail store categories had room to grow. NAICS categories with the most room to grow are full- and limited-service restaurants, health and personal care stores, furniture and home furnishing stores, and clothing and clothing accessory stores. Troy's continued residential growth and daytime population from commuters indicate the need for additional services beyond what is shown in the analysis. Residents mentioned the need for more shopping, and the data supports their request. Similar to employment-based industry clusters, Troy should develop targeted retail recruitment efforts. It was noted in the Land Use section that new regional shopping areas on the periphery of town should provide more amenities than just stores and that they must create ways to enhance the community with amenities, such as gathering areas and event venues that enhance Troy's close-knit factor. The City should ensure that these new developments meet those criteria and create entertainment districts, which will be critical for long-term success.

FIGURE 65: SHIFT-SHARE ANALYSIS*

NAICS CATEGORY	NATIONAL GROWTH	INDUSTRIAL SHIFT	COMPETITIVE SHARE	ABSOLUTE CHANGE
Food Manufacturing	92	73	205	370
Beverage and Tobacco Product Manufacturing	0	0	0	50
Textile Mills	4	-14	-38	-48
Textile Product Mills	0	-1	28	27
Apparel Manufacturing	0	0	0	0
Leather and Allied Product Manufacturing	0	0	0	0
Wood Product Manufacturing	12	24	41	77
Paper Manufacturing	46	-79	-73	-106
Printing and Related Support Activities	10	-33	147	124
Petroleum and Coal Products Manufacturing	0	0	0	0
Chemical Manufacturing	13	8	40	61
Plastics and Rubber Products Manufacturing	59	58	-122	-5
Nonmetallic Mineral Product Manufacturing	13	7	-6	13
Primary Metal Manufacturing	30	-50	-31	-51
Fabricated Metal Product Manufacturing	143	-47	803	898
Machinery Manufacturing	144	-68	-163	-87
Computer and Electronic Product Manufacturing	20	-24	-6	-10
Electrical Equipment, Appliance, and Component Manufacturing	31	7	-202	-164
Transportation Equipment Manufacturing	160	253	-113	299
Furniture and Related Product Manufacturing	46	-7	-192	-152
Miscellaneous Manufacturing	57	2	-566	-507

***See the Economic Development Section of Appendix A for a more detailed explanation of Shift-Share Analysis.**

THE EVOLVING SHOPPING ENVIRONMENT

Amazon's online bookstore started in Jeff Bezos' garage in 1994. The proliferation of discount goods via "big-box" stores had already disrupted how consumers priced goods, driving down costs and increasing convenience. Then, Amazon further reduced prices and introduced next-day or same-day delivery. The overall rise of the internet meant that home computers and smartphones provided more convenient access to goods and services. However, a new type of commodity was needed – the "experience" that resulted from the rise of online shopping. Fast forward to 2024, and the experience economy has arrived.

"There are only three reasons why a consumer visits a store or a shopping center to purchase goods or services. They come either because of convenience, value, or experience. In the 'Age of Amazon,' convenience is no longer enough. This leaves us with value of experience." – Garrick Brown, Vice President, Retail Intelligence – Cushman Wakefield.¹

While attributed to the millennial generation, this phenomenon has roots in the prevalence of technology. Long workdays, the integration of social media as a primary source of interaction, and the ability to click a button and have a good arrive at your door all play a role in current trends. Shoppers no longer need physical stores to obtain goods, but people still want to go out and have experiences. The desire to have an experience has driven some of the new and popular trends, such as:

- Craft breweries/tasting rooms
- Axe throwing clubs
- Escape rooms
- Food trucks and niche dining experiences
- Food halls
- Indoor skydiving facilities

Local entrepreneurs may have the capacity and local knowledge to fill the need for increased entertainment options in local shopping districts. Many of the uses listed above require a lower initial capital investment and – if catered to local interests – create a niche set of businesses that will attract more tourists and provide additional reasons to spend the night in Troy.

FIGURE 66: COVER FROM THE ARE YOU EXPERIENCED? REPORT



1 Cushman Wakefield | The Great Retail Reinvention Experience Matters (2019)

Troy has several opportunities to create unique, experience-based live/work environments that cater to emerging consumer desires and businesses that will thrive in entertainment districts. Traditional auto-oriented shopping centers are falling out of favor towards those with walkable environments that provide the opportunity for a wide array of businesses and services and provide gathering and community-focused activities.

COMPREHENSIVE PLAN GOALS

- 3. Preserve the City's scale through intentional development.
- 5. Maintain existing and build new infrastructure that facilitates new development and increases the mobility of all neighborhoods.
- 8. Support job creation and business expansion.

OBJECTIVES

Use the identified target industries and potential industry clusters to market Troy to sector suppliers and complementary businesses.

- **STRATEGY:** Develop a more robust understanding of the industry clusters, such as existing related businesses, utility needs, typical site and building size requirements, workforce demands, and supply chains, to showcase why Troy is an excellent fit for their expanding businesses.
- **STRATEGY:** Create a business incubation program to develop homegrown industry cluster companies that contribute to the overall health of those sectors.
- **STRATEGY:** Expand that industry cluster understanding towards working with local education partners to develop specific training for young adults, adults, and those needing to upgrade their skills.

Continue to support existing businesses through a robust Business Retention and Expansion (BRE) program and utilize these efforts to further business development goals.

- **STRATEGY:** Continue to meet with Troy business leaders at their home base and headquarters. During these meetings, focus on asking who their suppliers and partners are, if they are looking for new locations, and what their contact information is to initiate the development of the identified industry clusters.
- **STRATEGY:** Develop or utilize a proprietary Customer Relationship Management (CRM) system to track interactions, leads, and notes from the recommended early warning system. As part of this CRM process, work with utility providers to create an "early warning" system to alert staff to potential downturns, such as lower water or electric usage, on a month-to-month basis.

Create a retail/entertainment-specific recruitment strategy with branded marketing materials to entice retailers and highlight Troy's opportunities.

- **STRATEGY:** Attending and networking at regional and national retailer conventions hosted by the ICSC, such as the DEAL Making event in Chicago and RECON in Las Vegas.
- **STRATEGY:** Host national, regional, and local commercial brokers and developers for specific marketing events, such as City bus tours and developers' breakfasts.
- **STRATEGY:** Incentivize the construction of new hotel facilities to house visitors/executives from area businesses within new regional commercial development and Downtown. Ensure that these hotels include larger meeting spaces for businesses to host meetings away from their places of business.
- **STRATEGY:** Expand the City's Downtown branding and wayfinding signage program to all gateways, shopping areas, and business parks to inform everyone that they are in Troy.

BEST PRACTICES: BRE PROGRAMS

Capital investment from existing businesses within a community accounts for 80 percent of all new jobs created. Keeping an existing business also requires less effort than attracting new ones and is integral to economic development. BRE programs are designed to help existing businesses maintain their competitive status in the market, assist with local issues, and expand in your community instead of elsewhere. More importantly, it lets an existing corporate citizen know that you value them and their being in your community and are not just interested in landing the “new” business but being a continuing partner. Like everything in modern times, the BRE program’s “dos” and “don’ts” are evolving. Recent best practices include the following:

- **Industry Roundtables:** To help local industry clusters realize their shared challenges and develop solutions.
- **Business Surveys:** This once popular check-in method of having employers fill out a survey once a year is going away. Businesses do not have the time, and waiting a whole year for new input does not keep up with the pace of the changing economy anymore.
- **Success Metrics:** With automation and labor shortages, job creation is not the only measurement of success.
- **Meetings:** A staple of all BRE programs, but economic developers need to come equipped with a value proposition for the business. What’s the WIIFM (What’s in it for Me)? These meetings should occur more than once a year.
- **Business Walks:** Economic developers started this concept in Sacramento. It involved scheduling time to walk through a business district and stop into as many as possible to ask those businesses how they are doing. More importantly, it is another touch point.
- **Get Out of the Way (When Appropriate):** Encourage discussion amongst similar businesses through the strategies suggested above, but remember, these folks know way more about their industry than you do. Sit back and learn.²



Source: Getty Images



Source: Getty Images

ATTAINABLE HOUSING

Troy's existing residents enjoy a great atmosphere that has developed strong connections to their immediate neighborhood and City. Through new housing developments, residential growth continues to add to that atmosphere, with new subdivisions being added or built out every year. Troy is a viable market, and home construction will continue. Regional developers and the national builders are taking notice of the success. However, during the development of this plan, all stakeholders universally mentioned the idea of attainable housing.

Definition: Attainable housing is market-rate housing that enables households of various incomes to obtain homes suitable for their needs in terms of size, location, and price point.

While new housing is not a challenge in Troy, diversity in terms of price point and variety was seen as a key to keeping Troy the close-knit, inclusive community that it is today.

WHAT WE LEARNED

- **Increasing Costs:** The 2020 census indicated that the median home value of Troy homes was \$156,851. An analysis of the City's assessment data showed an increase to \$180,440 for all homes and \$258,155 for single-unit detached residences in 2023. This increase is likely due to the national effects on the housing market brought on by the COVID-19 pandemic.
- **Housing Mix:** Most homes (70.3 percent) are single-unit detached.
- **New Construction:** Troy is averaging approximately 150 new home permits per year.
- **Housing Demand:** An analysis of Troy's housing market revealed an unmet demand of 5,419 (3,587 rental and 1,832 owner-occupied) units.
- **Price Points:** Demand exists for home prices and rents across the income spectrum, but the most demand was in the following annual income cohorts:
 - **Rental Units** - \$50,000 to \$100,000 (rents ranging from \$1,250 to \$2,500 per month)
 - **Owner-Occupied** - \$65,000 to \$100,000 (purchase prices ranging from \$200,000 to \$350,000)

WHAT WE HEARD

Key themes from stakeholder meetings, surveys, public events, and advisory group committee meetings:

- Stakeholders and residents expressed a desire to increase homeownership options through new housing development and a mix of new housing types.
- A need exists to provide younger residents with housing options to retain local youth and talent. Some housing options should match their preferences.
- Architectural styles for new homes should match the existing character of Troy houses.
- The City should devote resources to continuing the momentum of infill/redevelopment in and around Downtown with more housing options.
- Figure 70: Online Survey - What style and character of housing would you like to see in Troy? Highlights the housing styles and types desired by the community. The six images with the highest responses represent a wide range of housing options that will help provide attainable housing and meet the goals/desires of the community.

FIGURE 67: ONLINE SURVEY - WHAT STYLE AND CHARACTER OF HOUSING WOULD YOU LIKE TO SEE IN TROY?



CREATING THE FRAMEWORK FOR ATTAINABLE HOUSING

Based on 2024 development trends, the market will take care of the needed higher priced units, such as luxury apartments and homes priced \$350,000 and above. City officials should evaluate their ordinances and policies to ensure the creation of a mix of unit types. Creating the needed attainable housing types in the forms identified as desirable fits into a concept known as “missing middle” housing, which is a focus of the housing strategies identified in this plan. Missing middle housing can take many shapes and forms, but two that will work in Troy are micro-units and accessory dwelling units. Both of these types of units can be incorporated into the close-knit fabric of Troy and blended into existing neighborhoods while preserving the architectural character desired by residents.

MICRO-HOUSING UNITS

Stakeholder meetings with employers revealed perceived challenges to recruiting talent to Troy. One of the key issues identified was the lack of “interesting” workforce housing, particularly for younger professionals. One solution is to create “Missing Middle” housing units. However, given the unique assets in Troy, the housing demands for younger generations, and workforce housing, there is one missing middle housing type called “micro-units” that should be integrated into multiple types of new development. These unit types will fit well into and should be focused on Troy’s Downtown environment.

WHAT IS MICRO-UNIT?

According to the Urban Land Institute, a micro-unit “might be 300 square feet in New York City or 500 square feet in Dallas. This study learned that no standard definition exists. A micro-unit is an ambiguous term that covers anything from a relatively small studio or one-bedroom apartment to a short-term lease SRO unit with a communal kitchen and common room areas.”

What makes these units attractive is how modern multi-unit developments can include them into buildings that have a range of units sizes from micro to three bedrooms. Construction costs for these units are the same as the rest of the development, but rents are lower due to the smaller square footage. For example, rents are based on per-square-foot costs. The average rent for residential space is approximately \$2.00 per square foot. Therefore, the monthly rent charged for a two-bedroom unit at 1,000 square feet would be \$2,000. However, that same per-square-foot rent would equal \$600 for a 300-square-foot micro-unit, creating a viable solution to help provide attainable units by the market that does not need to be subsidized.

What makes a micro-unit livable is its modular layout. Living space is transformed with movable/foldable furniture or spaces that serve more than one purpose, such as an eating area becoming a living room with a foldable kitchen table or your bedroom and living room being one area by incorporating a Murphy bed system to lower from the ceiling.

FIGURE 68: MICRO-UNIT INTERIOR



FIGURE 69: MULTIPLE PURPOSE LIVING SPACES



Source: InteriorZine

Troy has space for residential growth, but still a limited amount. The upcoming rewritten UDO should ensure that micro-units are accounted for and used in the appropriate zoning districts as permitted.

COMPREHENSIVE PLAN GOALS

1. Build on the success of Downtown's redevelopment efforts.
2. Encourage continued residential development and promote a variety of housing options.
3. Preserve the City's scale through intentional development.
4. Maintain existing and build new infrastructure that facilitates new development and increases the mobility of all neighborhoods.
5. Keep working with residents and businesses to enhance their properties.

OBJECTIVES

Accommodate all housing types and densities.

- **STRATEGY:** Refine zoning and building regulations and incentive policies, such as density bonuses and parking reduction requirements, to encourage Downtown micro-unit creation.
- **STRATEGY:** Include standards for accessory dwelling units to be incorporated into the Traditional Neighborhood Character Class.
- **STRATEGY:** Work with the development community to determine the viability of creating a mixed-use character class development at the southeast corner of the I-75 and West Main Street intersection.
- **STRATEGY:** Ensure that the pace of new housing development is consistent with the desires of existing residents and that new developments provide more amenities, trail connections, and park space to increase that development's close-knit factor.

Continue to work with partner agencies and Troy businesses to monitor properties and provide rehabilitation and redevelopment sites for improved residential developments.

- **STRATEGY:** Reach out to existing employers about creating an Employer Assisted Housing program that helps offset housing costs for employees who want to live closer to work.
- **STRATEGY:** Explore opportunities independently or in combination with Miami County to purchase properties through the existing land bank to rehabilitate or construct infill housing units.
- **STRATEGY:** Consider creating a housing land trust that purchases properties to sell or rent those homes as attainable housing.

EMPLOYER ASSISTED HOUSING (EAH)

EAH helps lower the cost of owning or renting housing through an employee benefit. The most typical benefit is a direct housing assistance payment to the employee if they reside within a certain distance of their place of employment. Other forms of EAHs offer down payment assistance, maintenance/repair assistance, financial counseling, tax credits for employers that offer these programs, etc. Many entities that offer EAH see a substantial return on investment for this expense. Typical benefits include:

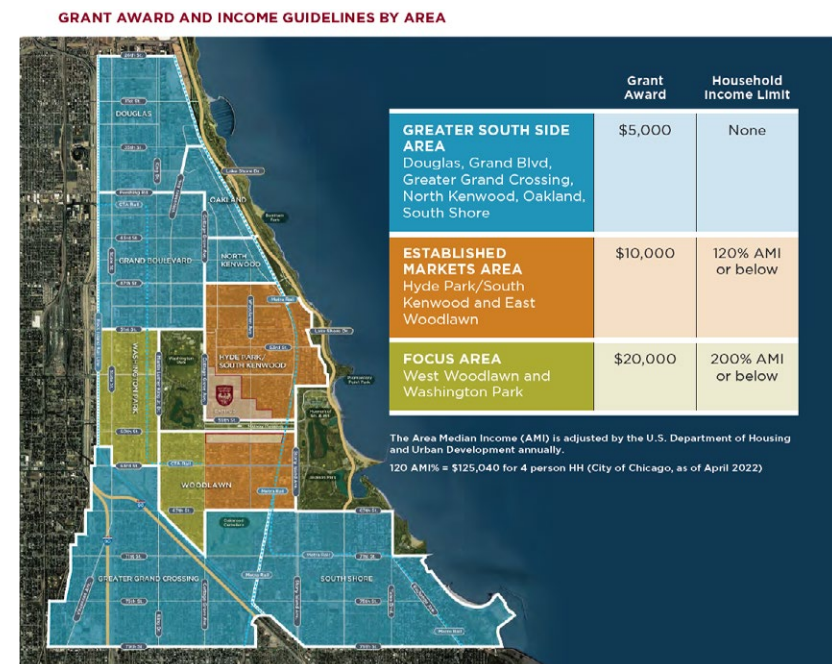
- Reduced absenteeism
- Higher employee retention rates
- Fewer resources and funding are devoted to recruitment and training

CASE STUDY | UNIVERSITY OF CHICAGO

“The University of Chicago Employer-Assisted Housing Program has long supported affordable home ownership in the University’s neighboring communities. The program aims to enable middle-income employees to purchase homes that would otherwise be out of their financial reach, to increase homeownership on the South Side, and to contribute to the vibrancy of these communities while improving work/life balance for employees by reducing commuting times.”³

The program provides a limited number of grants ranging from \$5,000 to \$20,000 (before taxes) to qualified applicants to support the purchase of a new home in qualifying neighborhoods: Douglas, Grand Boulevard, Greater Grand Crossing, Hyde Park/South Kenwood, North Kenwood, Oakland, South Shore, Washington Park, and Woodlawn—the incentive increases based on the proximity to the University’s campus. Since launching in 2003, this resource has helped over 300 employees purchase homes near the University of Chicago’s campus.

FIGURE 70: UNIVERSITY OF CHICAGO EAH GRANT AMOUNT AND LOCATION







PARKS AND RECREATION

The parks and recreation system in Troy is robust and offers a great deal of amenities. During the comprehensive planning process, residents and stakeholders expressed their appreciation for all the regional and local amenities provided by the City. Business owners and visitors also acknowledged how much these assets contribute to the desirability of Troy as a destination for recreation, entertainment, and businesses looking to locate in a new town.

Troy has a varied mix of park and recreation facilities ranging from smaller neighborhood parks with play equipment to medium-sized community parks with greenspace and naturalized areas to extensive multi-field sports facilities. During this planning effort, it became clear that Troy residents value their parks and how they help keep their community together. More importantly, residents want to maintain and update Troy's parks.

WHAT WE LEARNED

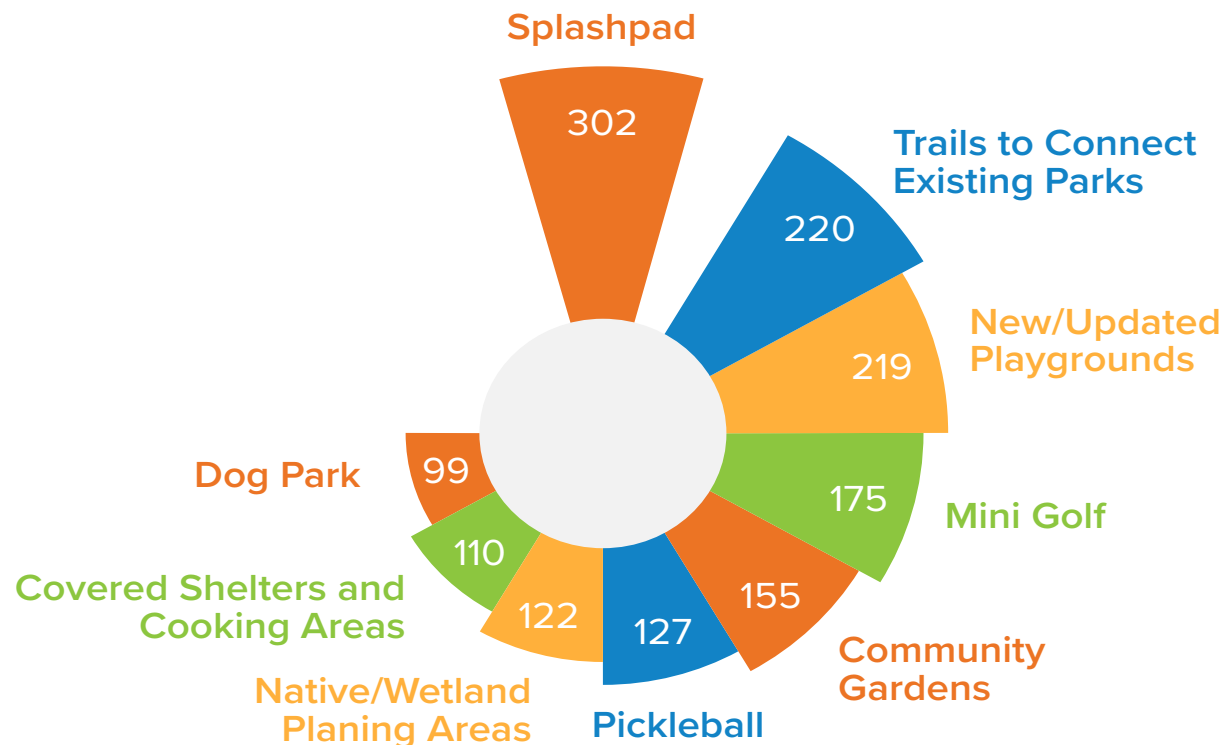
- **Park Space:** Troy has 37 park facilities for 23.9 acres per 1,000 residents, more than double the national average for similar-sized communities.
- **Trails:** The community has access to 18.62 miles of trails. Most similar-sized municipalities average 8.2 miles of trails.
- **Location:** Many parks are located east of I-75, and neighborhoods in this part of the City are well-covered by park service areas. However, newer subdivisions west of I-75 do not have the same level of service.
- **Amenities:** According to the Troy Park Department Assessment of Parks from 2019, similar amenities are abundant in the system. In particular, baseball/softball fields, basketball courts, football fields, golf courses, and similar sports-based facilities are plentiful. New amenities, such as meditation spaces, community gardens, etc., were not as prevalent.

WHAT WE HEARD

- Troy residents feel the City has enough park space in terms of acres.
- Survey respondents frequently visit the large community parks and their neighborhood parks and enjoy those amenities.
- Parks are seen as an amenity for residents and a tourist attraction (floating tents) that help bring in customers for small businesses and economic development benefits to attract businesses.
- The more extensive facilities, such as Duke Park, Hobart Arena, Treasure Island, and Community Park, are activity generators for the City.

- All the primary parks are east of the river. Having a community/regional park on the west side would be nice.
 - When asked about budget priorities during in-person events, community members stated that park updates/improvements (32 percent) are the highest budget priority for the community.
 - People would like more trails to connect their neighborhoods with neighborhood and community parks.
 - Troy is fortunate to have regional assets, such as the Great Miami River Trail and river access for fishing.
 - Increase the variety of park amenities instead of land devoted to parks.
- Figure 74: Online Survey - Desired Additional Park Amenities highlights which amenities residents would like to see added to the park system.

FIGURE 71: ONLINE SURVEY - DESIRED ADDITIONAL PARK AMENITIES



EVOLVING OUTDOOR SPACE NEEDS

As populations in cities and the nation age along with technological changes, the needs of residents evolve to reflect those trends. According to the National Recreation and Parks Association:

“Reasons why people visit park and recreation facilities have also been shifting in popularity. Before the pandemic, the most popular reason to visit parks was to spend time with family and friends, with percentages ranging between 58 percent and 62 percent of survey respondents. Post-pandemic, this number has changed. In 2023, 50 percent of U.S. adults cite visiting a park or recreation facility to be with friends as their main driver. This reason is followed closely by parks and recreation facilities being a destination to take a break from day-to-day stress (47 percent), to be closer to nature and to exercise (both 46 percent).”⁴

As the need for park space evolves, so should the amenities offered by parks. Parks are evolving from family- and youth-focused activities to passive and nature-based activities. Troy residents reflected this sentiment during the public engagement process of creating this plan. Community members also want Troy to prioritize the upkeep and maintenance of parks.

COMPREHENSIVE PLAN GOALS

4. Maintain existing and build new infrastructure that facilitates new development and increases the mobility of all neighborhoods.
6. Ensure that parks are “right-sized” and provide a mix of amenities.
7. Support job creation and business expansion.

OBJECTIVES

Require new park space within newly developed or under-served neighborhoods west of I-75.

- **STRATEGY:** Amend the City’s ordinances related to required park space and the ability to pay a fee-in-lieu of providing new parkland as opposed to required physical improvements with more defined criteria to determine when a developer may pay the alternative fee-in-lieu amount instead of providing new park amenities.

Update the 2019 Troy parks assessment to align the Recreation Department’s activities with community needs and financial capabilities, while adding features to the system.

- **STRATEGY:** Update the 2019 Troy parks assessment of all existing facilities into a five-year parks and recreation master plan to align department goals with the State of Ohio Statewide Comprehensive Outdoor Recreation Plan (SCORP) to help procure available grant funding.
- **STRATEGY:** Tie the recommendations for future trail amenities to the complete street priorities recommended in the Infrastructure Section.
- **STRATEGY:** Use the park plan update to identify priority projects along the river and tap into this resource thoroughly once the expected dam removal is complete.
- **STRATEGY:** Focus the City’s upcoming Recreation Department capital improvement budget on developing new amenities requested by the community, such as a splash pad.
- **STRATEGY:** Continue incorporating innovative features that enhance the recreational experience and require less maintenance and passive participation, such as meditation gardens and walking paths.

4 Source: Favorite Park and Recreation Activities According to the Data

Best Practice – Five-Year Park and Recreation Master Plan

Ohio 2024 Statewide Comprehensive Outdoor Recreation Plan (SCORP)

In October 2023, the Ohio Department of Natural Resources published its five-year outdoor recreation plan for 2024 to 2028. The five broad, statewide goals for enhancing outdoor recreation opportunities are to:

- “Advance the trail network by focusing on completing trail projects that fill gaps, complete long-distance trails, build connections with existing trails, and create connections within and between communities.
- Improve, enhance, and adapt existing recreational facilities, incorporating sustainable design concepts, integrating technology and safety enhancements in upgrades and improvements, and ensuring projects have sustainable maintenance plans and community support.
- Emphasize recreational opportunities and access to Ohio’s waters, focusing on projects with access and amenities for paddling sports, increased wayfinding on waterways, and messaging about water access opportunities.
- Improve awareness and access to outdoor recreation opportunities to increase familiarity with nearby recreational opportunities and increase engagement and participation in outdoor recreation.
- Protect and sustain the natural environment to continue the legacy of conserving high-quality natural resources and providing appropriate outdoor recreation experiences in areas that can sustain us.”

ODNR administers the LWCF grant program. This grant program utilizes federal funding from the National Park Service issued to the state and decides how much is distributed yearly to local governments. The program provides up to 50 percent reimbursement assistance for local governments to acquire, develop, and rehabilitate recreational areas. Eligible projects may include new parkland, rehabilitation facilities, new amenities, or even programming. To apply for the grant, the City must have the application submitted by November 15 of each year and meet the following criteria:

- \$500,000 maximum project award
- \$50,000 minimum project award
- 50 percent match is required

The ODNR manages two grant programs that assist with trail creation.

- The Recreational Trails Program offers municipalities funding to help develop urban trail linkages, trailhead and trailside facilities, maintenance, damage restoration, ADA access, acquisition of easements and property, development of new trails, and purchase and lease of recreational trail construction projects. The grant requires that the applicant have matching funds for 20 percent of the grant amount with a potential maximum of \$150,000.
- The Clean Ohio Trail Fund funds land acquisition, new trail, or connector construction and may assist with engineering and design costs on a case-by-case basis. The state will reimburse up to 75 percent of eligible expenses, with an applicant match of 25 percent required.

Source: ODNR SCORP

FIGURE 72: CURRENT ODNR FIVE-YEAR PLAN



Image Source: Ohio Statewide Comprehensive Outdoor Recreation Plan



Source: Getty Images

SOCIAL SERVICES

As stated throughout this document, Troy, Ohio, is a close-knit community. During the drafting of this Plan, that sentiment was not more prevalent in the community's desire to look out for one another and to try to help those who might need assistance. Troy is the county seat of Miami County, and through that relationship, it is home to many social services. Residents, partner agencies, and businesses are receptive and understand that people must come to Troy to utilize these services and gain assistance.

The local citizenry's empathy does not stop with just understanding that people will come to Troy to avail themselves of these items but want to address and plan to solve significant ongoing challenges for their neighbors.

WHAT WE LEARNED

- **Assistance Services:** Miami County and Troy are the home base for various assistance services, such as the Miami County Community Services Center and extension services. The entities assist with housing, clothing, daycare, utility bill payments, etc.
- **Nonprofit Help:** Government services are not the only assistance. Multiple local nonprofits contribute to helping those in need in the County based in Troy.

WHAT WE HEARD

Key themes from stakeholder meetings, surveys, public events, and advisory group committee meetings:

- Public transit for those without cars to work, medical appointments, and grocery stores is a real challenge.
- Food deserts exist in older neighborhoods where those without their own transportation have limited access to fresh grocery items.
- Troy has the market potential for more grocery stores based on the retail gap analysis.

PUBLIC TRANSPORTATION

Miami County Transit does provide dial-a-ride service available from 5:00 AM to 6:00 PM Monday through Friday and 8:00 AM to 2:00 PM on Saturdays. Riders can schedule a trip to and from anywhere within the County's boundaries. Fairs cost \$4.00 for one-way trips and \$6.00 for two-way trips, and they must be scheduled 24 hours in advance. Another example of Troy wanting to help its community is Community Rides. This locally started and funded nonprofit helps provide transportation for residents who need to get to work without transportation. This organization provides convenient rides between your home and workplace in three shifts: 5:30-8:30 AM, 1:30-4:30 PM, and 9:00 PM-midnight. These are coordinated to help those who work on all three shifts get to and from work.

These two services are excellent and help to fill the need, but based on this Plan's public engagement feedback, connecting residents without transportation to extend beyond getting to work and during daytime hours is needed. In particular, people need to get to grocery stores to gain access to more choices and fresh items. Troy staff should stay informed about any updates/improvements to public and nonprofit transit services and look for opportunities to assist with expanding these offerings in the City.

WORKING TOWARDS A SOLUTION

Troy residents' desire to lend a helping hand can be harnessed in a more tangible way to assist. That homegrown, close-knit feeling can be expanded to help neighbors who occasionally need it regarding the community aspects of a comprehensive plan. Since Miami County already provides several resources, this Plan's recommendations focus on providing property maintenance assistance. Troy has been working with property owners to improve the appearance and help those who need it. The Troy community is poised to help with these items and provide guidance and resources to assist their neighbors.

CASE STUDY – ROUND ROCK, TEXAS

The Round Rock City Council has prioritized neighborhood revitalization and protection. Round Rock, Texas, was a community in a similar situation to Troy. To help foster repairs and relationships, they created “The Tool Depot” and Tool Lending Center in 2014. The City makes tools available to all residents for home maintenance projects, saving them the cost of renting or buying those one-time needs to focus on funding their improvement projects. Residents can pick up projects through The Tool Depot by reserving them on a phone application, similar to borrowing a book from a library.



Round Rock makes the Tool Lending Center (TLC) available for larger projects requiring assistance and community volunteers. The portable trailer is a mobile way to help projects get the tools they need to help each other with home maintenance projects to keep their neighborhoods beautiful and healthy. The TLC was made possible by Round Rock Home Depot, which donated \$6,250 worth of tools. The TLC is designed to be deployed for organized projects such as neighborhood cleanups or other beautification projects where volunteers (scouts, church groups, school groups, etc.) are organized and available. The Tool Lending Center is unavailable for individuals to check out tools that are not part of an organized event.

Source: [Tool Lending Center](#)

COMPREHENSIVE PLAN GOALS

4. Maintain existing and build new infrastructure that facilitates new development and increases the mobility of all neighborhoods.
5. Keep working with residents and businesses to enhance their properties.
7. Support job creation and business expansion.
8. Continue to support social networks that help citizens in need.

OBJECTIVES

Identify ways to help residents gain access to healthy and fresh grocery items.

- **STRATEGY:** Develop a food desert analysis that studies which Troy neighborhoods have low car-ownership rates and lack of a nearby grocer. Use this analysis to identify properties that could have their zoning district modified to neighborhood commercial to help facilitate the location of these uses.
- **STRATEGY:** Use the results of the food desert analysis to see if local entrepreneurs are willing to fill that need. Often, specialty or cultural themed grocers are willing to invest in these niches. Also, provide this information to the Miami County transportation staff so that they can look for flexible route opportunities to help serve these residents.

Work with Miami County to develop additional resources to provide specific services to community members.

- **STRATEGY:** Investigate the adoption of a rental registration and inspection program to help identify substandard living conditions in rental residential housing.
- **STRATEGY:** As Miami County and nonprofits continue to assist area residents get to and from work and expand services through new ideas, such as flexible routes.

Aid low-income and elderly residents in owner-occupied housing for property maintenance.

- **STRATEGY:** Launch a small revolving loan fund for residents to make minor repairs. These loans should be designed to be zero-interest deferred payment loans that are paid back to the City when the property is sold.
- **STRATEGY:** Create a tool lending program to align with a volunteer program to connect volunteers with those needing minor home repairs and help those identified through the rental registration program.

CASE STUDY – CENTERVILLE OHIO RENTAL REGISTRATION PROGRAM

The City of Centerville uses the Montgomery County Auditor's rental registration list to perform interior and exterior inspections every two years to ensure compliance with the Property Maintenance and Zoning Codes. The program aims to preserve housing stock, promote high property values, and eliminate life hazards. It has also made code enforcement fairer and more standardized instead of a strictly complaint-based system, which can be perceived as a harassment tool for angry neighbors. Inspections are scheduled with the property

owner and are only made with the property owner or their agent present. This inspection is free; however, a fee of \$75.00 per hour is assessed for re-inspection due to violations.

Centerville has published a brochure with an inspection checklist, as shown in Figure 10, to be transparent with landlords. In addition, the City has a published flier that lists rights and resources for property owners regardless of whether the home is a rental or owner-occupied unit, as shown in Figure 77: Centerville Property Maintenance Flier 77.

FIGURE 73: CENTERVILLE RENTAL INSPECTION CHECKLIST

CHECKLIST

Reviewing your rental units for compliance with this list based on the Centerville Property Maintenance Code could save you from costly re-inspections. Rental units include apartments, condos, and single-family homes for rent.

OUTSIDE

- Are the street numbers visible from the street and alley (4 inch high minimum)?
- Is the exterior (siding and/or paint) in good condition?
- Are all accessory structures (garage, shed, etc.) in good condition?
- Does the roof leak?
- Are the steps, decks, and landings in good condition?
- Do all balconies, porches, or landings, 30 inches or more above grade, have guardrails?
- Are all fences in good repair?
- Are all sidewalks and driveways in safe and sound condition?
- Are the gutters and/or downspouts in a good state of repair and directing rainwater away from the structure?
- Is the foundation in good repair?
- Is the yard free of junk, trash, or debris? Are there items being stored outside that belong indoors?
- Are there inoperable, junk, or unlicensed vehicles on the property?
- Are any swimming pools maintained in a sanitary condition?

THROUGHOUT THE DWELLING

Fire Safety

- Are smoke detectors located inside each bedroom and on every floor level of the structure?
- Are all combustible materials stored at least 3 feet away from sources of ignition?
- Are all exit signs properly illuminated?
- Are carbon monoxide detectors installed?

Doors

- Do the exterior doors have deadbolt locks in working order?
- Are all exterior doors weather tight and in good working order?
- Are all storm or screen doors in good condition?

Windows

- Are there any broken or badly cracked windows?
- Are all windows weather tight and in good working condition (capable of remaining open without a means of support)?
- Do the windows have locks in good working order?
- Do the required operable windows have screens without rips, tears, or holes?
- Does every sleeping area have an operable window?

Walls, Ceilings, and Floors

- Are the walls and ceilings properly sealed, free from peeling paint and capable of being maintained in a sanitary condition?
- Is the carpet ripped or torn, or otherwise causing a tripping hazard?
- Are the floors structurally sound?
- Do all habitable rooms have ceilings at least 7 feet in height?

Electrical System

- Does every habitable room have at least 2 separate and remote outlets?
- Are all cover plates for outlets, switches, and junction boxes in place?
- Are all switches, outlets, and electrical fixtures in good working order?
- Are there any extension cords running through doorways or under carpets?
- Is there adequate circuitry for the unit?

Mechanical

- Does each room, including bathrooms, have adequate heat (at least 65 degrees)?
- Are all combustion gases vented to the outside?
- Are clothes dryers properly vented?

Plumbing

- Do plumbing fixtures have adequate water pressure and do they operate properly?
- Do any supply or drain lines leak?
- Do all fixtures have proper traps to prevent the infiltration of harmful sewer gases?

In the Basement

- Are the steps and handrails in good repair? In order to be used as a sleeping area, the space must meet the requirements for finished walls and ceilings, ventilation, ceiling height, heating, and egress.
- Do clean-out openings and floor drains have proper covers?

In the Bathroom

- Any new/updated bathrooms must have ground fault electrical outlets.
- Are all of the bathroom fixtures working properly?
- Is the floor able to be easily maintained in a clean, dry condition?
- Is there an operable window or adequate mechanical ventilation?

Miscellaneous

- Are passageways and stairways in buildings adequately lighted at all times?
- Are there too many people occupying the dwelling (i.e. the kitchen, halls, and bathrooms are not acceptable habitable spaces)?

Source: City of Centerville, Ohio Rental Inspection Program

FIGURE 74: CENTERVILLE PROPERTY MAINTENANCE FLIER



Source: City of Centerville Publications & Ordinances



DOWNTOWN AND RIVERFRONT DEVELOPMENT

Downtown Troy is this close-knit community's physical, cultural, and emotional epicenter. Over the last 15 years, starting with a unique festival/concert event, this district has been reinvigorated and has cemented its place at the heart of Troy and the nearby region. All of Troy's success, in part, flows from Downtown. The City's status as a cultural hub, assisting with business attraction efforts, gathering the community through festivals, attracting visitors to entertainment events, and creating a food culture with great local restaurants and businesses are linked to Downtown.



Source: Troy Chamber of Commerce

WHAT IS PLACEMAKING?

Placemaking in urban planning encompasses diverse interpretations and meanings. Placemaking refers to enhancing the public realm by adding value and significance through community-driven revitalization initiatives that embrace local values, historical context, cultural elements, and the surrounding natural environment.⁵

Placemaking is already happening in Troy with a mix of public art, outdoor seating areas, and the Designated Outdoor Refreshment Area (DORA). Downtown Troy is a destination for the City's close-knit community and the region. With this great bedrock of activity and businesses in place, the path forward for Troy is to keep expanding on this success and develop even more creative ways to encourage new businesses to locate in the area and keep existing shoppers coming back.

WHAT WE LEARNED

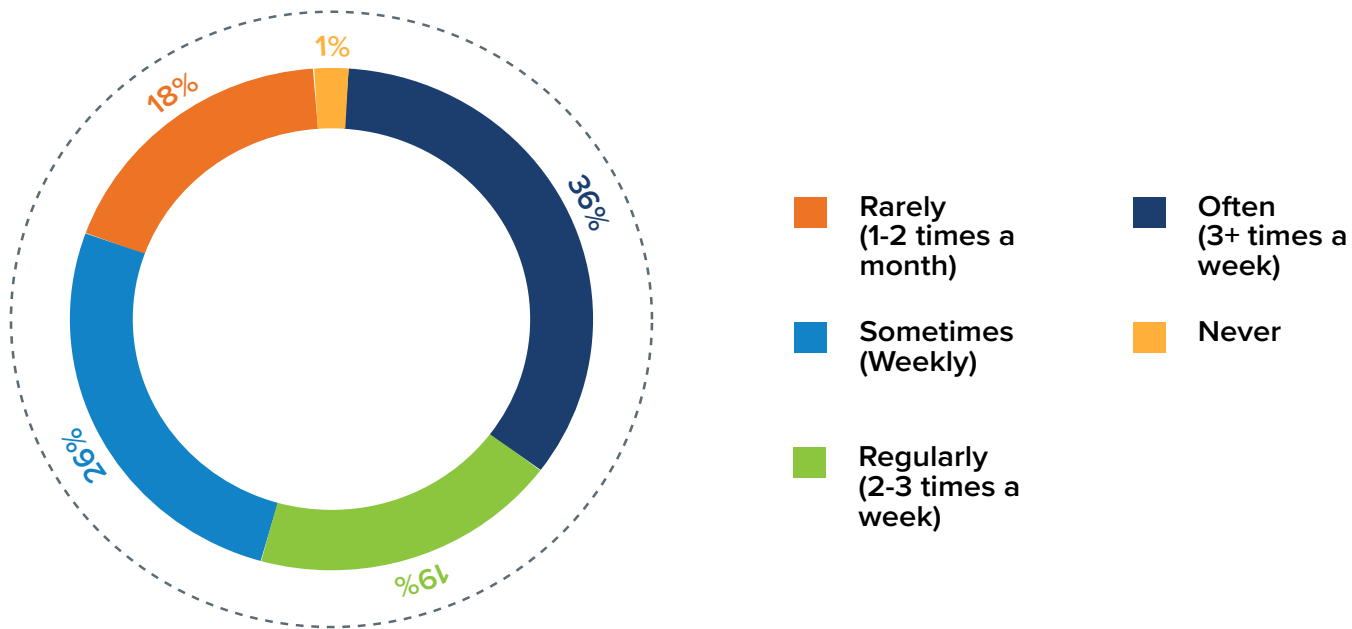
- **Catalyst Event:** Much of Downtown's success is attributed to the Mumford & Sons Gentlemen of the Road Stopover event.
- **Partnerships:** Troy and its partner agencies, such as Troy Main Street, do a great job promoting the City and assisting businesses through a variety of programming.
- **First Floor Occupancy:** The first floor of Downtown buildings is over 85 percent occupied.
- **Upper Story Vacancy:** While businesses occupy the first floor of buildings, the upper stories of these structures have more vacancies.
- **DORA:** The city approved a DORA to encourage patrons, residents, and visitors to walk around and enjoy Downtown Troy.
- **Wayfinding and Branding:** Troy has done a great job creating wayfinding signage that is branded to represent Troy's desired image.
- **Investment:** Investment continues Downtown, with recent examples of the Spinnaker Site Redevelopment and the Mayflower Building.
- **Ordinances Working for the City:** The City has approved standards for a Downtown Riverfront Overlay District and Historic District to ensure that new development represents the desired character of the community, but also has the flexibility to encourage infill and redevelopment of existing properties.

WHAT WE HEARD

Key themes from stakeholder meetings, surveys, public events, and advisory group committee meetings:

- Residents and visitors come to Troy to enjoy all its amenities, especially the restaurants and community events.
- Survey respondents want new/infill development to preserve the character and scale of the existing Downtown and surrounding neighborhoods and encourage the adaptive reuse of existing buildings.
- The city should focus on preserving and enhancing the stock of existing historic buildings.
- A hotel Downtown would be a welcome added amenity.
- "Preserve the Square."
- Parking near a desired business can be problematic.
- More redevelopment should be encouraged on/near the river.
- Do not let growth overwhelm our small town feel.
- More places are needed for kids to enjoy the square.
- Encourage/incentivize locally-owned and small businesses to thrive Downtown.
- The need for more housing options and types.
- Online survey respondents stated that they visit Downtown often and love their community's center.

FIGURE 75: ONLINE SURVEY- HOW OFTEN DO YOU VISIT DOWNTOWN TROY?



RETAIL GAP ANALYSIS

Knowing that residents desire more local businesses Downtown to preserve their close-knit community, this section compares that sentiment to the retail gaps for businesses in the Existing Conditions Report. The extended trade area (15-minute drive) revealed leakages (residents spending money not in Troy) for three categories representing growth markets for the Downtown district.

Figure 79: Total Estimate Retail Demand in Square Feet, shows a square footage estimate for each retail category with an observed leakage. The estimate is calculated by dividing the observed leakage of total sales dollars by the retail industry's average sale per square foot. Since these estimates are based on existing residents, one can assume that continued residential development would only add to these leakages and increase the demand for additional retail space.

FIGURE 76: TOTAL ESTIMATE RETAIL DEMAND IN SQUARE FEET

BUSINESS CATEGORY	OBSERVED LEAKAGE AMOUNT (\$)	AVERAGE SALES PER SQUARE FOOT (\$)	PREDICTED SQUARE FEET
Clothing and Clothing Accessory Stores	22,950,873	300	76,503
Health and Personal Care Stores	23,053,909	458	50,336
Food Services and Drinking Places	16,702,661	200	83,513
Total Estimate Square Feet Demand	N/A	N/A	210,352

Source: Bureau of Labor Statistics

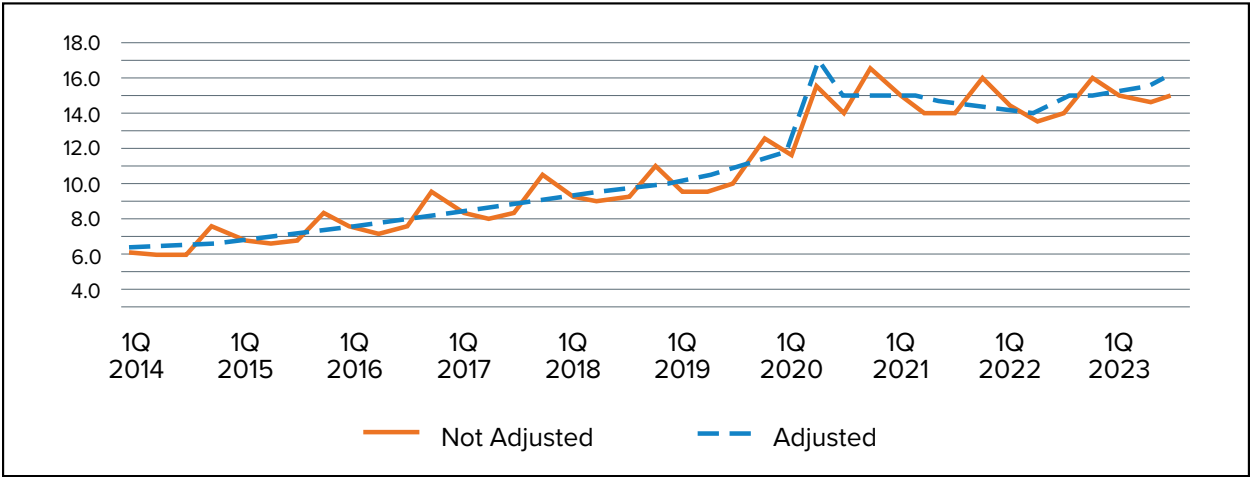
Based on the population living within the 10-minute drive primary trade area, the entire Troy market could add another 210,352 square feet of retail space throughout the City without any new residential growth. A portion of this square footage could and should be Downtown.

PLANNING FOR THE FUTURE

E-Commerce Effect

The estimate above does not reflect the ongoing and changing dynamics of the effects of e-commerce on the retail market. As of the third quarter of 2023, e-commerce increased to approximately 15.6 percent of the total retail shopping sector and continues to lower the need for new brick-and-mortar stores.⁶

FIGURE 77: ESTIMATED THIRD QUARTER US RETAIL E-COMMERCE SALES AS A PERCENT OF TOTAL QUARTER RETAIL SALES, THIRD QUARTER 2023



Source: Bureau of Labor Statistics

Considering the demand estimate above does not factor in this shift in consumer behavior, Figure 81: Total Troy Retail Square Feet Demand with E-Commerce factors in e-commerce to the total amount of square feet needed prediction. The new estimated total demand was 190,565 square feet of commercial space for all of Troy. Since restaurants still require physical locations, even with DoorDash and other delivery services. That square footage prediction was not reduced to account for e-commerce.

FIGURE 78: TOTAL TROY RETAIL SQUARE FEET DEMAND WITH E-COMMERCE

BUSINESS CATEGORY	PREDICTED SQUARE FEET	SQUARE FEET DEMAND REDUCED BY 15.6 PERCENT
Clothing and Clothing Accessory Stores	76,503	64,568
Health and Personal Care Stores	50,336	42,484
Food Services and Drinking Places	83,513	83,513
Total Estimate Square Feet Demand	210,352	190,565

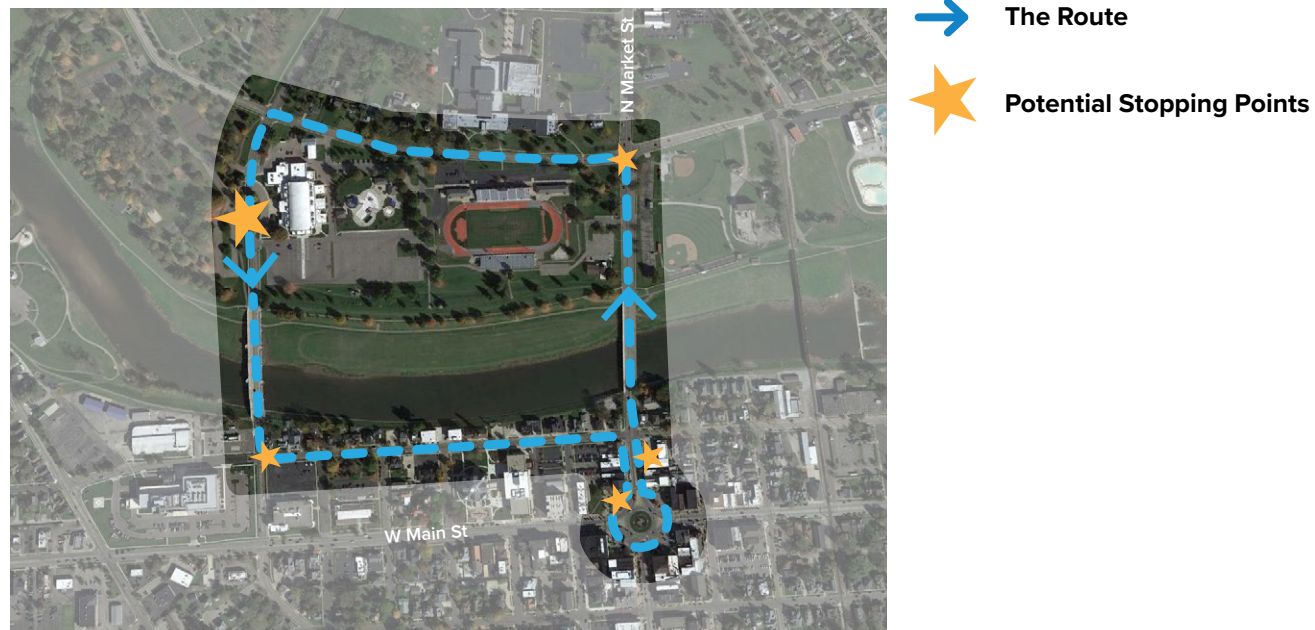
The above reduction of 15.6 percent accounts for the e-commerce market in the third quarter of 2023. However, as shown in Figure 80: Estimated Third Quarter US Retail E-Commerce Sales as a Percent of Total Quarter Retail Sales, Third Quarter 2023, the market share of e-commerce increases every year. From the first quarter of 2012 to the third quarter of 2023, e-commerce's market share climbed from 5.5 percent to 15.6 percent (a change of 10 percent). If this trend continues, e-commerce will account for 20.5 percent of the total retail market by 2030. These trends should be considered when creating new zoning and incentive policies Downtown and within the City. However, the most important fact is that Troy can and will support more businesses, and this number will only increase as new residential growth occurs. The emerging entertainment district concept was noted in the economic development section of this Plan. Those principles apply and, in some ways, are more critical for Downtown environments. Entertainment uses, such as escape rooms and axe throwing bars, should also be encouraged as placemaking/activity-generating uses in Downtown.

PARKING

A lack of parking was noted around the square during busy times. Troy examined this issue in 2017 with a parking demand study prepared by Woolpert, and in 2020 with a preliminary feasibility study for a parking structure. These efforts demonstrate that Troy's leaders and staff are committed to ensuring that Downtown remains the center of this community. The results of that demand analysis show that Troy has enough parking spaces, but they are not necessarily in the most convenient locations. While the discussion about a new parking garage should continue, this is a costly option, and there are few locations for a new building of that size Downtown. However, as mentioned in the Woolpert study, there are spots along the streets further out from the square. On the opposite side of the Great Miami River are the Hobart Arena and Community Park parking lots, which are underutilized when no events occur at either facility.

An interim and more cost-effective solution is to see if existing parking spots can be made more accessible to everyone. Additions to the existing wayfinding signage and encouraging people to utilize the pedestrian trail on the Adams Street bridge are one way to do this. Another is to explore the feasibility of micro-transportation services, such as shuttles or even electronic golf carts, to valet visitors from existing parking areas to businesses. A golf-cart-based service could be a fixed route or flexible service to connect patrons with parking. Figure 82: Parking Circulator Route 82 shows how a conceptual parking valet route could link parking by the Hobart Arena and Community Park to the Public Square and Downtown core.

FIGURE 79: PARKING CIRCULATOR ROUTE



CASE STUDY | PACIFIC BEACH SHUTTLE

“The City of San Diego, in partnership with the San Diego Association of Governments (SANDAG), launched a two-year neighborhood electric vehicle (NEV) shuttle service in the Pacific Beach community. NEVs are all-electric, low-speed shuttles that travel up to 25 mph. The Beach Bug provides a new, fun, and sustainable way to travel to your favorite beach-side destinations. This shuttle also offers a convenient and direct connection to and from the Balboa Transit Station (Mid-Coast Trolley extension to UCSD), helping you move around the region without relying on a car.”⁷

Trips are accessible from the Balboa transit station to town, and custom destinations cost \$2.50 per rider or \$5.00 for group rates.

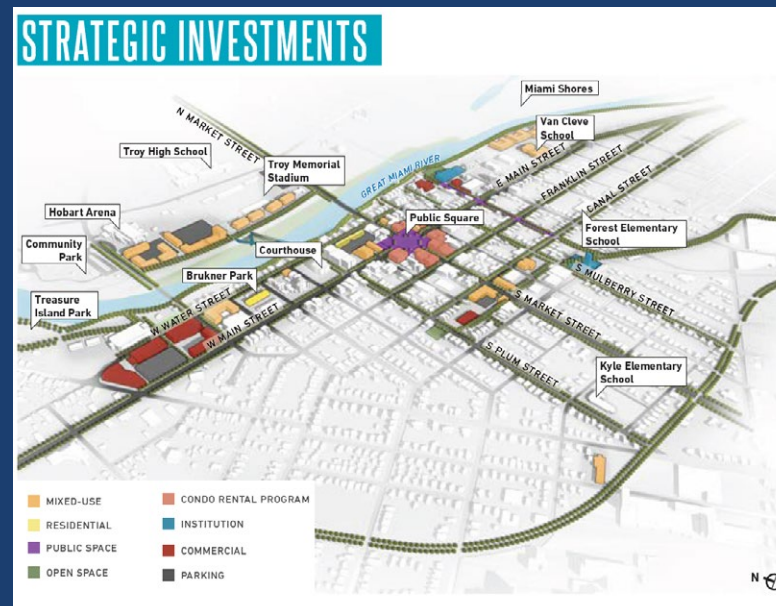


7 [Pacific Beach Shuttle](#)

CONNECTING THIS COMPREHENSIVE PLAN TO THE 2017 TROY DOWNTOWN RIVERFRONT STRATEGIC DEVELOPMENT STUDY: REFINING NEAR-TERM STRATEGIES⁸

The City's strategic development study of the Downtown riverfront was created in 2017. With that effort being relatively new and many long-term goals that are still relevant based on the public participation efforts of this Plan, this section recommends more short-term steps that can be implemented to continue building upon the excellent momentum Downtown Troy already possesses. This plan does not recap all the recommendations from the previous plan but only those that are the most directly linked to these recommendations. As shown on the strategic investment map below, that plan called out specific investment areas. The following items are those with more near-term overlap to the recommendations of this Plan:

- Condo Rental Program
- Redevelopment Lots – East Water Street (Van Cleve School site and Cherry Street Redevelopment)
- The Public Square and Prouty Plaza



EXPANDING ON THESE STRATEGIES

The objectives and strategies below were developed to incorporate the feedback from this Plan's public engagement efforts. Additionally, they are specifically crafted to take advantage of the three overlapping strategies from the recent Downtown strategic plan. The following subsections provide a detailed description of how to integrate the goals of this plan with those from the previous effort.

Condo Rental Program

The 2017 plan discusses converting the upper stories of buildings into new condos. Housing options and the ability for individuals to own or rent market-rate units were a constant theme throughout this planning effort. Downtown is uniquely qualified to help with this initiative. Community research also showed that the upper stories of many Downtown buildings were not fully occupied. Looking to transition those floors into housing, while challenging, is a method to help provide those units (see Micro-Units in the Housing Section).

Also, converting spaces from storage or office to residential can be an expensive undertaking. Typically, when the building code use changes to residential, a set of investments are needed, such as Americans with Disabilities Act compliance, fire sprinkler systems, and elevators. In addition to providing the regulatory framework, the City will want to assist these building owners by developing rental conversion assistance programs. The City and partners should look at creating a 50/50 matching grant or revolving loan fund to help with these conversations and pair it with a "pre-inspection" program.

CASE STUDY | SEYMORE, IA, SEYMOUR MAIN STREET⁹

Seymour, Iowa was in a similar situation and was trying to assist Downtown property owners in converting upper floors into dwelling units. With that goal in mind, they created the “Upper Story Residential Grant Program.” The program encourages converting upper-story residential rental units in Seymour’s Historic Downtown. Property owners/developers can apply for financial assistance to create new upper-story living spaces in new or existing buildings. The grant is a maximum of \$20,000 per qualifying applicant. For a residential owner-occupied unit, the grant is a maximum of \$10,000 per qualifying applicant.



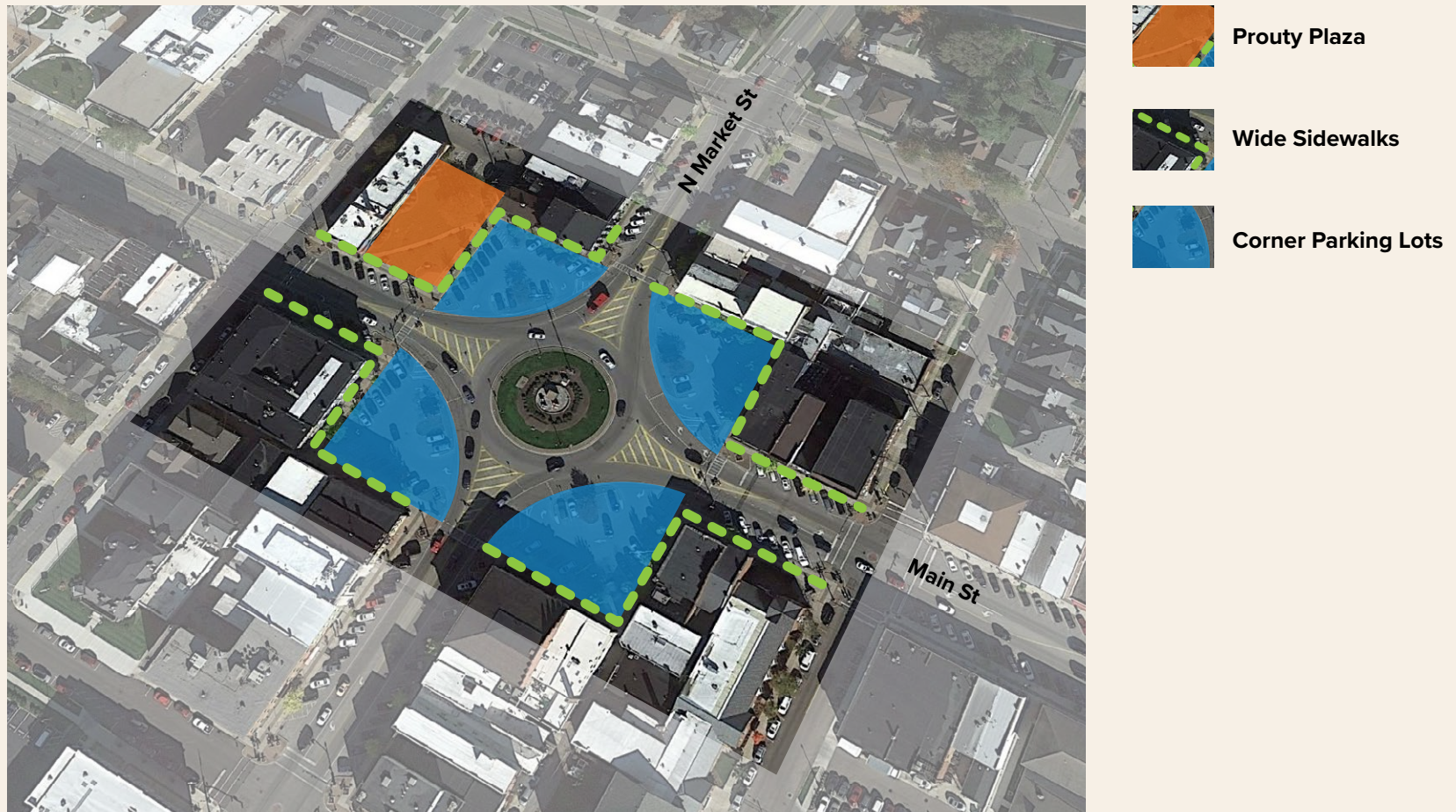
Redevelopment Lots | East Water Street | Van Cleve School site and Cherry Street Redevelopment

The areas shown along East Water and Cherry Streets were identified in 2017. Recent events, including the demolition of industrial buildings between the river and East Water Street and the school district's facilities referendum, will leave these areas as redevelopment opportunities. The land use section of this plan placed these properties into the Downtown Mixed Use and Trail-Oriented development character classes to provide more specific direction for developing these parcels. The efforts will also be accounted for in drafting the City's new zoning ordinance. Once the dam removal project is complete, the trail-oriented lots will be tied directly to re-envisioning the riverbanks.



The Public Square and Prouty Plaza

The 2017 plan had a particular focus on the central public square. That effort encourages a long-term look at the square. It potentially converts the ROW and public parking spots at each corner into pedestrian-only zones with a mixture of amenities. While this may end up being the square's future, given the concerns about convenient parking spaces and the ability to have amenities on Downtown's expansive parking lots, this may not be a near-term strategy. Since the square has wide sidewalks and four corner parking lots, this Plan suggested an interim strategy. The figure below depicts areas within the public square that may accommodate the amenities described below.



PROUTY PLAZA

Prouty Plaza sits in a former building that is now a mainstay of Downtown Troy with its iconic mural, seating, temporary stages, festivals and small events, and seasonal art displays. The 2017 plan noted that the current design should be “augmented” to serve as a more effective part of Troy’s close-knit fabric. Three additional needs were discovered during this plan’s engagement process.

1. Public restrooms
2. A splash pad
3. A kid’s play area Downtown

A new plaza master plan should consider the needs of areas that interest kids, with interactive displays or lighting projections. Prouty Plaza should be reconfigured to provide one or multiple assets for Downtown. It could also serve social needs, such as a public bathroom, a centralized drop-off area for the micro-transit concept, and a warming station.

1. Public Restrooms

Downtown Troy has a lot of public events and busy nights due to its success and the number of businesses that routinely attract shoppers. Adding a small public restroom facility to Prouty Plaza would fill the need for a public restroom and could incorporate a warming station. These facilities do not need to be large and can take up a small plaza area. Newer versions of these buildings also can be branded, as shown in the images to the right. A new restroom building in Troy could be wrapped with the City’s existing branding themes and further that recognition program.



Source: Google Images

2. Splash Pad

A splash pad was the number one requested new amenity during the writing of this Plan and documented in the Parks and Recreation Section. A place for kids to play while their parents enjoy the Downtown environment was also a common request from residents. Prouty Plaza has enough space to attain both goals with one new feature. Splash pads have become more common as a downtown feature. The images to the right showcase the award-winning Civic Plaza Park in downtown Lawrenceburg, Indiana. This design shows how smaller spaces, such as Prouty Plaza, can be transformed into a public gathering space in the heart of an urban footprint. This example also showcases how a splash pad can be integrated into an urban setting and reflect the character of the surrounding community.



Source: Civic Plaza | Strand Design

3. Kids Play Areas

The parents of young Troy residents cited the need for more kid-focused activities or play areas Downtown to keep their kids interested while they enjoy all that Downtown Troy has to offer. To make an urban park environment, such as Prouty Plaza, work well for all, it must have various features for all ages. A splash pad is undoubtedly one of these, but it may not be feasible. The following examples are other features that can be incorporated into a new Prouty Plaza to create the kind of encounters for all ages to encourage the close-knit environment that Troy celebrates. Troy should also look to new trends like outdoor interactive projection equipment. The Let's Glow San Francisco festival took this concept to a new level and helped find new ways to engage everyone with Downtown.



Source: Planetizen

Temporary Amenities | Parklets

A parklet is an approach that can be enabled on Troy's Downtown sidewalks and in portions of on-street parking areas to help create a pedestrian-oriented environment that does not permanently remove parking spaces. Parklets serve as an extension of the sidewalk, creating additional space for amenities. A parklet design can consist of café tables and chairs, arts and cultural exhibits, cycle hoop stations, and play areas for youth activities. Day pop-up parklets can also be established with decorative plants, chalkboard sketches, cornhole games, etc., all to encourage people to stop and interact.



Case Study | Parklet Program | City of West Hollywood

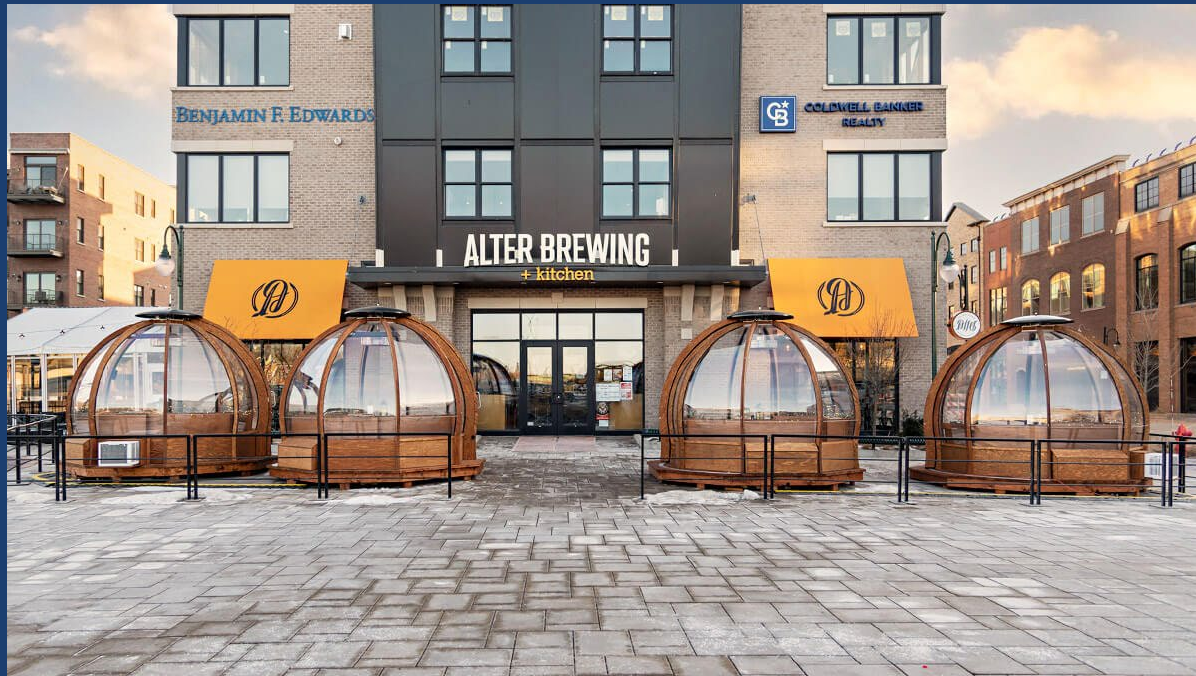
In 2018, West Hollywood launched a Temporary Parklet Program, a creative approach to transform parking spaces into vibrant community spaces. These parklets serve as inviting platforms for public seating, effectively expanding the available space for street users. The City Council of West Hollywood officially approved the program's creation in January 2018.

The Parklet Program invited diverse participants, including businesses, property owners, nonprofit entities, and community organizations. The primary objective was to enrich the overall living experience in West Hollywood by collaboratively establishing and supporting new public spaces in partnership with local organizations. These parklets serve as exciting points for community gatherings and allow local artists and design teams to engage with their communities.



Source: [Get parklets on your streets!](#)

Utilizing the sidewalks can be extended to months with colder temperatures. Figure 88: Cold Weather Outdoor Dining Bubbles shows how sidewalk dining in January and February can be accommodated with heated enclosed “bubbles” placed and removed by City business owners.



In totality, this concept helps provide new and unique activities to continue downtown’s path toward an entertainment district. One key idea to keeping a downtown exciting is to give people new reasons to return, and creating temporary displays and parklets provides a regular “new” feature. This temporary program also allows the city to explore different ideas and see which ones are the most popular and which can be implemented into more permanent modifications.

Image projections are an exciting way for cities to incorporate more fun and activities into public spaces. Companies, such as OneCraze, have been developing outdoor projectors that create interactive experiences on the surface of public areas. This is a new way to create activity, but best of all, once an investment in the equipment is made, the programs can be changed and updated so that there are always new reasons to come and see the light show and return to Troy. These projections can be spread even further throughout the Downtown area if successful.

“These programs are not just eye-catching. They offer the following benefits:

- **Enhanced Play:** Interactive games encourage physical activity, fostering healthy habits and promoting social interaction among children.
- **Educational Value:** Educational content subtly woven into the games encourages learning and discovery in a fun and engaging way.
- **Inclusive Play:** These programs cater to diverse needs and abilities, creating an inclusive and accessible play environment.
- **Revitalized Spaces:** Interactive floors transform underutilized areas into vibrant hubs of activity, attracting visitors and enhancing park appeal.
- **Sustainability Potential:** Utilizing energy-efficient projectors and promoting outdoor play aligns with eco-friendly initiatives.”¹⁰



LET'S GLOW SAN FRANCISCO¹¹

Let's Glow SF 2023 turned these projections into an event, which started at the foot of Market Street facing the Ferry Building, with a Countdown To Glow that was FREE and open to the public. Let's Glow SF is the country's largest holiday projection event. The holiday event used high-tech Panasonic projectors and lasers to project large-scale art concepts across the facade of five iconic SF buildings from 5-10 PM nightly.



11

Let's Glow SF

COMPREHENSIVE PLAN GOALS

1. Build on the success of Downtown's redevelopment efforts.
2. Encourage continued residential development and promote a variety of housing options.
3. Preserve the City's scale through intentional development.
4. Maintain existing and build new infrastructure that facilitates new development and increases the mobility of all neighborhoods.
5. Keep working with residents and businesses to enhance their properties.
6. Ensure that parks are "right-sized" and provide a mix of amenities.
7. Support job creation and business expansion.

OBJECTIVES

Develop a targeted upper-floor conversation strategy and program to encourage and assist property owners to create new housing units in existing Downtown buildings.

- **STRATEGY:** Work with partners and City-budgeted resources to create funding opportunities that assist with the conversion of upper-story building space into office space or condos.

Double-down on Downtown's built environment to utilize its success in implementing redevelopment and housing-related goals.

- **STRATEGY:** Use "left-over" spaces, such as the corner on-street parking lots around the public square, to create temporary seating, outdoor dining, and activity areas for residents and kids in Downtown Troy.
- **STRATEGY:** Encompass diverse public spaces for locals and visitors to provide them with various experiences in and around the public square.
- **STRATEGY:** Consider the creation of a Community Entertainment District to increase the options available to new business owners, such as an increase in the number of D-5J liquor licenses available within this district's boundaries.

Address Downtown Troy's perceived parking shortage by linking residents and visitors to existing spaces.

- **STRATEGY:** Develop and distribute comprehensive parking maps that indicate the location of public parking areas along with instructions for accessing these areas and implement parking wayfinding solutions.
- **STRATEGY:** Explore the creation of micro-transit systems for busy times, such as Friday Nights and Festivals, to connect patrons with parking spaces across the river.



Source: Getty Images



IMPLEMENTATION AND CRITICAL PATH STRATEGIES

The previous sections outline the objectives and strategy recommendations for the City of Troy. This chapter focuses on priority projects or programs to make the Plan's recommendations a reality. These projects or programs are known as Critical Path Strategies (CPS).

There are 13 CPS in the City of Troy Comprehensive Plan. Each strategy has an entire page outlining the work plan (some strategies were combined since their primary outcomes were closely tied together). The work plan identifies related goals, parties to be involved, action steps, the timeframe of completion, and estimated project cost to assist in implementation.

CRITICAL PATH STRATEGIES

The goals and objective statements are created to guide the community's vision through recommendations; the strategies are straightforward guidelines to implement those recommendations. All listed strategies are important, but the Critical Path Strategies are actions that should be completed first as top priorities. The priorities are a combination of short-term, affordable projects that can create near-term progress for Troy.

Each Critical Path Strategy has a complete page outlining a work plan. A work plan consists of related goals from this Plan, action items, a list of people or organizations who should be involved, and an estimated timeline and cost for each project.

The Critical Path Strategies for this Comprehensive Plan are listed below:

1. Develop standards that permit creative housing options in the traditional neighborhood character class in downtown or mixed-use areas with flexible zoning standards.
2. Refine zoning and building regulations and incentive policies, such as density bonuses and parking reduction requirements, to encourage Downtown micro-unit creation.
3. Amend the City's ordinances related to required park space and the ability to pay a fee-in-lieu of providing new parkland as opposed to required physical improvements with more defined criteria to determine when a developer may pay the alternative fee-in-lieu amount instead of providing new park amenities.
4. Develop and distribute comprehensive parking maps that indicate the location of public parking areas along with instructions for accessing these areas and implement parking wayfinding solutions.
5. Continue to plan to use the City's former industrial areas near the Great Miami River and Downtown to create mixed-use and varied housing options.
6. Investigate the adoption of a rental registration and inspection program to help identify substandard living conditions in rental residential housing.
7. Develop a more robust understanding of the industry clusters, such as existing related businesses, utility needs, typical site and building size requirements, workforce demands, and supply chains, to showcase why Troy is an excellent fit for their expanding businesses.
8. Work with partners and City-budgeted resources to create funding opportunities that assist with the conversion of upper-story building space into office space or condos.
9. Update the 2019 Troy parks assessment of all existing facilities into a five-year parks and recreation master plan to align department goals with the State of Ohio Statewide Comprehensive Outdoor Recreation Plan (SCORP) to help procure available grant funding.
10. Continue incorporating innovative features that enhance the recreational experience and require less maintenance and passive participation, such as meditation gardens and walking paths.
11. Use "left-over" spaces, such as the corner on-street parking lots around the public square, to create temporary seating, outdoor dining, and activity areas for residents and kids in Downtown Troy.
12. Complete modeling of water and wastewater facilities in the northwest, west, northeast, and south primary growth areas and the City's water and wastewater master plans to incorporate recommendations into the Capital Improvement Program.
13. Explore the creation of micro-transit systems for busy times, such as Friday Nights and Festivals, to connect patrons with parking spaces across the river.

How to Use the Critical Path Strategies

The following pages guide the City of Troy Comprehensive Plan in implementing the identified Critical Path Strategies. Each program's dedicated work plan will include a timeframe of at least five years and an estimated cost.

CPS – 1 & 2

Develop standards that permit creative housing options in the traditional neighborhood character class in downtown or mixed-use areas with flexible zoning standards.

Refine zoning and building regulations and incentive policies, such as density bonuses and parking reduction requirements, to encourage Downtown micro-unit creation.

OVERVIEW

Troy continues bringing in employers' unique businesses and seeing increased residential development activity. Throughout this process, stakeholders noted a lack of available attainable housing inventory, particularly various market-rate units affordable to a wide-array of new and returning residents. This evaluation should be part of a UDO rewrite process. CPSs 7 and 12 relate to the need for new housing types and have been combined as one collective action item.

Action Steps

1. Audit (underway as of the writing of this plan) the city's zoning and building regulations to understand unknown or unforeseen barriers or standards that hinder the creation of attainable housing units.
2. Evaluate available avenues of remedy to expand missing middle housing inventory based on projected demand from the Existing Conditions Report.
3. Ensure that the Office-Residential, Downtown Mixed-Use, and Traditional Neighborhood Districts incorporate standards that permit a mix of unit types and square footages, including residential units where appropriate.
 - Encourage shared parking lots between multiple parcels to increase the amount of buildable land and reduce the amount of space devoted to parking on private properties.
4. Develop specific design guidelines and density bonus standards/parking reduction requirements or micro-units in the Downtown Mixed-Use Zoning District.
 - Reduce off-street parking requirement where appropriate or permit new development to utilize public parking spaces to meet their requirements.
 - Formalize shared parking requirements between adjacent private property owners.
 - Increase the permitted base density in downtown when development propose market rate units priced for local employees.
 - Enact the changes through the appropriate public processes, regulations, and incentives to support the desired housing outcomes.

PARTNERS

- City of Troy staff and leadership
- Troy Development Council
- Troy Main Street
- Community Investment Corporation

TIME FRAME

Year 1

ESTIMATED COST

Incorporation into the City's UDO process.

CPS – 3

Amend the City’s ordinances related to required park space and the ability to pay a fee-in-lieu of providing new parkland as opposed to required physical improvements with more defined criteria to determine when a developer may pay the alternative fee-in-lieu amount instead of providing new park amenities.

OVERVIEW

Section 117.06 “Common Open Space/Parkland” of Title Three “Subdivision Regulations” of the City’s Code of Ordinances contains standards for parkland dedication for all new residential subdivisions. This section also permits the Plan Commission to accept a fee-in-lieu for the dedication of real property. Stakeholders stated that they felt Troy had enough park space; however, a service area analysis of all local parks revealed that newer subdivisions west of I-75 had much lower coverage of park space than other community areas.

Action Steps

1. Use the park service area map to determine locations within Troy’s City limits or potential growth areas to designate areas where additional park space is needed.
2. As part of the upcoming UDO rewrite, include provisions that require the dedication of real property when the new development is in one of these identified areas.
 - The Plan Commission should only permit a fee-in-lieu for these areas when naturally occurring site constraints, such as steep slopes, limit the viability of creating a new park.
3. Study the cost of acquiring new land to create parks to determine a set per-acre fee or method of calculating that cost based on recent market conditions for the fee-in-lieu option instead of being determined on a case-by-case basis.

PARTNERS

- Troy Park Department
- City of Troy residents, staff, and leadership
- Miami County
- Ohio Department of Natural Resources
- Adjacent parks, recreation authorities, and non-profits involved in the provision of park space and recreation activities in Troy

TIME FRAME

Year 1

ESTIMATED COST

An evaluation process will be developed as part of the City’s UDO update.

CPS – 4

Develop and distribute comprehensive parking maps that indicate the location of public parking areas along with instructions for accessing these areas and implement parking wayfinding solutions.

OVERVIEW

Stakeholders and community members expressed concerns about parking availability and convenience in the Downtown. A parking study by Woolpert showed that Downtown Troy does have parking but may be out of sight from the square. One way to help residents and visitors find available parking is to create paper and digital maps showing publicly available parking.

Action Steps

1. Use the City's GIS capabilities to map (if that layer does not already exist) the location and quantity of on- and off-street parking spaces in the downtown area. The map should show how many parking spaces are in each location. This map should include the Hobart Arena and Community Park parking lots to connect with CPS 1 and show the parking circulator route should this become available.
2. Create and print paper maps for distribution and make them available to the public at City and partner organization offices.
3. Place copies of the maps at the downtown kiosks for those visiting the area for the first time.
4. Use the City's online GIS capabilities to create a digital interactive map similar to the current My Property application.
5. Advertise the new online map through various communication channels and place a link to this application on the City's website and partner agency websites, such as Troy Main Street.
6. Share this link with all downtown businesses to place on their website and social media accounts.
7. Future Step – Consider changing the current parking meters to a digital application like Park Mobile. The key advantage of a system like this is that it will provide users with real-time parking data for occupied and vacant spaces. Alternatively, electronic sensors could be installed connected to a mobile applications that show parking spot availability in real time.

PARTNERS

- City of Troy staff and leadership
- Troy Development Council
- Troy Main Street

TIME FRAME

Year 1

ESTIMATED COST

Staff Time.

CPS – 5

Continue to plan to use the City's former industrial areas near the Great Miami River and Downtown to create mixed-use and varied housing options.

OVERVIEW

The former industrial areas east of the square are shown on the future land use map as a combination of Downtown Mixed-Use and Trail-Oriented Development. A city's best method of encouraging any development is by reducing unknown issues for the development community (zoning approvals, brownfield remediation, etc.) and the time it takes to construct a development, i.e., time to market. The public participation efforts of this plan revealed that encouraging growth downtown is perceived as a vital component of continued success.

Action Steps

1. Meet regularly with the property owners to discuss marketing activity and difficulties.
2. Ensure that clear, easy-to-follow zoning and aesthetic guidelines are incorporated into the new UDO to reduce the time needed for new entitlements.
3. As part of the City's upcoming UDO process, consider collaborating with the owners of these parcels to amend the zoning map to the desired underlying zoning district.
4. Work with the current property owners to obtain all relevant information, such as surveys, phase I and/or II environmental reports, utility size and location, property access needs, etc., so that this information is readily available for prospective developers.
5. Develop a conceptual site plan and rendering to guide future developers toward the City's desired outcome.
6. If needed, consider purchasing the property outright to ensure control of the final development.

PARTNERS

- City of Troy residents, staff, and leadership
- Property owners

TIME FRAME

Year 1-3

ESTIMATED COST

Staff time, renderings \$60,000.

CPS – 6

Investigate the adoption of a rental registration and inspection program to help identify substandard living conditions in rental residential housing.

OVERVIEW

As described in this plan's Attainable Housing section, Troy can enhance its property maintenance efforts by developing a rental registration program with a biennial inspection requirement.

Action Steps

1. Evaluate the current Property Maintenance Code for process enhancement opportunities and enact changes/adopt city codes as necessary.
2. Identify the appropriate City department responsible for administering the program.
3. Conduct public education efforts, including but not limited to public outreach explaining code standards, resources, and rights for residents and landlords.
4. Set up a property list management system on a regular and timely basis to discover potential new unregistered rental properties.
5. Allocate the appropriate staff member(s) to conduct interior and exterior inspections of rental properties.
6. Set a regular review and update schedule for the rental inspection enabling codes, such as every three to five years.

PARTNERS

- City of Troy staff and leadership
- Troy Development Council
- Troy Main Street
- Community Improvement Corporation
- Homebuilders Association
- Chamber of Commerce

TIME FRAME

Year 2

ESTIMATED COST

Zoning Inspector Staff Time

CPS – 7

Develop a more robust understanding of Troy’s industry clusters. For example, related businesses, utility needs, typical site and building size requirements, workforce demands, and supply chains, to showcase why Troy is an excellent fit for their expanding businesses.

OVERVIEW

This plan’s economic development market analysis showed that Troy and the surrounding region could develop industry clusters in the food manufacturing and metal fabrication sectors. Creating an industry cluster means that economic development staff and partner organizations should develop an intricate knowledge of these industries and their top needs. Knowing these sectors goes beyond the high-level grasp of their business models, such as workforce and land. It requires an in-depth commitment to understanding the details of that industry.

Action Steps

1. Research publicly available information about these sectors.
2. Create a list of questions to ask cluster-related businesses in Troy. For clarity, this is not a survey but questions you want to ask during in-person retention visits, including but not limited to:
 - What are the most essential locations and services that help your business function?
 - What types of land sites are best suited for your business?
 - What are the most critical utilities for your business, and what about those make this so important?
 - Who are your suppliers, and where are they located? Are any of them looking to expand?
 - Which conventions, trade shows, and meetings does your industry attend?
 - What are the specific skills needed from your workforce?
3. Use the list as an opportunity to carry out a series of targeted in-person business and retention visits with the businesses in this industry.
4. Develop a database to store and analyze the data collected from these visits and research efforts.
5. Attend the trade shows that were discovered to gain more insight into the needs of that industry.
6. Directly market to identified industry cluster businesses.
7. Host meetings/summits with leaders from Troy and nearby industry leaders (you can learn a lot by listening to this business speak with each other).
8. Use this information to develop a targeted marketing and business attraction plan that highlights the information gathered that is most important to that industry.

PARTNERS

- City of Troy staff and leadership
- Partner agencies (Chamber of Commerce, Troy Development Council, Troy Main Street)
- Miami County
- Utility providers
- DDC
- Hobart Welding
- JobsOhio Partners

TIME FRAME

Years 2-3

ESTIMATED COST

Staff time and trade show attendance costs up to and annual cost of \$40,000 depending on the number of trade shows attended and their duration/location.

OVERVIEW

Occupying the upper stories of historic downtown buildings and providing more housing options and business opportunities in Troy and are viewed as a key to the City's future success. Working with property owners of historic downtown buildings to occupy those spaces is a solution to both needs. However, the conversion of those floors is capital intensive due to necessary upgrades, such as fire sprinklers, requirements for accessible dwelling units, elevator installation, etc. Making this program work will require the leveraging of various resources.

Action Steps

1. Ensure the new UDO standards and future amendments are permissive to adding new upper-story units and do not limit options unnecessarily with onerous parking standards, floor area requirements, etc.
2. Work with downtown property owners to understand their desire for conversion and the code restrictions associated with each building.
3. Create an inventory of each building and the upgrades needed for conversion.
4. Utilize local architects to produce designs and plans to assist property owners in the process and cost estimates for each building.
5. Take these cost estimates and develop building-specific proformas to demonstrate the return on investment for the conversion of these spaces.
6. Create a 50/50 matching fund program that provides financial assistance for permanent improvements necessary to convert these floors into residential units.
7. Work with partners to determine funding options, such as matching grants, revolving loan funds, or endowments, are the best fit for Troy.
8. Consider having a Historic Preservation Tax Credit broker/specialist on retainer to help guide property owners through that process for eligible projects.

PARTNERS

- City of Troy staff and leadership
- Troy Development Council
- Troy Main Street
- Troy Community Works (TCW)
- Ohio Department of Development (Ohio Historic Preservation Tax Credit Program)
- Miami County Health Department
- Miami County Building Regulations

TIME FRAME

Year 3

ESTIMATED COST

Staff time to develop the program. Up to \$500,000 in annual budget allocations for the program.

CPS – 9 & 10

Update the 2019 Troy parks assessment of all existing facilities into a five-year parks and recreation master plan to align department goals with the State of Ohio Statewide Comprehensive Outdoor Recreation Plan (SCORP) to help procure available grant funding.

Continue incorporating innovative features that enhance the recreational experience and require less maintenance and passive participation, such as meditation gardens and walking paths.

OVERVIEW

Troy's ample parks and recreation facilities are well-loved by residents and visitors and provide quality of life and economic development attractions for the City. A comprehensive long-term plan would maximize Troy's amenities by further evaluating service areas, ensuring adequate maintenance, prioritizing projects, improving accessibility, identifying opportunities to adapt existing parks, and enhancing connectivity. Troy residents also value providing variety and more passive recreation to the park system. Since CPSs 6 and 13 will rely heavily on each other, they have been combined as one implementation item. The park and recreation plan update should focus on integrating more passive recreation opportunities.

Action Steps

1. Undertake a park assessment of all existing facilities to determine which ones should be maintained, repurposed, or replaced based on usage, condition, and community input.
2. Consider incorporating innovative features that enhance the recreational experience and require less maintenance and passive participation, such as new community gardens, meditation gardens, and walking paths. Make these a priority of the new the master plan.
3. Ensure priority alignment with the Ohio 2024 SCORP to maximize funding opportunities for identified priority projects.
4. Pursue the formal plan adoption process.

PARTNERS

- Board of Park Commissioners
- City of Troy residents, staff, and leadership
- Miami County Parks District
- Ohio Department of Natural Resources
- Adjacent parks, recreation authorities, and non-profits involved in the provision of park space and recreation activities in Troy
- Miami Conservancy District

TIME FRAME

Year 3-5

ESTIMATED COST

\$100,000+ for the plan's development.

CPS – 11

Use “left-over” spaces, such as the corner on-street parking lots around the public square, to create temporary seating, outdoor dining, and activity areas for residents and kids in Downtown Troy.

OVERVIEW

Downtown and the square has several large width sidewalks, Prouty Square, and parking areas that do not need to remain static in how they are used. New portable park-like activities can create interesting features for residents, visitors, and kids. These parklets are temporary in nature and can be removed when the underlying area is needed for pedestrians and parking.

Action Steps

1. Focus on the wide sidewalks and parking areas around the square and downtown that are underutilized or could be occupied for limited periods.
2. Collaborate with local government agencies and departments, such as parks and recreation, transportation, and public health, to ensure regulatory compliance and obtain necessary permits.
3. Design multiple temporary spaces, such as seating areas, play areas, or art exhibits, and incorporate various seating arrangements, shading, lighting, interactive projections, and greenery.
4. Assemble and install the outdoor seating areas in selected spaces, ensuring they comply with safety standards and accessibility requirements.
5. Utilize social media, local newspapers, websites, and community events to generate excitement and encourage community participation.
6. Plan for seasonal changes by implementing weather-appropriate modifications, such as heating elements, wind barriers, or temporary enclosures, to extend the usability of the outdoor spaces.
7. Explore partnerships with local artists, musicians, and cultural organizations to enhance the ambiance and experience of the spaces.

PARTNERS

- City of Troy staff and leadership
- Troy Development Council
- Troy Main Street
- Community Investment Corporation
- Troy Park Department
- Museums and Art related businesses

TIME FRAME

Year 4

ESTIMATED COST

\$2,000 to \$15,000 depending on the size and scale of the parklet project

Complete modeling of water and wastewater facilities in the northwest, west, northeast, and south primary growth areas and the City's water and wastewater master plans to incorporate recommendations into the Capital Improvement Program.

OVERVIEW

Building on the initial findings in the infrastructure section of this plan, Troy should investigate its water and wastewater systems in more detail as a complete model. This model will be able to identify future capacity upgrades and pinch point locations so that the City can proactively work with the development community to construct these projects as the City continues to develop new subdivisions and businesses.

Action Steps for Water Plan

1. Prepare RFP for water master plan
2. Select Consultant.
3. Review existing as-builts, drawings etc. and Update water system GIS.
4. Create existing water model based on GIS, water components and existing water meter flow data.
5. Complete hydrant testing.
6. Model Calibration and Validation.
7. Future Development - Add future demand at noted growth areas based on future land use categories.
8. Perform fire flow analysis.
9. Develop alternative analysis to serve new areas.
10. Create Water System CIPs based on selected alternatives.

Wastewater Master Plan

1. Prepare RFP for wastewater master plan.
2. Select Consultant.
3. Update wastewater system GIS.
4. Create wastewater sewershed areas based on GIS.
5. Create existing wastewater system model based on existing GIS, sewer components and water flow data (dry weather flow).
6. Select/install flow meter locations based on sewershed areas and wastewater GIS/system.
 - Perform sewer flow monitoring.
7. Model Calibration and Validation.
 - Calibrate and validate model to wet weather and dry weather flows based on flow monitoring results.
8. Existing conditions capacity evaluation.
9. Future Development - Add future demand at noted growth areas based on future land use categories.
10. Develop alternatives to serve new areas.
11. Perform model scenarios for different storm events and determine level of service requirements.
12. Create Wastewater System CIPs based on selected alternatives.

PARTNERS

- City of Troy staff and leadership

TIME FRAME

Year 3-4

ESTIMATED COST

Range from \$200,000 to \$500,000, the cost of this project will vary depending on multiple factors, such as the size of the systems, data collections methods, existing City data and records, etc.

OVERVIEW

Convenient access to parking spots near downtown businesses was a theme that was mentioned as crucial to the continued success of downtown Troy. While parking studies and high-level concepts for structured parking were examined, moving forward with these options may not happen in the near future. However, the City has parking resources available near downtown. With creativity, residents and visitors can be encouraged to utilize the off-street parking space near the Hobart Area and Community Park better (see the example on page 144). Utilizing a planned route and smaller vehicles, such as an electric golf cart, will establish a pattern and eventually habit for patrons unable to find parking on the square. This parking circulator can be utilized as a far less expensive alternative to a structured parking lot until the City is ready to move forward with that option.

Action Steps

1. Evaluate the concept route shown in the Downtown Section to verify that the route is located on the appropriate streets.
2. Investigate the location of designated stops in the route, if they are frequent enough, and if those areas have enough room for safe ingress/egress for riders.
3. Look at the preferred hours of operation and days of the week to initiate the service. The recommended course of action is to start during the busiest times/days of the week when parking spots and businesses are crowded.
4. Create a backup plan and location for alternative parking areas when the Hobart Arena is hosting a well-attended event and that parking lot is unavailable.
5. Determine how to staff the operation of these carts, such as part-time hires or overtime for existing staff.
6. Examine purchasing vehicle options, such as electric vs. gas-operated carts and four-people vs. six-person sized carts.
7. Purchase the appropriate vehicle.
8. Determine a start date for this new service.
9. Develop a marking plan to help spread the word to residents and alert visitors to these options via enhanced downtown wayfinding signage.
10. Once started, evaluate the use of the service towards new route options, advertising, and if more than one vehicle is needed at busy times.

PARTNERS

- Hobart Arena
- Troy Park Department
- City of Troy residents, staff, and leadership
- Miami County

TIME FRAME

Years 3-5

ESTIMATED COST

Golf Cart \$12,000 to \$25,000 per cart. Staff time will be on ongoing cost.

CRITICAL PATH STRATEGIES

The following measures should be taken to ensure that the recommended strategies and action steps continue to move the community toward its vision. It will also ensure that the Plan accurately reflects the community's collective vision and values over time.

- Prepare an annual report highlighting how the Plan was used and the effectiveness of the contents. Pay particular attention to the implications of how one part of the Plan affects or otherwise relates to another.
- Establish a five-year review and update process to examine and revise the Plan's contents regularly. Of particular importance are:
 - Updates to the socio-demographic information;
 - Ensure that each of the policy objectives identified is still relevant;
 - Include the use of any newly defined best practices (e.g., land use planning, transportation planning, and zoning); or,
 - Simply aligning the Plan's content with any changes to the local regulatory environment.
- To complete the first two measures, establish a community engagement process with inter-local cooperation.



APPENDIX A

Source: Getty Images



CITY OF TROY

EXISTING CONDITIONS REPORT

DECEMBER 2023





Source: WikiMedia



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95	UTILITIES
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107	COMMUNITY AMENITIES
111	CIVIC FACILITIES
149	ENVIRONMENTAL CONDITIONS



Source: Wikimedia



INTRODUCTION

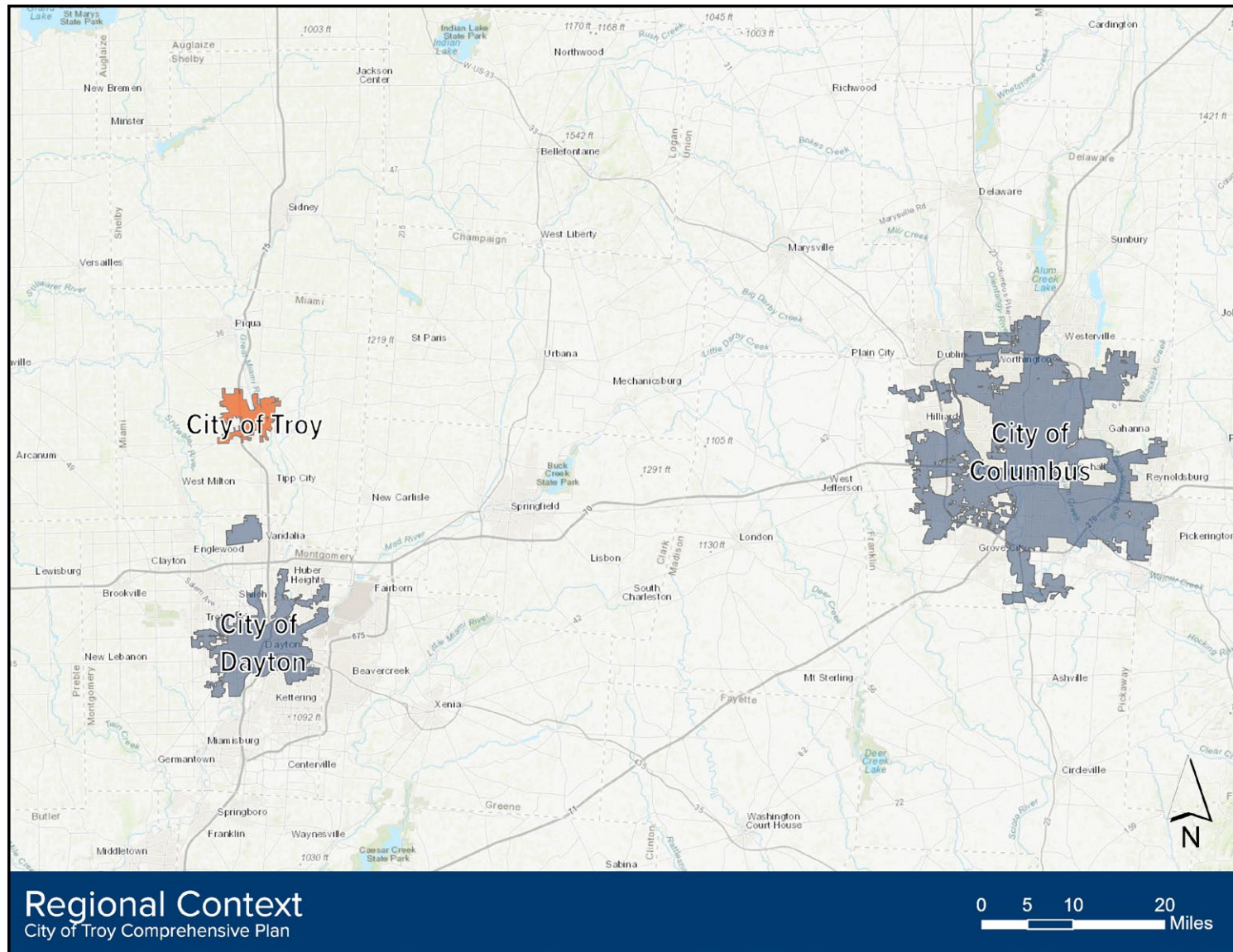
This Existing Conditions Report provides a snapshot inventory of the City of Troy, Ohio, as captured from existing data sources. This report compiles relevant data and issues that the Comprehensive Plan may need to address and is intended to inform later policy discussions managed by the City of Troy Comprehensive Plan and Zoning Code Update.

REGIONAL CONTEXT

As the county seat of Miami County, Ohio, the City of Troy's limits are just nine miles from the interchange of I-75 and I-70. The City has convenient access to the Dayton region's highway transportation network and a labor pool of over 700,000 workers. In the past, Troy played an essential role in aviation history as the previous home to the WACO aircraft company, the world's largest producer of civilian aircraft from the 1920s to 1940s. Today, Troy is characterized by well-planned neighborhoods, abundant green space, beautiful community spaces, a thriving downtown central business district, and continued industry and residential growth.

All figures by American Structurepoint unless otherwise noted.

FIGURE 1: REGIONAL CONTEXT MAP



Source: ESRI, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

PAST PLANNING EFFORTS

Part of the planning process involves revisiting past efforts created by the City, county, and region. Past plans provide an insight into what was essential to the community and how it has changed. The goals and objectives discussed in the following sections were partly developed based on goals from the previous plans.

Each past planning effort is unique and offers a particular perspective on the desired goals and outcomes. An overview of past plans was completed to understand their content, purpose, impact, and relevance to this Plan. Below is a summary of those documents and their most relevant findings.

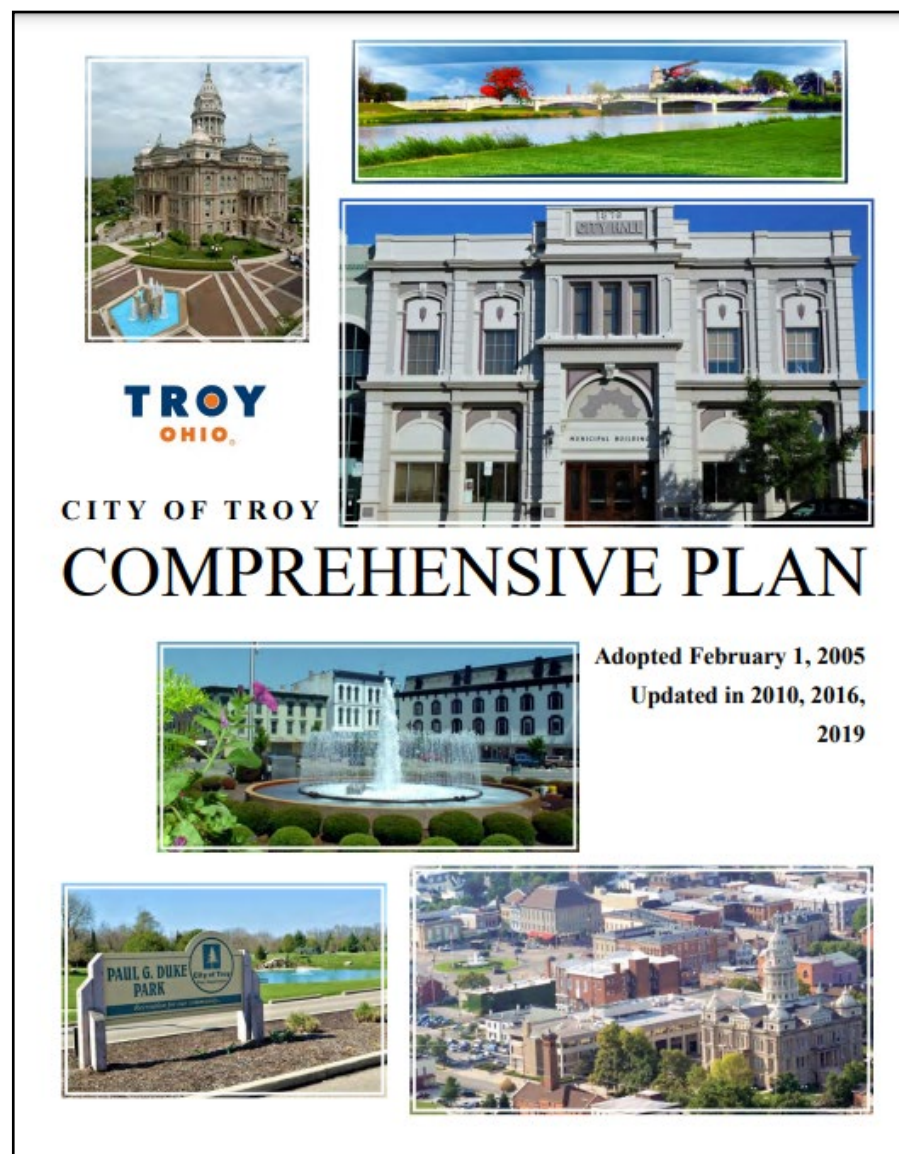
CITY OF TROY COMPREHENSIVE PLAN

The Troy Comprehensive Plan was adopted in 2005 and updated in 2010, 2016, and 2019. The previous plan contained ideas for the corporate limits of the City and some of the rural areas of Concord and Staunton Townships. The Population and Demographic Trends chapter showed that the City had seen high population growth rates in recent decades and needed a Comprehensive Plan to guide policy, development, and investment necessary to keep up with the growing community. The plan examined housing, economic trends, physical characteristics, utilities, transportation and mobility, land use, the downtown historic district, community facilities and services, parks, recreation, and open space to create goals and specific strategies for improving Troy and the surrounding area. **The plan also contained a future land use and thoroughfare map indicating where the City expects development and the need for expanded infrastructure.** There were expectations for commercial and industrial development along I-75 and the hopes to develop a regional employment center. There was also a discussion of extensive roadway network projects to improve connectivity and safety.

2006 MIAMI COUNTY COMPREHENSIVE PLAN

The plan identified the I-75 corridor as a significant asset to the county, driving residential, commercial, and industrial development since the early 1960s. Part 1 of the plan represented an inventory of existing conditions and population and development growth trends. Part 2 of the plan established goals, objectives, and land use policies for consideration in future land use decisions. The 2006 plan also divided the county into 58 areas based on unique land use characteristics. The plan addressed development patterns and stated that a ***policy should be adopted to contain development within populated areas to avoid sprawl.*** Along the same lines, the county mentioned new initiatives to ensure the protection and conservation of open space within the county for the sake of the environment and its native habitats and aesthetic qualities.

FIGURE 2: PREVIOUS COMPREHENSIVE PLAN



Source: City of Troy Comprehensive Plan 2019 Update

The plan also identified the difference between highway, professional office/service, and neighborhood businesses. Recommendations for Concord and Staunton Townships were identified for Planning Areas 19-27. Most of the recommendations for these areas relate to open space/conservation/recreation, agricultural, urban residential, industrial, and institutional development. Overall, the plan's goals focused on the maintenance and sustainability of the county, with expected population growth in urban areas to be addressed primarily by the corresponding local government.

2017 DOWNTOWN RIVERFRONT STRATEGIC INVESTMENT STUDY

This study was completed to analyze the historic downtown riverfront corridor in Troy. The study aimed to strategize ways to enhance residents' amenities, attractions, and economic opportunities to bolster workforce attraction and expand upon recent successes. The plan also sought to protect the character of the corridor and its sense of place. MKSK prepared the plan and provided renderings and recommendations for the future of the downtown riverfront. Regarding the housing stock, the study identified that most homes built in Troy were single-unit detached dwellings. However, according to community input, these homes only satisfied the wants of about a third of the current population. The study also considered ways to attract new young professionals of the millennial generation with development such as co-working spaces and mixed-use development. The plan identified strategic investments to improve the corridor and spark further investment. Proposed projects include mixed-use, residential, public space, open space, condo rental programs, institutional uses, commercial, and parking. Some strategic investments also include acquiring and stabilizing significant struggling properties. The construction of pedestrian-friendly street improvements and public plazas would be essential to the success of these recommendations. With the completion of the suggestions in this study, the downtown riverfront in Troy could become a regional attractor and an even more tremendous asset to the existing community.

2018 PARKS DEPARTMENT PROGRESS ASSESSMENT

This document was written to gauge the progress made by the Parks Department toward the successful implementation of recommendations in previous park master plans. As part of the process, the Parks Department distributed a 16-question survey to residents to better understand the current public perception of the parks and how they could be improved. The Parks Department oversaw 30 parks ranging from 153 to 0.1 acres and ten recreational facilities. The report then highlighted each park individually and identified strengths, weaknesses, and recommendations based on a site inventory, assessment, and survey results. Duke Park is the largest park available to Troy residents. The observations included a need to repair the surface of baseball and softball fields, the irrigation system, the fencing around the dog park, the tennis courts, and some parking areas.



Source: Getty Images



DEMOGRAPHICS

An analysis of Troy's current conditions was carried out to help guide the planning process and provide the necessary background information to develop project and policy recommendations. Topics considered in the analysis included community demographics, current market conditions, resident amenities, housing needs, transportation elements, community infrastructure, and the natural environment.

Data used in this analysis was pulled primarily from the following sources:

- Decennial US Census¹

The decennial Census is a survey completed by the US Census Bureau every ten years ending in zero. The survey collects data for each resident of the country and where they live on April 1 of that survey year. The survey provides detailed information on the number of people in a geographic region.

- American Community Survey (ACS), US Census Bureau

In addition to the decennial Census, the US Census Bureau conducts dozens of other censuses and surveys, including the American Community Survey. The American Community Survey is an ongoing effort that gathers information from a community through a small sample rather than the extensive 10-year survey with which most people are familiar.

- ESRI Community Analyst²

ESRI Business Analyst is a powerful tool for analyzing data within a specific geographic location. ESRI allows data to be observed at a very local level and compared with surrounding groups. Typically, ESRI uses Census or ACS data as one of its primary information sources, supplemented by proprietary information.

Data was used from the US 2000, 2010, and 2020 Census, 2021 American Community Surveys (ACS), and 2023 ESRI data.

1 US Census Bureau: Our Surveys & Programs

2 ESRI: United States Demographic Data

COMPARISON CONTEXT

This report also reviewed demographic data for “comparison communities.” Comparison communities are those similar in population size to Troy or have similar characteristics, such as proximity to major Ohio cities, similar total population, and a large industrial area or industrial park. Comparison communities were also chosen based on their success in policy implementation, such as historic district standards and placemaking strategies, that Troy wishes to emulate.

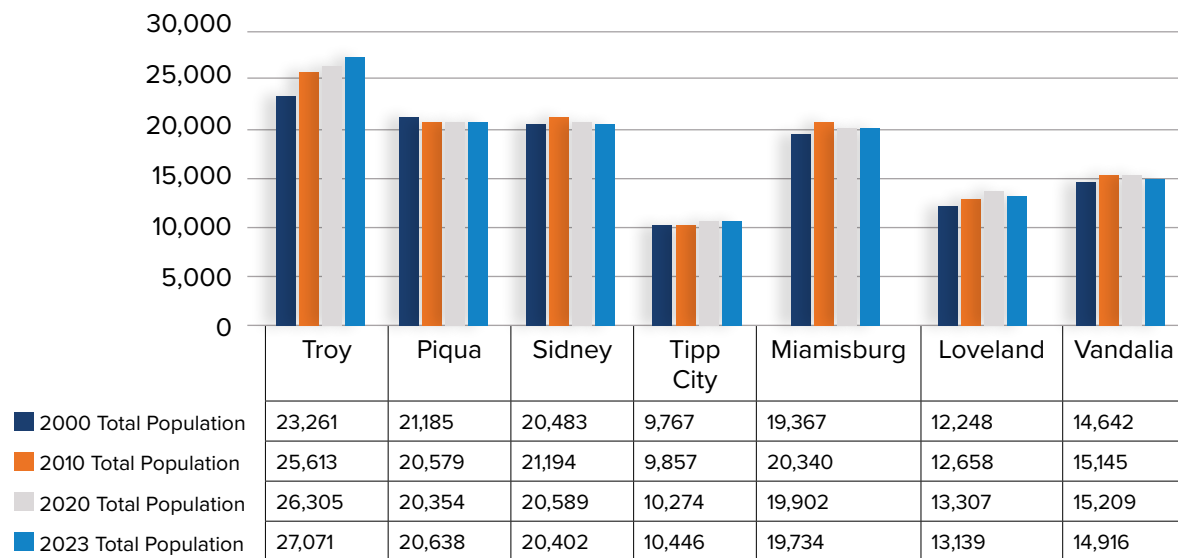
The communities reviewed were the Ohio cities of Piqua, Sidney, Tipp City, Miamisburg, Loveland, and Vandalia. In addition, the State of Ohio and Miami County data was reviewed to examine potential similarities and differences between these cities and towns of similar size. Even though Loveland, Ohio’s might not be a direct comparison, this community was chosen since they have experienced similar growth in their downtown. This report is using Loveland as a comparison to see if there are any data points that might help guide Troy’s continued downtown redevelopment process.

TOTAL POPULATION

Population trends and projections tell us how much development the City should expect over the next few years. Household growth indicates the number of units that may be required, and employment data demonstrates the need for shopping and housing. Population growth shows how local demand for goods and services will change.

In 2020, the City of Troy had a population of 26,305. This population was larger than other comparison areas. From 2010 to 2020, the City experienced a 2.7 percent population increase and a 2.9 percent increase from 2020 to 2023. Compared to other comparison communities, Tipp City experienced a higher population change (4.2 percent) from 2010 to 2020. From 2010 to 2020, other communities experienced a population decline: Sidney (-2.9 percent), Miamisburg (-2.2 percent), and Piqua (-1.1 percent).

FIGURE 3: TOTAL POPULATION CHANGES – 2010 TO 2023

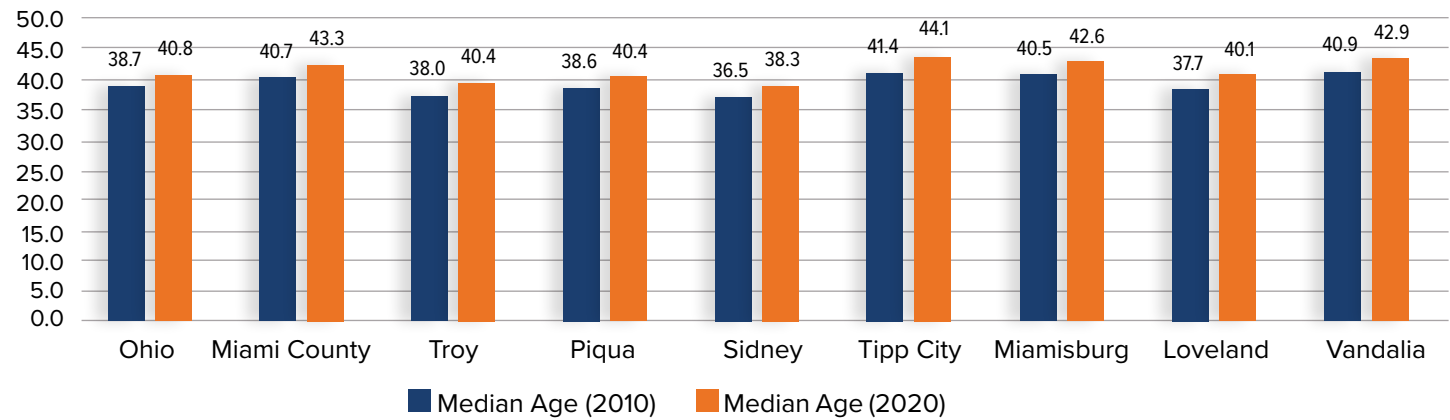


Source: US Census

MEDIAN AGE

The median age of Troy citizens was 40.4 in 2020. This median age had increased from 38.0 in 2010. When comparing median ages to the State of Ohio, Troy’s median age was about the same at 40.8. All other comparison communities have a similar median age above 40. The data illustrates that most communities are experiencing an increase in their senior population. This information may imply that a potential increase in the number of seniors and to account for a generational needs.

FIGURE 4: MEDIAN AGE



Source: US Census

HISTORIC CHANGE AND PROJECTED GROWTH

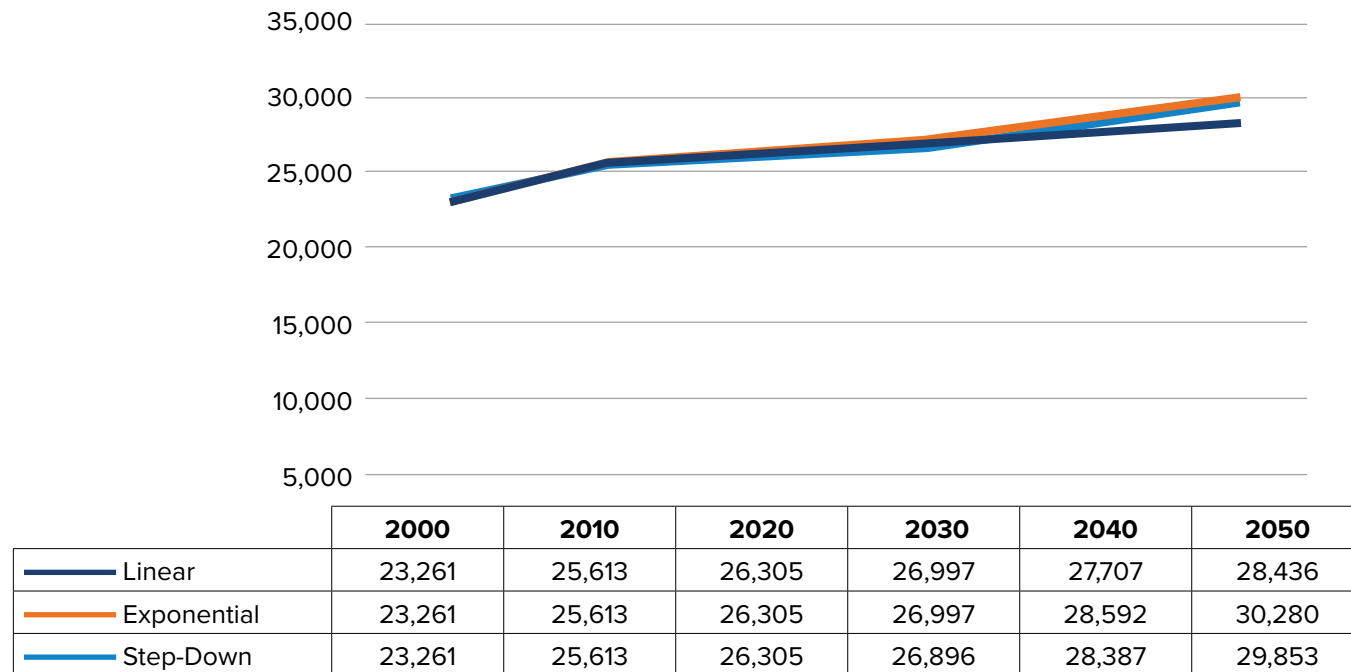
Population projections inform long and short-term planning processes and help determine and quantify the demands placed on public facilities and services based on the potential pace and scale of the community’s physical growth or decline. These projections will help the City monitor changes and identify significant trends affecting social, economic, and physical growth needs.

POPULATION PROJECTION CALCULATIONS

Several forecasting methods were used to forecast Troy's population in 2050. The chart below compares scenarios for future population changes in Troy. The projections were calculated by utilizing population data from the US Census Bureau. The population projections were built on historical trends from 2000 to 2020. Those trends identified the potential population-level increases in ten-year increments to 2050.

As previously stated, the population of Troy increased from 2010 to 2020. The linear projection shows that the City will continue to expect a population increase. From 2020 to 2030, the population is expected to increase by approximately 692 residents. Between 2030 and 2050, the area is expected to gain 1,439 residents. The exponential and step-down population projections also showed a population increase with swifter growth rates to an increased population of 30,280 and 29,853, respectively. While predicting population increases is not exact, all three methods point to a larger population by 2050, meaning increased demand for essential services and infrastructure.

FIGURE 5: POPULATION PROJECTIONS

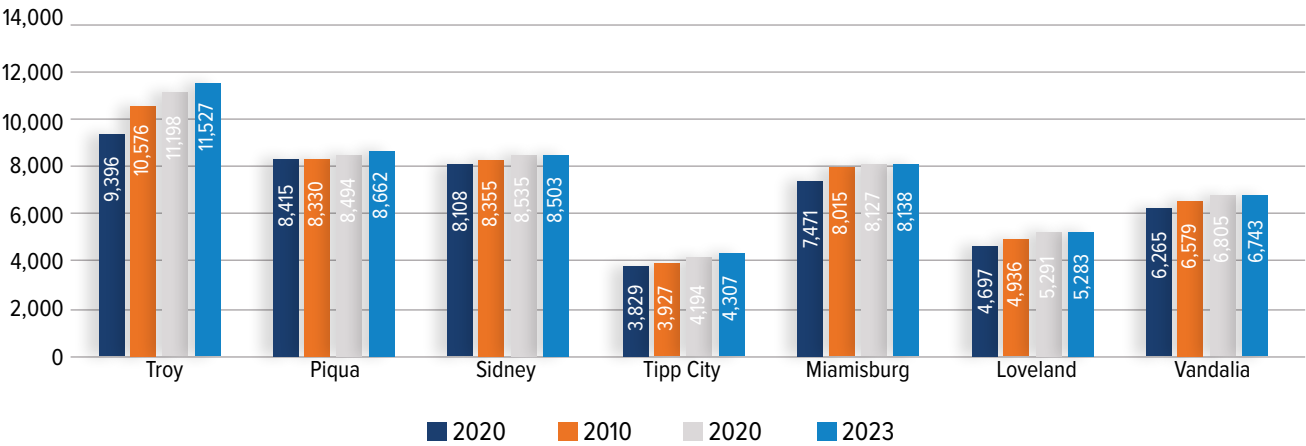


Source: American Structurepoint

HOUSEHOLDS

As defined by the US Census Bureau, a household includes the related family members and all the unrelated people who share a housing unit. The household numbers for all the comparison areas remained roughly the same from 2010 to 2020. Troy experienced the largest percent change between 2010 and 2020, increasing households by 4.2 percent. Loveland and Tipp City experienced a similar percent change, with Loveland experiencing 3.8 percent and Tipp City experiencing a 3.7 percent change. Other comparison areas experienced a household decline. Sidney, Piqua, and Miamisburg all experienced decreases in households of -2.8, -1.6, and -1.9 percent, respectively.

FIGURE 6: TOTAL OF HOUSEHOLDS

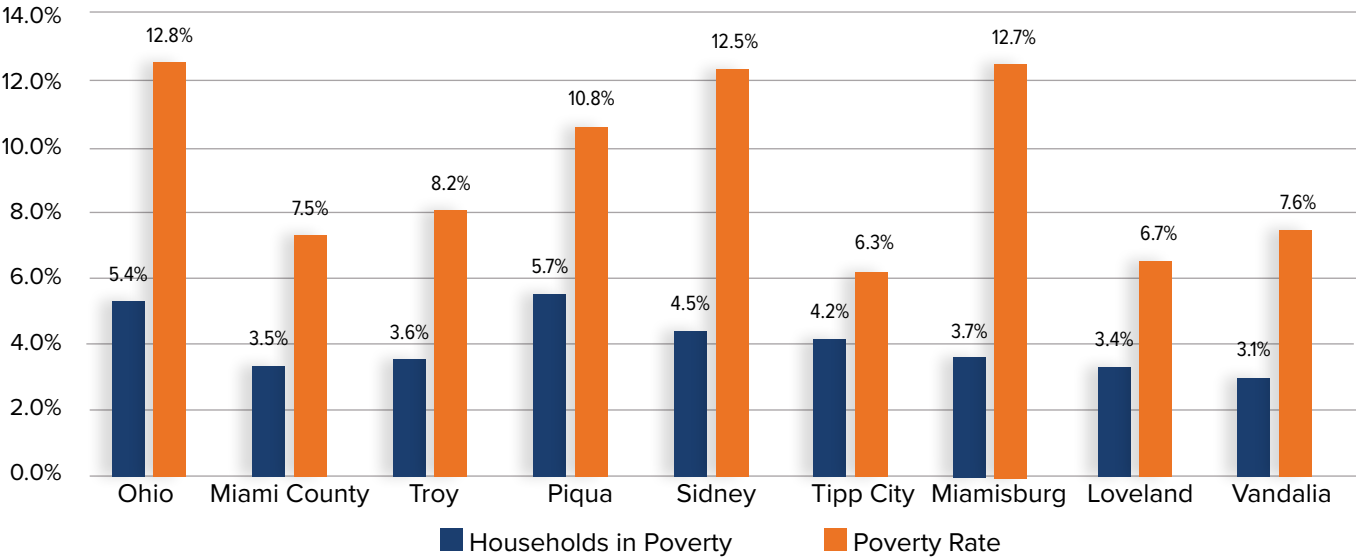


Source: US Census

POVERTY

The poverty rate is the number of people whose income falls below the poverty line relative to the overall population; the poverty line is half the median household income of the total population.³ In 2020, the poverty rate in Troy was 8.2 percent, lower than the state average of 12.8 percent. Troy’s total number of households experiencing poverty was 3.6 percent. Other comparison communities experienced a poverty percent rate of above 10 percent. This data indicates that Troy is experiencing a close-to-average poverty rate compared to all other communities.

FIGURE 7: TOTAL POVERTY RATES – 2020



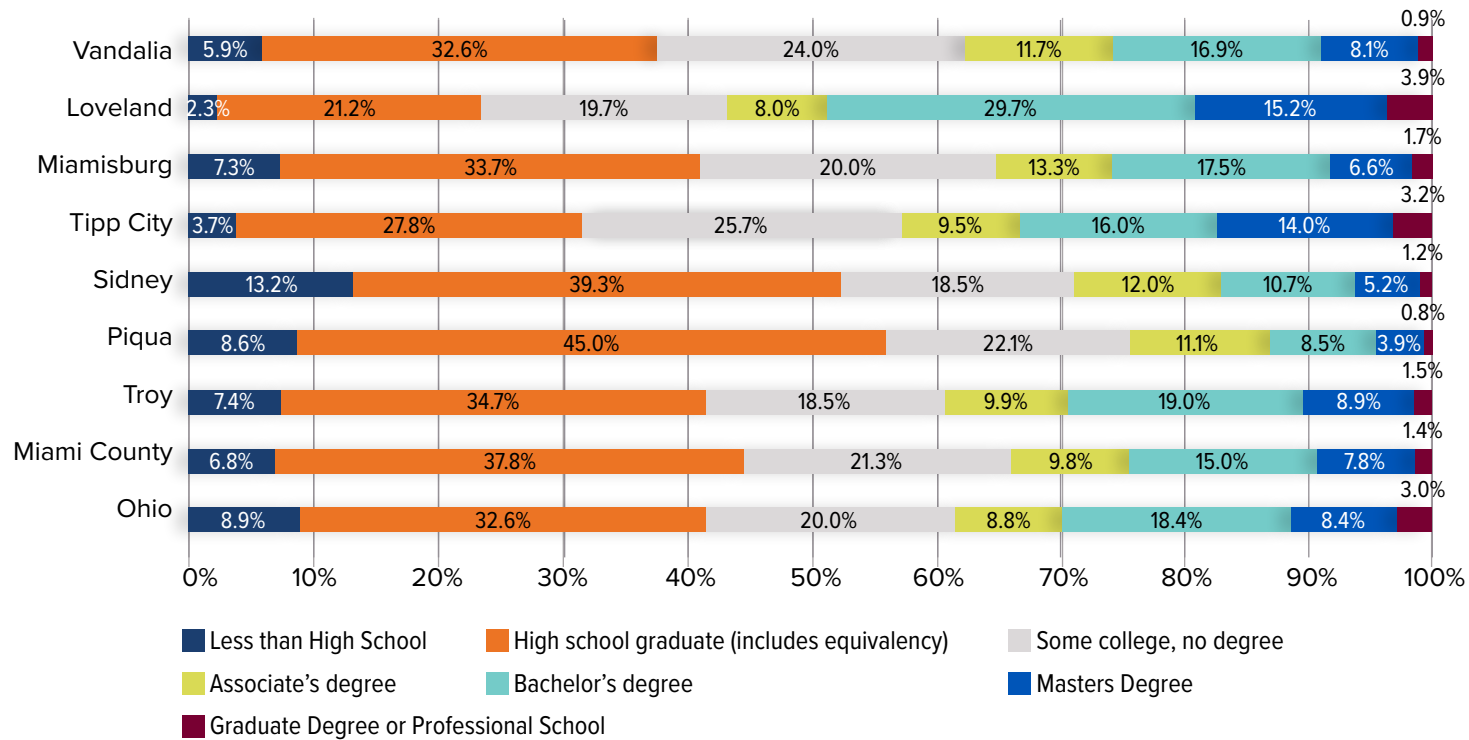
Source: US Census

3 OECD: Poverty Rate

EDUCATIONAL ATTAINMENT

The following graph illustrates the level of educational attainment of residents in the City of Troy. According to ESRI Community Analysis, 34.7 percent of the City population received a high school diploma or GED compared to 32.6 percent for the State of Ohio. Others chose to continue their education, and 18.5 percent attended some college but did not obtain a degree. Another 9.9 percent of residents received an associate degree. In comparison, 19.0 percent graduated with a bachelor's degree, and 8.9 percent graduated with a master's degree.

FIGURE 8: 2020 HIGHEST LEVEL OF EDUCATION



Source: US Census

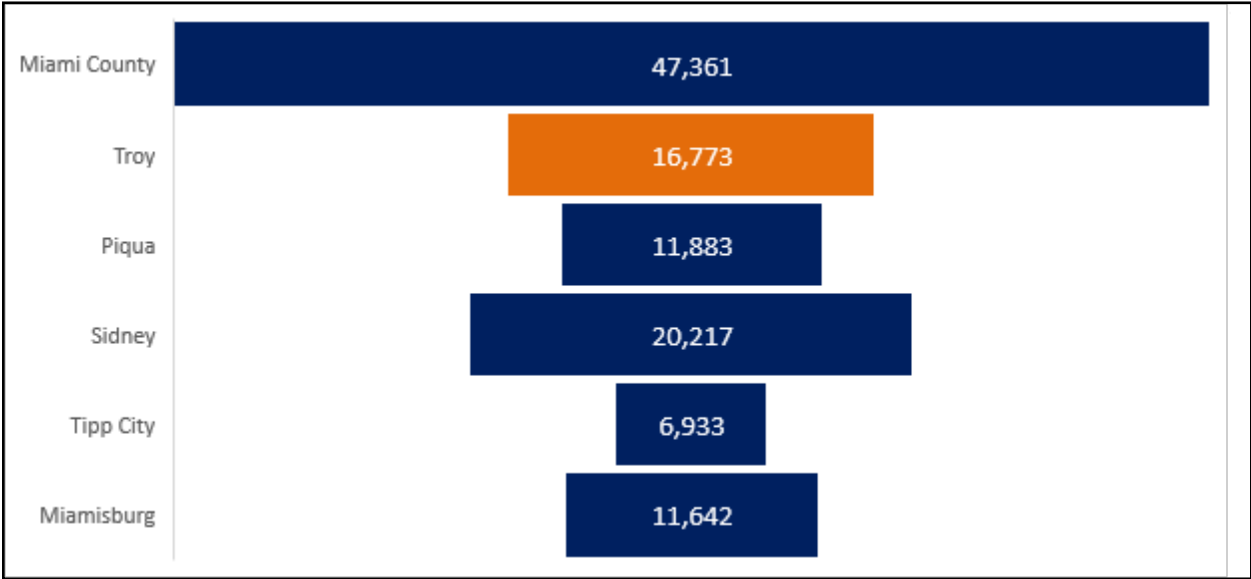
ECONOMY

The City of Troy and its local and regional partners have created a thriving business climate for large employers and local entrepreneurs. Within the City limits are over 1,000 businesses ranging from Fortune 500 company facilities, such as Conagra Brands, Inc. and American Honda Motor Company, Ltd., to locally owned restaurants and boutiques.

EMPLOYMENT

Employment examines the total number of employees and what type of businesses those employees work in. This data is organized using the North American Industry Classification System (NAICS) categories by geography. The US Census OnTheMap service releases data yearly, allowing users to determine specific study area boundaries. That is the official data source used to gather and analyze this information. For this report, 2021 data was used. In 2021, Troy businesses employed 16,773 people, 35 percent of all jobs in Miami County. Of the comparison communities, only Sidney had a higher number of workers. Piqua, Tipp City, and Miamisburg all had lower employment counts. These comparisons demonstrate the importance of Troy's role in the region as a center of economic activity, also shown in the number of workers who commute to the area for work.

FIGURE 9: TOTAL NUMBER OF EMPLOYEES IN TROY AND THE COMPARISON COMMUNITIES

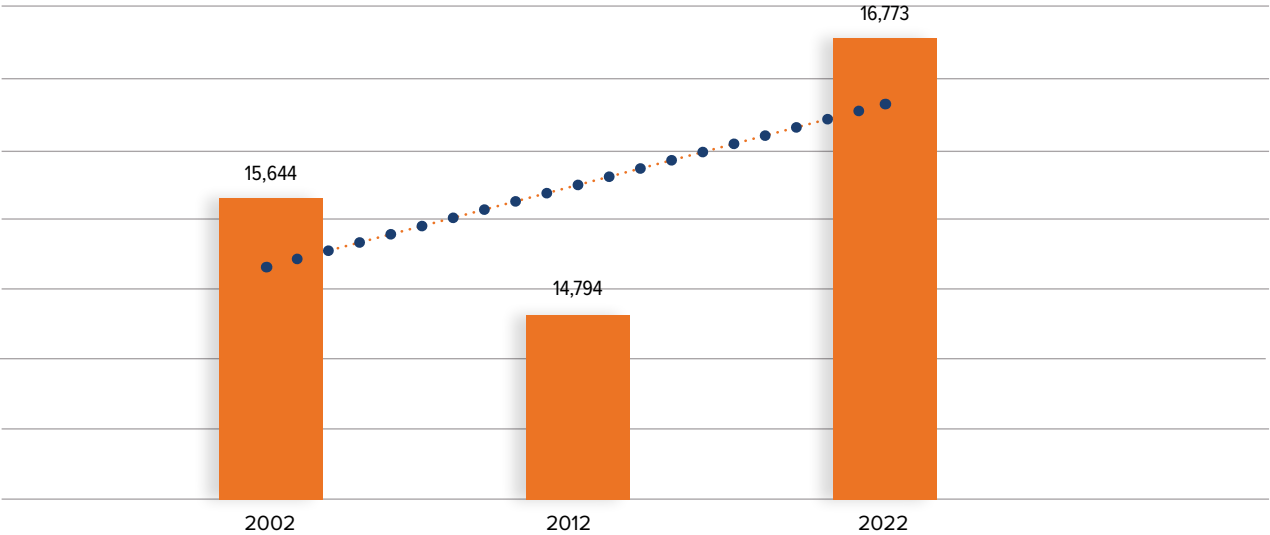


Source: Bureau of Labor Statistics, IMPLAN, and [US Census On The Map Tool](#)

JOB GROWTH

The economy and number of employees working in the City have grown in the last several years, credited to the efforts of staff and the City’s partner agencies. A dip in employment numbers was noted in 2012. A further look into the data shows a trend starting in 2008 when employment was 14,790. By 2009, the total workforce had declined to 13,704. This decrease was likely due to the 2008-2011 recession, and the 2022 total job count demonstrates that Troy’s employment base had recovered from the recession and is at an all-time high.

FIGURE 10: NUMBER OF TROY EMPLOYEES BY DECADE

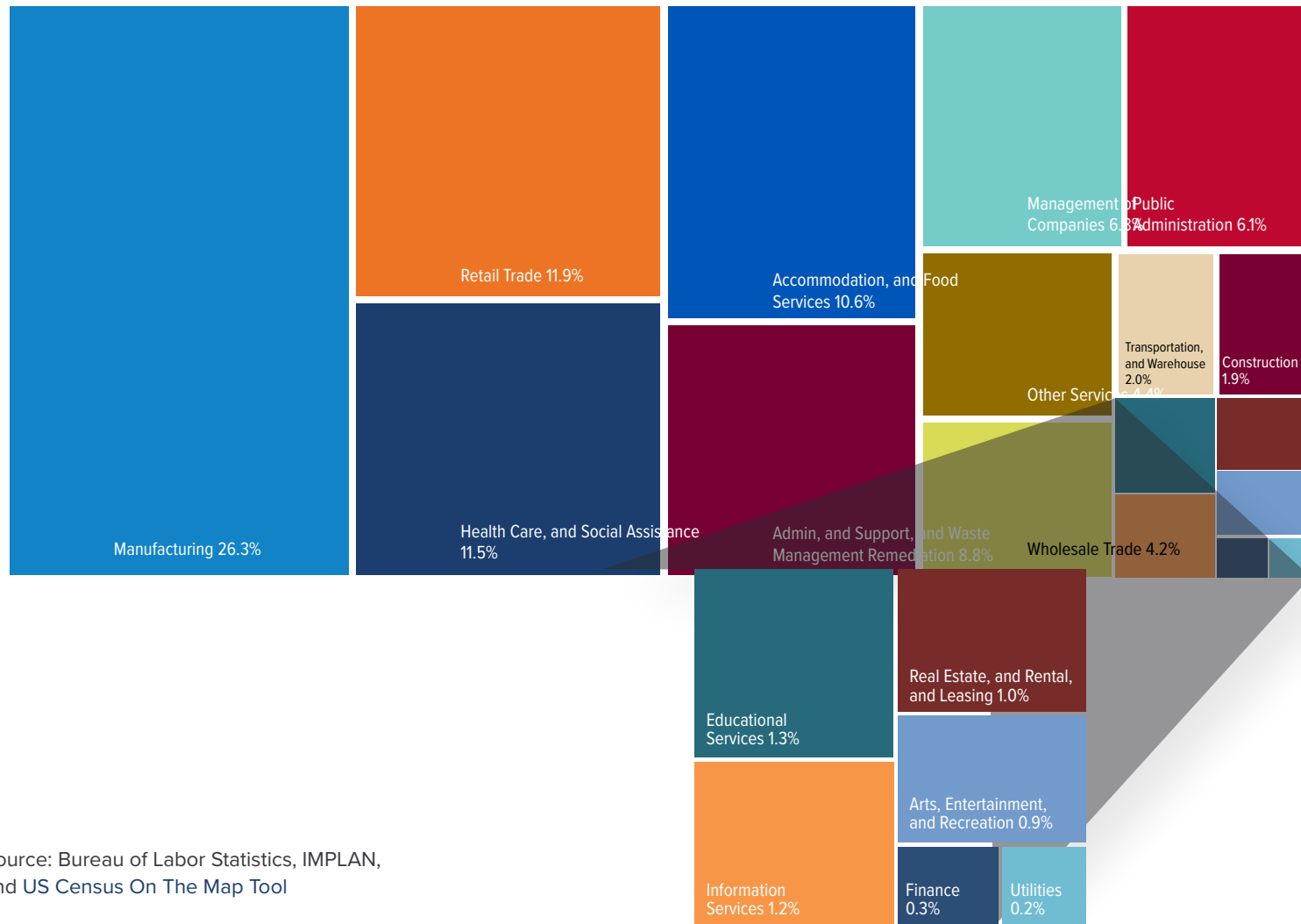


Source: Bureau of Labor Statistics, IMPLAN, and US Census On The Map Tool

TYPES OF JOBS IN TROY

Figure 11 highlights the percentage of employees working in Troy's business based on that company's industry. Manufacturing was the most considerable portion of Troy's workers at 26.3 percent, followed by retail at 11.9 percent and healthcare at 11.5 percent. Figure 11 also shows that the City has a diverse range of businesses.

FIGURE 11: PERCENTAGE OF JOBS PER NAICS INDUSTRY

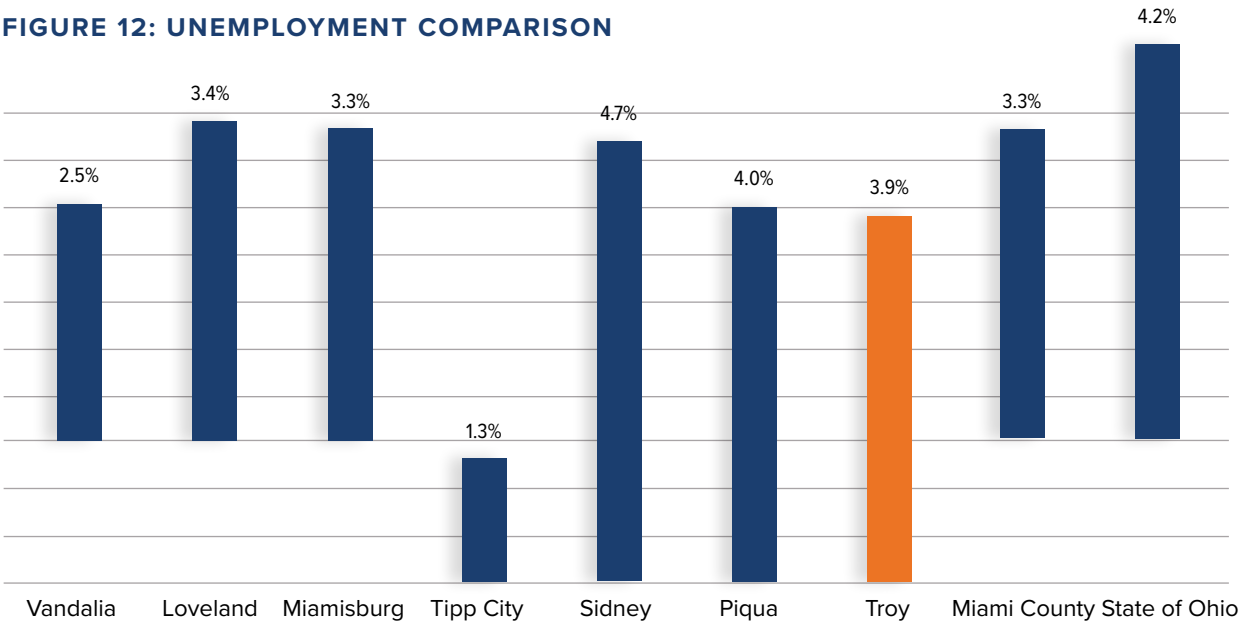


Source: Bureau of Labor Statistics, IMPLAN, and US Census On The Map Tool

UNEMPLOYMENT

Since the onset of the COVID-19 pandemic in 2020, unemployment rates throughout the country have remained low. Troy and all the comparison communities had historically low unemployment levels of under five percent in 2022. All but one municipality had a higher rate than the State of Ohio, at 4.2 percent, and Sidney, Ohio, at 4.7 percent. All these communities show favorable unemployment rates, indicating that the economy is robust in Troy and all over Ohio. One item to highlight is that since the pandemic, filling open positions at local businesses has been problematic due to these lower unemployment rates. These similar percentages would indicate high competition for workers in the region.

FIGURE 12: UNEMPLOYMENT COMPARISON



Source: US Census

EARNINGS

Quarterly and annual wages are only reported at the state and county levels by the Bureau of Labor Statistics (BLS). Therefore, this report compared Miami County and Montgomery County to the State of Ohio since these were the home counties of most comparison communities. Average wages were lower in Miami County (\$85,097) when compared to Montgomery County (\$125,798) and the State of Ohio (\$173,109). Reaching the lower wages observed between Miami County and the state was likely due to the State of Ohio's larger metropolitan statistical areas being included in those averages. Miami County wages were also probably lower than Montgomery County due to the Dayton metro area.

FIGURE 13: ANNUAL WAGE COMPARISON

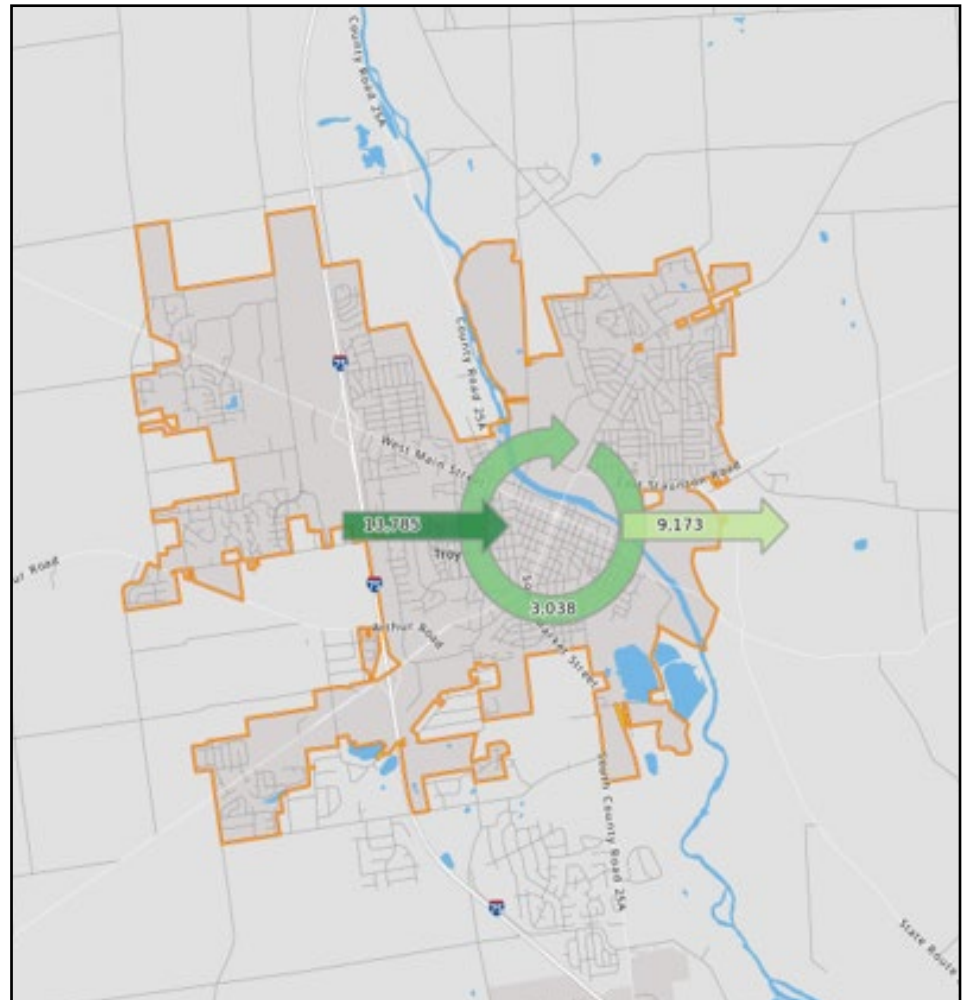
NAICS CATEGORY	MIAMI COUNTY	MONTGOMERY COUNTY	OHIO
Agriculture, Forestry, Fishing and Hunting	\$44,133	\$57,899	\$99,124
Mining, Quarrying, and Oil and Gas Extraction	\$64,548	\$56,180	\$75,959
Utilities	\$166,704	\$156,107	\$173,482
Construction	\$116,870	\$131,645	\$123,880
Manufacturing	\$60,297	\$60,900	\$160,013
Wholesale Trade	\$78,251	\$70,481	\$81,769
Retail Trade	\$35,189	\$34,056	\$77,028
Transportation and Warehousing	\$167,193	\$191,319	\$247,193
Information	\$66,617	\$113,512	\$220,002
Finance and Insurance	\$67,428	\$186,414	\$384,099
Real Estate and Rental and Leasing	\$39,354	\$50,249	\$103,282
Professional, Scientific, and Technical Services	\$141,308	\$226,281	\$304,893
Management of Companies and Enterprises	\$67,713	\$88,005	\$126,211
Administrative and Support and Waste Management and Remediation Services	\$83,671	\$91,131	\$121,627
Educational Services	\$84,074	\$197,670	\$204,055
Health Care and Social Assistance	\$93,362	\$282,237	\$279,071
Arts, Entertainment, and Recreation	\$47,299	\$109,393	\$166,757
Accommodation and Food Services	\$18,949	\$20,657	\$83,959
Other Services (except Public Administration)	\$64,611	\$165,391	\$203,815
Public Administration	\$194,373	\$226,442	\$225,952
Average	\$85,097	\$125,798	\$173,109

Source: Bureau of Labor Statistics, IMPLAN, and US Census On The Map Tool

COMMUTER BEHAVIOR CITY LIMITS

More workers, 82 percent, commute into Troy to work at local businesses. While 18 percent of Troy residents both live and work in the City. That trend confirms that Troy is an employment hub and importer of economic activity. The top employment destination for Troy residents is Dayton at 8.6 percent, Piqua is second at 5.5 percent, and Tipp City is third at 4.1 percent.

FIGURE 14: 2021 COMMUTER SHED

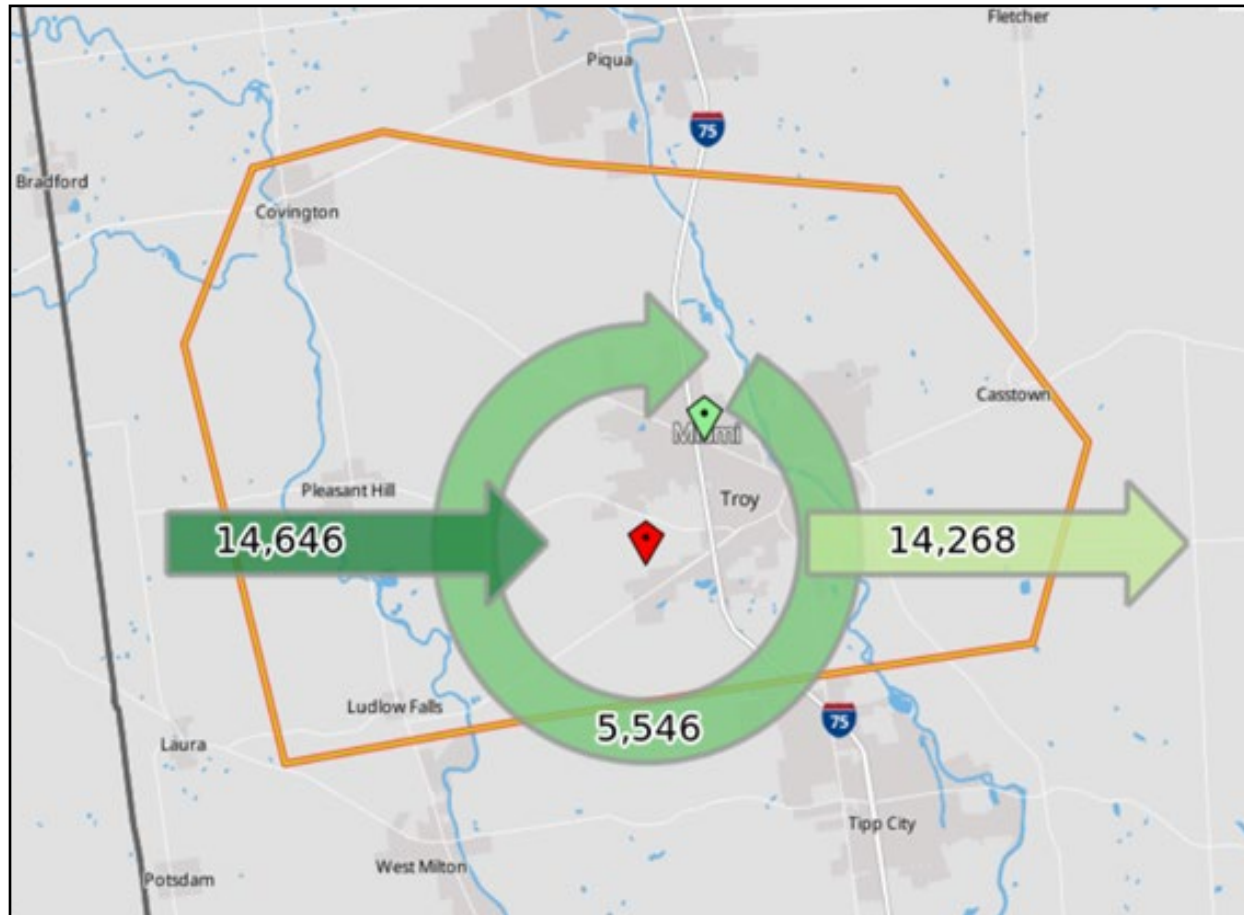


Source: Census OnTheMap

OUTSIDE THE CITY'S LIMITS

To ensure the true nature of the area's commute patterns was captured, a second analysis included the regions surrounding Troy's municipal boundary (the orange line shown in Figure 15). The larger boundary showed a similar commute pattern. Of the residents in the larger area, 5,546 persons, or 27.5 percent of the population, lived and worked in that area of Miami County. Most employees, 72.5 percent, lived outside this expanded area, and 72 percent of residents within the orange line worked somewhere else. The three top-ranking destinations were, again, Dayton (8.2 percent), Piqua City (6.0 percent), and Tipp City (3.9 percent).

FIGURE 15: LARGER COMMUTE AREA INFLOW/OUTFLOW ANALYSIS



Source: Census OnTheMap

LOCATION QUOTIENT

Aside from local input and on-the-ground observations, this report examined how the concentration of industries in Troy compared to Miami County, the State of Ohio, and the United States to determine if the observed job growth's success in recent years is concentrated in any one or two industries. This comparison also helps identify potential industry clusters to help with recruitment efforts.

Location quotient ratios indicate a higher concentration of an employment industry within a given economy, Troy, than in a larger economy, such as the US. When a local industry's ratio is 1.0 or higher, the local economy has a competitive advantage regarding those types of businesses. Also, high location quotients can indicate that a local economy has a large workforce trained in these industries, which can be used to attract industry clusters and complementary businesses.

This location quotient analysis proved that manufacturing is a significant portion of Troy's economy, accounting for 26.3 percent of the total jobs in Troy. Other concentrated business types in the City were wholesale trade and management of companies and enterprises. The City outperformed Miami County, the State of Ohio, and the US in these industries. Accommodation and food services were on par with the larger economy. However, a higher concentration was expected, given Troy's success in creating dining and shopping through entrepreneurial efforts. There was a very low concentration in the Transportation and Warehousing category. Given the City's large manufacturing base and proximity to I-75, this was expected to be higher. A larger concentration in the health care and social assistance sector was also expected due to recent investments within this industry.

FIGURE 16 - LOCATION QUOTIENT ANALYSIS

NAICS CATEGORY	TROY TO MIAMI COUNTY	TROY TO OHIO	TROY TO THE US
Agriculture, Forestry, Fishing, and Hunting	0.00	0.00	0.00
Mining, Quarrying, and Oil and Gas Extraction	0.25	0.23	0.10
Utilities	0.59	0.43	0.40
Construction	0.41	0.46	0.38
Manufacturing	1.31	2.71	4.00
Wholesale Trade	1.33	1.54	1.70
Retail Trade	0.89	0.95	0.92
Transportation and Warehousing	0.39	0.44	0.47
Information	1.03	0.35	0.25
Finance and Insurance	0.80	0.28	0.29
Real Estate and Rental and Leasing	0.94	0.43	0.34
Professional, Scientific, and Technical Services	1.02	0.53	0.40
Management of Companies and Enterprises	2.56	1.41	2.28
Administrative and Support, Waste Management, and Remediation	0.76	0.70	0.66
Educational Services	0.93	0.90	0.83
Health Care and Social Assistance	0.85	0.54	0.59
Arts, Entertainment, and Recreation	0.65	0.36	0.36
Accommodation and Food Services	1.01	1.08	1.05
Other Services (excluding Public Administration)	0.66	0.74	0.71
Public Administration	1.42	0.96	0.75

Source: Bureau of Labor Statistics, IMPLAN, and US Census On The Map Tool

SHIFT-SHARE ANALYSIS

Shift-share analysis compares a local economy's growth over a specified timeframe to a larger economy's (e.g., the US's) change over that same period. This type of analysis is typically broken down into these calculations:

- **National Growth for Industry** – The national growth for the industry calculation shows the number of local jobs a business category is expected to gain or lose based on that same category's national performance. In short, it describes how many local jobs are created or lost because of that industry's rise or decline nationally.
- **Industrial Shift** – This measurement provides insight into whether an industry is growing or shrinking nationwide. An industry with a negative industrial shift is declining. It may help a local economy identify if they are reliant on a shrinking sector or where not to focus recruiting efforts.
- **Competitive Share** – A positive competitive share value indicates that a particular industry is growing faster locally than the national economy and may suggest that the local economy has an industry-specific competitive advantage. Negative competitive share values suggest that the local industry is losing jobs faster than the national economy.
- **Absolute Change** – Absolute change illustrates the total number of jobs gained (positive number) or lost (negative number) in the local economy during the time-period used for the shift-share analysis.

This shift-share analysis examined Troy's job growth from 2011 to 2021. This analysis revealed that changes in the City's manufacturing, healthcare and social assistance, and wholesale trade industries outperformed the US in the manufacturing, wholesale trade, healthcare and social assistance, and education categories.⁴ One item to note is that the industry shift calculation for manufacturing resulted in a negative number, meaning that, nationally, the manufacturing industry has declined in relative strength from 2011 to 2021. Given recent efforts to re-shore manufacturing to the US, such as the CHIPS Act, as well as supply chain issues caused by the COVID-19 pandemic, investment in this NAICS category should continue to be a priority. When looking at the location quotient results, transportation and warehousing revealed a minor competitive share advantage, which did not have a high concentration of jobs. When combined, the two indicators may show that the transportation and warehousing industry is increasing in Troy.

4 US Census Bureau, Bureau of Labor Statistics, American Structurepoint Inc.

The following industries had even or low competitive share values:

- Construction
- Finance and insurance
- Real estate and rental and leasing
- Professional, scientific, and technical services
- Management of companies and enterprises
- Administration and support, waste management, and remediation
- Arts, entertainment, and recreation
- Accommodation and food services had even or low competitive share values.

Like the location quotient results, accommodations and food services also had an unexpectedly low competitive share, indicating that while success in bringing new restaurants and retailers to Troy over the last several years was noted, this industry is not keeping pace with the national economy's growth rate. Finance and insurance, administration and support, waste management and remediation, arts, entertainment, recreation and accommodation, and food services also had negative absolute change values, meaning these NAICS categories lost jobs from 2011 to 2021.

FIGURE 17 - SHIFT SHARE ANALYSIS

NAICS CATEGORY	NATIONAL GROWTH	INDUSTRIAL SHIFT	COMPETITIVE SHARE	ABSOLUTE CHANGE
Agriculture, Forestry, Fishing, and Hunting	5	-2	-44	-41
Mining, Quarrying, and Oil and Gas Extraction	0	-1	4	3
Utilities	4	-4	2	2
Construction	29	62	-30	61
Manufacturing	405	-217	1780	1,968
Wholesale Trade	93	-71	239	262
Retail Trade	169	-100	14	83
Transportation and Warehousing	16	38	170	224
Information	8	-4	5	9
Finance and Insurance	26	1	-56	-29
Real Estate and Rental and Leasing	10	4	-19	-5
Professional, Scientific, and Technical Services	50	78	-120	8
Management of Companies and Enterprises	76	76	-228	-76
Administration and Support, Waste Management, and Remediation	129	72	-672	-472
Educational Services	112	-106	135	142
Health Care and Social Assistance	122	87	149	358
Arts, Entertainment, and Recreation	13	-14	-17	-19
Accommodation and Food Services	183	-68	-298	-183
Other Services (excluding Public Administration)	38	-59	18	-3

Source: US Census On The Map Tool, BLS, and American Structurepoint

RETAIL GAP ANALYSIS

A retail gap analysis was performed, considering the community's desire for increased dining, retail, and service options. A retail gap analysis shows how much money is spent locally compared to how much money "should" be paid based on the local population's disposable income. A retail gap analysis helps to:

- Uncover unmet demand and possible opportunities;
- Understand the strengths and weaknesses of the local market area; and
- Measure the difference between actual and potential retail sales.

"Leakage" and "surplus" are the categories defined in a retail gap analysis.

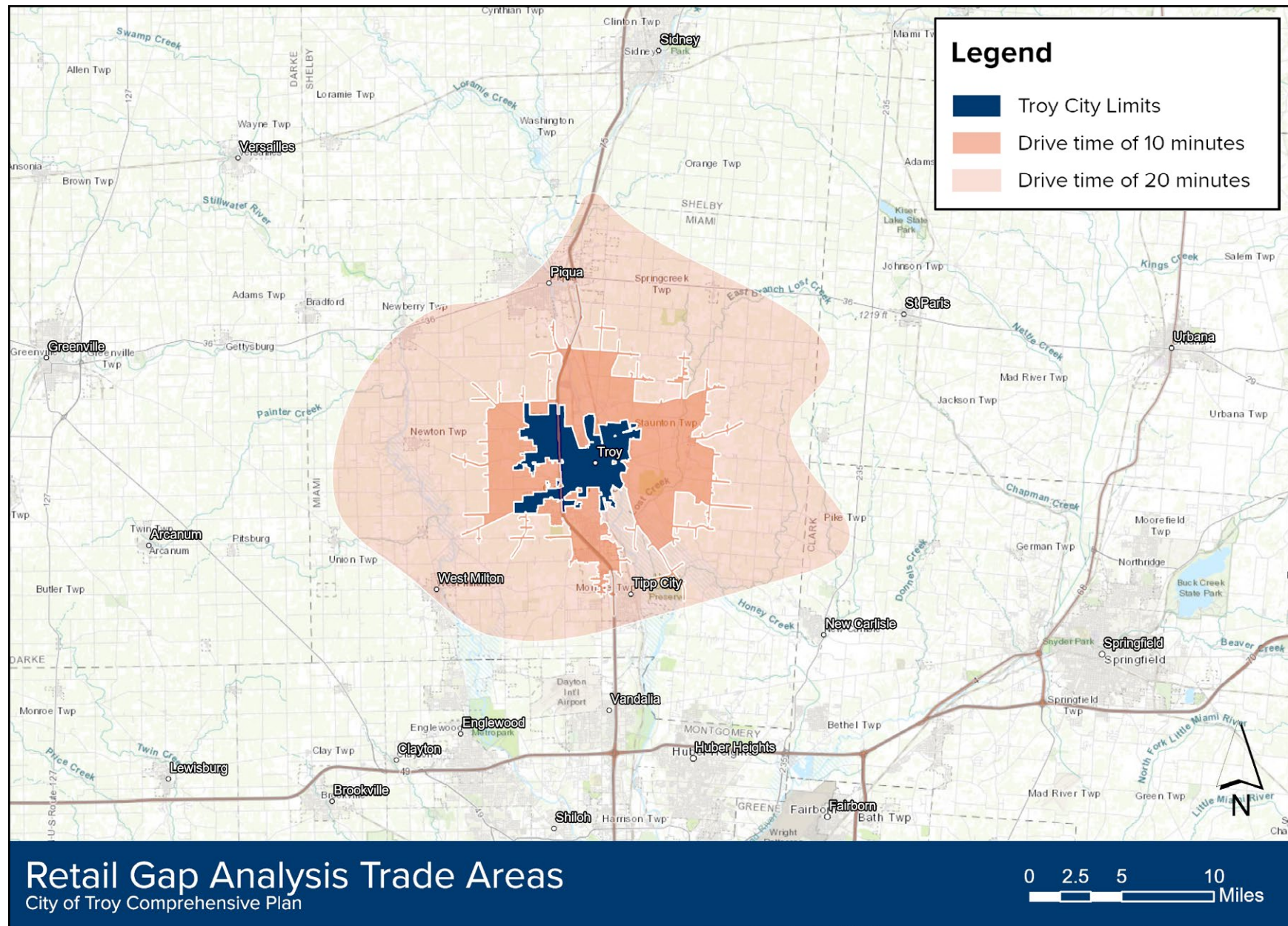
- Leakage in a local market means that people living in a trade area are spending money outside of that trade area. That indicates that additional disposable income could be captured in the trade area but is being lost or "leaking" to competing shopping districts.
- A surplus in a local market means more money is being spent at local businesses than the trade area's population "should be" spending. A surplus can have multiple meanings:
 1. Too many companies exist in the trade area without enough disposable income to support them all; or
 2. The trade area attracts spending from additional shoppers beyond the residents' spending power.

TROY'S TRADE AREAS

An analysis of Troy's population trends, commuter patterns, daytime population, and public input revealed two distance-based trade areas. The two trade areas identified were:

1. **Primary Trade Area (10-minute drive)** – The primary trade area was defined as a 10-minute drive from Troy and captured residents likely to shop at local businesses multiple times weekly.
2. **Extended Trade Area (Approximate 20-minute drive)** – The extended trade area was defined as a modified 20-minute drive from Troy and captured potential shoppers who may frequent businesses once or twice a month. The trade area boundary was set to stop before the 20-minute drive area on the south, considering that this area is close to Dayton and likely draws shoppers towards that area.

FIGURE 18: RETAIL GAP ANALYSIS TRADE AREAS



Source: Claritas and American Structurepoint

FIGURE 19: PRIMARY AND EXTENDED TRADE AREA RETAIL GAP ANALYSES

CATEGORY	PRIMARY TRADE AREA (\$)	EXTENDED TRADE AREA (\$)
Total	130,167,898	346,062,216
Motor vehicle and parts dealers	-13,538,427	36,019,805
Furniture and home furnishing stores	6,888,909	16,206,252
Electronics and appliance stores	8,718,591	20,903,589
Building materials, garden equipment, and supplies dealers	1,934,951	-10,043,289
Food and beverage stores	13,802,850	15,939,676
Health and personal care stores	23,053,909	50,831,445
Gasoline stations	10,865,157	18,058,154
Clothing and clothing accessories stores	22,950,873	52,598,850
Sporting goods, hobbies, musical instruments, and bookstores	4,489,463	10,521,223
General merchandise stores	6,676,618	13,802,985
Miscellaneous store retailers	3,183,206	7,739,678
Food services and drinking places	16,702,661	56,310,865
Drinking places (alcoholic beverages)	6,036,871	10,655,101
Restaurants and other eating places	2,568,878	4,380,456
Full-service restaurants	8,096,912	41,275,309
Limited-service restaurants	15,450,612	26,615,600

Source: Claritas: Retail Market Power Opportunity Gap by Retail Store Types 2022

PRIMARY TRADE AREA

Figure 19 shows the gap analysis for each significant retail category in the primary and extended trade areas, with red surpluses and black leakages. Troy's primary trade area had a total leakage of \$130,167,898 for all categories. The motor vehicle and parts dealers were the only reported surplus within the primary trade area. The observed surplus in motor vehicles and parts dealers indicates that shoppers are coming to Troy to purchase automobiles or other auto parts and services. Troy is an importer of their business. Leakages of varying amounts were observed in all other NAICS categories.

In the primary trade area, these leakages indicate that many residents living within that boundary shop in other places to meet their needs. Considering the commute patterns observed in this report and Troy's status as a dining and shopping destination, more surpluses were expected. The analysis shows that Troy's focus on creating fun downtown and shopping destinations has room to grow to support more businesses.

EXTENDED TRADE AREAS

The extended trade area captured spending within a modified 20-minute drive from downtown. The extended trade area had a total leakage of \$346,062,216. Similar to the primary trade area, only one surplus was observed in the building material, garden equipment, and supplies dealers category.

RETAIL GAP ANALYSIS IMPLICATIONS

This analysis shows room in the region for more shopping and dining opportunities. Troy's status as the region's shopping destination and the overall leakages shown in both trade areas demonstrate that residents could support more retail options. Determining which business may thrive in any trade area is an inexact science. However, this information provides a good starting point. The categories that show leakages in the primary and extended trade areas are the first place to look. However, the leakage quantities of the following categories were lower than needed to support a single store's annual sales to serve these demands. Economic development efforts to pursue these retailers should understand that more action will be required to convince these stores to locate in the area.

- Motor vehicle and parts dealers
- Electronics and appliance stores
- Building materials, garden equipment, and supplies dealers
- Sporting goods, hobbies, musical instruments, and bookstores
- General merchandise stores (i.e., Walmart, Target, General Dollar, etc.)

Retail gap analysis bases the need for businesses only on residents that live in the trade area and not others that may shop in the City, i.e., employees from local businesses and visitors, such as restaurants, health care, and food and beverage stores. Given Troy's sizable daytime population and workforce, the demand for these categories is likely more significant than the leakages reported in the primary trade area.

RETAIL SPACE

To help understand some of the reported leakages, the retail sector's building market is examined more closely here. According to CoStar, a commercial broker database website, there was a 2.3 million square foot inventory of retail space in Troy with a low 6.2 percent vacancy rate. Of that vacant property, 26,300 square feet were occupied last year, showing the high demand for retail space. The average asking rent price was \$12.69 per square foot, much lower than larger markets such as Dayton. Another factor contributing to the observed leakages was the pace of new retail construction. Since 2013, 68,351 square feet of new retail buildings were added to Troy's supply. This relatively low rate of commercial construction and low vacancy rates may start to put pressure on the favorable rent rates that Troy's businesses currently enjoy.

During interviews, stakeholders mentioned concerns about the uneven distribution of food and beverage stores in Troy. They noted that the concentration of stores in the City's northwest quadrant (e.g., Meijer, Wal-Mart, and Aldi) leaves the rest of the City underserved. Aside from the West Market Street Kroger and a few specialty/gourmet grocers, other areas are served by convenience stores. That concern may be supported by the approximately \$13 Million leakage in the primary trade area and \$15 Million leakage in the extended trade area experienced by Troy, as some residents may have to travel outside these areas to purchase daily groceries.

ECONOMIC DEVELOPMENT EFFORTS⁵

Troy has enjoyed the success of its economic development efforts through robust community partnerships, whether public, private, or non-profit. Troy sustains this economic success with a diverse mix of industries that it supports and grows through a multi-prong approach of incentives and proactive recruitment, both domestic and international. In partnership with the Troy Development Council, it offers new and existing business loan programs, tax incentives, and an inventory of available commercial and industrial real estate in partnership. The boundaries of the tax incentives are shown in Figure 20. These efforts are reflected in the low vacancy rates experienced in most of Troy's real estate markets. While some note building momentum in the early 2000s, many view 2013's Gentlemen-of-Road concert series stop in Troy as a culmination of these efforts and pivotal in unifying its community partners behind a shared vision. The event drew 40,000 people downtown and put Troy in the minds of a broader audience as a destination.⁶

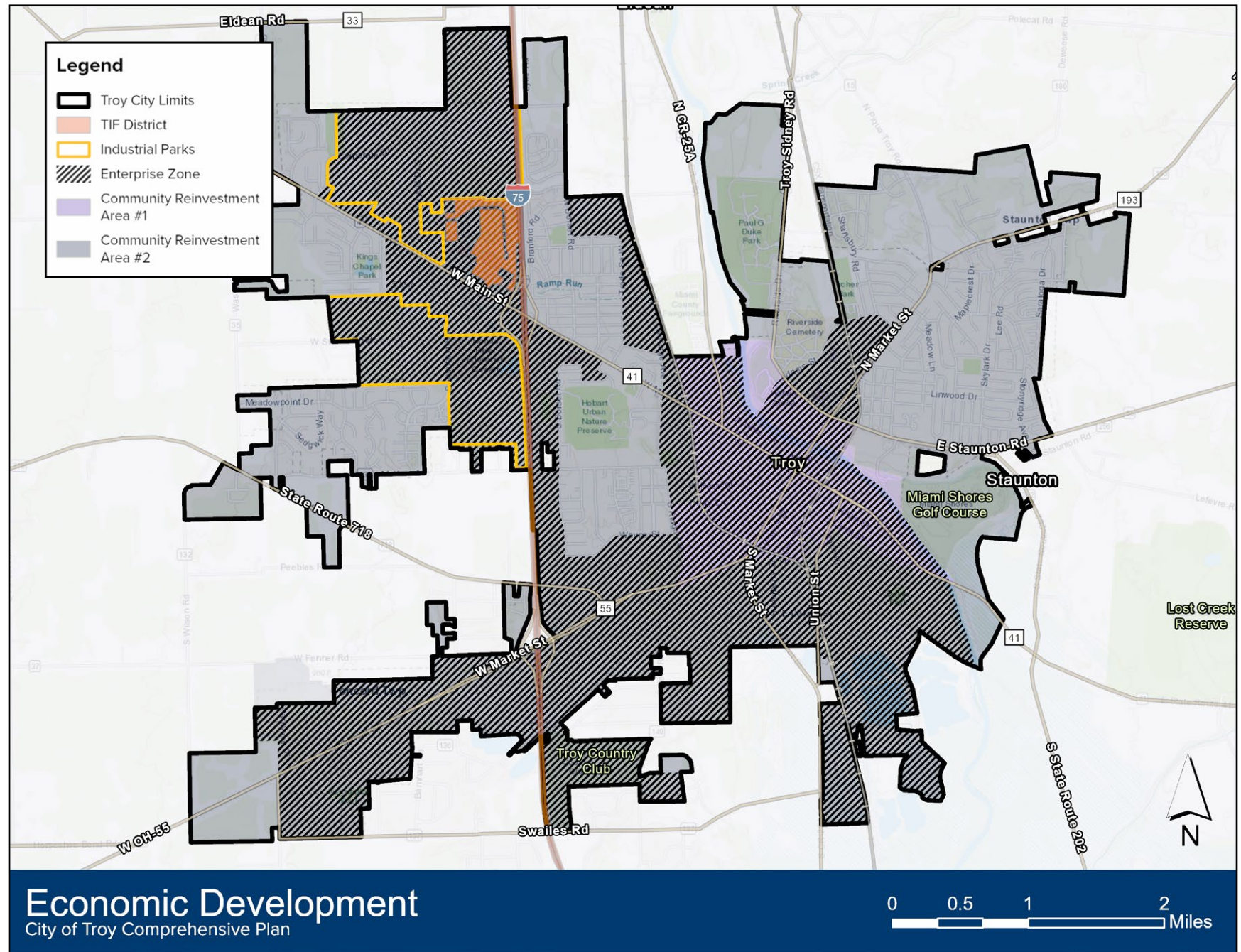
Partner agencies involved in these efforts are:

- Troy Development Council
- Troy Main Street

5 Troy Development Council

6 Bluegrass Today

FIGURE 20: ECONOMIC DEVELOPMENT INCENTIVE DISTRICTS



Source: Claritas and American Structurepoint

AVAILABLE INCENTIVE DISTRICTS

COMMUNITY REINVESTMENT AREA

Community Reinvestment Areas, or CRAs, preserve property values by encouraging reinvestment through tax incentives. Whether new construction or renovation, both residential and commercial property owners can benefit from CRAs. Troy has two pre-1994 CRAs, which cover the entire city when combined. That means that 100 percent of additional property taxes an owner would have incurred due to new construction or property improvements can be abated. The last boundary adjustment occurred in 2019.

ENTERPRISE ZONE

Depending on job creation and new payroll figures, manufacturers making significant real property improvements can qualify for 100 percent property tax abatement for up to 15 years through Troy's Enterprise Zone Program, or "EZ." The EZ also provides additional incentives from the state, such as tax credits, grants, and low-interest loans.

TAX INCREMENT FINANCING⁷

In Ohio, TIFs are an economic development tool that allows property owners to share infrastructure costs for commercial and residential development within the area identified in locally adopted TIF legislation, known as a TIF district. TIFs work by deferring the increased tax revenue, or "increments," that result from improvements in the TIF district. These funds are placed into an account and can be used to pay for public improvements in creating economic activity within the TIF's allocation area.

CITY LOAN PROGRAMS

Since 1990, the Development department has managed over seventy loans above \$10,000,000 to those investing in a Troy business or building. Depending on the scope, loans range from \$2,000 to \$600,000, and matching funds are encouraged. The Troy Economic Development Revolving Loan Program, or "ED RLF," is one program targeted to provide gap financing. Compared to traditional financing, ED RLF requires less equity and a lower interest rate, allowing small businesses to strengthen cash flow and capacity position.

7 Tax Increment Financing FAQs



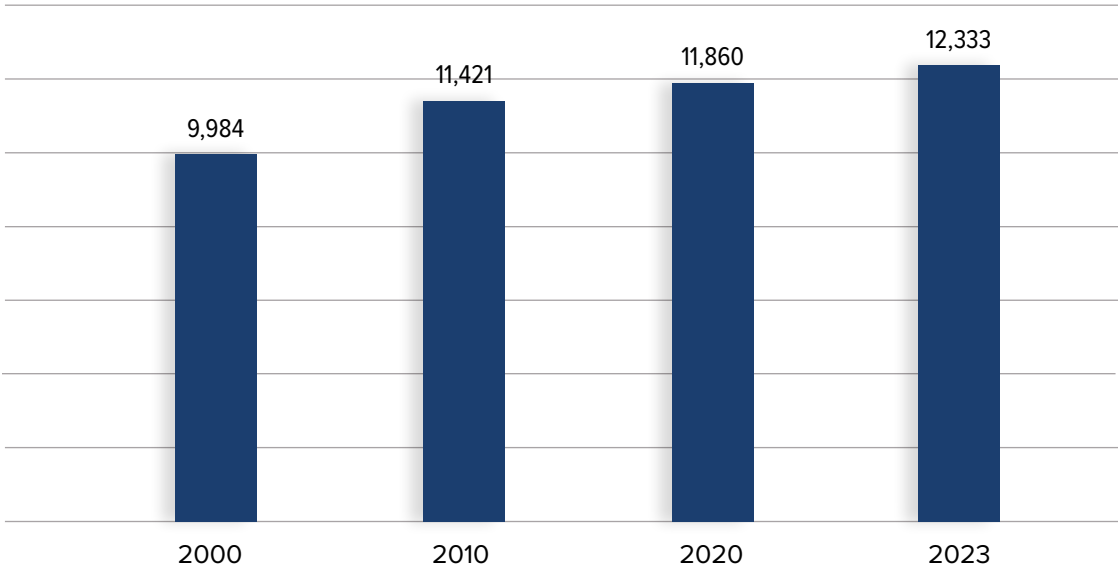


HOUSING

Housing is a significant factor that contributes to a community’s success. Any city needs a mix of housing types and price points to ensure that they can meet the demands of today’s and tomorrow’s residents and employees. Since the end of the COVID-19 pandemic, housing has also become an issue for many communities in terms of availability and price. The data below provides a detailed look at the current housing available in Troy.

In 2023, Troy’s total housing supply had 12,333 units, which included the recent development of new single-unit detached and apartment housing. Housing units have steadily increased since 2000.

FIGURE 21: TOTAL HOUSING UNITS IN TROY

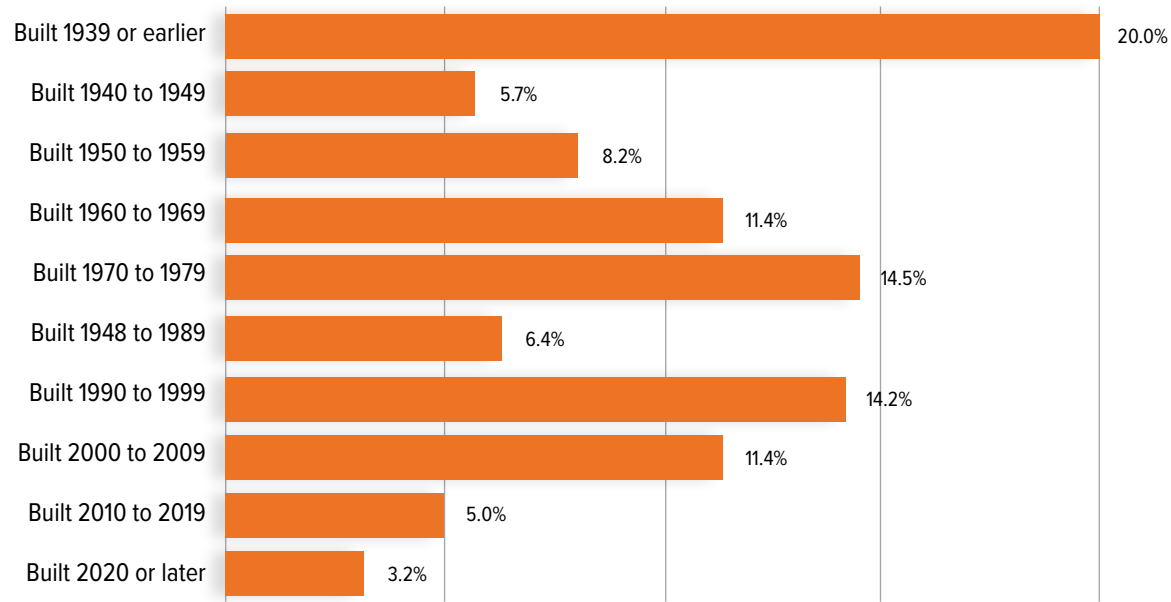


Source: US Census Bureau

CONSTRUCTION ACTIVITY AND HOUSING STOCK AGE

Troy had seen a lot of building activity before 1939 while the town was still growing because of new industries in the area. While the City had varying levels of construction activity in the 1940s, 1950s, and 1960s, many units were built in the 1970s. Activity increased in the 1990s and 2000s, likely because of the housing boom during those years, and has slowed in the previous and current decade, with a total of 8.2 percent of the entire number of homes being built in Troy since 2010.

FIGURE 22: TROY RESIDENTIAL CONSTRUCTION BY DECADE

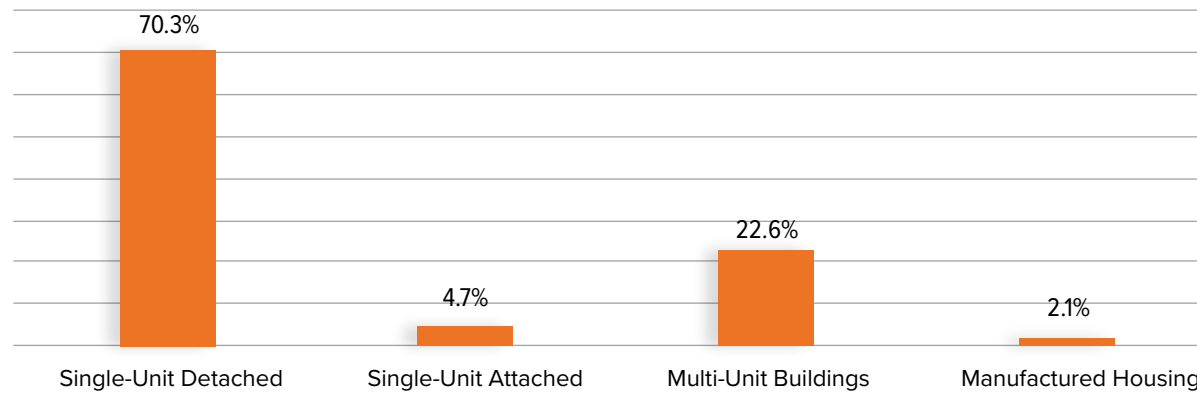


Source: US Census Bureau

TYPE

The majority, 70.3 percent, of Troy's housing stock was considered single-unit detached "single-family." The second largest category was multi-unit buildings, or "apartments or condominiums," followed by single-unit attached units, "duplexes and townhomes."

FIGURE 23: HOUSING TYPE

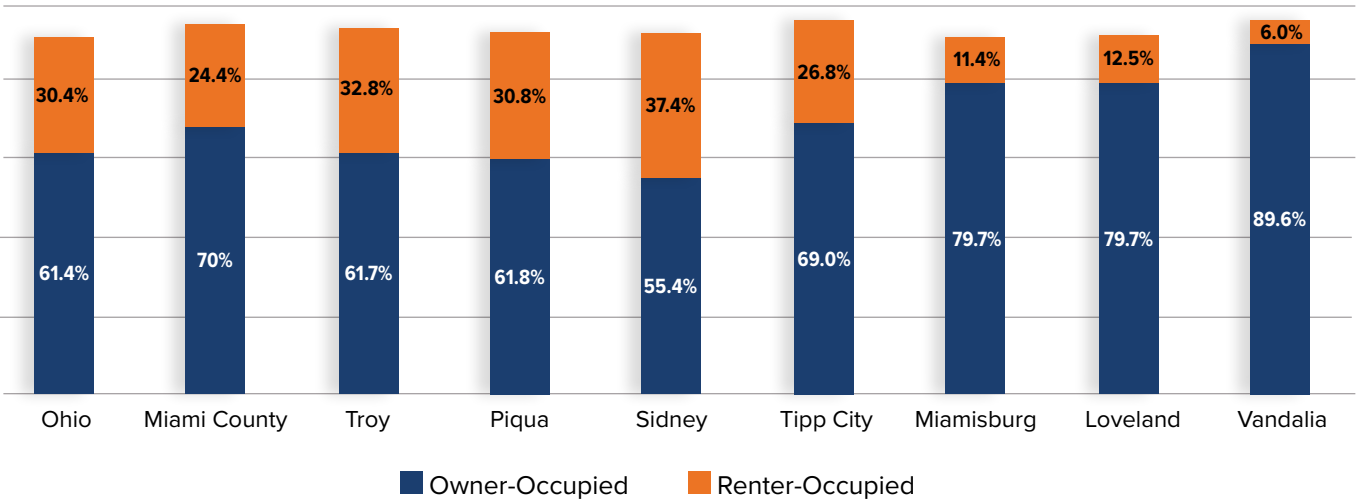


Source: US Census Bureau, American Community Survey

OCCUPANCY

Most homes (61.7 percent) in Troy were owner-occupied, meaning that the person/family who resides in the house also owns that property. The other 30.8 percent were rented. An examination of the comparison communities revealed similar percentages to Piqua, Sidney, and the State of Ohio. Miamisburg, Loveland, Vandalia, and Miami County had more owner-occupied housing. Vandalia had the highest rate of owner-occupied units at 89.6 percent. Since the portion of multi-unit buildings is lower than the total renters, several single-unit detached homes are likely being rented, coinciding with on-site observations and comments received during initial stakeholder meetings.

FIGURE 24: COMPARISON OF COMMUNITY HOME OWNERSHIP AND RENTER PERCENTAGES

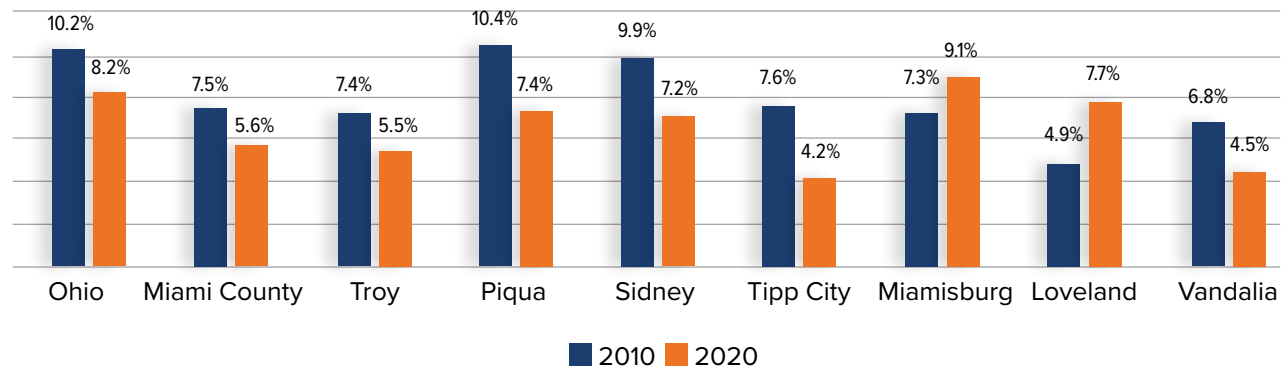


Source: US Census Bureau, American Community Survey

VACANCY

Vacancy rates for Troy housing units decreased from 2010 to 2020 from 7.4 percent to 5.5 percent, respectively. Most comparison communities also saw a similar trend, except for Miamisburg and Loveland. Housing units are becoming harder to find in Ohio, especially since the pandemic, which is driving the decrease in vacancy rates.

FIGURE 25: HOUSING VACANCY



Source: US Census Bureau, American Community Survey

VALUE

Home in the City had a range of values, as shown in Figure 26. Figure 27 further illustrates that homes in Troy had a median value of \$156,851 in 2021. However, the majority, 70.3 percent, were valued at \$149,999 or less. More recently constructed homes on the City's western border and northeast of downtown had higher values; they accounted for the percentage of homes in the community valued at \$250,000 or more. Home values have likely risen since 2021 due to the COVID-19 pandemic, which will be reflected in more recent assessments (see below). The values in the report still represent an essential snapshot of how the pandemic affected homes' value once new data is available. That information also helps inform this report about where Troy's home values relate to the selected comparison communities. Home values in Troy were near most of these other municipalities, Miami County, and the State of Ohio. Tipp City had a slightly higher median value, most likely due to that City's proximity to the Dayton area. Loveland's median value was much higher at \$247,588. Being a Cincinnati suburb near multiple communities with higher home values, Loveland likely led to this relatively higher median home value.

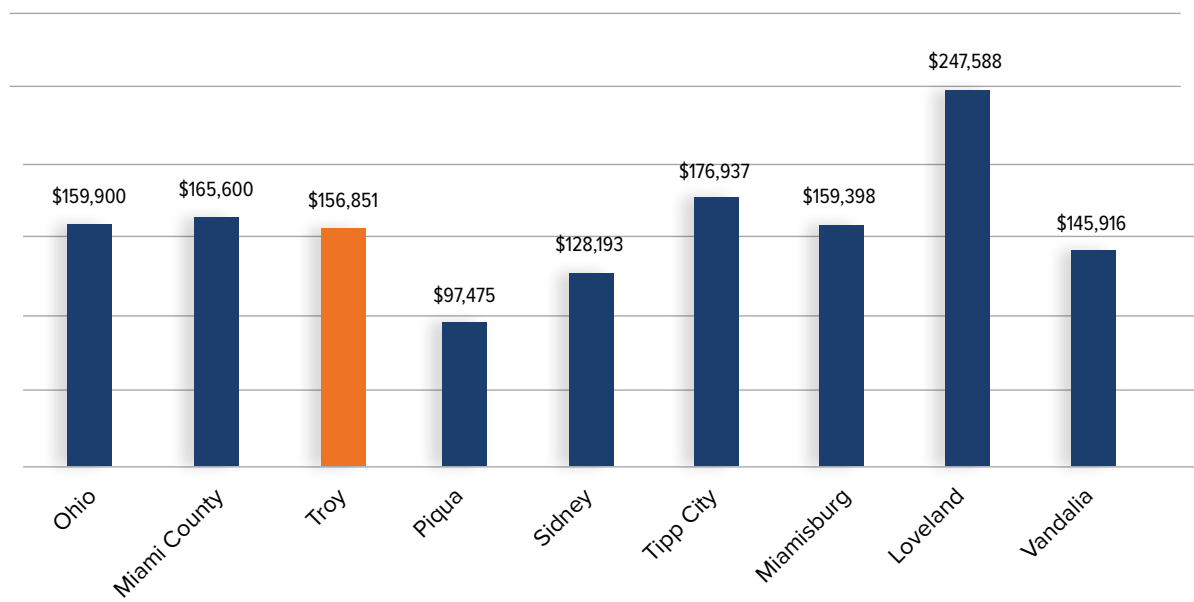
The Miami County Auditor's data was evaluated to see if Troy's home values increased. The analysis noted that the median home value of all Troy residences increased to \$180,440 based on 2022 assessed valuations. The median home value for single-unit detached homes in 2022 was \$258,155, verifying that home values were rising.

FIGURE 26: CITY OF TROY HOME VALUE DISTRIBUTION



Source: US Census Bureau, American Community Survey

FIGURE 27: TROY AND COMPARISON COMMUNITY MEDIAN HOMES VALUES



Source: US Census Bureau, American Community Survey

EXISTING ATTAINABLE HOUSING ANALYSIS

A high-level housing market demand analysis was performed to help gauge the amount and types of housing needed in the City. Renter-occupied and owner-occupied unit types were evaluated since they can have different demands and appeal to varying income levels. The first part of this analysis was to understand what housing types may be needed by existing residents. These current residents often represent a portion of the housing demand as their circumstances change. Usually, residents starting a family search for larger homes, while those nearing retirement may want to downsize. Incomes may vary due to a variety of factors as well, such as job loss or injury.

RENTER-OCCUPIED HOUSING DEMAND

Figure 28 examines how many Troy households in 2023 paid a maximum affordable rent in Troy compared to the number of households that earned an income in this same income cohort. Based on this analysis, Troy had a demand for 7,113 rental units.

FIGURE 28: 2021 TROY GROSS RENTAL UNIT DEMAND

INCOME COHORT	MAX AFFORDABLE RENT	HOUSEHOLDS RENTING IN THIS RANGE	HOUSEHOLDS EARNING THIS INCOME	NET UNIT DEMAND
Less than \$15,000	\$375	271	800	529
\$15,000 - \$24,999	\$625	512	964	452
\$25,000 - \$34,999	\$875	1,458	522	-936
\$35,000 - \$49,999	\$1,250	1,007	1,349	342
\$50,000 - \$74,999	\$1,875	0	2,122	2,122
\$75,000 - \$149,999	\$3,750	0	3,377	3,377
\$150,000 or greater	\$3,751+	0	1,227	1,227
Total Net Unit Demand Based on Existing Household Income				7,113

Source: US Census Bureau and American Structurepoint

REVISED MARKET-RATE RENTAL DEMAND

While this 7,113 represents a raw demand number, apartments that are affordable to the annual income cohorts below \$34,999 likely need assistance paying rent and are not considered market rate. Households with an income of \$75,000, or more, tend to favor homeownership and were not included in the final demand estimate. Therefore, most demand for market-rate rental apartments comes from household incomes in the \$35,000 to \$74,999 range for a total market demand of 1,528. However, as home prices increase, families with incomes up to \$149,999 may need or choose to rent. Therefore, half of the calculated demand for rental housing in \$75,000 - \$149,999 (1,689 units) was included in this demand estimate.

Therefore, this analysis shows a market-rate rental gap of 3,217 based on the number of Troy households in these income brackets. Some homes are likely renting apartments in ranges slightly below their maximum affordable payment, which likely accounts for the negative net demand in the \$25,000 to \$49,999 income range. As mentioned above, some existing residents might need new home options; others will likely stay in their current housing situations. Therefore, the total demand of 3,217 was reduced to a conservative 25 percent to account for residents who may not choose to move. The modified unmet need was calculated at 804 units, based on current Troy residents looking to rent market-rate apartments.

OTHER RENTAL MARKET DEMAND INDICATORS

Given that these households currently live within Troy, some homes will likely be overpaying or underpaying their maximum affordable rent. The demand for “move-up” units also exists. According to CoStar, Miami County had 2,231 apartment-style (multiple-unit buildings). Given that this analysis showed that 3,248 homes were paying rent instead of mortgages, a significant amount of the City’s rental housing stock was likely single-unit detached and attached housing types. This resource also indicated that only 130 new rental units have been permitted in the county since 2016, most of which were in the new Redwood Apartment neighborhood. The rate at which those units were occupied also highlights the demand for new rental housing in Troy.

FIGURE 29: 2021 TROY GROSS OWNER-OCCUPIED UNIT DEMAND

INCOME COHORT	MAX AFFORDABLE MONTHLY MORTGAGE	HOMES VALUED IN THIS RANGE	HOUSEHOLDS THAT COULD PURCHASE IN THIS RANGE	ATTAINABLE HOME PRICE BASED ON DTI OF 36 PERCENT	NET UNIT DEMAND
Less than \$15,000	\$450	110	1,021	\$51,100	911
\$15,000 - \$24,999	\$750	687	999	\$88,500	312
\$25,000 - \$34,999	\$1,050	1,298	491	\$128,000	-807
\$35,000 - \$49,999	\$1,500	1,331	1,530	\$187,400	199
\$50,000 - \$74,999	\$2,250	2,358	2,579	\$286,200	221
\$75,000 - \$99,999	\$3,000	932	1,425	\$385,200	493
\$100,000 - \$149,999	\$4,500	415	1,769	\$583,000	1,354
\$150,000 - \$199,999	\$6,000	355	898	\$780,700	543
\$200,000 or greater	\$6,001+	44	815	780,700+	771
Total Net Unit Demand Based on Existing Household Income					3,997

Source: American Structurepoint

OWNER-OCCUPIED HOUSING DEMAND

Based on housing demand demonstrated by existing Troy household incomes and the current mortgage paid, this analysis shows a net unit demand for all new owner-occupied housing for all price points of 3,997.

As indicated in the rental unit demand section above, households with an income under \$75,000 were less likely to purchase a home. Since the run-up in home costs, a portion of those earning up to \$149,999 may choose or need to rent. The same 50 percent reduction was used to reduce the demand estimate from 1,354 to 677 for units affordable in those income categories. It is also likely that some of those in the \$50,000 - \$74,999 would want to buy a new home, so 25 percent, 123, of those units were included in the final demand estimate. Like the renter-occupied units, not all Troy residents will change their current housing choices. Therefore, this number was reduced to 25 percent of the demand estimate of 529 new homes. Based on our debt-to-income ratio calculations, homes affordable to these households would start at \$286,200 and increase from that price.

EXISTING TROY RESIDENT UNMET MARKET RATE HOUSING DEMAND SUMMARY

- Total unmet housing demand = 1,333
 - Unmet rental-occupied demand = 804
 - Unmet owner-occupied demand = 529

TROY WORKFORCE DEMAND

It was noted earlier that 82 percent of employees at Troy businesses commute to work from outside the area. Understanding the income of these workers helps predict the type and price of housing needed if they were to move to Troy. The projection was split into salaries more likely to rent based on the same assumptions used in the existing resident projections. However, to simplify the analysis, it was assumed that all professions earning \$78,251 would be accounted for in the renter-unit demand, as seen in Figure 30: Local Workforce Renter-Occupied Housing Demand Projection³⁰, and all higher salaries would be included in the owner-occupied estimate, as seen in Figure 31. It is also unlikely that all commuting workforce is looking to relocate closer to work, so the total number of Troy business employees in each category was reduced by 30 percent to create a more realistic estimate of who might want to relocate. Based on these projections, a total need for 2,783 renter-occupied units and 1,303 owner-occupied units was estimated. Figure 30: Local Workforce Renter-Occupied Housing Demand Projection³⁰ and 31 indicate the appropriate monthly payment and affordable home price based on a 36 percent debt-to-income ratio (DTI). New rental-occupied units will be needed from \$

FIGURE 30: LOCAL WORKFORCE RENTER-OCCUPIED HOUSING DEMAND PROJECTION

NAICS CATEGORY	NUMBER OF EMPLOYEES THAT COMMUTE TO TROY BUSINESSES	MIAMI COUNTY AVERAGE ANNUAL WAGE	MAX AFFORDABLE MONTHLY PAYMENT	ATTAINABLE HOME PRICE BASED ON DTI OF 36 PERCENT	30 PERCENT ESTIMATE THAT DESIRE TO MOVE TO TROY
Accommodation and Food Services	1,465	\$18,949	\$568	\$42,929	268
Retail Trade	1,642	\$35,189	\$1,056	\$103,381	300
Real Estate and Rental and Leasing	134	\$39,354	\$1,181	\$119,801	25
Agriculture, Forestry, Fishing and Hunting	2	\$44,133	\$1,324	138,642	0
Arts, Entertainment, and Recreation	117	\$47,299	\$1,419	\$151,123	21
Manufacturing	3,611	\$60,297	\$1,809	\$197,606	661
Mining, Quarrying, and Oil and Gas Extraction	0	\$64,548	\$1,936	\$213,971	0
Other Services (except Public Administration)	604	\$64,611	\$1,938	\$214,213	111
Information	159	\$66,617	\$1,999	\$221,936	29
Finance and Insurance	40	\$67,428	\$2,023	\$225,058	7
Management of Companies and Enterprises	929	\$67,713	\$2,031	\$226,155	170
Wholesale Trade	573	\$78,251	\$2,348	\$266,723	105
Total Commuter Demand					2,783

Source: American Structurepoint

FIGURE 31: LOCAL WORKFORCE OWNER-OCCUPIED HOUSING DEMAND PROJECTION

NAICS CATEGORY	NUMBER OF EMPLOYEES AT TROY BUSINESSES	MIAMI COUNTY AVERAGE ANNUAL WAGE	MAX AFFORDABLE MONTHLY PAYMENT	ATTAINABLE HOME PRICE BASED ON DTI OF 36 PERCENT	30 PERCENT ESTIMATE THAT MIGHT TO TROY
Administrative and Support and Waste Management and Remediation Services	1,211	\$83,671	\$2,510	\$287,588	222
Educational Services	181	\$84,074	\$2,522	\$289,139	33
Health Care and Social Assistance	1,582	\$93,362	\$2,801	\$324,895	289
Construction	260	\$116,870	\$3,506	\$415,393	48
Professional, Scientific, and Technical Services	0	\$141,308	\$4,239	\$509,471	0
Utilities	0	\$166,704	\$5,001	\$607,237	0
Transportation and Warehousing	270	\$167,193	\$5,016	\$611,429	49
Public Administration	841	\$194,373	\$5,831	\$713,753	154
Total Commuter Demand					1,303

Source: American Structurepoint

TOTAL HOUSING DEMAND

When combining the projected demand for new housing from existing residents and commuters, Troy could see the need for 3,587 rental-occupied units and 1,832 owner-occupied units based on the City's current population and local business employees. These projections do not consider the demand for increased population from others wanting to move into the City or current residents' children who may wish to remain in Troy.





LAND USE AND DEVELOPMENT

Zoning and land use are two tools that local municipalities use to regulate the use of property. These tools encourage a thoughtful approach to an orderly built environment by reducing conflicts between uses. When disputes between uses are not well-managed, they can affect land value, productivity, health, and public welfare.

EXISTING LAND USE

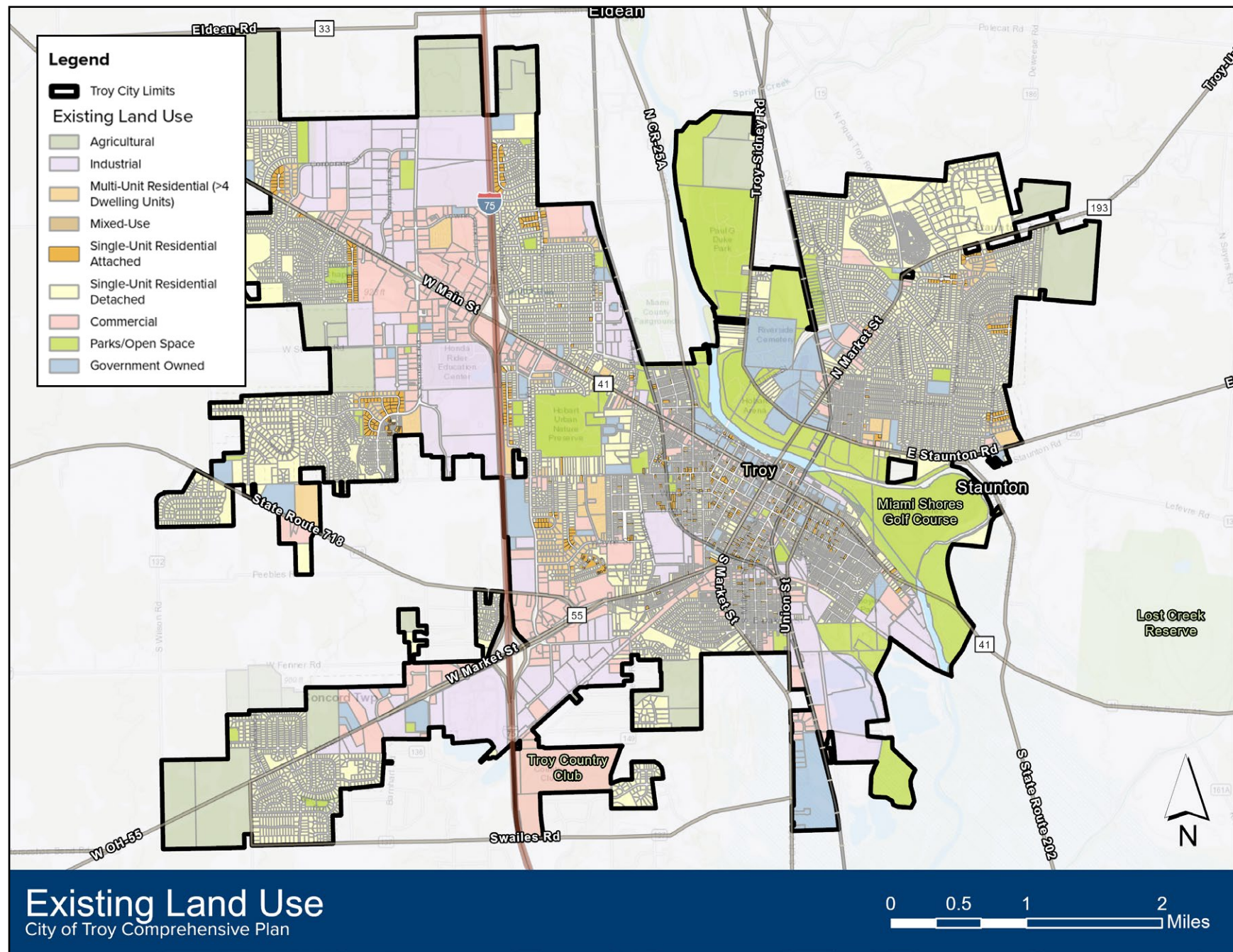
Land use, as opposed to zoning, describes an area of a city as currently being used and not what is permitted by the zoning ordinance. Land use is more about understanding a city’s character “feel” and how residents and visitors interact with that portion of the Community. Nine-character classes were observed based on in-person visits and the Miami County. Figure 32 shows each classification’s number of acres and percentage of that character class within Troy’s corporate limits.

FIGURE 32: LAND USE CHARACTER CLASS SUMMARY

LAND USE CHARACTER CLASS	ACRES	PERCENTAGE
Agricultural	838	11.9%
Industrial	1,163	16.5%
Commercial	896	12.7%
Mixed-Use	1	0.0%
Multi-Unit Residential (<4 units)	137	1.9%
Single-Unit Detached	2,495	35.3%
Single-Unit Attached	122	1.7%
Government Owned	451	6.4%
Parks/Open Space	967	13.7%

Source: Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, City of Troy

FIGURE 33: TROY EXISTING LAND USE MAP



Source: Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, City of Troy

CHARACTER CLASS DESCRIPTIONS

The following describes the nine primary character classes observed within the City of Troy. Each character class occurs within multiple zoning districts. Each zoning district within a character class has been identified to help identify where potential overlapping zoning districts may be consolidated.

AGRICULTURAL

The agricultural character class includes farming activities and large-lot single-family residential developments. Other permitted uses include churches, schools, parks, and public utilities. These classes are not usually served by either public water or sewer. Large, wide-open spaces and long distances between neighboring properties define the primary visual character of these areas. Buildings can range from one-story ranch homes to tall structures for storing food products and livestock. Two-lane rural roads usually serve homes with no storm sewer or drainage and ditch. This district is further intended to discourage high-density development from areas with woodlands, unsuitable slopes, or other similar characteristics. While these areas do not have landscaping requirements, there are large expanses of open spaces with occasional tall tree clusters.

Current Zoning Districts Within This Character Class

- A: Agricultural
- A-R: Agricultural-Residential

FIGURE 34: AGRICULTURAL CHARACTER CLASS EXAMPLE



**FIGURE 35: LOW-DENSITY SINGLE-UNIT
DETACHED CHARACTER CLASS EXAMPLE**



**FIGURE 36: MEDIUM-DENSITY SINGLE-UNIT
DETACHED CHARACTER CLASS EXAMPLE**



SINGLE-UNIT DETACHED

“Single-unit detached” is frequently referred to as single-family housing. These districts intend to provide low- to mid-density residential living environments throughout the City. Minimum lot area requirements range from 6,000 to 40,000 square feet. Building heights are typically one or two and a half stories. In addition to single-unit detached dwelling units, civic uses, such as childcare centers, churches, public parks, and schools, are permitted. Troy has many residential districts promoting structures occupied by one owner/tenant with no shared walls. The character of the areas varies from larger properties spread out to more traditional suburban and urban neighborhoods with structures 10 feet apart. Two-lane roads typically serve these neighborhoods. More dense developments have curb and gutter construction with a defined parkway, vegetation, and trees. Homes are usually accessed from the road by driveways and front-facing garages.

Current Zoning Districts Within This Character Class

- R-1: Single-Family Residential
- R-2: Single-Family Residential
- R-3: Single-Family Residential
- R-3-B: Single-Family Residential
- R-4: Single-Family Residential
- R-5: Single-Family Residential

SINGLE-UNIT ATTACHED

The single-unit attached character class accommodates two-unit structures on a single lot. This land use type provides a higher density and more units in a certain acreage than permitted in single-unit detached districts. Other permitted uses include childcare centers, churches, public parks, group homes, and schools. Properties in these developments tend to feel closer to each other since each lot has two units. Two-lane roads with curb and gutter construction and a defined parkway, including vegetation and trees, serve these areas. Grass lawns with trees and shrubs usually surround buildings. Homes are typically accessed from the road by driveways and front-facing garages.

Current Zoning Districts Within This Character Class

- R-6: Two-Family Residential

FIGURE 37: DUPLEX CHARACTER CLASS EXAMPLE



FIGURE 38: MULTI-UNIT ATTACHED RESIDENTIAL CHARACTER CLASS EXAMPLE



MULTI-UNIT RESIDENTIAL

Multi-unit residential is designed for more dense neighborhoods with larger structures ranging from 3 to 20 units. Building types may include triplexes, townhomes/rowhomes, and large multi-unit buildings. Other permitted uses in this district are retirement communities, nursing homes, and bed and breakfasts. The structures tend to be near each other and range from one to three stories in height. This character class has public roads with curbs, gutters, and parkways leading into the development. Triplex and townhome-style developments can be accessed from front or rear-facing garages. Access points are either from road curb cuts or shared private drives. Larger multi-unit buildings will have increased setbacks from the road with off-street parking areas with and without covered parking spaces. Trees are planted in the parkways along public sidewalks. Larger complexes with shared parking also contained shade trees. Most of the structures are surrounded by lawns, trees, and shrubs.

Current Zoning Districts Within This Character Class

- R-7: Multiple-Family Residential

COMMERCIAL USES

The commercial land use designation encompasses a few different character classes.

NEIGHBORHOOD COMMERCIAL

Neighborhood Commercial properties are intended to encourage small businesses to meet daily needs within or near residential neighborhoods. Small-scale office districts are designed to host a mixture of residential and office uses ranging from small professional offices and personal services to single-unit and two-unit residential buildings. The character of these buildings remains less dense and more small-scale, limited to single buildings constructed on a lot with small off-street parking lots. Structures are usually designed at a scale compatible with the surrounding neighborhood and will have similar landscaping treatments to help blend into the area. Public roads and utilities service these properties and are typically accessed from collector or arterial streets.

Current Zoning Districts Within This Character Class

- OR-1: Office-Residential
- B-1: Local Retail

FIGURE 39: NEIGHBORHOOD COMMERCIAL CHARACTER CLASS EXAMPLE



**FIGURE 40: RETAIL GENERAL COMMERCIAL CHARACTER CLASS
EXAMPLE**



REGIONAL COMMERCIAL

This character class is defined by more significant buildings than the Neighborhood Commercial class, which ranges from one to three and a half stories in height. Uses permitted in this character class include a larger scale and wide range of retail sales, personal services, and office uses. Medical offices and clinics are also found in these areas. This type of character class is usually located along major collector or arterial streets near the intersection of high-capacity roads. Public utilities service the buildings and provide off-street parking for customers. Landscaping is used to soften the buildings and parking areas or screen unsightly areas, such as trash enclosures.

Current Zoning Districts Within This Character Class

- OC-1: Office-Commercial
- B-2: General Business
- B-4: Highway Service Business

DOWNTOWN URBAN

This character class represents Downtown Troy and intends to provide a mixed-use, dense, urban, and walkable environment. Uses permitted in the class create a great variety of retail and, shopping and dining destinations, entertainment spaces, apartment homes, and personal services. Civic uses, such as City and County offices, are also in this area. The character class strives to be the prime location of Troy and serves as the gathering place for the City and the region. Buildings in this class are characterized by high-intensity and large bulk buildings with shared walls and ample sidewalks in front of the buildings to encourage pedestrian activity. Most parking spaces are located on public streets or shared parking lots. Structures do not typically have personal curb cuts but are primarily accessed from the front door or public alleyways. Landscaping is usually found in street trees, planted flowers, and shared open spaces like pocket parks. Sidewalks are adorned with decorative lighting, benches, public art, and wayfinding signage.

Current Zoning Districts Within This Character Class

- B-3: Central Business

FIGURE 41: OFFICE/MEDICAL GENERAL COMMERCIAL CHARACTER CLASS EXAMPLE



FIGURE 42: DOWNTOWN URBAN CHARACTER CLASS EXAMPLE



FIGURE 43: LIGHT INDUSTRIAL CHARACTER CLASS EXAMPLE



INDUSTRIAL

Industrial uses have evolved within the City into a variety of character types. Historically, industrial uses focused on large buildings on big properties explicitly designed to create finished goods from the processing of raw materials. As business models have evolved, newer uses, such as research and testing facilities, data warehouses, and logistics centers, have migrated from business use into a lighter industrial use class.

LIGHT INDUSTRIAL

The purpose of the light industrial class is to encourage low-nuisance industrial uses in areas with adequate road and utility infrastructure. These districts permit a variety of uses, from HVAC shops and contractor yards to extensive storage and warehouse facilities. Uses that create nuisances, such as noxious vapors, dust, noise, and light, are generally not permitted. Structures in this class vary from small one-business offices with outdoor storage areas to 1 million square foot pre-cast concrete buildings. Buildings can be built to have multiple tenants or one user. However, typically, buildings are built as stand-alone structures with parking lots and singular access off main roads. Landscaping features in these areas are minimal.

Current Zoning Districts Within This Character Class

- M-1: Planned Office/Industrial
- M-2: Light Industrial

GENERAL INDUSTRIAL

The general industrial class permits a broad range of industrial activities, including those that have the potential for environmental impacts on adjoining uses and the community. This character class represents the more traditional view of industrial uses, “smokestacks.” Uses permitted in this character class can range from auction houses and storage facilities to chemical manufacturing and slaughterhouses. Buildings in this class range from small brick structures to large metal buildings with tall smokestacks. Buildings typically have a singular user. Parking facilities are usually provided on-site, and direct curb cuts from collectors or arterials access properties. Landscaping in this class is typically minimal.

Current Zoning Districts Within This Character Class

- M-3: General Industrial

FIGURE 44: GENERAL INDUSTRIAL CHARACTER CLASS EXAMPLE



**FIGURE 45: OPEN SPACE AND CONSERVATION CHARACTER CLASS
EXAMPLE**



OPEN SPACE AND CONSERVATION

Open space and conservation character classes are intended to preserve undeveloped land, agricultural land, and open space with “distinctive geologic and/or scenic values.” Open spaces can be created from formal park spaces, such as ball fields and playground areas, or informal areas, including meditation, bike trails (paved or natural), and forest preserves. These areas only have small accessory structures for bathrooms, concession stands, seating, parking areas, and community centers. Permanent structures generally are open to the public. These areas are permitted in a variety of zoning districts.



ZONING

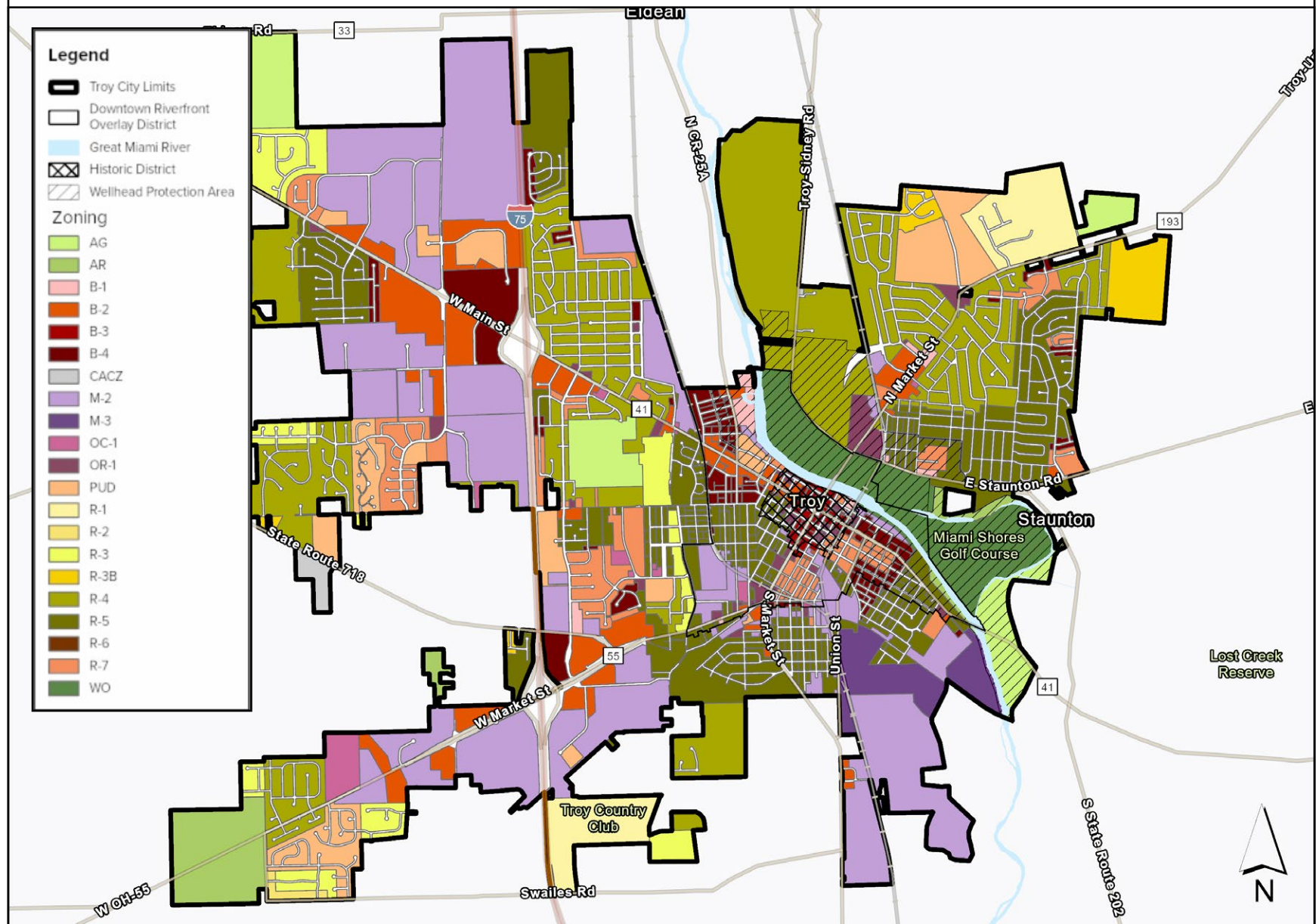
As the use of specific properties has evolved, an individual parcel's zoning may not align with the desired character for an area. It is crucial that zoning districts represent the desired character of a place but do not become so specialized that they become indistinguishable from similar districts or do not create the desired “look and feel” the community wants. Troy has 22 zoning districts, including the administrative zones (Planned Unit Development (PUD), Wellhead Overlay, and City Administered County Zoning). As demonstrated in the land use section, many serve similar functions. They are candidates for consolidation as part of the upcoming Unified Development Ordinance (UDO) project.

This City zoning map identifies the specific zoning district for each assigned parcel of property. Although the M-1, *Planned Industrial*, exists within the zoning ordinance, no single piece of property within the City is assigned to it. As such, the City should discuss whether the continued existence of the district is warranted.

CURRENT ZONING DISTRICTS

Figure 46 highlights the City's current 22 zoning districts. To assist with the coordination conversation, the acreage, and percentage of the City's zoned parcels comprise each district. Examining the size of each current zoned area helps determine candidates for consolidation.

FIGURE 46: EXISTING ZONING MAP



Existing Zoning

City of Troy Comprehensive Plan

0 0.5 1 2 Miles

Source: City of Troy, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, NPS, USDA

FIGURE 47: CURRENT ZONING DISTRICTS

ZONING DISTRICTS	TROY	
	Acres	Percentage
CACZ: City Administered County Zoning	25.9	0.4
A: Agricultural	286.3	3.9
A-R: Agricultural-Residential	213.6	2.9
R-1: Single-Family Residential	251.9	3.4
R-2: Single-Family Residential	14.1	0.2
R-3: Single-Family Residential	278.1	3.8
R-3-B: Single-Family Residential	116.6	1.6
R-4: Single-Family Residential	1,506.9	20.5
R-5: Single-Family Residential	938.1	12.7
R-6: Two-Family Residential	141.5	1.9
R-7: Multi-Family Residential	296.2	4.0
WO: Wellhead Operation	348.3	4.7
PUD: Planned Unit Development	523.7	7.1
OR-1: Office-Residential	78.6	1.1
OC-1: Office-Commercial	59.0	0.8
M-1: Planned Industrial	0.0	0.0
M-2: Light Industrial	1,629.4	22.1
M-3: General Industrial	138.9	1.9
B-1: Local Retail	35.2	0.5
B-2: General Business	364.4	4.9
B-3: Central Business	25.4	0.3
B-4: Highway Service Business	93.6	1.3

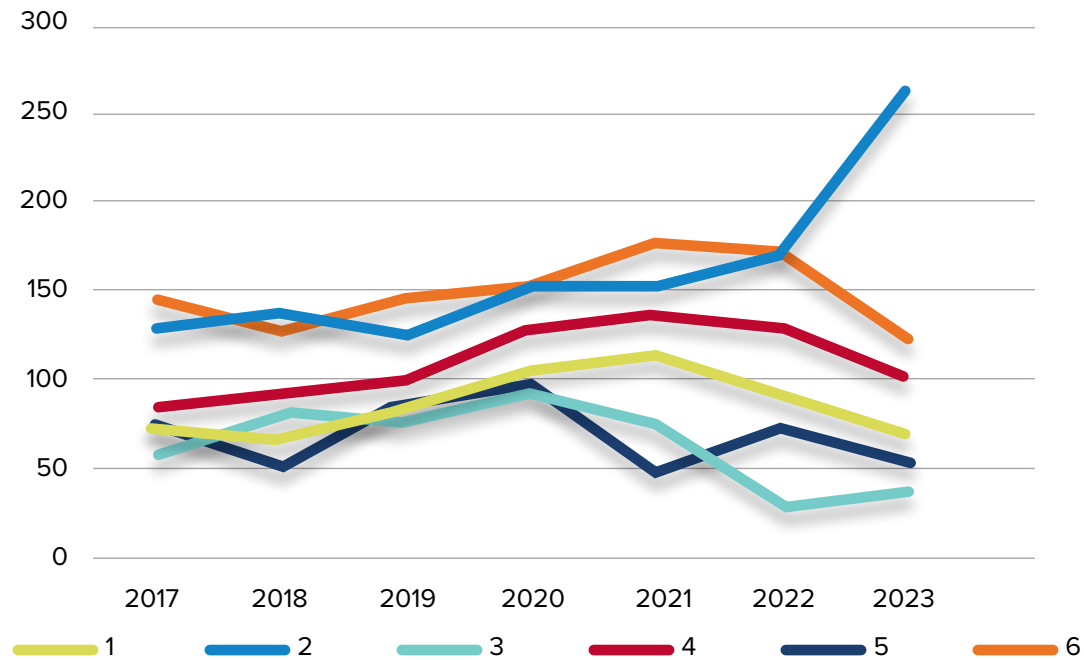
DEVELOPMENT ACTIVITY

The volume of filed permits and other development applications provides a general sense of development activity in the City of Troy. It can also inform future land use planning and help identify potential issues within regulations, such as zoning.

PERMITTING

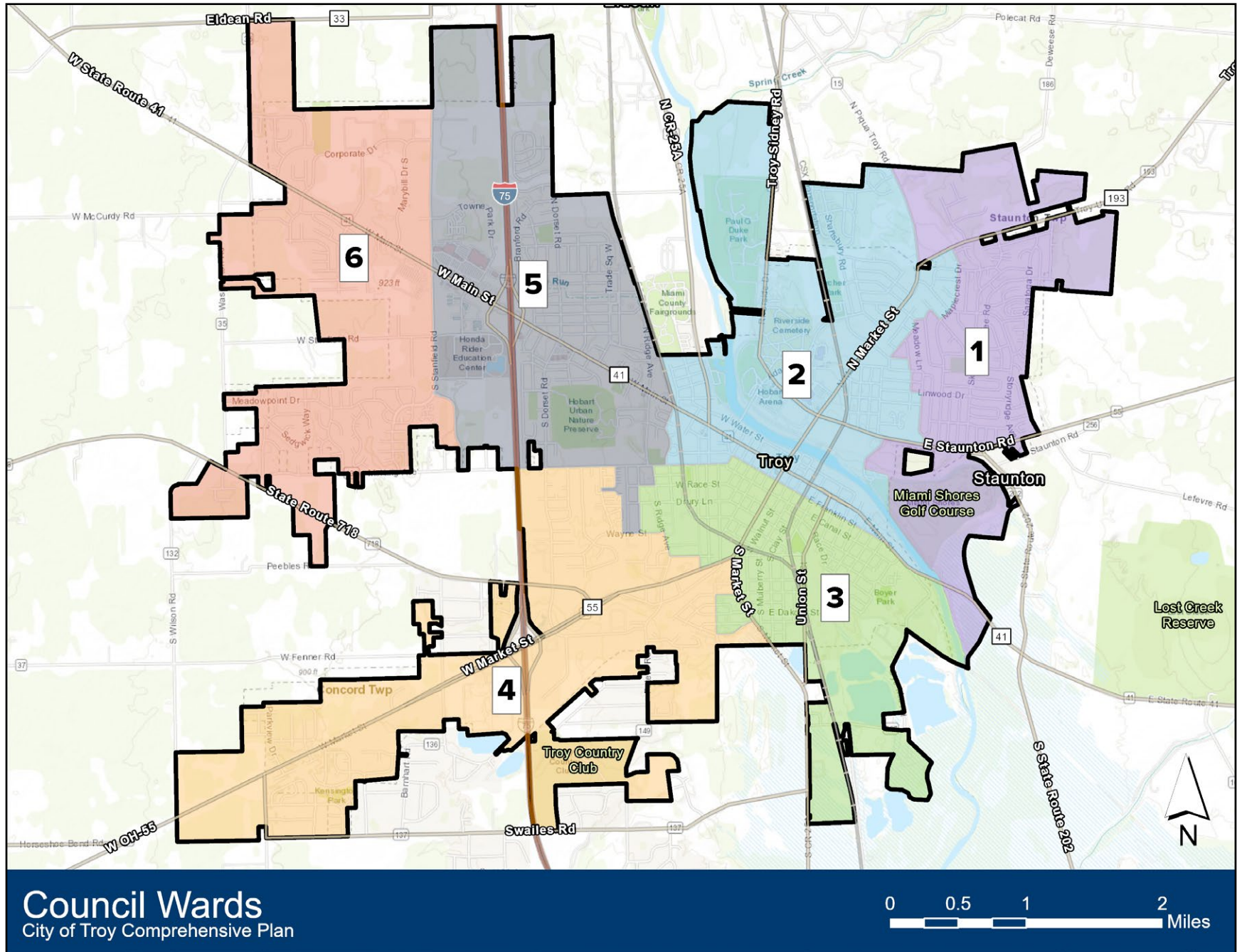
Figure 48 shows the City of Troy’s zoning permits from 2017 to 2023, organized by Council Ward. Given how much focus has been placed on improving downtown, it is unsurprising that wards 2 and 3 are on the upswing after a slight downturn in activity between 2020 and 2021. Building permits were not reviewed as the Miami County Building Department reviews and inspects permits for Ohio Building Code compliance.

FIGURE 48: ZONING PERMITS ISSUED BY WARD



Source: City of Troy, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, NPS, USDA, EPA, INCREMENT

FIGURE 49: TROY COUNCIL WARD MAP

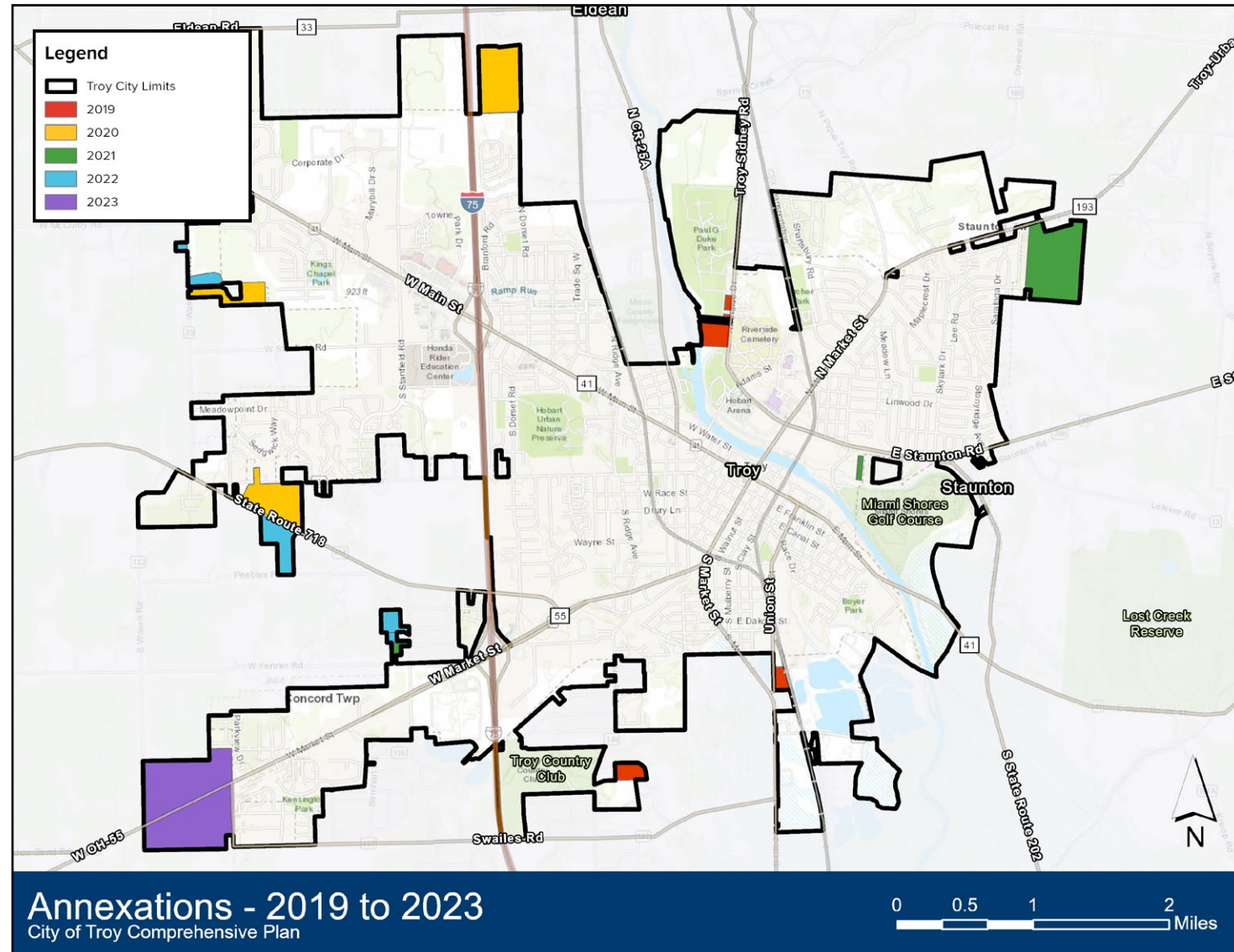


Source: City of Troy, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, NPS, USDA, EPA, INCREMENT

ANNEXATIONS

There have been 15 annexations since the 2019 comprehensive plan update, as shown in Figure 50, varying in size from two to 164 acres. That is a testament to Troy's ability to grow its economy and residential housing options and Miami County's willingness to support its development. Most future land use growth areas identified in the 2019 plan were outside City limits, and the upcoming plan should account for this trend to continue.

FIGURE 50: ANNEXATION HISTORY

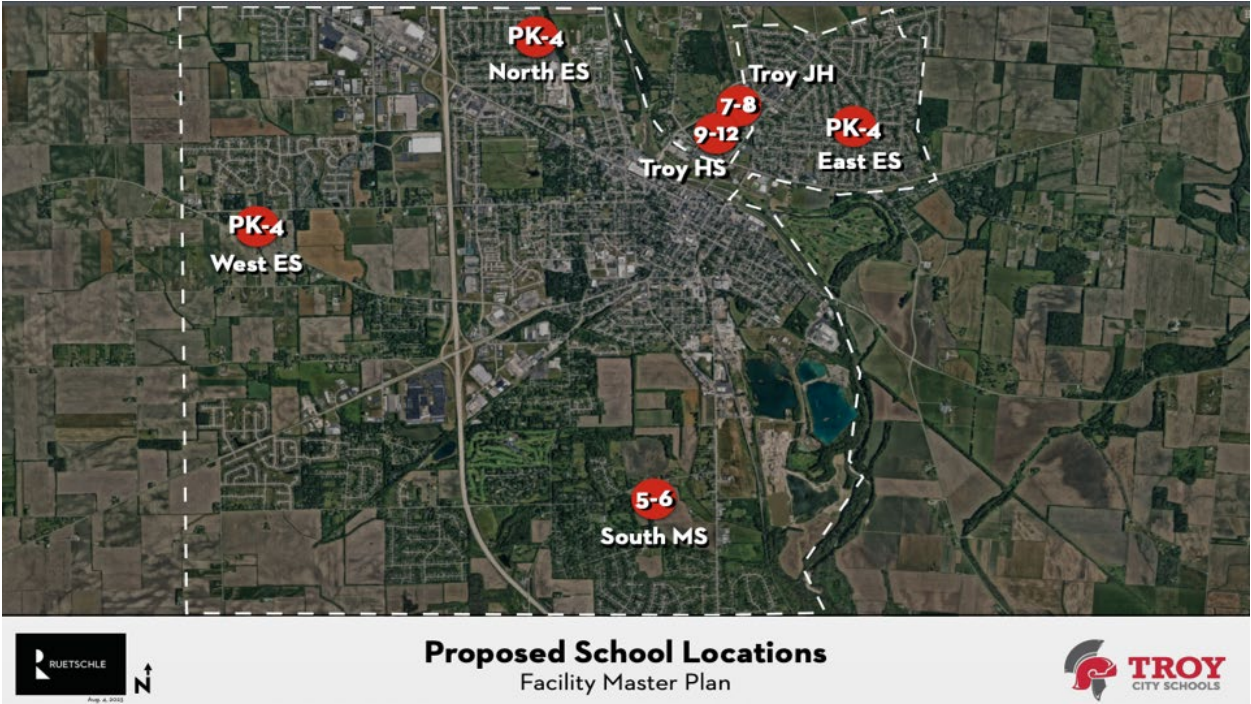


Source: Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, INCREMENT, City of Troy

OTHER REDEVELOPMENT OPPORTUNITIES

During the November 2023 election, Troy residents approved a \$6.96 Million levy for rehabilitating and consolidating their Troy School District facilities.⁸ In the district, school buildings average 81 years old, and only one of nine has air conditioning. Six school buildings will be demolished to provide better facilities distribution and make the necessary upgrades. Two demolition sites will be reused for new school buildings; however, the remaining schools, Concord, Kyle, Van Cleve, and Heywood, will be sold, offering unique redevelopment opportunities within current city limits.⁹

FIGURE 51: TROY CITY SCHOOLS FACILITY MASTER PLAN



Source: Troy City Schools

8 Miami Valley Today
9 Citizens for Troy City Schools





Source: Getty Images



Source: American Structurepoint



TRANSPORTATION AND MOVEMENT

Moving people, goods, and services is essential to providing services to a city. Safe, convenient access helps a community maintain its character and focus its growth on infrastructure investments.

ROADS

The surface street system is one of the most extensive parts of any city’s land area. American Structurepoint evaluated the existing roadway network within the City limits as part of this process. This section of the Existing Conditions Report assesses the existing conditions within the City of Troy to identify the roads with poor pavement conditions, crash locations and severities, projected growth rates, and current traffic volumes. This evaluation used ODOT’s Transportation Information Mapping System (TIMS) and GIS Crash Analysis Tool (GCAT) as the basis for this analysis. This information will also be used to help guide the development of the Thoroughfare Plan section of the Comprehensive Plan.

Per TIMS, the roadway functional class for the major roadways within the City of Troy is provided in Figure 52.

FIGURE 52: FUNCTIONAL CLASS ROADWAY

ROADWAY*	FUNCTIONAL CLASSIFICATION (ODOT)
Main Street	Minor Arterial
Market Street	Minor Arterial
Experiment Farm Road	Major Collector
Stanfield Road	Major Collector
Dorset Road	Major Collector
McKaig Avenue	Major Collector
South Right Avenue	Major Collector
East Franklin Street	Major Collector
Union Street	Major Collector
Adams Street	Major Collector
Riverside Drive	Major Collector
Troy Urbana Road	Minor Collector

*The location of these roads and their designations are shown in Figure 53.

Legend

- Principal Arterial
- Interstate
- Minor Arterial
- Major Collector
- Minor Collector
- Local Road
- Troy City Limits

The map displays the City of Troy and its surrounding areas, including Eldean, Staunton, and Concord Twp. Key roads shown include I-75, I-41, and various state and local roads. The Troy City Limits are outlined in black. The map also shows the Miami Shores Golf Course, Lost Creek Reserve, and the Hendrickson Education Center. A scale bar indicates distances up to 12,000 feet, and a north arrow is present in the bottom right corner.

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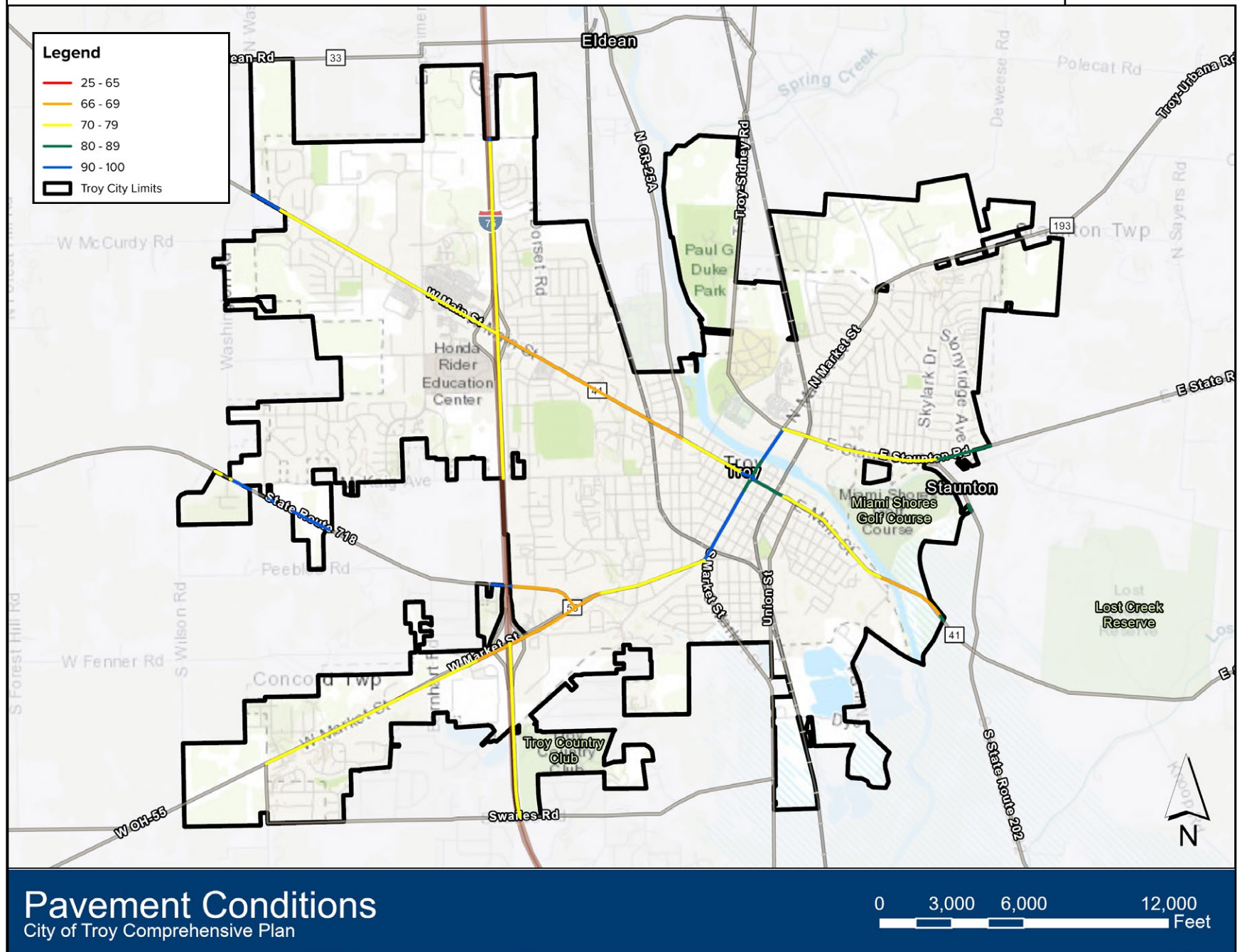
PAVEMENT CONDITIONS

The condition of each road segment is reflected in the Pavement Condition Rating (PCR). PCR is based on a numeric score between 100 and 25:

- 100 to 90 – Excellent Condition
- 89 to 80 – Very Good Condition
- 79 to 70 – Good Condition
- 69 to 66 – Fair Condition
- 65 to 25 – Fair to Poor Condition

A score of 25 to 65 indicates that the pavement shows signs of significant distress and structural failures and should be considered for pavement repair and/or replacement. The City of Troy does not have any roadways that were rated as poor. However, West Main Street between I-75 and Elm Street, West Market Street from Fenner Road to the Kroger Marketplace Entrance, Arthur Road, and SR 41 from the Great Miami River to the City Limits are listed as being in fair condition and should be monitored.

FIGURE 54: PAVEMENT CONDITIONS

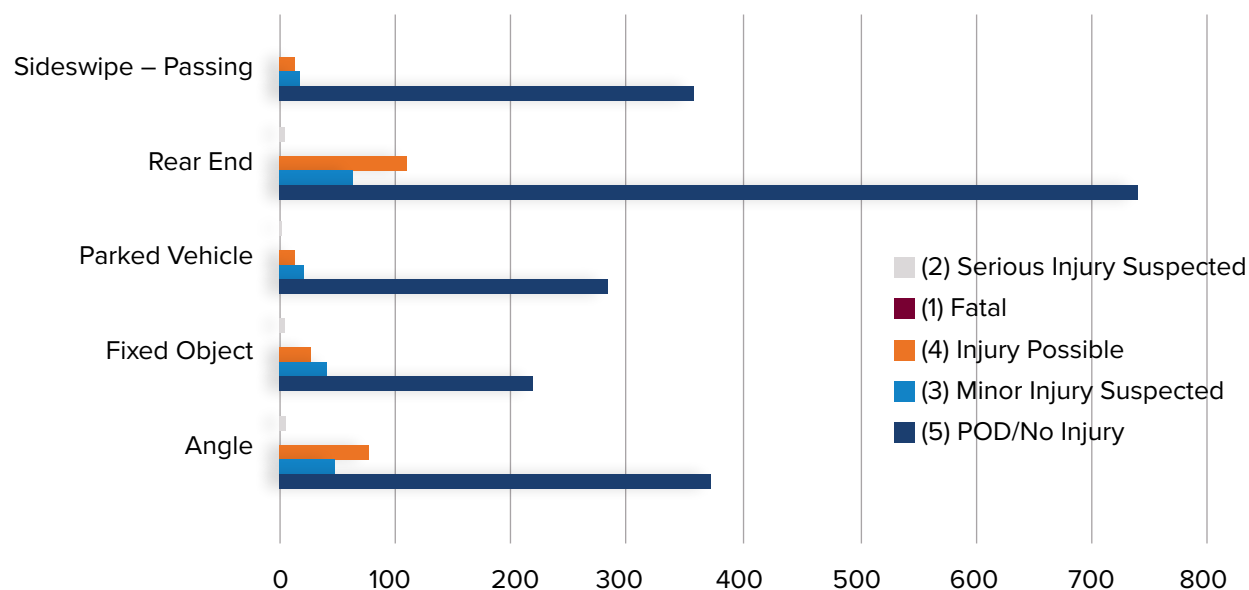


Source: Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, INCREMENT, City of Troy

CRASH DATA COLLECTION

Crash data from GCAT was collected within the City Limits of Troy to help identify crash spot locations and potential safety issues along the roads and at the intersections. Crashes that occurred along I-75 were removed from this evaluation. The data included 3,226 recorded crash records between 2018 and 2022, for an average of 645 crashes per year within the City. The data downloaded as part of the crash records identify the date and time, location, severity, contribution factor, manner of collision, and pavement surface conditions of each crash.

FIGURE 55: CRASH TYPE BY SEVERITY

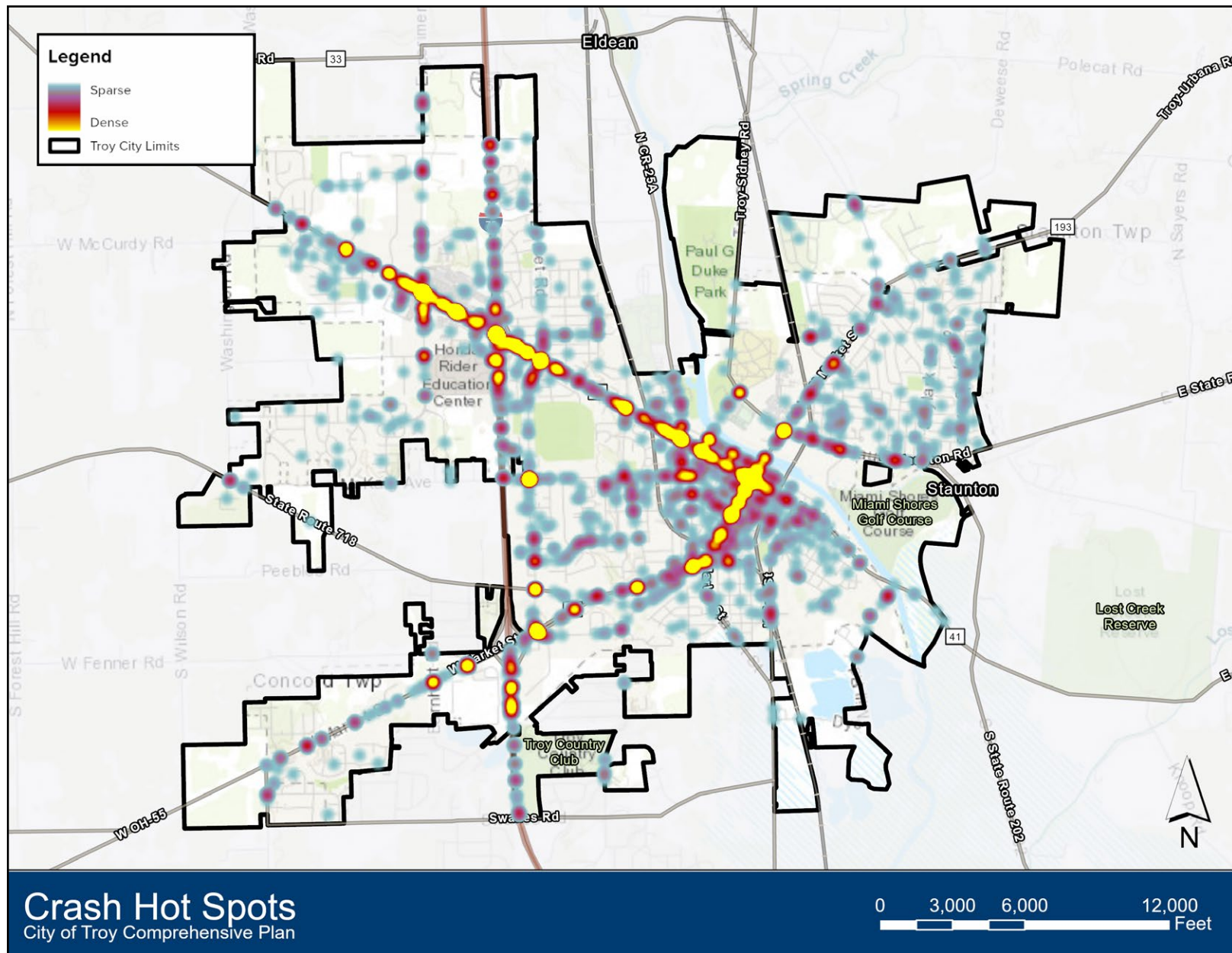


Source: ODOT GCAT

Crash types within the City are predominantly rear-end and sideswipe-passing type crashes. These crash types accounted for nearly 30 percent of the accidents in the analysis period. Rear-end type crashes generally suggest that congestion is a significant contributing factor with vehicles following too closely. Angle and sideswipe crashes can also imply that congestion was a contributing factor in addition to poor roadway/intersection geometry.

A [heat map](#) was created from the total crash data to identify areas within the City with a higher crash density. In the following map, the yellow areas indicate a high density of crashes in the study period. These high crash density areas include the intersections of West Main Street and Experiment Farm Road/Stanfield Road, West Main Street and Troy Town Drive, and West Main Street percent Elm Street, as well as near the interchange of I-75 and West Main Street and the intersection of West Main Street and West Market Street.

FIGURE 56: CRASH HOT SPOT LOCATIONS



Source: ODOT GCAT

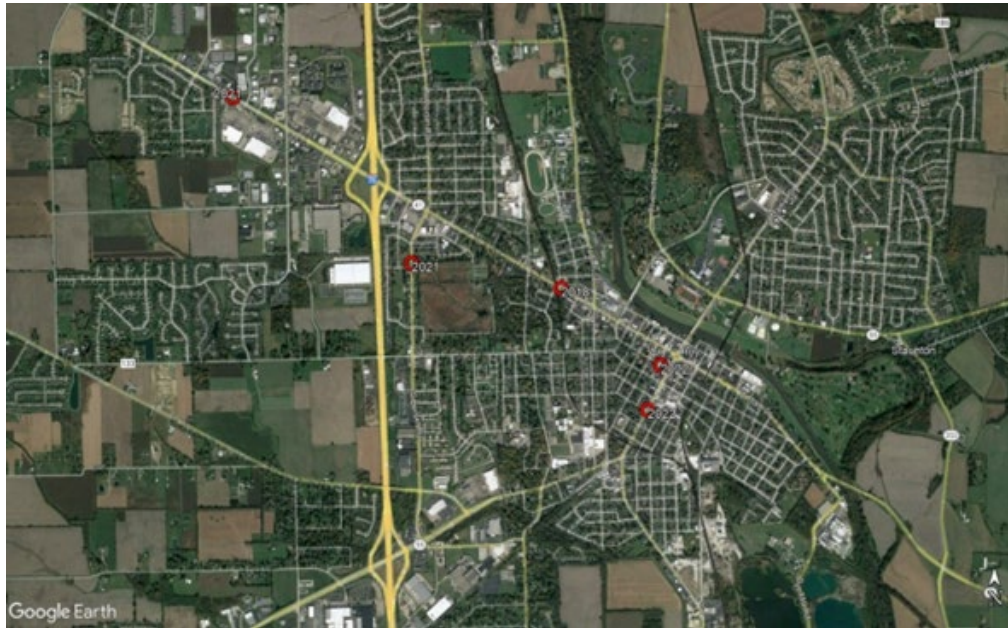
Between 2018 and 2022, there were a total of five fatalities and 36 serious injury crashes that occurred within the City limits. The total number of crashes has remained relatively steady over the study period. However, the number of fatalities and serious injury crashes has been increasing since 2020.

FIGURE 57: 2018 THROUGH 2022 CRASH SEVERITY

YEAR	TOTAL CRASHES	FATALITIES	SERIOUS INJURIES
2018	677	1	7
2019	711	0	8
2020	563	0	4
2021	648	2	7
2022	626	2	10
Grand Total	3,225	5	36

Source: Google Maps and ODOT

FIGURE 58: FATAL CRASH LOCATIONS



Source: Google Maps and ODOT

EXISTING AND PROJECTED TRAFFIC DATA

ODOT provides current Average Annual Daily Traffic (AADT) volumes and projected growth rates for the major roadways in Troy. The AADT was provided by applying historical and projected growth rates from field-collected traffic volumes along roads or at intersections. The growth rates are calculated based on anticipated development and previously collected traffic volume data.

The most heavily traveled roadway in Troy, outside of I-75, is West Main Street. West Main Street has an AADT of 32,350 vehicles for 2022 between Marybill Drive and the I-75 interchange. Near the downtown area, the AADT for 2022 is 12,100 vehicles. West Market Street and Elm Street are the second and third most heavily traveled roadways in Troy, with AADTs of 14,950 and 13,500 vehicles.

Per TIMS data, ODOT expects growth rates below one percent for the major roadways in Troy. That means that ODOT is not anticipating significant growth in or around the City of Troy that will add considerable traffic volumes to the major routes.

Legend

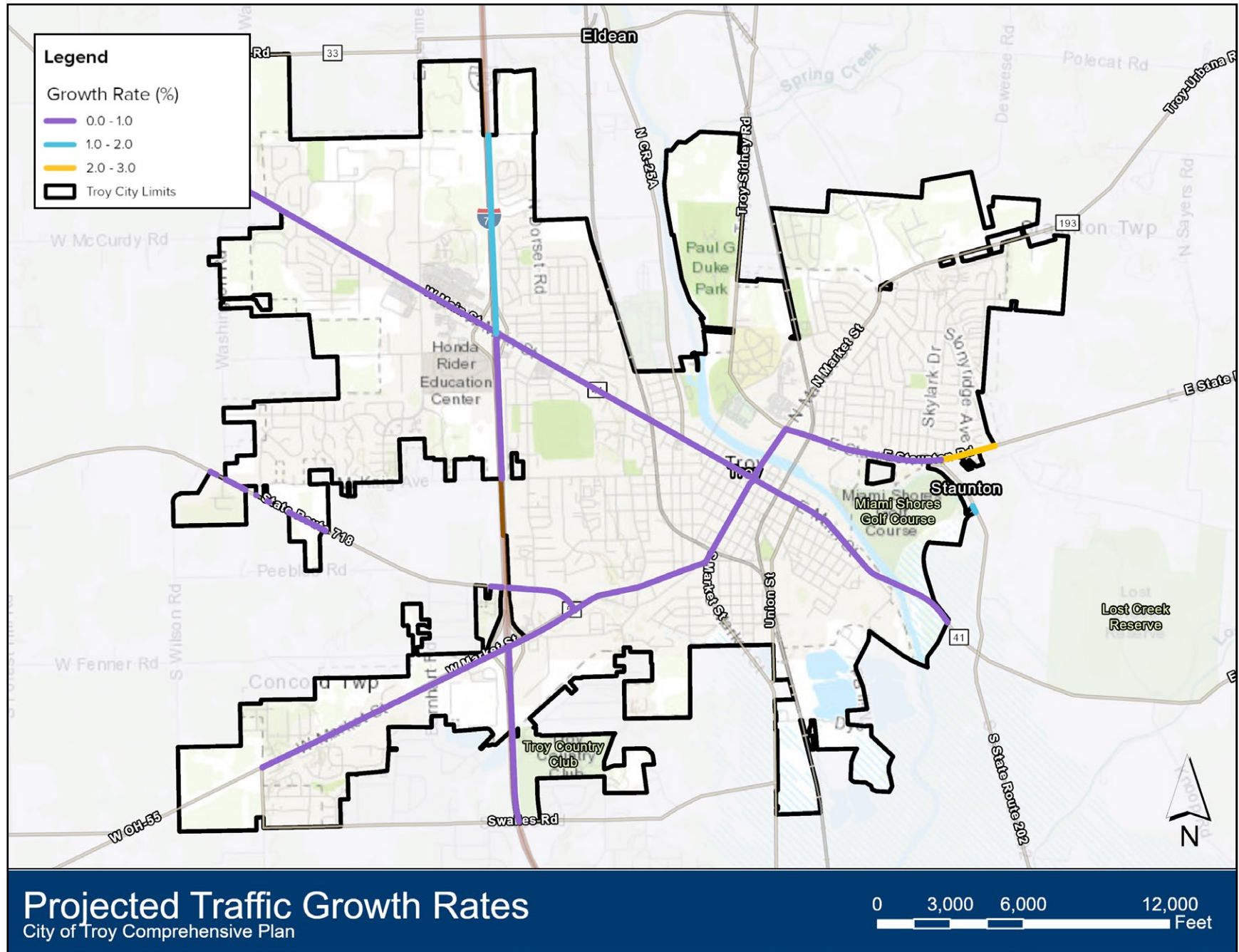
- 0 - 5000
- 5000 - 15000
- 15000 - 30000
- 30000 - 50000
- 50000 - 70000
- Troy City Limits

2022 Average Annual Daily Traffic
City of Troy Comprehensive Plan

Source: ODOT

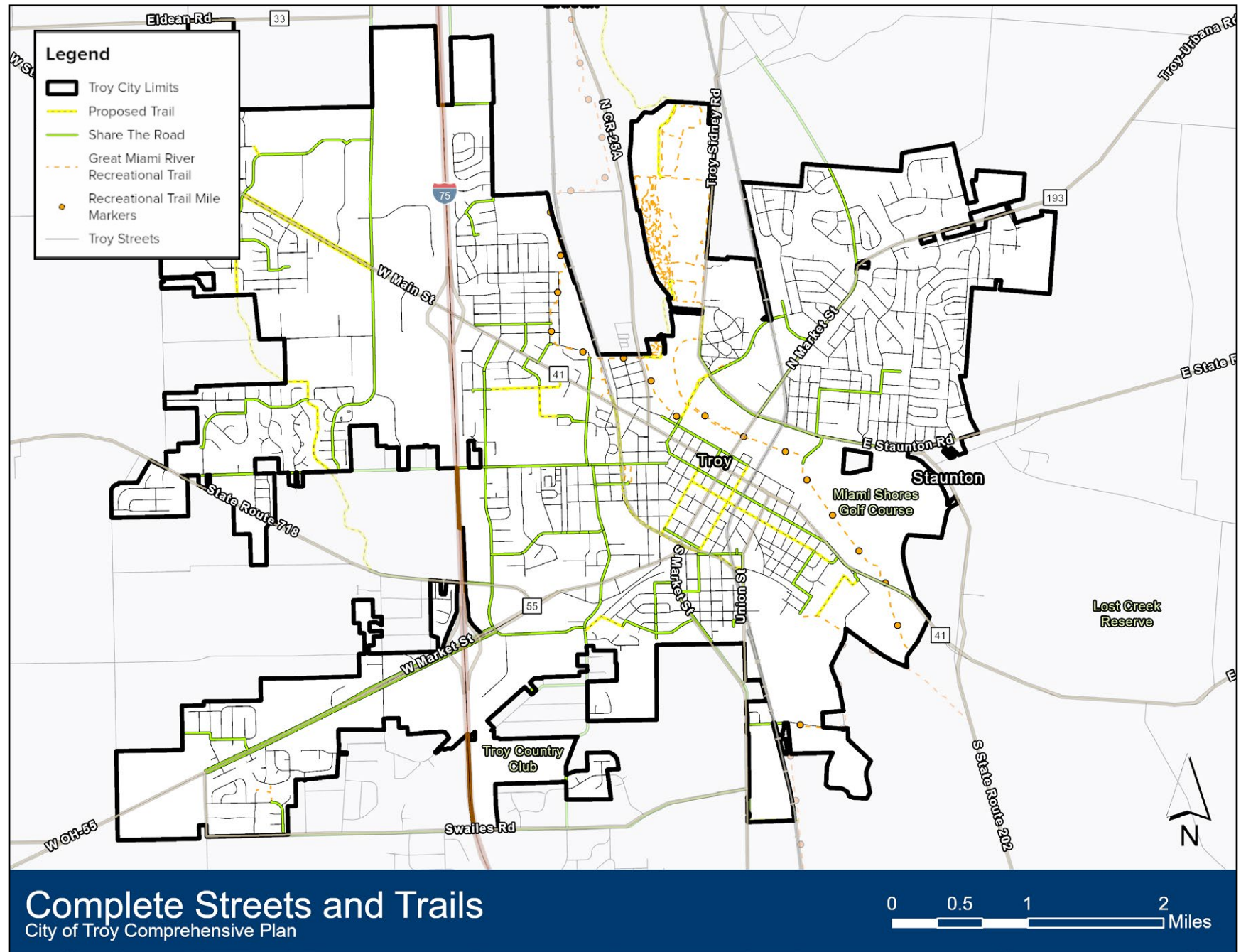
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FIGURE 60: PROJECTED TRAFFIC GROWTH RATES



Source: ODOT, American Structurepoint

FIGURE 61: COMPLETE STREETS AND TRAILS



CONNECTIVITY AND COMPLETE STREETS

Troy developed a complete street policy in 2017 to provide guidance, enhanced connectivity, and pedestrian/bicyclist safety throughout the City's limits. That policy document recommended the following goals:¹⁰

1. Incorporate the vision, purpose, and goals of this Policy into all aspects of the project development process for transportation projects within the City.
2. Create a balanced, interconnected transportation network consistent with the Comprehensive Plan and other relevant City policies.
3. Promote the best design standards, including AASHTO, MUTCD, ADAAG, and others related. Methods for providing flexibility within safe design parameters will be considered.
4. Increase transportation choices to avoid traffic congestion and increase the overall capacity of the transportation network.
5. Improve safety by the design and accommodation for cyclists and pedestrians.
6. Encourage walking and cycling by providing a safe network to help people of all ages and abilities to get physical activity.
7. Encourage businesses to provide bicycle parking for staff and patrons.

Figure 61 illustrates the locations of existing trails and roads designated with “share the road” status. While the policy and willingness to begin this process have started, most designated shared roads are not been fully upgraded into complete street-style roads. Many improvements are called “sharrows,” consisting of designated bike lanes painted on a primary automobile focus road but with no physical barrier between vehicles and bicyclists, as shown in Figure 62.

FIGURE 62: SHARED ROAD EXAMPLE ON EAST MARKET STREET



GATEWAYS

Like many communities, Troy leverages city gateways near the right-of-way to advertise events and communicate that a visitor has arrived. Troy's wayfinding is a practical and effective way to welcome visitors. It positively impacts residents and businesses within and outside the City limits.

FIGURE 63: TROY GATEWAY SIGN EXAMPLE



TRANSIT SERVICES

Miami County provides public transportation services to the Troy area. The type of service provided is known as an “on-demand” service, meaning that no fixed scheduled routes are maintained. Instead, service users can schedule a date and time when they might need the service to take them to work, running errands, or doctor’s visits. The service is available Monday through Friday from 5:00 AM until 6:00 PM and Saturdays from 8:00 AM until 2:00 PM. Users can arrange rides to anywhere inside Miami County’s boundaries with direct trips to the Miami Valley Hospital, Dayton Children’s Hospital, and Dayton International Airport. Rides should be scheduled a minimum of 24 hours in advance.¹¹

Troy has a second transportation service provider. Community Rides is a non-profit formed to provide Troy residents with reliable rides to work. The service is available in three different shifts:

1. 5:30-8:30
2. 1:30-4:30
3. 9:00-midnight

The average ride costs around \$4, and regular riders can pay weekly. Anyone who lives in the service area is eligible to utilize this service.¹²

RAIL

CSX Transportation, Inc. has one freight rail line that carries goods and products through the City of Troy. The line approaches the City from the southwest of the Great Miami River until a spur line turns off the main line to head north toward the Upper Valley Medical Center. The line continues east of the river and then turns north to Sidney, Ohio. Few businesses in Troy have direct connections/spurs that use the rail and do not serve newer employees located west of I-75.

AIRPORTS

The Dayton International Airport facilitates significant commercial airline travel and air freight transportation approximately 17 miles south of the City on I-75. The airport is an essential resource for the region.

11 Miami County Transit

12 Community Rides





Source: Dayton Daily News



Source: Getty Images



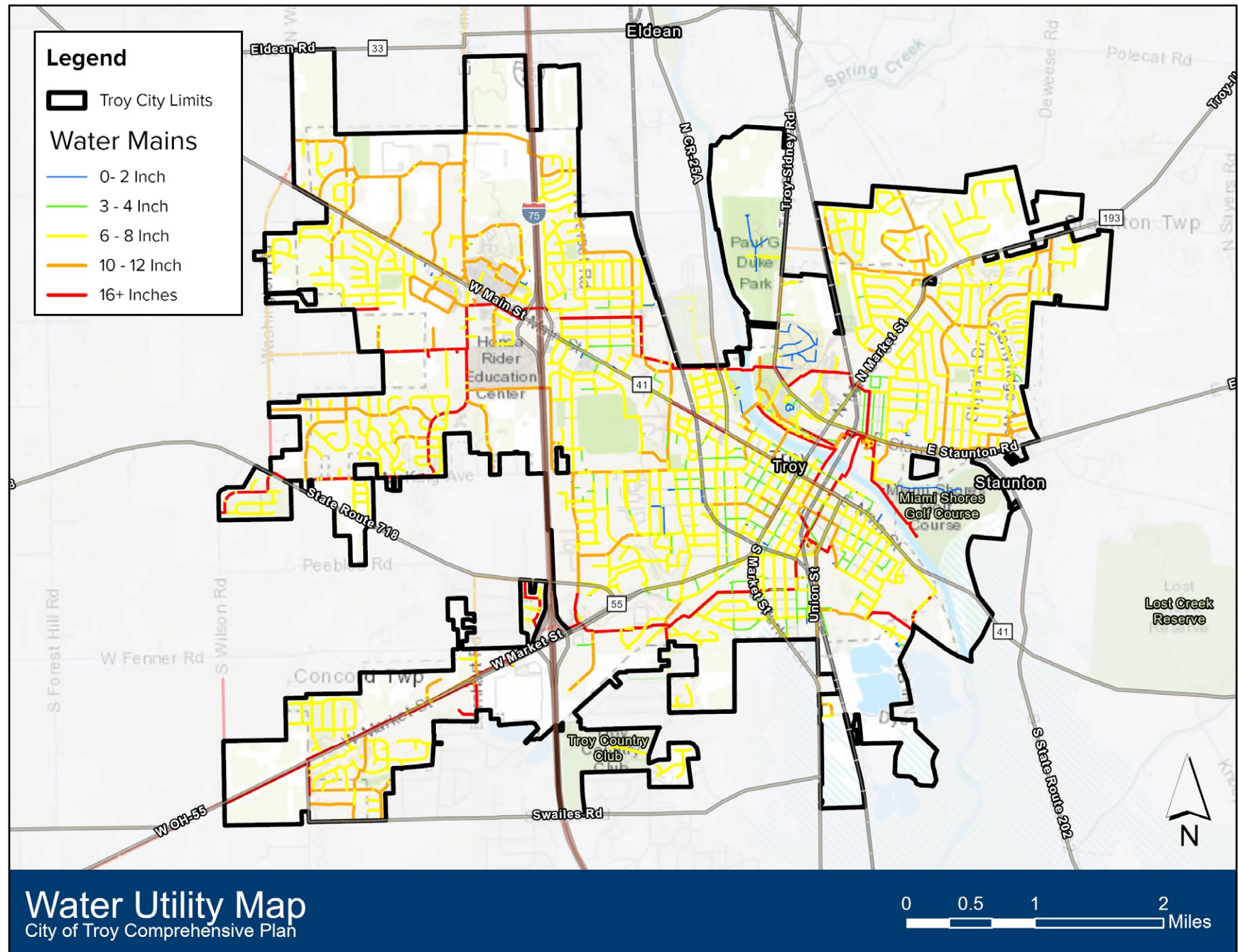
UTILITIES

Providing reliable utilities is one of the more essential functions for local municipalities. Having potable drinking water and disposable methods available for residents and visitors is necessary for modern cities. As everyday life has evolved, other utilities such as electricity, natural gas, and broadband access have reached a similar vitality status. The City of Troy and its partners work together to provide these essential services.

WATER

Water serves various functions in the modern city for drinking and hydration, irrigation, washing and sanitary issues, fire protection, and business development. The City of Troy provides this service to its residents and businesses. It has access to an ample water supply from the Great Miami aquifer to serve the needs of existing and future residents. Troy maintains approximately 168 miles of water mains ranging in size from 0.75 to over 16 inches. As shown in Figure 64, large main lines connect the City's western boundary to the water treatment plant to facilitate the planned growth of industry, retail, and residential development in that area. Larger 10- and 12-inch lines also run north on the community's eastside to help facilitate the new residential growth in the annexation areas identified in Figure 50. The system was assisted by three above-ground storage tanks that store 3.5 million gallons of water. When this report was written, no significant upgrades were planned for this system other than strategic water main extensions utilized to facilitate new development.

FIGURE 64: WATER UTILITY DIAMETER AND LOCATION MAP



SEWER

The City of Troy also provides sanitary sewer service and is responsible for maintaining and repairing 137 miles of 6 to 42-inch pipes. Wastewater sewers often must deal with the topography of an area and rely on two main types of sanitary sewer lines. Gravity lines are more common, but sometimes, the material in these pipes requires assistance to higher ground elevations. Those are called force lines. Gravity lines are preferable because they need less operating equipment, such as lift stations. Knowing the location of these existing lines also helps to determine favorable areas for new construction activity, as shown in Figure 64. Sanitary lines are located throughout the City and near its corporate limits, indicating that sanitary sewers is available for continued growth.

SANITARY SEWER TREATMENT PLAN EXPANSION

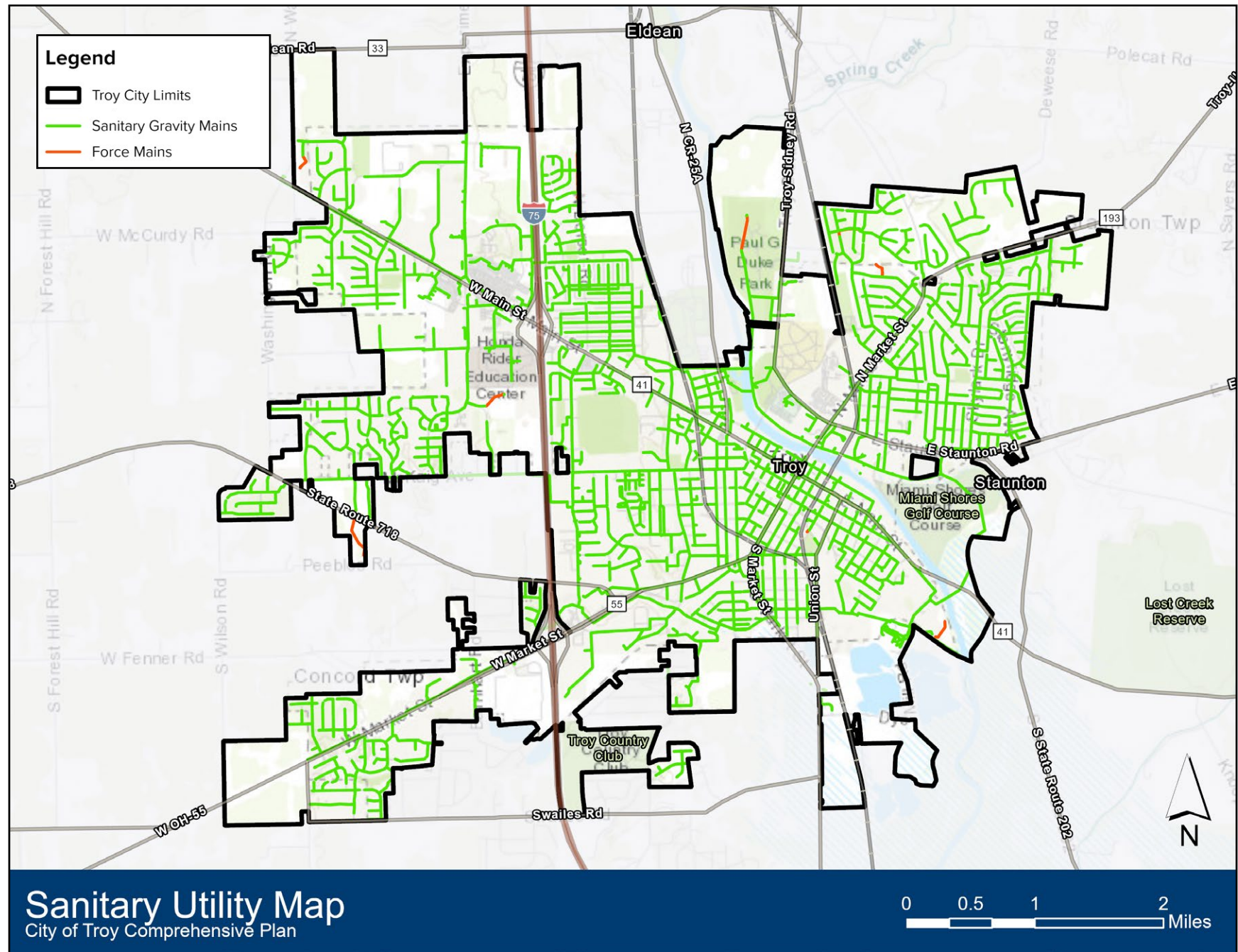
In July of 2023, the City of Troy was awarded a \$6 million grant from the State of Ohio for expanding its wastewater treatment plant with a total project cost of \$11.8 million. The planned expansions will increase the treatment capacity of these 5.5 million gallons daily with upgraded equipment. That expansion is notable for several reasons, but this comprehensive planning effort demonstrates the City's desire to proactively plan for growth and economic development.

FIGURE 65: TROY'S SANITARY SEWER TREATMENT PLANT



Source: Google Earth

FIGURE 66: SANITARY SEWER LOCATION MAP



ELECTRIC UTILITIES

AES Ohio and the Pioneer Electric Cooperative provides electric services to Troy residents and businesses. AES Ohio has partnerships with local communities to help economic development initiatives and business expansion and retention projects while providing electric service to their customers. According to the Troy Development Council, the substation near the Troy Industrial Park North can supply up to seven megawatts of power to the area.¹³

NATURAL GAS

CenterPoint Energy, formerly Vectren, provides natural gas to the City of Troy. According to their publicly available information, no extensive upgrades or maintenance projects are currently in the Troy area.

INTERNET AND BROADBAND

With the increased reliance on the internet and broadband. Broadband communications planning is rapidly becoming necessary for various services. The recent COVID-19 pandemic exacerbated this need. While the level of necessity varies by location, each business and household must have reliable broadband access to connect to the greater community.

An important distinction here is internet vs. broadband. The Internet is a data network through capable devices (e.g., computers, laptops, smartphones, etc.). Broadband is the technology used to connect those devices to the internet. While a cable or Wi-Fi router had to be used in the past, broadband requires only an access point to provide high-speed Wi-Fi to the nearby area.¹⁴

Two companies provide most of the broadband fiber coverage in Troy: Spectrum and Metronet. Each entity can offer download speeds of up to 1.0 gigabytes. According to broadbandnow.com, these entities can provide minimum speeds of up to 6 megabytes per second.¹⁵

¹³ Troy Development Council

¹⁴ What is the difference between Broadband, Internet and Wi-Fi?

¹⁵ National Broadband Map





Source: Getty Images



Source: Getty Images



EMERGENCY SERVICES

SHERIFF'S OFFICE AND LAW ENFORCEMENT

Troy's police department comprises 43 sworn officers, four non-sworn employees, and two part-time/temporary staff. The department is divided into three sections: Patrol, Detective, and Administration. Patrol officers conduct their regular duties, and several receive additional training as Evidence Technicians, Bike Patrol, Tactical Response Team members, and Accreditation. Detectives are officers in charge of investigating most of the time-consuming cases and all major incidents within the City. Law enforcement facilities include the Miami County Jail, Miami County Incarceration Facility, West Central Juvenile Detention Center, and Miami County Dispatch.

The law enforcement facilities are located at:

- Troy Police Department – 124 East Main Street, Troy, OH 45373
- Miami County Sheriff's Department – 201 West Main Street, Troy, OH 45373
- Miami County Jail – 201 West Main Street, Troy, OH 45373
- Miami County Incarceration Facility – 2042 North County Road 25A, Troy, OH 45373
- West Central Juvenile Detention Center – 2044 North County Road 25A, Troy, OH 45373
- Miami County Dispatch – 210 Marybill Drive, Troy, OH 45373

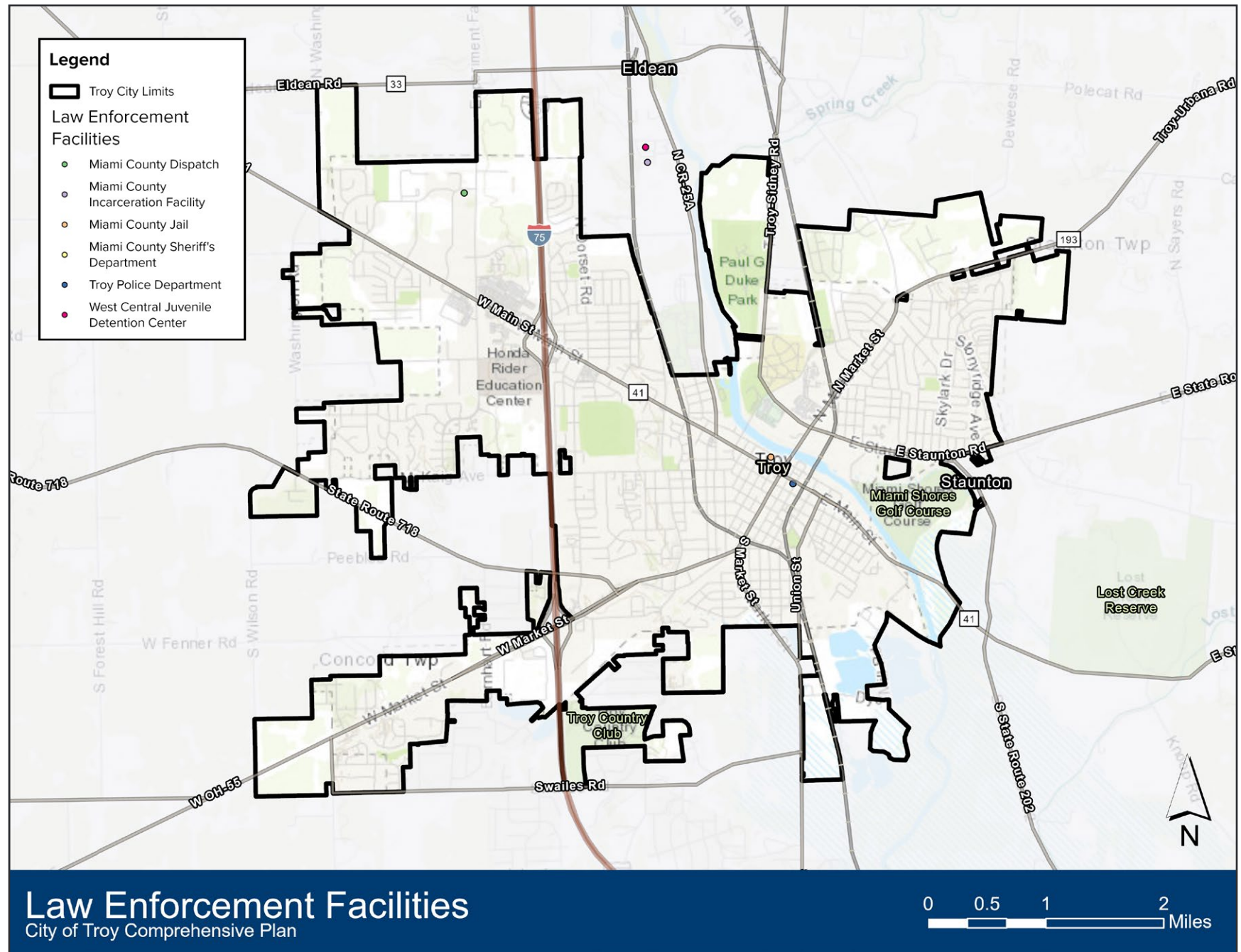
FIRE DEPARTMENTS

The Troy Fire Department has three fire stations, Fire Station 11, 12, and 13. The Fire Department provides local services, utilizing a 24/48 hour schedule with three shifts working every third day. The Troy Fire Department also provides a fully staffed Fire Prevention Bureau that performs fire investigations, fire safety inspections, plan reviews, and issuing fire protection permits. The Fire Prevention Bureau staff also operates an interactive fire education program and offers a Juvenile Fire Setters counseling program.¹⁶

The fire stations are located at:

- Fire Station 11 – 110 East Canal Street Troy, OH 45373
- Fire Station 12 and Administrative Headquarters – 1528 North Market Street, Troy, OH 45373
- Fire Station 13 – 40 South Stanfield Road, Troy, OH 45373

FIGURE 67: LAW ENFORCEMENT FACILITIES



Source: Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, NPS, USDA

MEDICAL SERVICES

There are two medical facilities/hospitals in Troy. Kettering Health Troy is located at 600 West Main Street. The facility provides inpatient and outpatient services to Troy and the Miami County communities.¹⁷ Upper Valley Medical Center is located at 3130 North County Road. That facility serves Troy and Miami County residents in Southwest Ohio. Other medical facilities within the City boundary include Premier Health Primary Care – Stanfield and Allison Camp Urgent Care.



Source: American Structurepoint



COMMUNITY AMENITIES

Community amenities are the assets that are the factors for quality of life for existing residents and the attractors for employers and future residents.

EDUCATIONAL FACILITIES¹⁸

Two public school districts service the City of Troy: the Troy City School District and the Miami East Local Schools District. The Troy City School District encompasses 36.7 square miles in central Miami County. The school district has six elementary schools, one sixth-grade building, one junior high, and one high school, as listed below. Miami East Local Schools covers the east side of Troy, Casstown, and surrounding areas. Edison State Community College is the only higher education school in the City. As noted earlier, the Troy School District's recent referendum approval will lead to reallocating resources and new schools. Some of those listed below will no longer be in service.

TROY CITY SCHOOLS

Elementary Schools:

- Concord Elementary
- Forest Elementary
- Hook Elementary
- Cookson Elementary
- Heywood Elementary
- Kyle Elementary

Six Grade School:

- Van Cleve 6th Grade

Junior High School:

- Troy Junior High School

High Schools:

- Troy High School

MIAMI EAST LOCAL SCHOOLS

Elementary Schools:

- Miami East Elementary

Junior High School:

- Miami East Junior High School

High Schools:

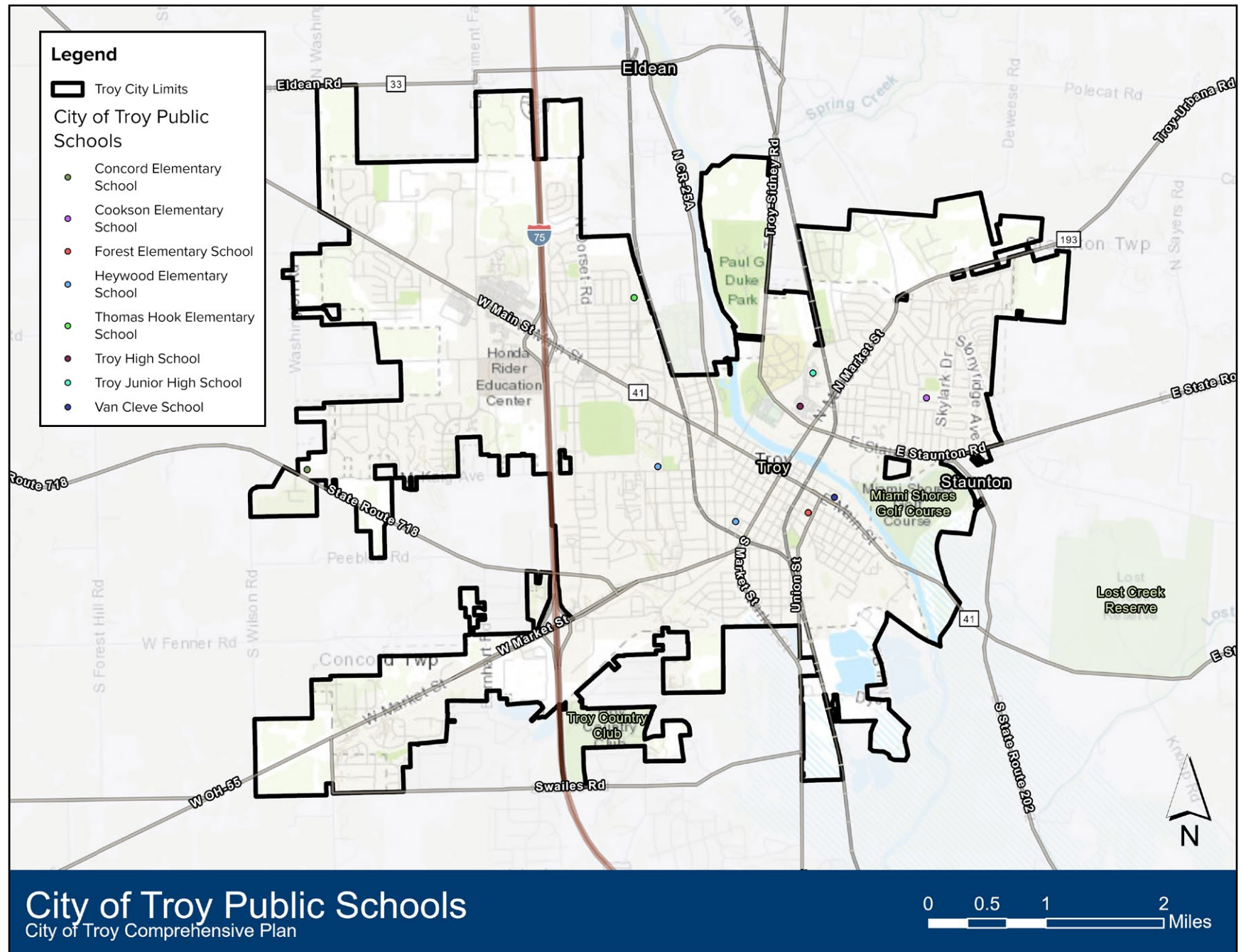
- Miami East High School

Other Schools in Troy:

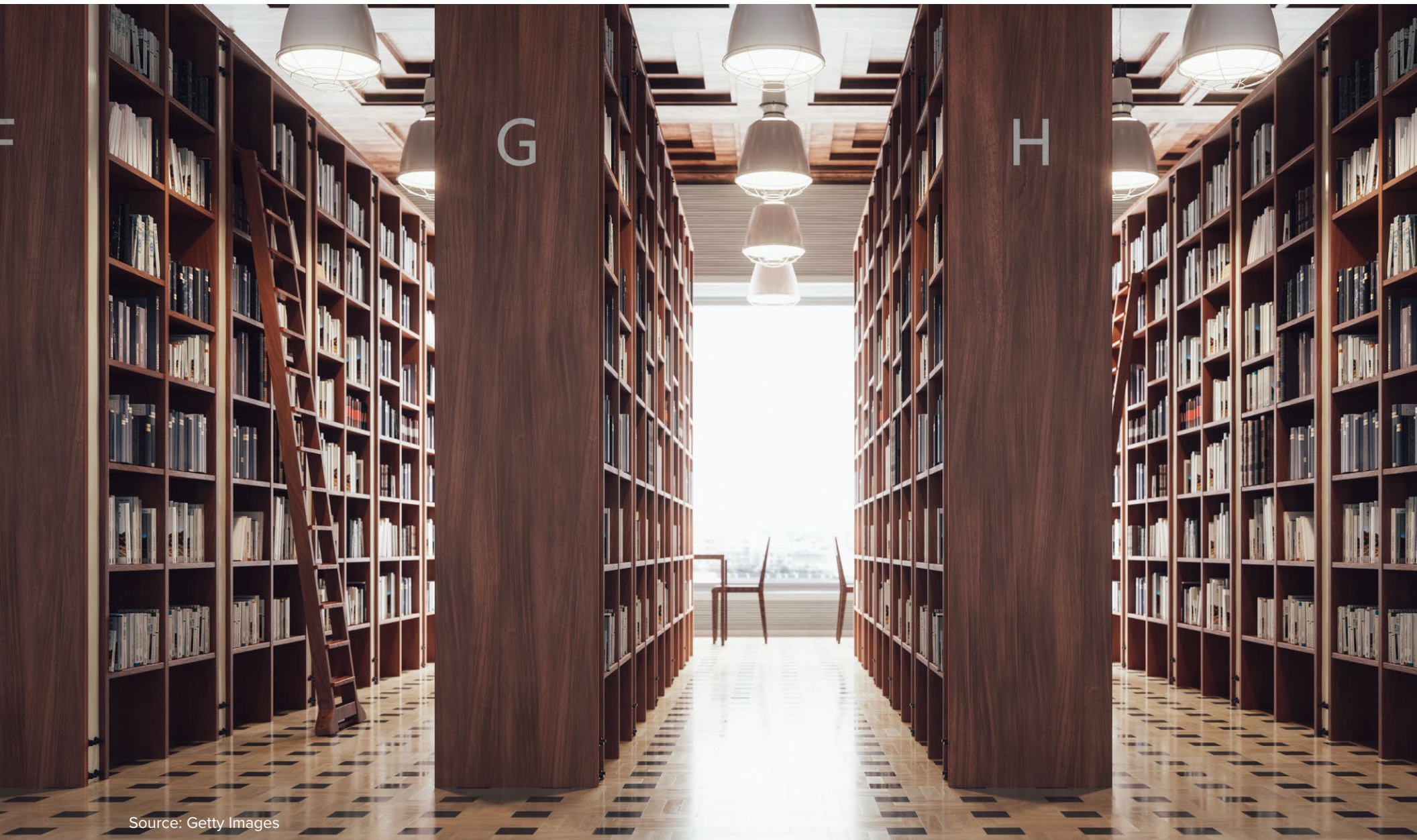
- Miami County Educational Service Center
- Upper Valley Career Center
- St. Patrick School
- Troy Christian High School
- Troy Christian Elementary School
- Miami Montessori School
- Overfield Early Childhood Program
- Hobart Institute of Welding Technology

Troy students are actively engaged in the College Credit Plus Program, enabling them to earn transferable college credits while still in high school. Troy students consistently excel on nationally normed tests like the ACT and SAT, surpassing state and national averages. Additionally, they demonstrate prowess in academic competitions such as the Ohio Council of Teachers of Mathematics test, Destination Imagination, Optimist Oratorical Contest, National Latin Exam, and Knowledge Bowl Competition.

FIGURE 68: TROY CITY SCHOOL DISTRICT SCHOOL LOCATION MAP



Source: Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, NPS, USDA



Source: Getty Images



CIVIC FACILITIES

Civic facilities are buildings, structures, or properties owned, operated, or controlled by the City or other local governmental entity.

GOVERNMENT SERVICES

Government facilities in Troy include the Mayor's Office, Troy City Planning and Zoning, Public Services Department, Miami County Community Services Center, Miami County Veterans Services, Miami County Extension Services, and Troy City Operation Safeguard.

MIAMI COUNTY COMMUNITY SERVICE CENTER/EXTENSION SERVICES¹⁹

The Miami County Community Services offers different resources to the community of Troy, including food pantry resources, clothing resources, privately and publicly owned subsidized housing units, and daycare services.

Contact Information

Location: 1695 Troy-Sidney Road, Troy, OH 45373

Phone Number: (937) 335-7921

Website: [Miami County, Ohio CAC](#)

MIAMI COUNTY EXTENSION SERVICES

Miami County Extension Services offers various services to veterans discharged under honorable conditions in a time of need. These services include assistance with food, rent payments, utilities, or other essential needs.

Contact Information

Location: 201 West Main Street Troy, Ohio 45373

Phone Number: (937) 440-5900

Website: [Miami County Veterans Services](#)

PUBLIC LIBRARIES

Troy has three public libraries: Troy-Miami County Public Library, Troy Local History Library, and Troy-Miami County Public Library - Makers Lab. The Troy-Miami County Public Library is located at 419 West Main Street, and its mission is to enrich, empower, educate, and entertain Miami County residents.²⁰ Troy Local History Library is located at 100 West Main Street. It is an excellent place for historical information in Troy as it offers an extensive collection of county birth and death records, marriage records, county maps, city and county directories, newspapers, and many other resources.²¹ The Troy-Miami County Public Library Makers Lab is inside the Troy-Miami County Public Library. The market lab is a DIY space designed for people to craft hands-on projects.

LANDMARKS

Landmarks are natural or human-made structures recognized by a city. Landmarks are important points of orientation, wayfinding, and visitor communication. The City of Troy is home to multiple landmarks, as listed below.

Landmarks:

- American Honda Motors
 - City of Troy
 - City of Troy Maintenance
 - Clopay Corporation
 - Collins Aerospace
 - Fire Department 1
 - Fire Department 2
 - Fire Department 3
 - Hobart Arena
 - Hobart Corporation
 - Hobart School of Welding
- ITW
 - Kettering Hospital
 - Kroger’s
 - Lowes Home Improvement
 - Miami County Courthouse
 - Needler’s Market
 - Police Department
 - Walmart Supercenter
 - Water Treatment Plant
 - Wastewater Treatment Plant

20

About | Troy-Miami County Public Library

21

Troy Local History Library - Home Grown Great

PARKS AND COMMUNITY FACILITIES

Parks and open green spaces give the community a chance to be near nature and provide recreation opportunities for all. In addition to their amenities and the health benefits of recreational activities, parks can be economic catalysts to their surrounding neighborhoods.

The City of Troy has multiple parks and community facilities for public use. Troy currently owns 37 parks and recreational facilities. A detailed report on the number of parks can be found in this report's Parks and Open Space section.

Other community facilities include golf courses, museums, and community centers.

Golf Courses:

- Miami Shores Golf Course
- Troy Country Club

Event Center:

- Hobert Event Center

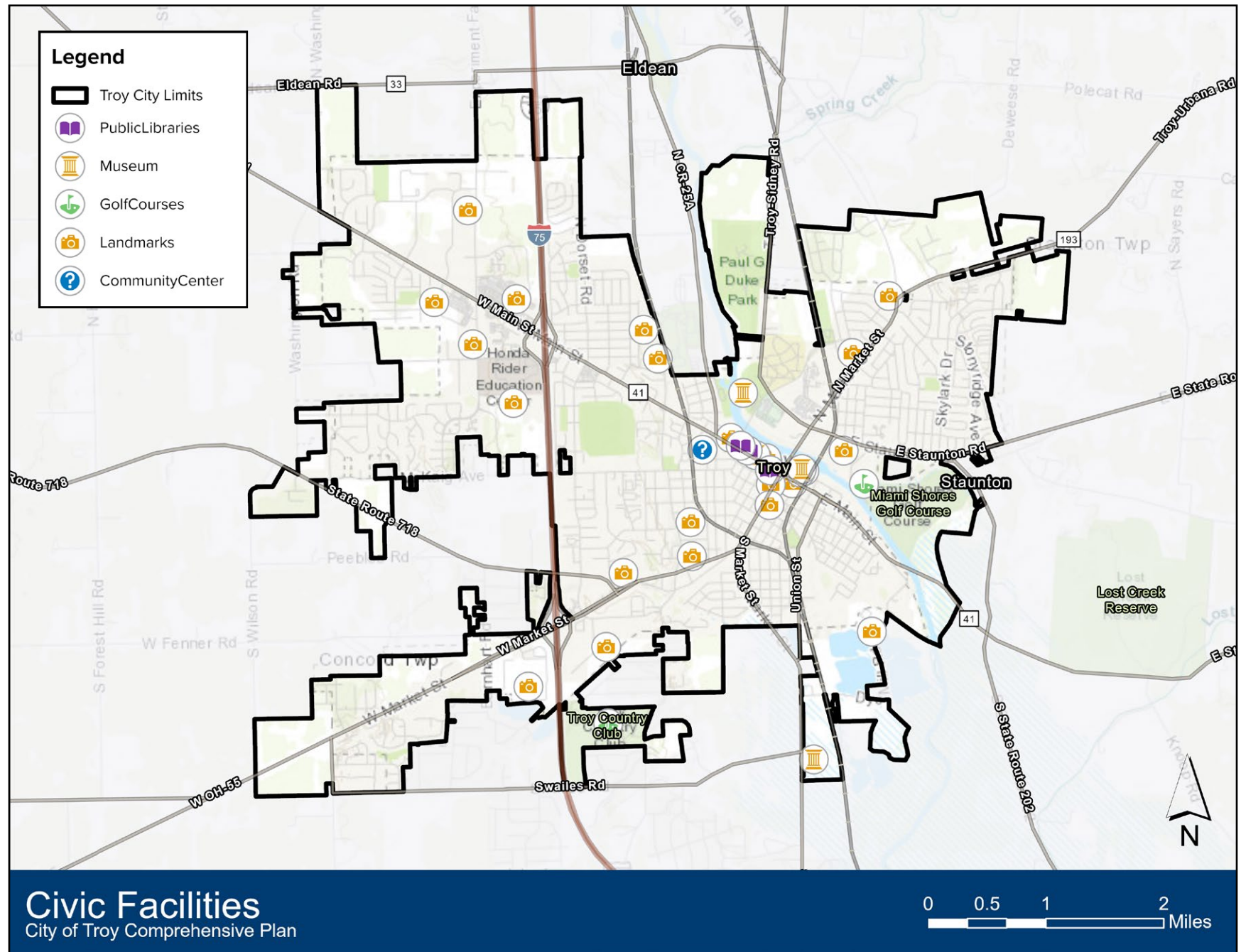
Museums:

- Troy Hayner Cultural Center
- Overfield Tavern Museum
- The Museum of Troy History
- Overfield Museum Annex
- WACO Air Museum
- Troy Civic Theatre

Community Centers

- Lincoln Community Center

FIGURE 69: COMMUNITY AMENITIES



Source: Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, NPS, USDA

DOWNTOWN

Downtown and its riverfront are the epicenter for public activity in Troy. The City and its partners have made great strides to generate investment and interest in its existing historic core, which emanates from the Public Square.

TROY MAIN STREET²²

Troy Main Street is a non-profit centered on economic development downtown. Its mission is to create a “charming, prosperous, and interactive downtown Troy” through focused historic preservation, continuous enhancement, and public programming that draws thousands of visitors annually, such as the Grand Illumination event. They encourage continued downtown vibrancy with biennially alternating public art programs, The Painted Pianos and Sculptures on the Square. 2023 was a Sculpture on the Square year, and The Painted Pianos will resume in 2024.

DESIGNATED OUTDOOR REFRESHMENT AREA²³

A Designated Outdoor Refreshment Area, or DORA, is a specified area designated by a city, exempt from open container laws. DORAs are great tools to encourage visitors to spend more time in and support downtown businesses. Participating businesses sell marked cups to signify permitted open containers, such as the one shown in Figure 73. Figure 74 shows Troy’s DORA boundary, allowing visitors to purchase beverages from participating companies and consume them outside from 11:00 AM to 11:00 PM. These limits are expanded to the activation area for special events declared by the City Council between June 24 and August 5. Businesses within the DORA that do not wish to allow open containers post entrance signage to notify patrons.

22 Troy Economic Development Programs

23 DORA

FIGURE 70: TROY PUBLIC SQUARE



FIGURE 71: ONE OF MANY LOCAL BUSINESSES IN DOWNTOWN TROY



FIGURE 72: EXAMPLE OF PUBLIC ART IN DOWNTOWN



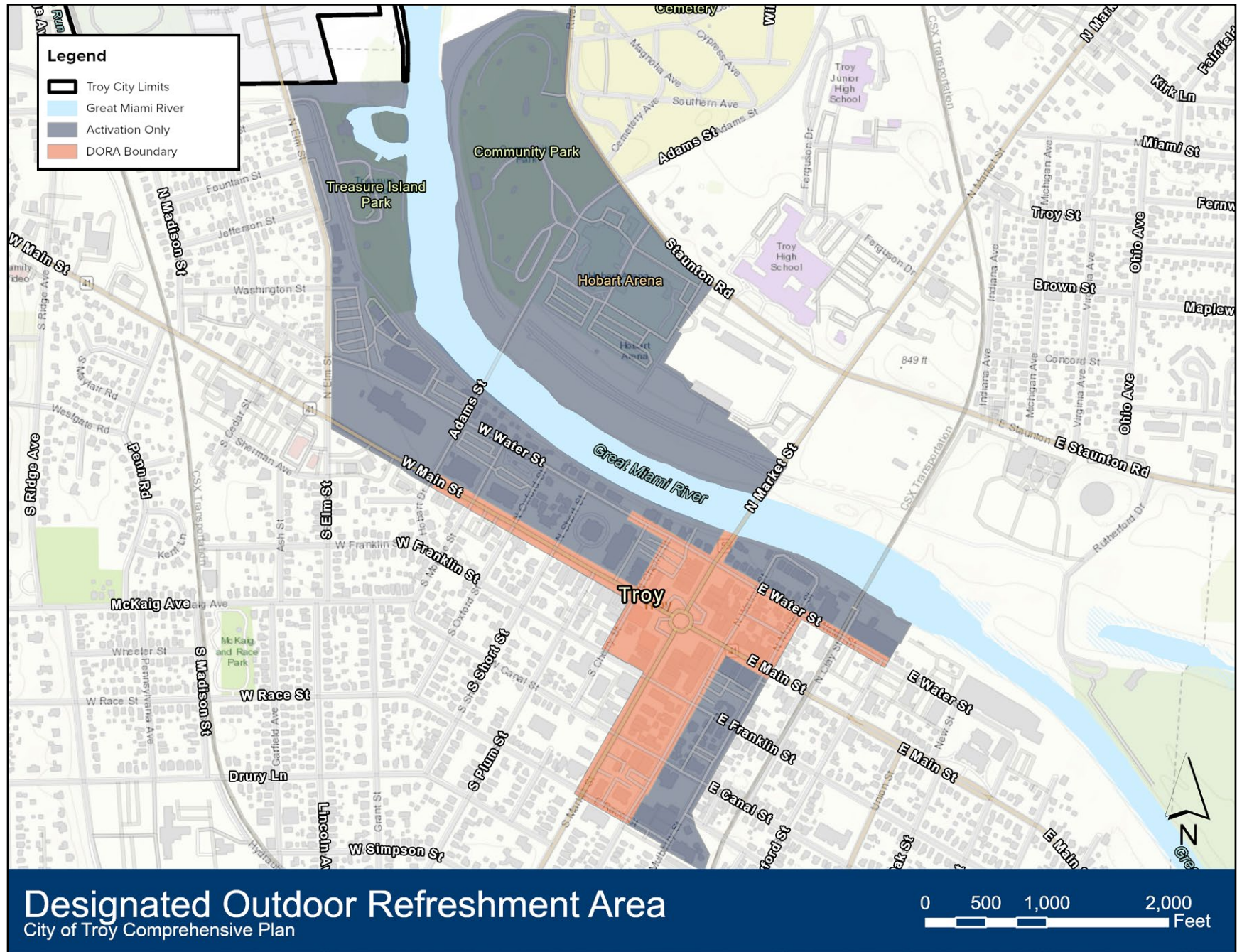
FIGURE 73: DORA CUP





Source: Getty Images

FIGURE 74: MAP OF THE DORA BOUNDARY

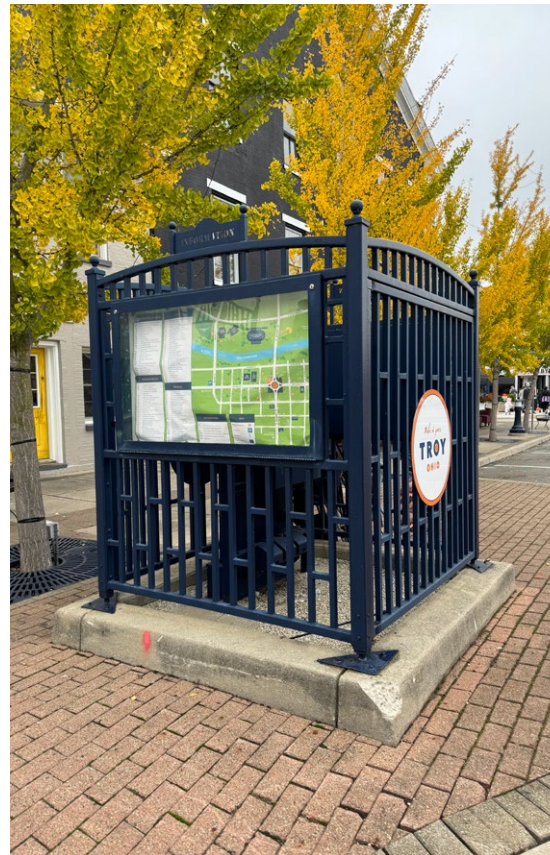


Source: City of Troy and American Structurepoint

BRANDING AND WAYFINDING

In 2018, Troy went through a comprehensive rebranding, which has been consistently applied throughout the City to provide a sense of visual cohesion, prestige, and presence. The results of this effort are evident in the downtown area's wayfinding signage, where pedestrians are guided through and made aware of all that downtown offers.

FIGURE 75: DOWNTOWN BRANDING AND WAYFINDING ELEMENTS



HISTORIC DISTRICTS

Troy's official Historic District, shown in Figure 76, is recognized by the State Preservation Office and regulated by Troy's Historic Preservation Overlay standards. Rehabilitation projects within the Historic District often are eligible and use Historic Tax Credit benefits.

Troy also has a very active citizenry in historic preservation, including the Troy Historic Preservation Alliance and the citizen-led Southwest Historic District. The Southwest Historic District, shown in Figure 77, is not federally recognized; however, a less strict conservation district application may be sought.

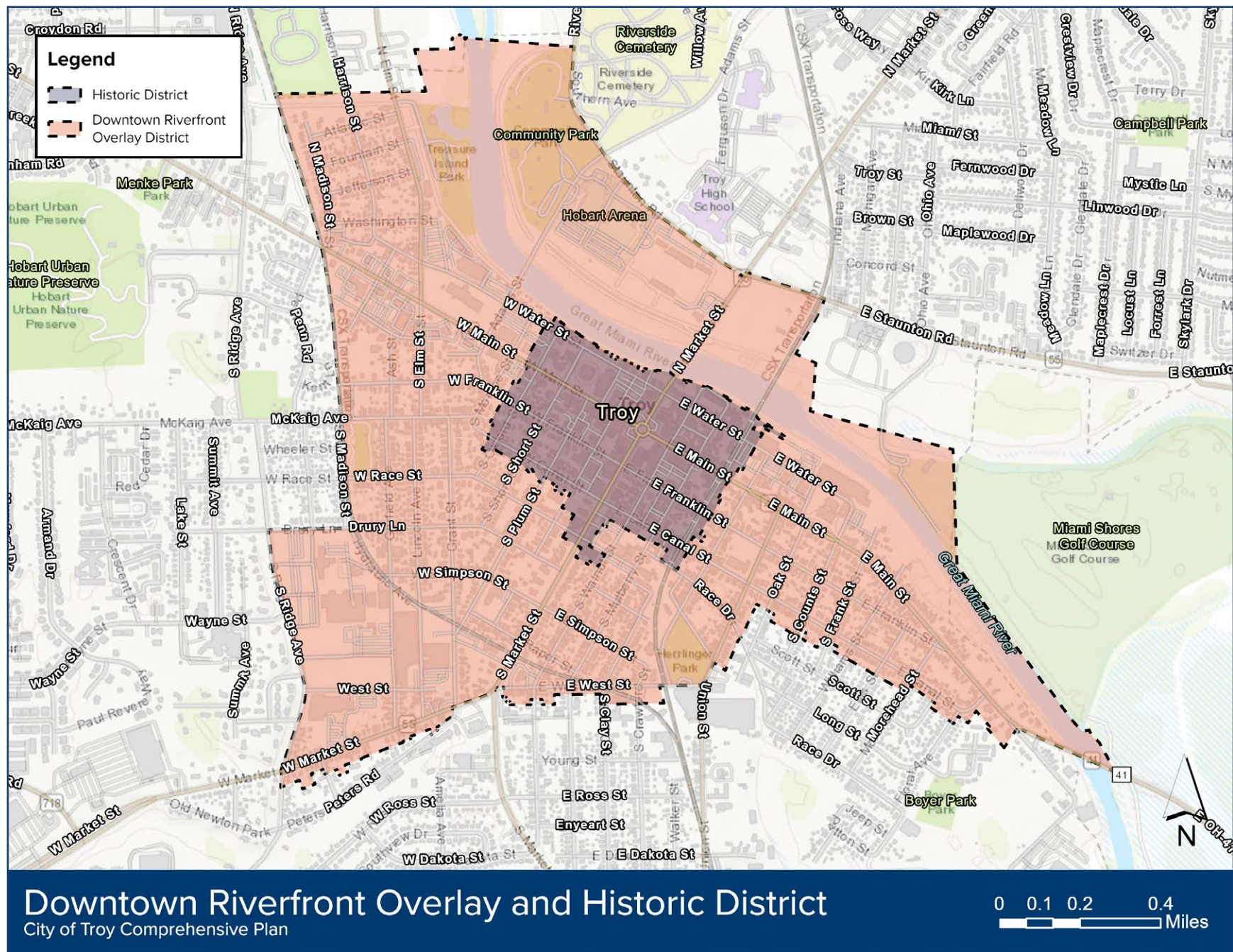
RECENT DOWNTOWN PROJECTS

The Spinnaker site redevelopment and the Mayflower Building are two recent projects in downtown Troy.

The 2017 Troy Downtown Riverfront Strategic Development Study included development concepts like the East Water Street Redevelopment, which incorporated the Spinnaker Building, shown in Figure 78, and the Van Cleve school. With the passage of the 2023 school levy, these sites are now open for development like that described in the 2017 study.

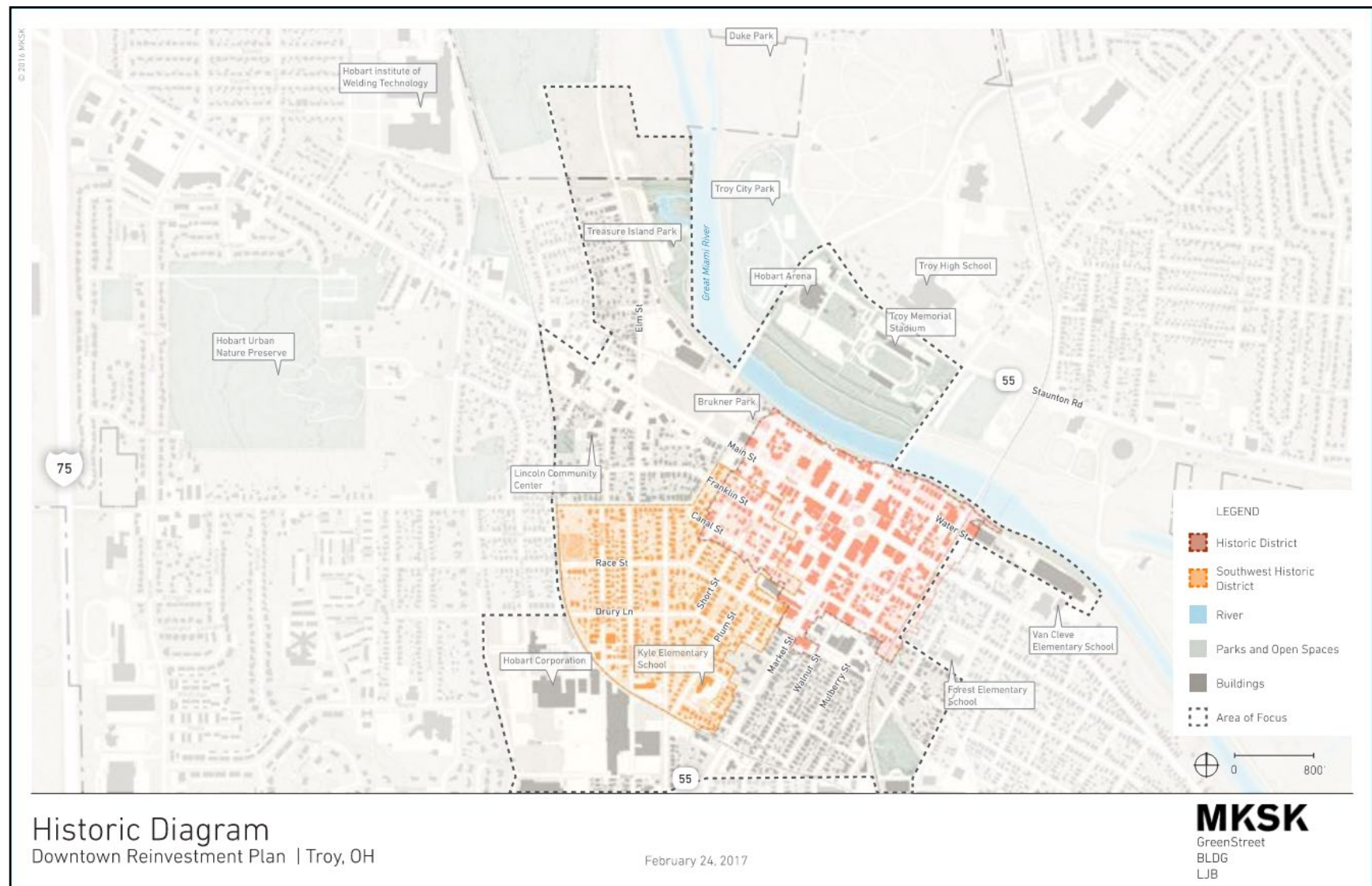
The Mayflower building is currently under renovation to accommodate live entertainment, a craft cocktail bar, and a retail store, as seen in Figure 79. The project is a collaboration of three local business owners. Downtown, like the rest of Troy, has benefited from investments spearheaded predominately by local developers.

FIGURE 76: DOWNTOWN RIVERFRONT AND HISTORIC OVERLAY DISTRICT BOUNDARIES



Source: City of Troy, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, INCREMENT

FIGURE 77: SOUTHWEST HISTORIC DISTRICT LIMITS



Source: Troy Downtown Riverfront Strategic Development Study

FIGURE 78: DEMOLITION OF THE FORMER SPINNACKER BUILDING



FIGURE 79: RENOVATION OF THE FORMER MAYFLOWER BUILDING







PARKS AND OPEN SPACE

Parks are an important resource, but how much parks space is necessary for a community? The National Comparisons section used national data to identify and prioritize future projects based on cost/benefit, complexity, availability or partners, and potential infusions of grant dollars or other types of funding. This national comparison was created using the NRPA Park Metrics. The NRPA Park Metrics tool allows recreation professionals to build customized reports that allow comparisons with peer agencies. The data provided and comparison assessment can be utilized to gain funding support, improve operations, and better serve the community of the City of Troy.²⁴

These NRPA guidelines and definitions serve as a good baseline for determining a minimum standard for park services; however, they are refined to address the community's needs.

NRPA PARK METRICS REPLACES NRPA AREAS AND FACILITIES STANDARDS²⁵

The National Recreation and Park Association (NRPA) in 2019 transitioned from NRPA Areas and Facilities Standards to a new approach known as NRPA Park Metrics. The transaction was prompted by the acknowledgment that a single set of standards cannot adequately address the diverse needs and characteristics of different communities nationwide. The shift to NRPA Park Metrics aims to provide more relevant data for park and recreation agencies, offering a comprehensive benchmarking tool. The NRPA Park Metrics is now presented as a dynamic tool that recognizes the importance of the services of parks and recreation agencies, encouraging a more collaborative and informed approach to decision-making based on data and community-specific needs.

NRPA'S COMPARISONS

The following NRPA Metrics evaluation compared Troy's park system to their 2023 *Agency Performance Review* metrics for places with a population serving 20,000 to 49,000 residents. The metric comparison included are the residents per park, acres per 1,000 residents, and miles of trails. The NRPA median metrics were compared to the City of Troy's current number of parks and total park acreage owned as of 2023, utilizing the 2023 population for the City limits. The comparisons indicate the future need for more or less parkland, miles of trails, and/or number of parks. The total acreage used for this comparison includes all parks owned by the City, but other parks within the City limits were also analyzed and included in the City of Troy Owned and Non-Owned Recreational Facilities section.

For this study, it was essential to analyze all parks owned by the City separate from other parks for any future grant applications for park maintenance or new park developments.

24 NRPA Park Metrics: Research

25 NRPA Park Metrics Replaces NRPA Areas and Facilities Standards

CITY-OWNED NRPA COMPARISONS

As of 2023, the City of Troy owns 37 parks, including mini parks, neighborhood, community, sports complexes, special use, and other recreational areas. The city-owned total acreage was about 399.0 acres, not including the Miami Shores Golf Course (163.0 acres), as the facility is not open for free public recreational uses.

Park Acres Per 1,000

The median metric of park acres per 1,000 residents reported by the NRPA for communities with populations of 20,000 to 49,000 residents is 11.3. In 2023, the City of Troy had 14.7 acres of parkland per 1,000 residents. This number is projected to decrease slightly to 14.0 acres, with a potential population of 28,436 in 2050. With the projected population increase, the total recreational acreage available per 1,000 residents will still be slightly higher than the NRPA's jurisdiction, serving a population of 20,000 to 49,000.

Number of Residents Served Per Park

The 2023 NRPA's median number of residents served per park was 2,287. The NRPA's median for regions serving 20,000 to 49,000 residents was 2,240 residents per park. Generally, lower values of residents per park are more favorable since they potentially indicate better accessibility to park facilities. When comparing the City of Troy's number of parks, in 2023, the City served 732 residents per park. These comparisons demonstrate that with the 37 parks and other recreational facilities, the City is serving its community at a high level. The acres of parkland per 1,000 residents is higher than all agencies and jurisdictions serving 20,000 to 49,000 residents.

Miles of Trails

The 2023 NRPA's median number of trail miles was 15. As of 2023, Troy offers 18.62 miles of trails to its community. The Great Miami River Trail is a 18.62 mile long trail asset available for all residents and adds to the City's total of trails.

FIGURE 80: NRPA METRICS COMPARISON FOR TROY AND SIMILAR-SIZED COMMUNITIES

JURISDICTION POPULATION				
	City of Troy (27,071)	All Agencies (Median)	Jurisdiction Serving with 20,000 to 49,000 Residents (Median)	
Total of Parks	37	-	-	Residents
Resident per Park	732	2,287	2,240	Residents
Acres per 1,000 residents	14.7	10.8	11.3	Acres
Miles of trails	18.6	15	8.2	Miles

Source: NRPA

CITY-OWNED AND NON-OWNED NRPA COMPARISONS

As mentioned above, Troy owns 37 parks and recreational facilities. However, other parks are located within the City limits owned by Miami County or privately owned. Including all parks within the City limits was vital as they serve the community of Troy.

As of 2023, there are 45 total combined parks, both owned and non-owned, including neighborhood parks, mini parks, community parks, sports complexes, special use, greenways, and other recreational areas. The combined total acreage was about 656.0 acres, not including the Miami Shores Golf Course (163.0 acres), the Troy Country Club (122.0 acres), or any museum or school property parks.

Park acres per 1,000

NRPA's median metric for regions serving a population of 20,000 to 49,000 residents is 11.3 acres per 1,000 residents. In 2023, 45 parks are located within the City, offering 23.9 acres of parkland per 1,000 residents. This number is projected to decrease slightly to 22.7 acres, with a potential population of 28,436 in 2050. With the projected population increase, the total recreational acreage available per 1,000 residents will still be slightly higher than the NRPA's jurisdiction, serving a population of 20,000 to 49,000. When comparing this to the 14.7 acres of parkland the City-owned parks offer per 1,000 residents, both comparisons are still higher than the NRPA's median and jurisdictions serving 20,000 to 49,000 residents.

Number of Residents served per Park

The 2023 NRPA's median number of residents served per park was 2,287. The NRPA's median for regions serving 20,000 to 49,000 residents was 2,240 residents per park. When comparing the 45 parks located within the City limits, in 2023, the City served 602 residents per park. With 37 or 45 parks, the City serves its community well. With a population increase in 2050, the City will serve 632 residents per park, which is still lower than the NRPA's median for regions serving a 20,000 to 49,000 population.

FIGURE 81: CITY OF TROY TO OTHER JURISDICTION METRIC COMPARISON

	CITY OF TROY (27,071)	ALL AGENCIES (MEDIAN)	JURISDICTION SERVING WITH 20,000 TO 49,000 RESIDENTS (MEDIAN)	
Total of Parks	45	-	-	Residents
Resident per Park	602	2,287	2,240	Residents
Acres per 1,000 residents	23.9	10.8	11.3	Acres
Miles of trails	18.62	15	8.2	Miles

Source: NRPA

WHAT THIS ANALYSIS TELLS US

This analysis provides an overview of the owned and non-owned parks in the City of Troy based on metrics and a comparison with NRPA's (National Recreation and Park Association) median metrics for regions serving a population of 20,000 to 49,000 residents.

The city currently has more park acreage per 1,000 residents than the NRPA median; even with a projected population increase, the City is expected to score higher than the median metrics. The lower values of residents per park in Troy reflect good accessibility to park facilities; with a projected population increase, the City will continue to provide a level of service below the NRPA median. Also, the City exceeds the NRPA median for trail miles, indicating a well-developed trail network, contributing to Troy residents and surrounding communities enjoyment of nature.

LEVEL OF SERVICE

This section identifies the Level of Service (LOS) standards for parks and other recreation facilities in the City of Troy by revising the information in the 2018 Parks Master Plan Public Involvement Survey. Some of the LOS standards used in this analysis were set in the 2018 analysis, as the standards still apply to the City's park facilities. The standards provide guidelines for the Park Department to plan and build the facilities needed to serve the community. Special use and other recreational area standards may vary depending on the use of the facility.

LEVEL OF SERVICE STANDARDS:

- Greenways – 0.13-mile service area
- Mini Parks – 0.13-mile service area
- Neighborhood Parks – 0.25-mile service area
- Community Parks – 1-mile service area
- Sport Complex – 1-mile service area
- Special Use – 1 to 2-mile service area, depending on the use
- Other Recreational Areas – Depends on the use

CITY OF TROY-OWNED PARKS LEVEL OF SERVICE ANALYSIS

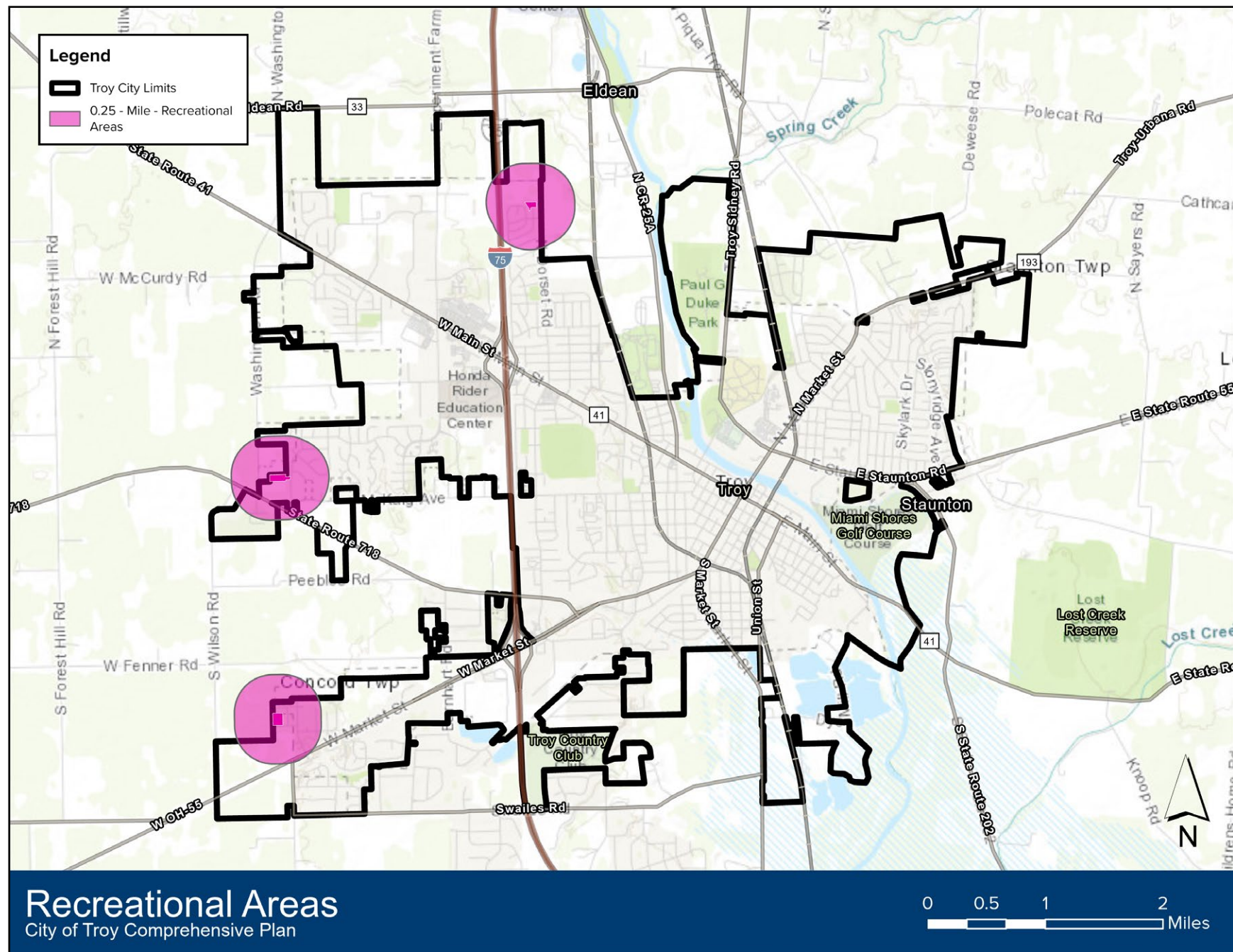
The service area was evaluated by creating service area buffers around each mini, neighborhood, community, special use, and other regional locations. Maps were created to illustrate the level of service for each park category owned by the City of Troy. The classification and acreage of the properties owned by Troy were previously identified and classified into the following park classifications:

FIGURE 82: LIST OF CITY-OWNED PARKS SORTED BY CLASSIFICATION

PARK CLASSIFICATION	PARK NAME
Recreational	Edgewater Park
	Stonebridge Park
	Waterbury Park
Mini Park	Brukner Park
	Fountain Park
	Library Park (Troy)
	Mayors Park
	Mumford Park
	Fountain Park
	Waco Park
Neighborhood Park	Amelia Street Park
	Boyer Park
	Campbell Park
	Carriage Crossing Park
	Herrlinger Park
	Heywood Park
	Hook Park
	Kensington Park
	Kings Chapel Park
	Lincoln Com. Center
	McKaig Park
	Meadow Point Park
	Menke Park
	Trinity Park
	Trostel Park
	Westbrook Park (Troy)

Community Park	Treasure Island Park
	Troy Community Park
Special Use	Memorial Stadium
	Hobart Arena and Troy Aquatic Park
	Joe Reardon Skatepark
Sport Complex	Miami Shores Ballfield
	Archer Park
	Duke Park
	Duke Park Extension
	Market Street Ballfield
	Trade Square Soccer

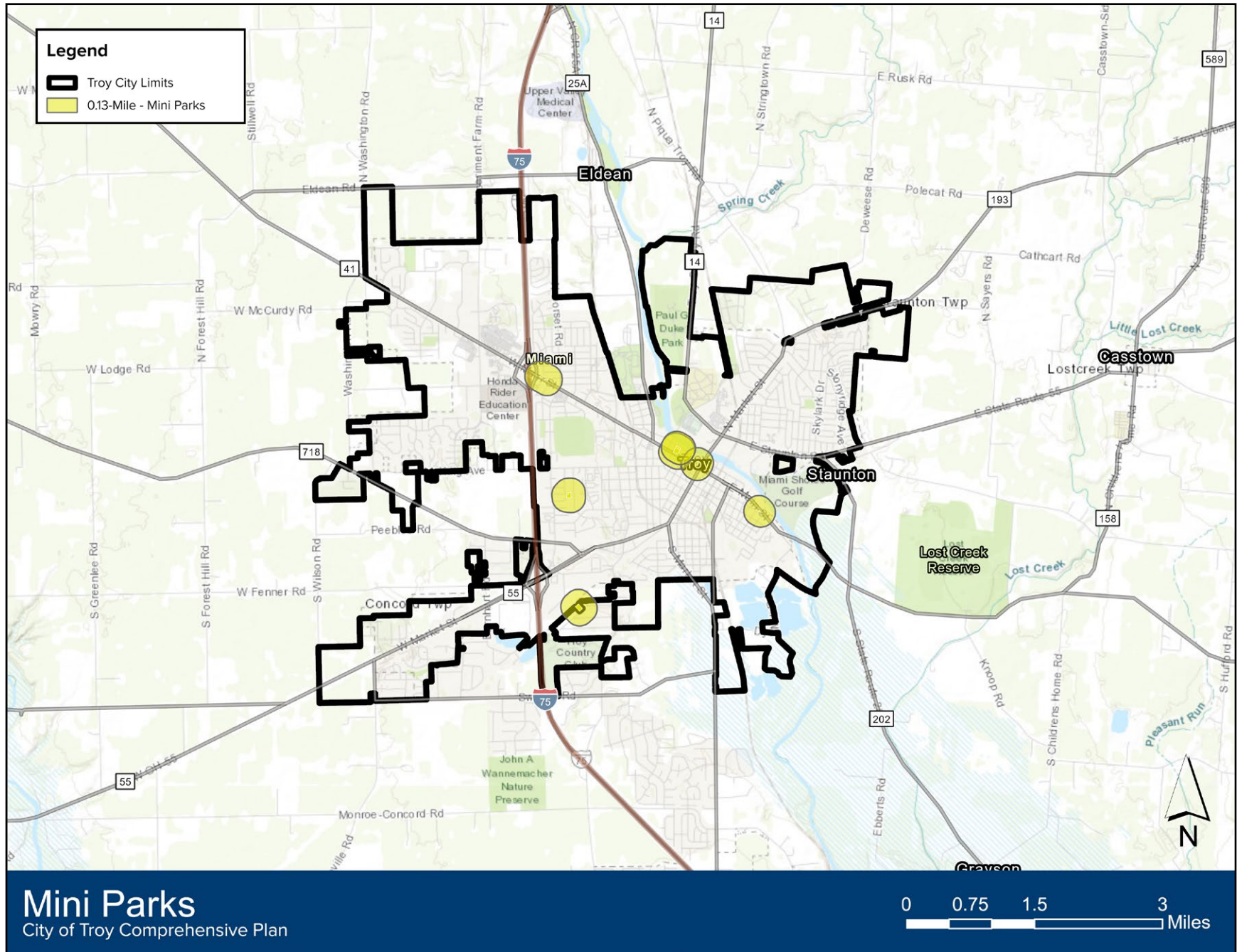
FIGURE 83: RECREATIONAL AREA – LOS AREAS



RECREATIONAL AREAS – 0.25-MILE SERVICE AREA

By definition, three areas are classified as recreational areas owned by the City. Edgewater Park, Stonebridge Park, and Waterbury Park are small green areas near residential subdivisions. The areas were classified as recreational and open areas that could be developed as parks. The pink buffers around the park locations represent a 0.25-mile service area from the border of each park. That helps identify potential geographic service area gaps for parks with similar functions. The city's recreational areas only cover a small service area for the City outskirts. This information reveals that much of the community in this park category is underserved.

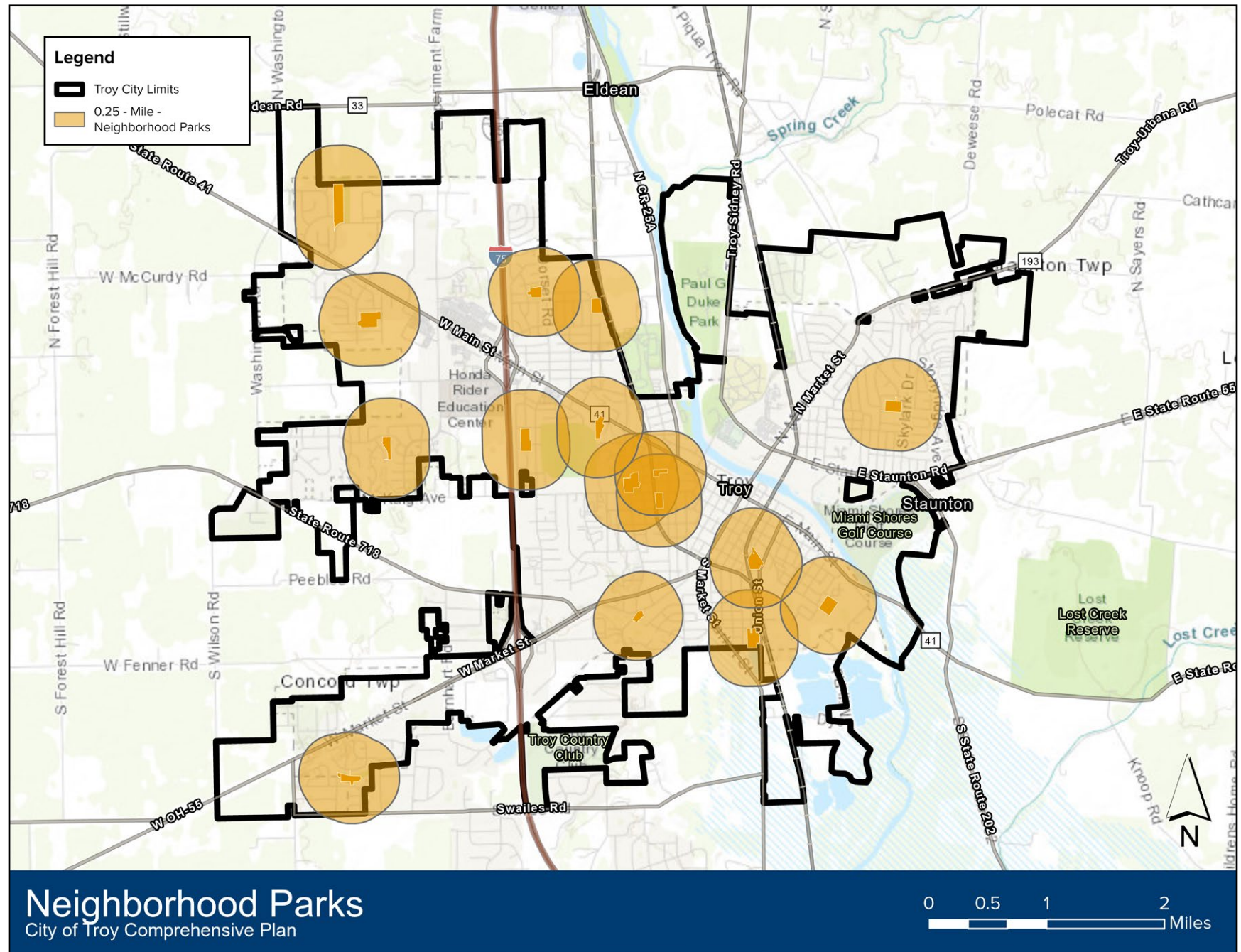
FIGURE 84: MINI PARK – LOS AREAS



MINI PARKS – 0.13-MILE SERVICE AREA

By definition, seven areas are classified as mini-parks owned by the City: Brukner Park, Fountain Park, Library Park (Troy), Mayors Park, Mumford Park, Fountain Park, and Waco Park. The yellow buffers around the park locations represent a 0.13-mile service area from the border of each park. That helps identify potential geographic service area gaps for parks with similar functions. The city's mini parks cover small areas within the City limits. These parks are located in residential subdivisions and along Main Street.

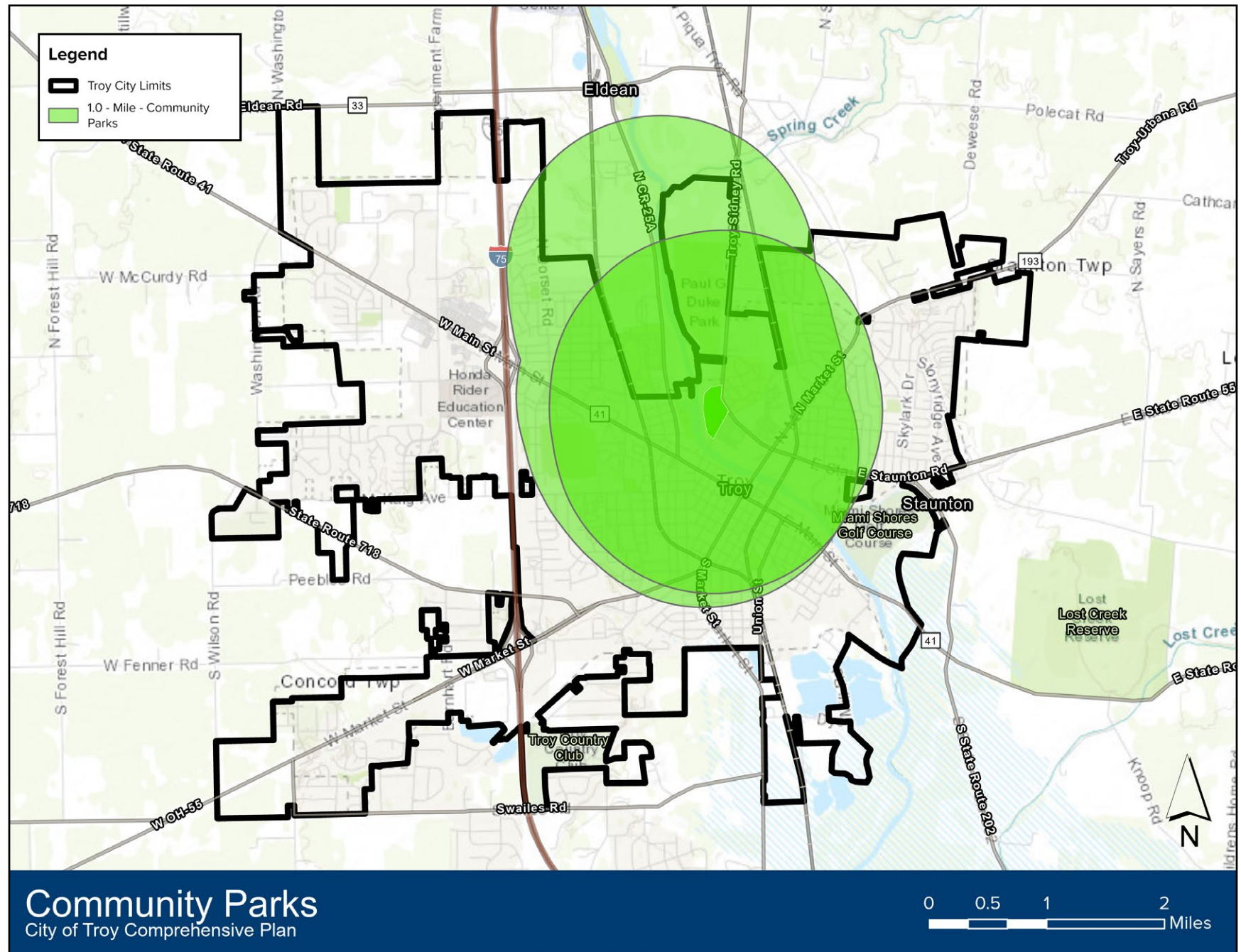
FIGURE 85: NEIGHBORHOOD PARKS – LOS AREAS



NEIGHBORHOOD PARKS

By definition, there are sixteen neighborhood parks owned by Troy. The sixteen parks are listed in the table above. The orange buffers around the park locations represent a 0.25-mile service area from the border of each park. The city's neighborhood parks cover different areas around the City limits, especially in the north-central area of the City.

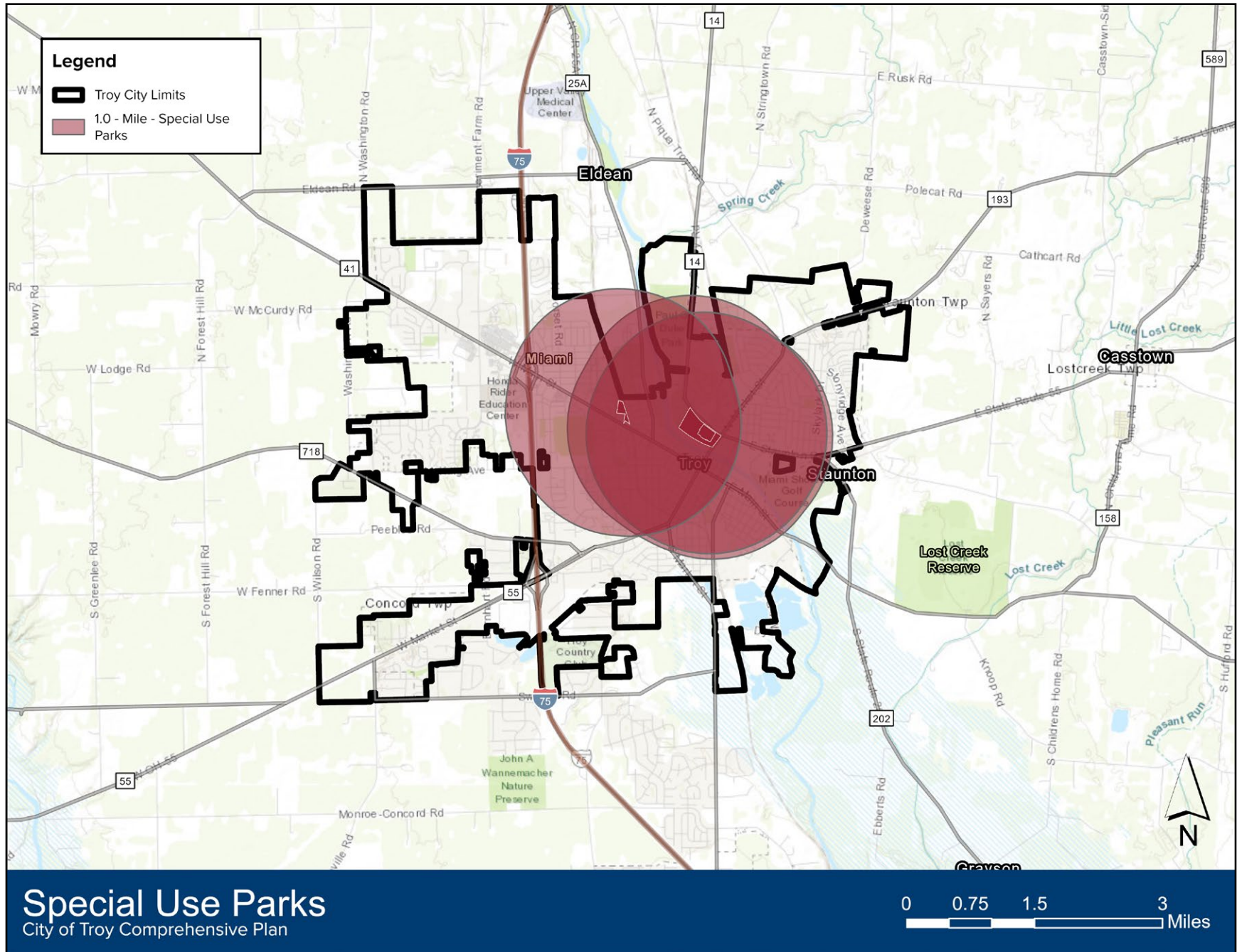
FIGURE 86: COMMUNITY PARK – LOS AREAS



COMMUNITY PARK – 1.0-MILE SERVICE AREAS

By definition, the City owns two community parks: Treasure Island Park and Troy Community Park. These two parks offer a more extensive service area. The light-green buffers around the park locations represent a 1.0-mile buffer from the border of the park's parcel. The map below shows that most of the LOS for community parks cover a large portion of the City's center, leaving areas around underserved in this category.

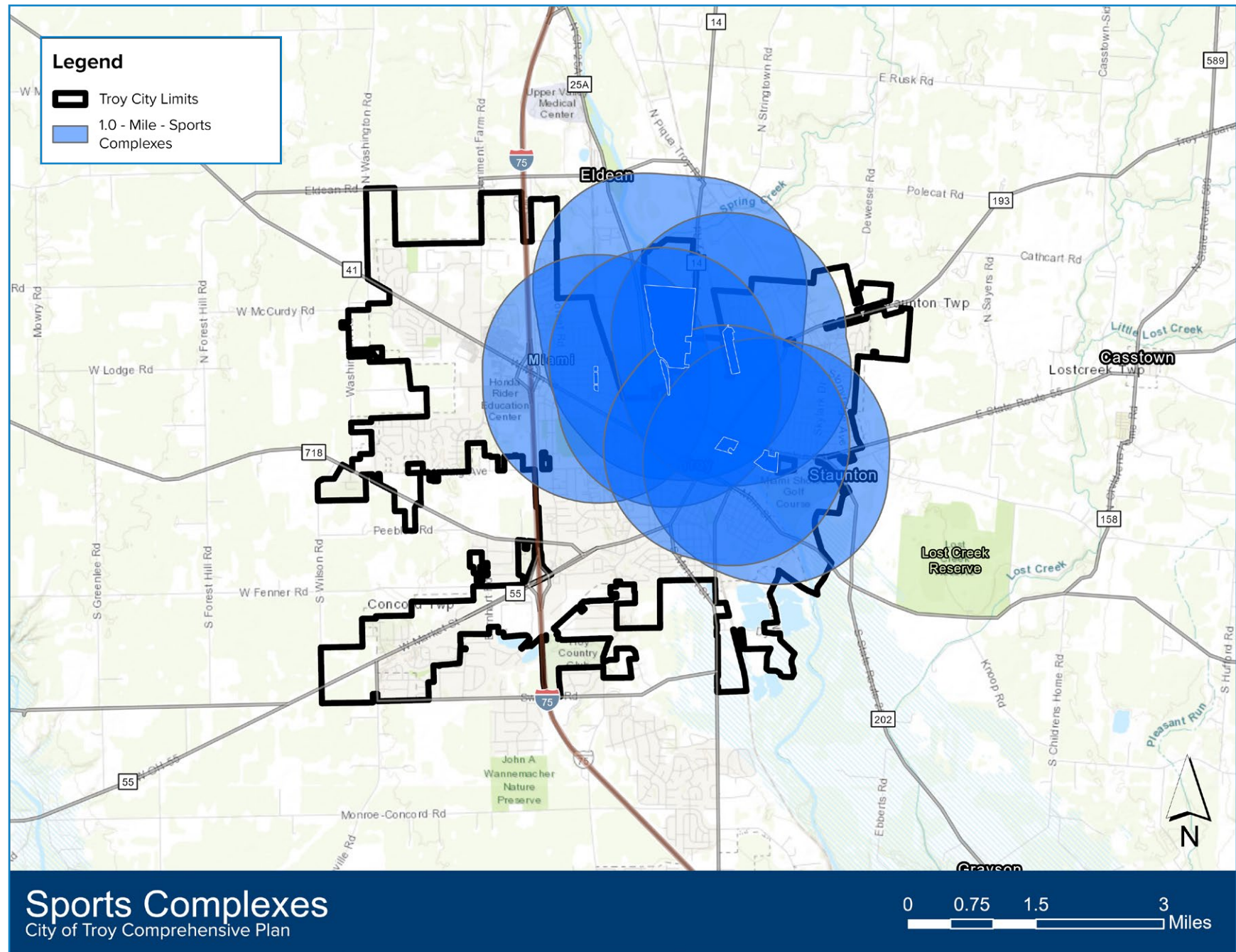
FIGURE 87: SPECIAL USE PARK – LOS AREAS



SPECIAL USE PARKS – 1.0-MILE SERVICE AREA

The city owns three special use parks: Memorial Stadium, Hobart Arena/Troy Aquatic Park, and Joe Reardon Skatepark. In this case, this category was given a 1.0-mile service area as these parks offer special uses to the community. The dark-red buffers around the park locations represent a one-mile buffer from the border of the park's parcel. Like the community parks, the map below shows that most of the LOS for special use parks cover a large portion of the City's center, leaving areas around underserved in this category.

FIGURE 88: SPORTS COMPLEX



SPORTS COMPLEXES

By definition, the City owns six sports complexes: Miami Shores Ballfield, Archer Park, Duke Park, Duke Park Extension, Market Street Ballfield, and Trade Square Soccer. Sports complexes have a special-use purpose as they are large facilities incorporating several fields or courts dedicated to a sport. Some but not all of these facilities include amenities such as playgrounds. Also, these facilities do not only serve the community of Troy but other visitors, as the facilities might host tournaments in their locations. The dark-blue buffers around the park locations represent a 1.0-mile buffer from the border of the park's parcel. The map below illustrates that the one-mile service covers most of the northeast and center of the City of Troy. However, as stated, these facilities serve Troy residents and other outside communities.

CITY OF TROY-OWNED AND NON-OWNED FACILITIES PARKLAND LEVEL OF SERVICE ANALYSIS

As mentioned in the previous section, this section analyzed all city-owned parks/non-owned parks combined to understand better the level of service offered to Troy residents. The current level of service shown on the combined City of Troy-owned and non-owned facilities map below illustrates that existing park facilities provide ample coverage to existing residential neighborhoods. When combining owned- and non-owned/ parks all 45 recreational facilities mainly cover areas on the east and center of the City, only leaving a couple of areas around the west boundary underserved. A couple of recreational green areas and neighborhood parks serve along the west boundary but do not cover most of that side of the City. The following parks were included in this level of service analysis:

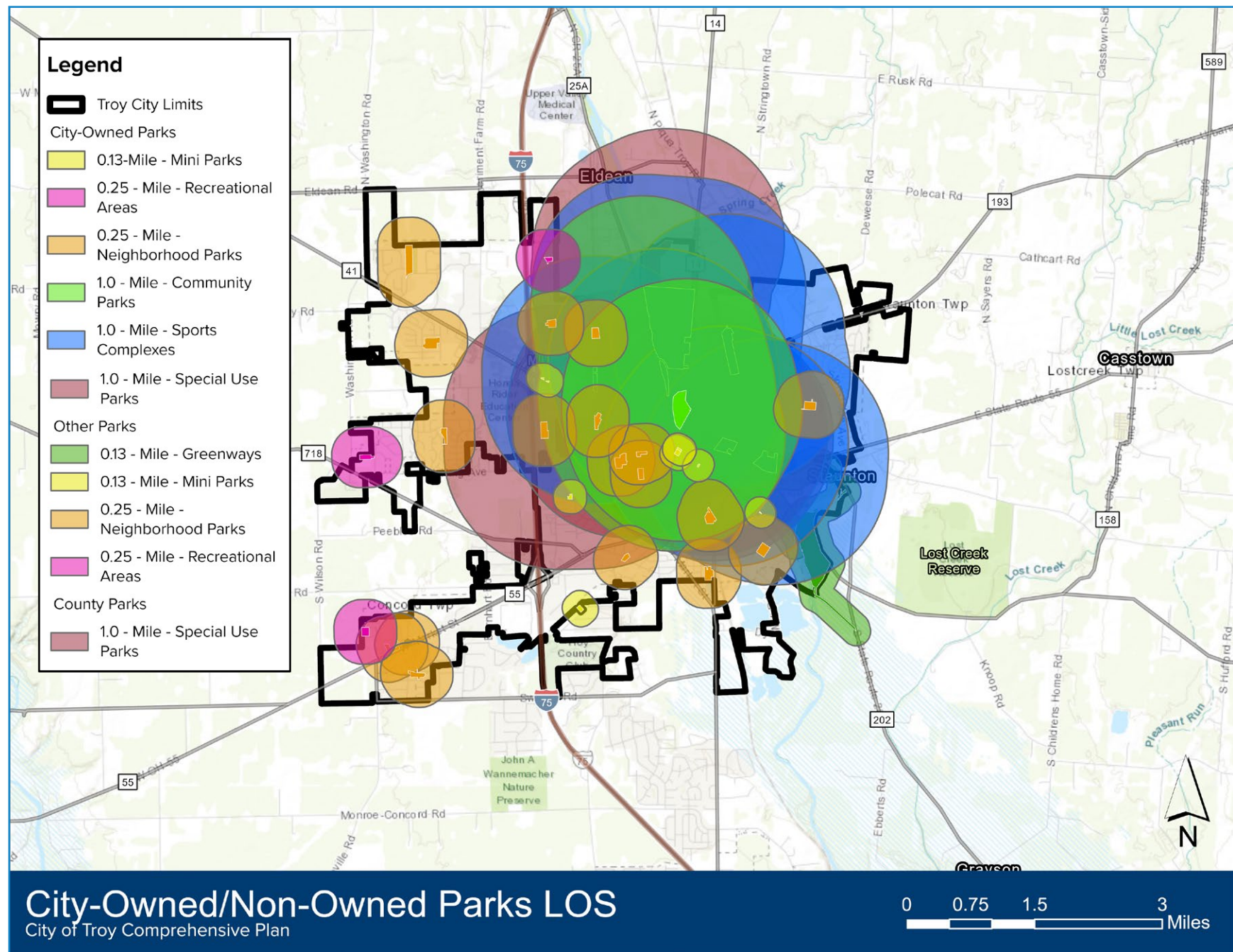
FIGURE 89: NON-CITY OF TROY-OWNED FACILITIES

PARK CATEGORY	PARK NAME
Special Use	Hobart Urban Nature Preserve
	Spring Creek Confluence Off-Channel Wetlands
Neighborhood Park	Private Park
	Private Park
Mini Park	Troy Square
Greenway	Miami Conservancy District Levees
	Miami Conservancy District Levees
Recreational	Troy Rec





FIGURE 90: COMBINED CITY OWNED AND NON CITY-OWNED PARK SERVICE AREAS



OTHER COMMUNITY FACILITIES

This section lists other public recreation facilities for Troy residents and visitors. These additional amenities include public schools and private open spaces. Public schools typically have playgrounds as an amenity. However, it is important to note that not many playgrounds are open for public use after school hours. Also, golf courses, museums, and other non-profit recreational areas offer recreational opportunities to the community. However, not all are open for public use or charge an entrance fee.

SCHOOL PARKS:

- Hook Park
- Campbell Park
- Heywood Park

ADDITIONAL RECREATIONAL FACILITIES THE CITY PROVIDES INCLUDE:

- Hobart Arena
- Joe Reardon Skatepark
- King's Chapel Community Center
- Lincoln Community Center
- Marina Boathouse at Treasure Island Park
- Miami Shores Golf Course and Driving Range
- Prouty Plaza
- The Rec
- William H. Maier Senior Citizens Center

LEVEL OF SERVICE SUMMARY

Level of Service standards include specific service areas for different park categories (e.g., Greenways, Mini Parks, Neighborhood Parks, etc.). The level of service analysis indicates that while the City of Troy provides generally good coverage of parks and recreational facilities, there are identified gaps, especially on the outskirts and west boundary. The distribution of parks and recreational facilities reflects an emphasis on the east and center of the City. Future planning may involve addressing these underserved areas to ensure equitable access to recreational amenities for all residents.





ENVIRONMENTAL CONDITIONS

The Great Miami River and other natural areas, such as the Hobart Nature Reserve, are a boon for Troy, providing recreation and placemaking opportunities. As much as possible, future community development should avoid environmentally sensitive areas, such as flood zones, wetlands, and contamination sites, to preserve these assets for health and economic development.

SPECIAL FLOOD HAZARD AREA AND WETLANDS

Figure 91 shows the current limits of the Special Flood Hazard Area based on the Federal Insurance Rate Map (FIRM) update of June 2020. There are no pending or preliminary FIRMs. Troy's riverfront enjoys flood protection as part of the 55-mile levee system along the Great Miami River.

WELLHEAD PROTECTION AREA

Wellhead protection measures protect drinking water resources by limiting development activities in areas that directly impact aquifers. These environmentally sensitive areas are shown in Figure 91. Troy's current zoning ordinance includes restricted substance regulations within the Wellhead Operations District and the Wellfield Protection Overlay District. Both areas are also delineated in Figure 89.

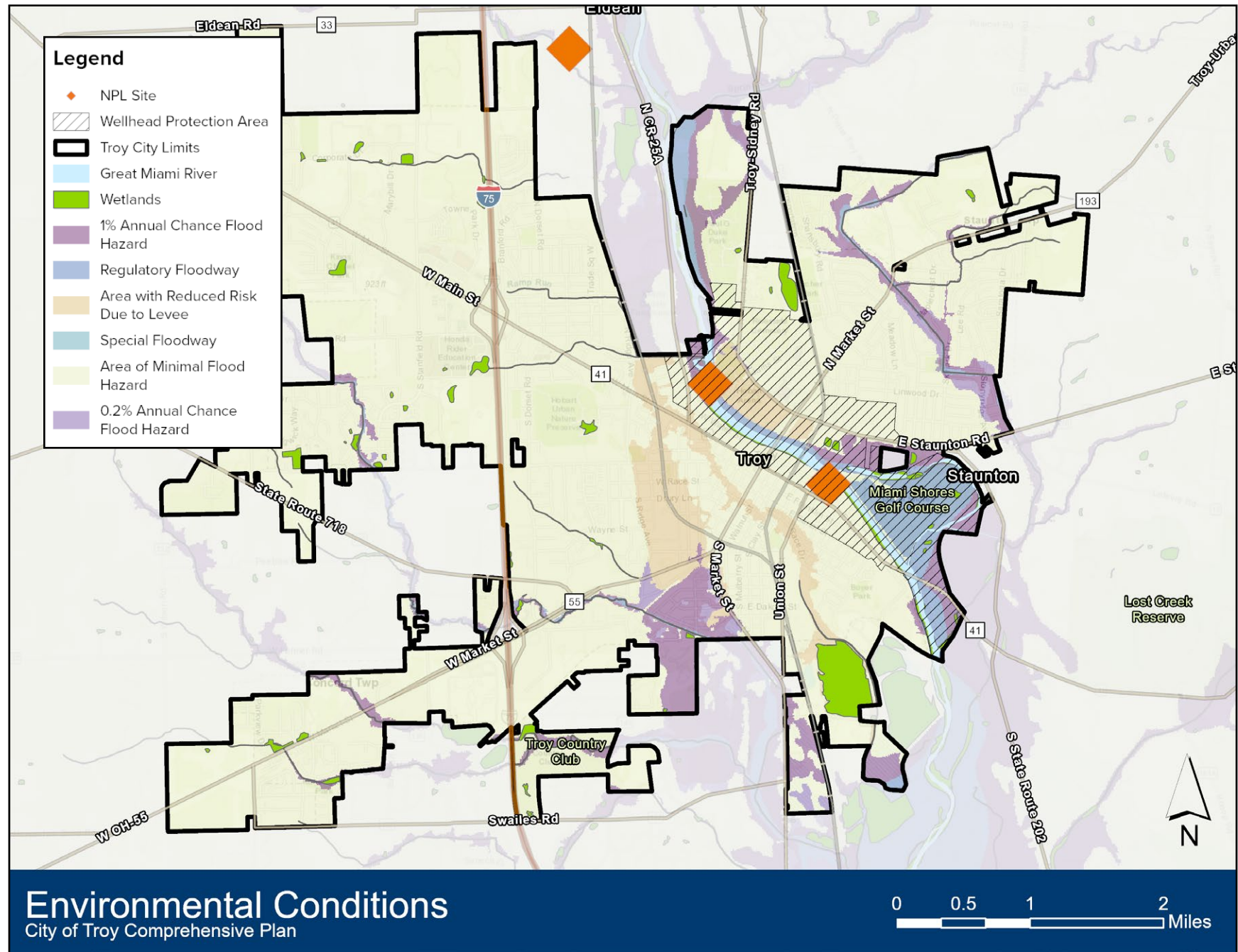
CONTAMINATION AND ENVIRONMENTAL CONCERNS

Development and industrial activity can contaminate soil, water, or other natural resources with chemicals, metals, or other pollutants. These pollutants can pose long-term risks to residents, ecology, and economic development, with significantly damaging situation rendering otherwise developable land unusable without substantial and costly remediation and repair.

Historic development patterns along the Great Miami River have included industrial uses, which have often leveraged the river in one way or another for their processes. Past development activity has led to substantial contamination, leading to two active Superfund sites within Troy city limits to be placed on EPA's National Priority List, or NPL. Sites on the NPL undergo longer-term remedial investigation and action.

The East Troy Contaminated Aquifer site is at Spinnaker Coating, and the West Troy Contaminated Aquifer site is at Treasure Island Park. As of 2023, both sites were in the remediation process with the Army Corps of Engineers and on the path to remediation.

FIGURE 91: ENVIRONMENTAL CONDITIONS





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